CITY OF BAYSWATER
The Garden City - Quality Lifestyle

LOCAL HERITAGE SURVEY

THEMATIC HISTORY AND FRAMEWORK

2020

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Cover Page: Bayswater Railway Station Staff, 1895-1905, Courtesy SLWA online image 005688D

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Methodology

This thematic history of the City of Bayswater has been prepared in accordance with the guidelines developed by The State Heritage Office of Western Australia. The aim of the thematic history is to provide a context for the City's Local Heritage Survey. This context is essential to understanding and recognising the cultural heritage significance of places within the City of Bayswater and ensuring the Local Heritage Survey is as representative as possible.

This history therefore looks specifically at the establishment and growth of the City of Bayswater and its suburbs over time; dating from pre-European history up to the present day (2017).

Its purpose is not to provide a detailed social or local history of the area; as these can be found elsewhere. Rather, it is to prepare a broad overview of the evolution of the City to identify turning points in its history, the main periods of its development, and key stories, themes and influential factors that have all shaped the City of Bayswater's distinctive character.

The thematic matrix at the end of this document provides an overview of the historic themes or story lines around which the heritage places of an area can be categorised. The thematic history and matrix are based on the Heritage Council's concept, outlining themes of historical development cross referenced against important time periods and places.

The historical material in this section has been compiled primarily from the Municipal Heritage Inventory prepared by the City of Bayswater in 2006. A complete list of the references used to compile the earlier thematic history has been included in the bibliography. Additional references have been included where appropriate.

The history has been divided into time periods, which correspond to important developments in the district although it is acknowledged these time frames are arbitrary and therefore trends do flow across time periods. The indigenous history of the City of Bayswater is addressed throughout the history although it is important to acknowledge that indigenous sites are protected under the *Aboriginal Heritage Act 1972.*[1]

- Aboriginal Histories (Pre and Post European Settlement)
- 1827 – 1840s First Settlers
- 1840s – 1880s Convict Period
- 1880s – 1900s The Railway Line and Gold
- 1900s – 1910s Homes for Workers
- 1910s – 1920s Creating Communities
- 1920s – 1945 Inter War and World War Two
- 1945 – 1950s Population Growth and Optimism
- 1960s - Present [2017] Suburbanisation

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[1]   *Aboriginal Heritage Act (*1972), State Law Publisher, https://www.slp.wa.gov.au

Historical Overview

Since the creation of the Bayswater Estate in 1885, Bayswater itself and the land that the City encompasses has experienced a great variety of settlement processes. In configuration, it stretches northwards from the banks of the Swan River, across a stretch of landform known as "the Bassendean Dunes". Topography and location have a great deal to do with the Bayswater character. Though the original vegetation is all but gone, the high hills around and to the north of the town-site still creates a series of pleasant and spectacular views of the township itself, the hills, river and city. The old geometric land subdivisions largely remain and their boundaries are the basis for many of the main roads crossing the suburbs.
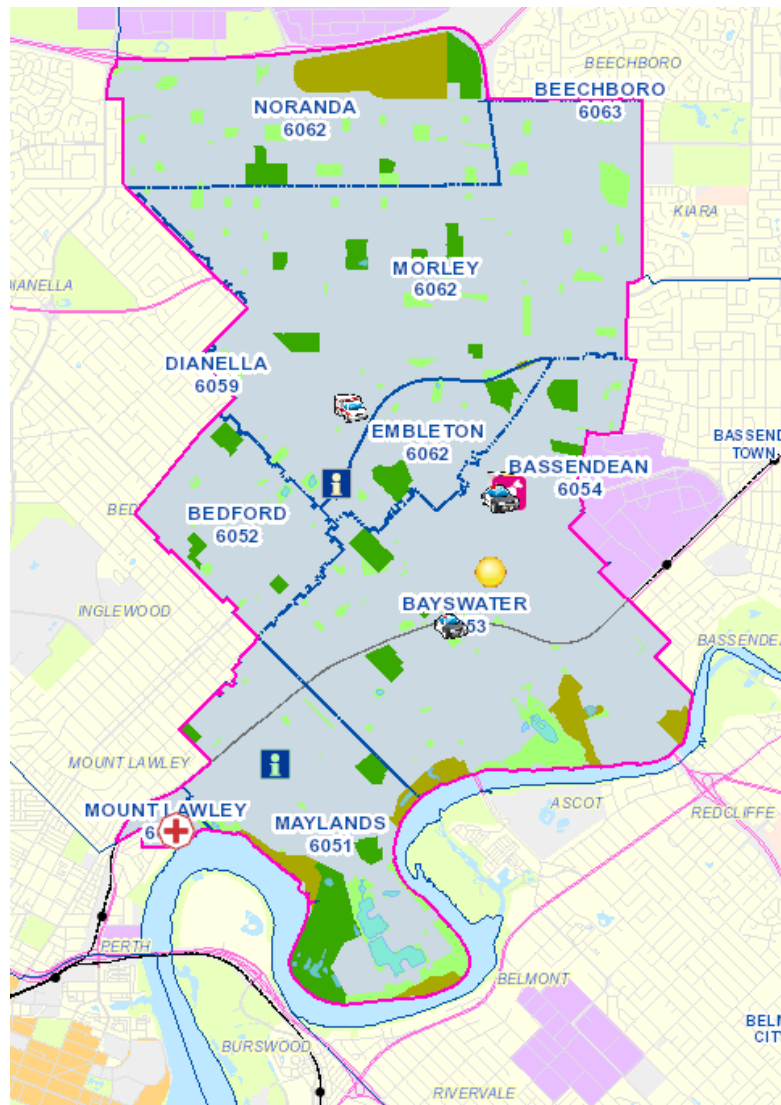
FIGURE 1   PLAN SHOWING THE BOUNDARIES OF THE CITY OF BAYSWATER AND SUBURBS
Courtesy City of Bayswater City Maps, https://citymaps.bayswater.wa.gov.au

The communities in Bayswater have evolved through various stages. Today the City is essentially residential with a significant commercial and industrial component. Modern settlement has supplanted earlier agricultural uses, especially during the great surge of population growth following World War II.

From the time of first permanent settlement in 1885, dairies, piggeries, nurseries, poultry farms and Chinese market gardens were pervasive features of the landscape. The land uses were centred on the old townships, but as Bayswater itself became more urbanised, they moved progressively further outwards. Beechboro Road and Morley Park were

rural areas right into the 1940s. By the 1960s, Benara Road was the last stronghold of poultry farms, eventually being overtaken by the settlement of Noranda.

The population of the City of Bayswater was relatively stable during the early 1990s, and then increased gradually from the mid-1990s, rising from about 55,000 in 1996 to nearly 62,000 in 2011.

1.0   Aboriginal Histories (Pre and Post European Period)

The histories of Aboriginal people in what is now the local government area of the City of Bayswater cannot be defined as neatly and easily as boundaries and streets. Instead, Aboriginal people's histories relate to social organisation, land relationships, events and experiences in the area.

The aboriginal peoples who occupied the lands in the south west corner of Western Australia are collectively known as the Noongar peoples.[2] The future City of Bayswater falls across the region of the Whadjuk dialectical groups.[3] The major cities and towns within the Whajuk region include Perth, Fremantle, Joondalup, Armadale, Toodyay, Wundowie, Bullsbrook and Chidlow.[4]

FIGURE 2   PLAN SHOWING APPROXIMATE BOUNDARIES OF THE WHADJUK DIALECTICAL GROUPS
Courtesy http://www.noongarculture.org.au/whadjuk/

In 1832, the early settler Robert Menli Lyon, with the help of Yagan, then a prisoner on Carnac Island, compiled a list of Aboriginal groups in contact with the Swan River settlement. This information was published in the Perth Gazette in 1833.[5] A rough plan of the groups around the Swan River and in the future City of Bayswater is shown in Figure 3.

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[2]   There are many spellings for Noongar, including, Nyoongar, Nyoongah, Nyungah, Nyugah, Yungar and Noongah. This document uses the spelling Noongar as used by the South West Aboriginal Land & Sea Council.

[3]   South West Aboriginal Land & Sea Council, 'Connection to Country', Kaartdijin Noongar – Noogar Knowledge website, accessed March 2017.

[4]   South West Aboriginal Land & Sea Council, 'Whadjuk', Kaartdijin Noongar – Noogar Knowledge website, accessed March 2017.

[5]   *Perth Gazette*, 20 April 1833.
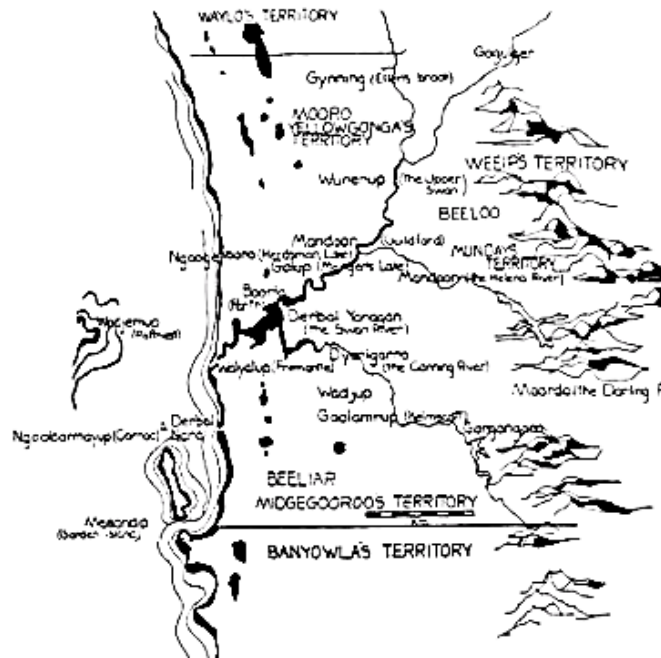
FIGURE 3   PLACE NAMES AND TERRITORIES AS TOLD TO ROBERT LYON BY YAGAN IN 1832.
Courtesy: Green, N., Broken Spears: Aboriginal and Europeans in the southwest of Australia, Focus Education Services, 1995, p. 50. (Copyright N. Green.)

As was common with all Noongar peoples, those in the future City of Bayswater travelled in search of seasonal food resources, congregating at times for economic or social purposes. The waterways were essential to people's survival; providing freshwater, plenty of crabs, shell fish, frogs, turtle and fowl in the lakes and swamps, and bush food and animals such as wild roots and fruits, edible gum, and lizards and snakes. Bandicoots, kangaroos and possums were also found in the fringing woodlands.[6]

The rivers and wetlands of the City of Bayswater are likely to have had particular ethnographic significance for Aboriginal people as sources of abundant food throughout the year, as well as places of ceremony and trade.[7] The most fertile areas within the future City of Bayswater were logical sites of occupation including the Peninsula in Maylands and alongside the Swan River (Derbal Yaragan). A large Aboriginal base camp, at least 4,500 years old lies under the Tonkin Highway, just to the north of Guildford Road.

Sites associated with aboriginal occupation within the City of Bayswater can be assumed to be numerous although not all are recorded. The Department of Aboriginal Affairs maintains a register of such sites on their online database, the Aboriginal Heritage Inquiry System (AHIS). This database records Registered Sites and Other Heritage Places. Under the *Aboriginal Heritage Act 1972* (AHA) a 'Registered Site' is defined as a place or an object which has been assessed as a site under Sections 5 and 39 of the AHA and 'Other Heritage Places' are those place or objects which have been recorded but not assessed. In 2017, the database included 5 Registered sites in the City of Rockingham and 27 Other Heritage Sites.[8]

Within only a few years of the Swan River Colony being established, the life of the Noongar people was irrevocably and harmfully impacted. Numerous deaths occurred as a result of conflict, lack of access to

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[6]   Cough, *Perth Outdoors*, p. 112; Green, *Broken Spears*, p. 14.
[7]   Department of Conservation and Land Management, 'Rockingham Lakes Regional Park, Draft Management Plan, 2003-2013', 2003, p. 40.
[8]   Department of Aboriginal Affairs, Aboriginal Heritage Inquiry System, Accessed July 2017.

traditional food sources and the devastating effect of diseases to which they had no natural immunity. Relationships with the land were all but destroyed through expansion of European settlement.[9]

The basis of Noongar traditions was also undermined as Aborigines were drawn into the political economy of settler society. As early as 1833, Aboriginal labour was employed in a variety of occupations. By 1848, estimates put the number of Aborigines employed by the colonists at 540.[10]

Settlers, such as the Wesleyans on the Peninsula saw the need to expose the Noongar to Christianity and teach them domestic, agricultural and industrial skills that would enable them to be useful members of the colonial economy. To that end, the colony's first Methodist minister, the charismatic John Smithies, established a native school on the Peninsula that involved separating the children from their parents. The children were sent out each morning to perform domestic and gardening tasks for selected benefactors, they were subjected to school lessons in the afternoons and spent each Sunday in worship and meditation. As with similar schools in subsequent years, it was a failure.

Relationships between the settlers and indigenous lead to changes in the population, by 1900, there was a gradual increase in the part-Aboriginal population of the south-west of Western Australia.

At the end of 1903, the Chief Protector of Aborigines, Henry Prinsep decided to make Welshpool Reserve a ration depot. The reserve had been developed in 1899 as a small scale agricultural settlement for local Noongars. Prinsep insisted all Noongar people in the metropolitan area should be moved to the reserve, along with a European caretaker. Despite protests from the residents, Noongars from Guildford, Perth, Helena Valley, Gingin, Northam, York, Beverley, Busselton and Pinjarra were moved there. The area is marked on early maps as "Maamba" and was visited by Daisy Bates in 1905, and referred to it as "a refuge for the old and destitute natives of this part of the state". By 1912 when she revisited the camp most of its inhabitants had either died or deserted.

As a result of the Depression in the 1920s and 1930s, fringe camps increased with Aboriginal people returning to Perth in order to try and find work to support their families. The high visibility of these camps led to their surveillance by government officials and, in 1937, the Department of Native Affairs carried out an inspection of these places. As a consequence, people were removed back to Moore River and to regional areas.

The Noongar who remained on the fringes of settlements are believed to have been able to do so by building relationships with European settlers. They often worked for these families as servants and manual labourers whilst being 'permitted' to live on what remained of earlier camping places and food sources at the edges of rivers and swamps.

By the late 20th century, the Aboriginal population of the south-west had recovered so that (in 1984) they were again one of the largest identifiable Aboriginal populations in Australia, with an estimated 12,000 men, women and children claiming Noongar descent.[11]

It is apparent that contemporary Noongar people consider the City of Bayswater as Noongar land. Despite radical changes to the landscape, Noongar connections are kept alive by an oral tradition.

In the late 20th century and early 21st century the City of Bayswater have undertaken significant steps to recognise the Noongar community of the past and the present in order to build a future where all community members feel welcomed and acknowledged. In April 2017, the City of Bayswater approved the terms of

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9   Green, Broken Spears, pp. 186-188.
10   Green, Broken Spears, p. 143.
11   Green, *Broken Spears*, pp. 188-189.

reference for the preparation of a Reconciliation Action Plan to grow understanding and respect for Noongar traditions and culture within the City.

2.0   1827 - 1840s, First Settlers

The initial settlement of Western Australia began in 1829, following the second landing of James Stirling in June of that year. Over 1000 colonists arrived in quick succession, demanding land, however a fundamental error in timing meant that the necessary preparations had not been made. The colonists remained camped at Fremantle while the initial surveys of the land were undertaken by the Surveyor General, John Septimus Roe. The surveys determined the boundaries of the land each colonist would be permitted to take up, with land possession rights based on the fundamental concepts of British land law. Aboriginal land was now British land. The transformation was rapid and complete, as the newcomers did not perceive existing property rights of the indigenous people.

The surveys carried out by Roe along the Canning and Swan Rivers resulted in a map on which appeared a number of ribbons that had been laid flat, all ending on the bank of the river, hence the name "ribbon grants". The object was to ensure each settler had frontage to the river, with good soil and access to water transport, however demand for land was so great that each grant could only be narrow and a greater part of each grant was dune country. By the early months of 1830, many of the colonists proceeded up river towards their various allotments and 'settlement' of the lands of Bayswater began.
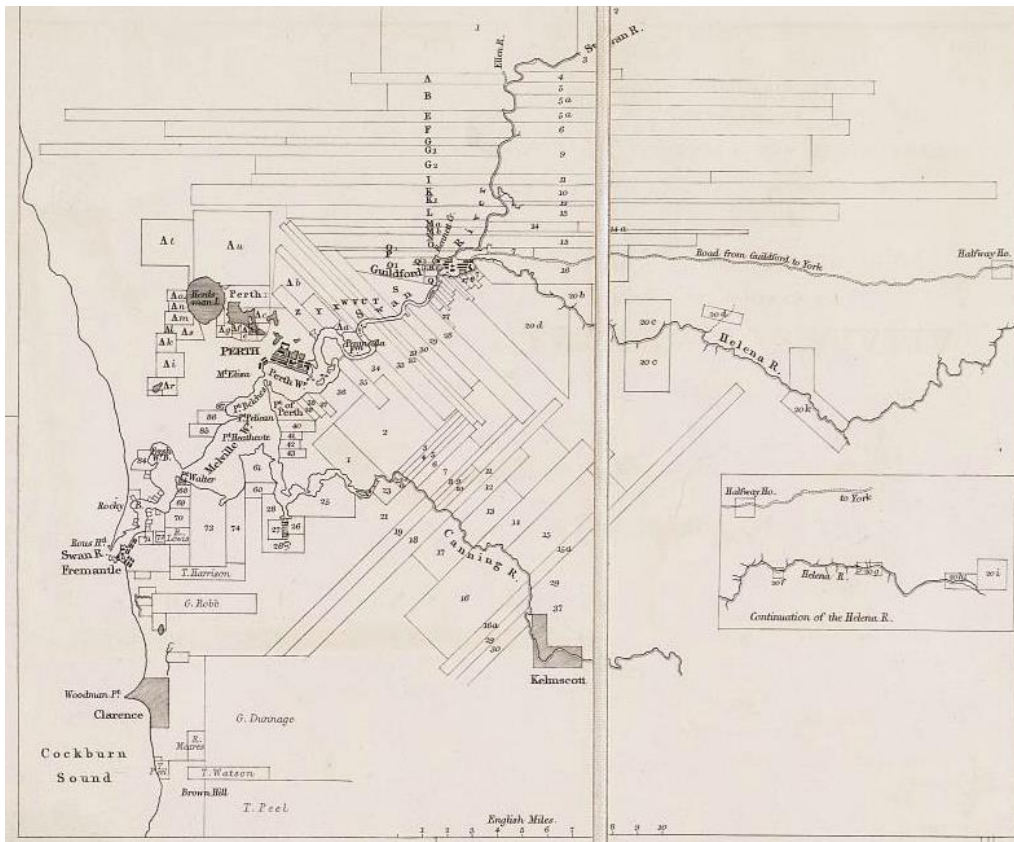
FIGURE 4   PLAN SHOWING THE 'RIBBON' GRANTS IN THE SWAN RIVER COLONY, 1839.
Courtesy SLWA, portion of plan 'The colony of Western Australia from the surveys of John Septimus Roe Esqr. Surveyor Genl. and from other official documents in the Colonial Office and Admiralty' compiled by John Arrowsmith. 1839

The 'ribbon grants' of the future Bayswater land later became the Swan Locations, which still appear on title deeds. Locations S to Y extend back from the Bayswater foreshore, while M to Q1 come in at an angle from the river above Guildford. The surveyed boundaries of these long thin landholdings have determined many basic features of the road layout and patterns of early subdivisions. For the most part they were occupied by people unsuited to the pioneering life who, within a short space of time, either died or abandoned their holdings for the pastoral life of the Avon Valley or more congenial work in Perth or Fremantle.

Whatley and Embleton Families

An example of these early settlements of the 'ribbon grants' is captured in the diary of Anne Whatley. John and Anne Whatley, their children and Servants, the Embletons, took up Swan Location T, the area between the current Slade Street and Tonkin Highway. Anne Whatley's 1830 diary of their struggle to establish a farm on the property provides a rare insight into these early experiences. With the death of her husband, John Whatley in September 1830, Anne and her children left the Swan River colony. The Embleton's stayed on and found prosperity as hotel proprietors.

For fifty years from 1835 to 1880, settlement between the Peninsular and West Guildford was so sparse that there is documentary evidence of only two houses in the vicinity of the future City of Bayswater. These were the houses of Frederick Sherwood, constructed in 1857, and John Scrivener. Neither of these properties is extant. The earliest surviving evidence of European occupation in the district is the olive tree in Slade Street believed to have been planted in the 1840s and used as the venue for religious services.

FIGURE 5   PLAN SHOWING GRANTS ABUTTING SWAN RIVER, 1841
Courtesy SROWA, Cons 3848, item 2

Peninsula Farm

The first successful long term settlers in Bayswater established themselves on the Peninsula in present-day Maylands. Unlike the ex-officers and other would-be gentlemen farmers who dominated the colonisation process elsewhere

in the colony, the Peninsula pioneers were of solid Yorkshire and Lincolnshire yeoman stock, united by the common bond of their Wesleyan faith. They arrived on the 'Tranby' in January 1830 led by John Hardey and the Clarkson brothers James (1806 – 1872) and Michael (1805 – 1871) who, having brought out a large number of livestock, together with seeds and farming implements, not only qualified for extensive grants of land, first on the Peninsula and later in the Avon Valley, but also had the skills and wherewithal to make it productive. By June 1830, there were no fewer than twenty one people working collectively on a group of Peninsula holdings, both large and small that constituted at that time, the most intensively settled piece of rural land in the colony.
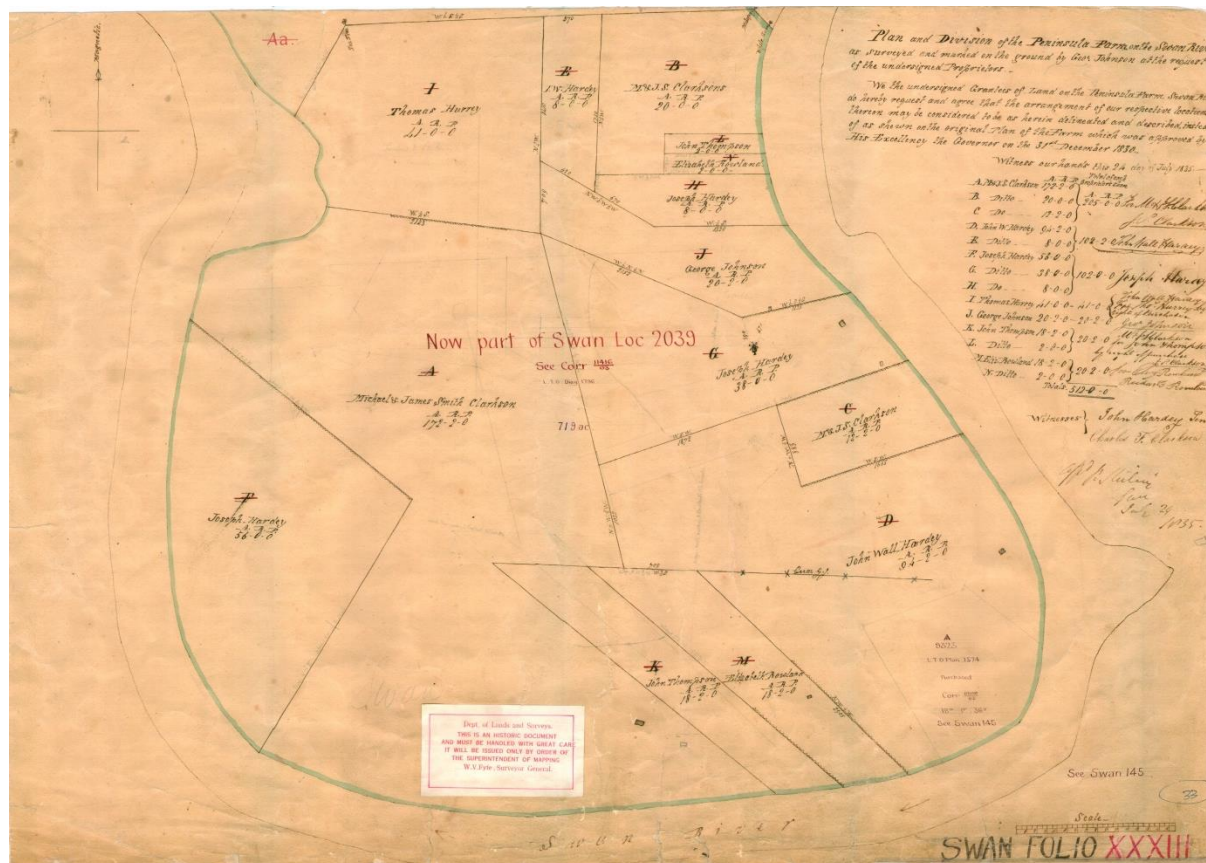
FIGURE 6   PLAN OF MAYLANDS PENINSULA, BY GEORGE JOHNSON, 1835
Courtesy SROWA, Cons3848, item 33

Within two or three years, the Hardeys and their small holder neighbours on the Peninsula were producing handsome surpluses of potatoes, wheat and barley and their vines and fruit trees were carrying heavy crops. Rearing livestock presented substantial problems, however, particularly as the nearby wastelands originally used for illegal grazing were being taken up by settlers. However, despite their success on the Peninsula even competent settlers like the Hardey and Clarkson brothers were forced to rely on provisions bought on credit from the government store.

Nearby John Gregory (1783 – 1866) with wife Mary (1792 – 1857) on Location Y in the Maylands – Mount Lawley area, were struggling to earn a living from dairying and their market gardening were far from successful. To supplement their income John Gregory established the 'Pineapple Inn' on Guildford Road, however Guildford Road was so sandy that travellers were few and customers at the inn even fewer. By the end of 1836, Gregory had left Location Y and was running a dairy herd and tiling a small crop farm on a piece of John Hardey's Peninsula land. He and his son eventually became successful agriculturalists in the Avon Valley.

Joseph Hardey became the largest and most influential landholder on the Peninsula although he took up land elsewhere, including the Avon Valley in 1838 while awaiting completion of their homestead after their second

Peninsula Farm residence was destroyed in the 1836 floods.   The Clarkson Brothers later moved to the Avon Valley, and John Hardey divided his time between Grove Farm in present-day Belmont and Mount Hardey near York.

The second farmhouse at Peninsula Farm built for Joseph Hardey [12] is the oldest building within the City of Bayswater. The property was held by descendants of the original settlers until well into the 20th century and was acquired by the National Trust of Australia (WA) in 1977. It has been progressively restored and is now a museum and tea rooms. The property includes the farm house, dry store and cellar building in a fine landscape setting of mature trees, several of which were planted by members of the Hardey family.

FIGURE 7   PENINSULA FARM, 1930S
Courtesy SLWA online image 046,662PD.

3.0   1840s – 1880s, Convict Period

The economy of the Swan River colony struggled in the 1830s and 1840s as a result of a lack of resources and investment, inadequate understanding of the environment and the small population. One of the few successful industries was the Sandalwood trade. Many prominent settlers advocated for the transportation of convicts to assist the struggling settlement. These requests were ultimately successful and led to the introduction of convict transportation in 1850 until 1868.

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[12]   Peninsula Farm is often referred to as 'Tranby House' but this name is believed to have been applied in the 20th century and was not used by the Hardey Family.

Upon arrival, felons were engaged on public works, but on gaining their 'Ticket-of-leave' were available for employment by individual settlers. The Convict Establishment achieved considerable improvement in the condition of main roads and rapidly produced a string of substantial public buildings. It also created a demand for construction materials, beasts of burden, fodder, food and clothing. Farmers in the area benefited accordingly, as did the sandalwood trader Henry Gray (b. 1800) who opened the Peninsula's first brickworks which operated between 1851 and 1857. Thirty-one 'Ticket-of- leave' men were employed at his premises.

Joseph Hardey, also employed 'ticket-of-leave' men and progressively bought out the other landholders on the Peninsula, expanding the scope of his operations there, cultivating potatoes, turnips, grains and hay for sale, and becoming a producer of prize-winning wines and dried fruit. In addition, he leased the unused parts of his property to ex-convicts and others. His steam-driven flourmill on Location G on the Peninsula, was also a thriving business venture, with wheat coming by barge from as far afield as South Perth and the Canning. Consequently the Peninsula landing was one of the busiest outside the established population centres at Fremantle, Perth and Guildford. The landing was just downstream from the present day Maylands yacht club.

Guildford Road, a very uncertain artery consisting of two rows of jarrah blocks, had existed since the early 1830s but essentially passed through a wilderness. It was the completion of the Perth to Guildford Railway Line in 1881 which brought the land within striking distance of Perth.

4.0   1880s – 1900s, Railways and Gold

During the 1880s, several events occurred that had a significant effect on the development on the future City of Bayswater. The railway line to Guildford opened in 1881 and although stations were not constructed at Maylands and Bayswater until 1896, the line and their sidings were a significant improvement for the transport of goods and passengers.

In c1886, a private railway line was constructed adjoining the government line near Bayswater to the riverbank approximately were the current Eric Singleton Bird Sanctuary is today [2017]. The intention was to run a line from Bayswater to Busselton, although this plan did not eventuate. Nevertheless, the line did lead to the establishment of Henry Walkenden's Brickworks in 1887 on the land located between Slade Street and Tonkin Highway, one of the first industries in Bayswater. Walkenden's brickworks and its surrounding camp of workers were situated to the east of the railway line for over two decades from 1887.[13] The enterprising WA Turf Club successfully lobbied to have a footbridge constructed across the river to the race track in Belmont. The railway line then became commonly known as the 'Racecourse Line' and became an important feature of the district, with its own small station known as 'Whatley Siding' at its termination. Racegoers alighted at the siding and followed a sand track to the footbridge to cross to the race track. The footbridge was dismantled in 1956.

In 1884, the railway line was extended from Guildford to Midland by the private company 'Midland Railway of Australia'. This company established their workshops in Midland which was one of reasons for the relocation of the Western Australian Government Railways workshops to Midland in 1904.

In 1885, Gold was discovered in the eastern districts of the colony which led to significant increases in population and investment in the Swan River Colony. The areas around Perth became earmarked by developers for residential occupation as accommodation was scarce for the new immigrants.

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13   It is speculated that the house at 19 Wright Crescent Bayswater belonged to Walkenden although further research is needed to confirm this proposal.

The land boom of the middle 1880s produced several subdivisions along the Fremantle to Guildford Line. In 1888 for example, the Riverside Estate, on the site of John Gregory's former market garden and 'Pineapple Inn' was advertised as "the Aristocratic Suburb of the capital of Western Australia", but nothing came of it. Possibly the most significant subdivision was the "Bayswater Estate". This was the whole of Swan Location U, acquired from the estate of Henry Drake and subdivided by opportunists named Feinberg and Rogers. The original subdivision created five acre lots, clearly with small farming in mind, was significant to the way that part of Bayswater developed, with scattered re-subdivision separated by areas of farms. The road that passed down the middle of the subdivision was named Coode St north of the railway line and King William Street between the railway line and the river.

To provide food for the increasing population, market gardens were established in swampy areas around the settled areas. In Bayswater, Chinese market gardeners established gardens alongside the river on the swampy lands near the present day Baigup Wetlands.

Others established gardens in the district, including in the early 1880s, Nurseryman Frederick Stone who bought Swan Location W, established his nursery and built a house, the core of which still remains at 78 Stone Street.

During this period there was more agriculture than housing in the future township. Murray's Dairy, Smeed's Nursery, James Mill's garden and Chue Hing's garden being all within a stone's throw of the present business district. Built roads were non-existent, except for Guildford Road and some gravelled beginnings of King William Street, Mary Street (now Stone Street) and Rose Avenue and South Crescent (now Whatley Crescent).

From the middle 1890s, farming extended out along Coode Street. The large dairies run by Edward Browne, Robert Meakins and Paul Rychen were situated on the present sites of Hillcrest Reserve, St Peters and to the north of Beaufort Street. Benjamin Copley's slaughterhouse, uphill from the present Hillcrest Oval was part of this outpost activity.

Early Residential Subdivision

Re-subdivision of the land by some original investors in the Bayswater Estate took place from the middle 1890s, increasing markedly around the turn of the century. This resulted in pockets of closer settlement in streets like Murray Street, Hill Street (then Kennedy Street), Wisbech Street, the river end of Hamilton Street and Rose Avenue, all of which resulted from very early re-subdivisions. Buildings from the period around the turn of the century include the oldest houses in these streets, together with the Bayswater Hotel.

It is noted that Hill Street runs through the original five acre Lot 37, acquired by John William Nicholson in 1886 and is possibly the first dairy in the Bayswater. Parts of the land were sold off from 1893, creating several lots on the present site of the Primary School. It is likely that the old corrugated iron house, inhabited with great reluctance by the headmaster at the time, was built by Alexander Halliday at the top of Hill Street. On the death of John Nicholson in 1895, the land was subdivided but building did not begin in earnest until after the turn of the century. The houses in the street were typically workers cottages, small but solidly built and with a decorative element. Indeed, the residents who moved in after 1904 were generally tradesmen and their families.

A smaller concentration of settlement was undertaken on Swan Location W, on the east side of Garratt Road, in Mary (later Stone), Percy and Queen Streets and Kitchener Avenue. At this stage, even close settlement constituted two or three houses in a street, and "scattered" became a byword for Bayswater.

The Roads Board had not then assumed the power to refuse subdivisions which did not meet certain criteria and this resulted in features of the built environment which would not later be tolerated –—very small blocks, houses built practically to the boundary line, or strange road designs like Walton Street which consists of back fences. The typical houses on small blocks such as those in Wisbech or Hill Streets were workman's weatherboard or corrugated iron cottages. Sometimes several blocks were acquired and part of the holding served as a garden.

Wisbech Street has features some of the characteristics from this period. The blocks in Wisbech Street were relatively small and the type of building which occurred consisted mainly of workman's cottages. Residents from around the turn of the century included the Mackintoshes, the McKenzies, Burnetts and Oswalds.

Another street which was subdivided and settled during this early period was Rose Avenue. It was part of an early subdivision of the five acre Lot 42 originally owned by William Leonard Smeed. The street was named after Rose Smeed. Subdivided lots began to sell in 1897, and among the early purchasers were Bayswater pioneers Charles Truslove (Carter), James Burgess (Brickmaker) and Edward Browne (dairyman & investor). After the turn of the century, the Pilkington family brought up a number of lots, which were apparently part of a dairying operation on what is now Halliday Park.

Those who resided temporarily in Rose Avenue in the early years included Robert Burnside (Stock and station agent) and W.F.S.E. Buchan, a very popular Roads Board Secretary from 1904 to 1907. Rose Avenue contains the only semi-detached houses in Bayswater dating from the early 20th century.

It was during the Gold Rush years that Eastern States speculators brought up land in locations to the north of Morley which would not be developed for decades. Many "Estates" with grandiose names like Mildura and Renmark and streets named Bourke Street or Melbourne Street clearly were intended to appeal to gullible Eastern States speculators. They existed on paper only with surveyed roads and some absurdly small blocks. The early rate books list numerous ratepayers from interstate and the goldfields, indicating the success of this strategy.

Gold Estates Australia

Between 1890 and 1905 the population of the Perth Metropolitan area increased fourfold. New subdivisions on the rural-urban fringe were therefore needed to provide building lots for both 'blue' and 'white-collar' workers. Most of Maylands and Inglewood were developed by 'Gold Estates Australia' as blue-collar suburbs, with small workers cottages constructed of timber and iron and even occasionally of hessian. Maylands rapid growth between 1900 and 1903 saw the population rise from under 100 to over 1000.

During the same period, the 'Arcadian' estates fronting the Swan River at Maylands along Swan View Terrace and Stone Street, in particular the' Falkirk Estate'. These were designed for city workers who dreamed of owning:

> *...his own little estate in the country, his garden, his green field, his free breakfast able – milk, eggs, vegetable, all his own growing, firewood, water, hygienic surroundings for his children and his Sundays spent in Arcadian simplicity tending his fruit and flowers.* [14]

There were other unrelated but important developments during the middle to the late 1880s. An arterial road was gazetted by the Perth Roads Board, passing across Swan Locations W to T and joining with an existing road which followed the northern boundary of Swan Location Q1. This subsequently became known as Walter Road, although during the early years of the century, it was known as Old Guildford Road to the present corner of Collier Road and Government Road from there on. Eventually this became a vital artery of settlement, though isolated from the Bayswater Township.

Between 1885 and 1895, a scattered settlement of approximately 400 people developed on the Bayswater Estate. Settlement was concentrated from the river to just north of the railway line. The riverbank, though a pervasive part of Bayswater leisure activities, and important as grazing land, could not be built on due to a substantial flood plain, at

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[14]   This quote was used in the previous Municipal Inventory and the reference provided was *Western Mail* 17 April 1896, un-paginated. Efforts were made to determine the exact reference however no source could be found with this quotation.

its widest on the Bayswater Estate itself. Negligible traces remain of this pioneering phase as the typical homesteads were timber and corrugated iron. Those that survived into the 1920s and 1930s were removed by the Roads Board's campaign for civic improvement.

The general influx of population accompanying the gold rushes of the 1890s had a marked effect on settlement, increasingly as the decade progressed. Settlers of more substance began to arrive, and to build more stately and permanent homes. Halliday House, at 114 King William St, dates from c1892 is one of the grandest houses in the district. It reflects the skills of its owner, Henry Halliday, master builder. Benjamin Copley's large brick bungalow at the corner of Copley and Coode Street (43 Coode St) dates c1896 when Copley opened his slaughterhouse slightly further out Coode Street.

David Murray, an original owner of a lot in the Bayswater Estate, and dairyman/ gardener, built a masonry house (apparently his second house) the core of which still remains at 7 Murray Street. The other probable survivor of this period and something of an idiosyncrasy is the two-storey house called "Reliance", located at 80 Stone Street, and most probably built by Squire Berkeley Pickett. Two storey houses in early Bayswater are otherwise virtually unknown.

Town Centres

By 1894, the Bayswater community had grown sufficiently for a one room school to be established in Murray Street, Bayswater. The original classroom was destroyed in a fire in the middle 1950s. The Maylands community was also growing and a state school was built in Maylands in 1903. The schools provided a social focus for the district, serving as a meeting-place for concerts, balls, bazaars and other children's activities.

The Bayswater Post Office was constructed in 1895 in King William Street. The core of the building remains with additions of the middle 1930s and early 1960s. The Bayswater Town Centre developed from these beginnings with several small shops established near the railway line

To serve the demands of the goldfields and the population along the line, the Guildford Railway Line was duplicated and a railway station and signal box was built in 1896 at Bayswater and Maylands.

FIGURE 8   BAYSWATER RAILWAY STATION AND FOOTBRIDGE, C1900
Courtesy SLWA online image 005732D

This period also witnessed the building of the Victoria Institute and Industrial School for the Blind, which opened its doors in Central Avenue, Maylands in 1900.   Its new building in Whatley Crescent was opened in 1936.

Bayswater achieved Roads Board status in 1897 and a small wooden Ratepayers' Hall was built next to the first Baptist Church on Guildford Road, constructed in 1896. Both these buildings have been demolished.

Early Industry

Also as a consequence of the gold discoveries, the Western Australian Government decided in 1896 to build a water pipeline from Mundaring to the Goldfields. The construction of this pipeline had a significant impact in Maylands as the manufacture of the pipes was undertaken by the firm Ferguson and Hoskins at a new factory adjacent to the station at Maylands. The firm established a siding for the factory named, 'Falkirk' after the birthplace of the firm's founder, Mephan Ferguson.
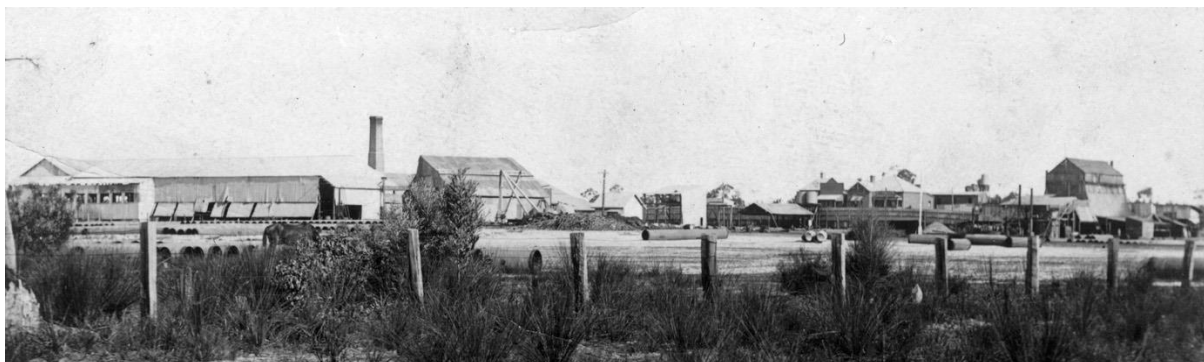
FIGURE 9   MEPHAN FERGUSON FACTORY, MAYLANDS, C1901
Courtesy SLWA online image 013514D

The factory operated between 1898 and 1903, because of the labour required at the factory there was a rapid increase in population in Maylands. Many workers and their families lived in the timber cottages built quickly in the area by investors. When the factory closed in 1903, many families stayed on and contributed to the development of the Maylands community.

FIGURE 10   VIEW OF FALKIRK AVENUE, 1901
Courtesy SLWA online image 006201d

FIGURE 11   WORKERS AT THE MEPHAN FERGUSON FACTORY, MAYLANDS, 1902
Courtesy SLWA online image 013521d

The rapid settlement and establishment of industry in Maylands at the turn of the century coincided with the death of Joseph Hardy and the transfer of the majority of the Peninsula lands to his son Richard Hardey. Richard decided to subdivide large portions of the land for urban development in 1903. Consequently many new residential subdivisions were available for settlement on the Peninsula in the early 20th century.

FIGURE 12   MAYLANDS COUNCILLORS CHOOSING LOCATION FOR TOWNSITE, 1901-1904.
Courtesy SLWA online image 013525d

FIGURE 13   MAYLANDS (FALKIRK) RAILWAY STATION, C1902
Courtesy SLWA online image 013490d

Social Life

As the settlements grew several religious organisations established their own churches in the district. The churches performed more than a spiritual function as they were often one of the few opportunities for the community to gather, socialise and celebrate significant events.

The Baptist Church of Bayswater was built in 1896 on Guildford Road by members of the community and in the following year the Anglican Community erected a timber church on the corner of Grafton Road and Guildford Road. The building was relocated to Murray Street in the early 1900s.

In 1902, the Methodist Church was built in Murray Street and in 1906 a new Baptist Church was built on Guildford Road. St Columba's Catholic Church was built on its current site within the St Columba's School grounds c1907.

In Maylands, St Lukes Hall was built in 1906 on George Street and the Maylands Baptist Church was built on Seventh Avenue c1900.

FIGURE 14   ST AUGUSTINE'S ANGLICAN CHURCH RELOCATED TO MURRAY STREET 1906
Courtesy SLWA online image b4440284_1

5.0   1900s – 1910s, Homes for Workers

In 1904, the Western Australian Government Railways relocated the WAGR Railway Workshops to Midland leading to a marked increase of activity in the Bayswater Township. Bayswater was a convenient place of residence for employees, land was cheap and many workshop employees now start to appear in rate books and in public life. Moreover, people who had come from interstate for the Gold Rush or the general prosperity of Western Australia began to populate the newly developing suburbs of Perth. Most adults in Bayswater originated from Victoria or South Australia and not from Western Australia.

The built environment in the immediate vicinity of the township bears the stamp of this newfound activity in several respects.   Land subdivisions accelerated with Benjamin Copley and Robert Burnside subdividing their five and ten acre lots situated opposite each other on Coode Street. Copley and Burnside Streets run through the original lots 44, 45, 46 and 47. Burnside Street, west of Coode Street, was originally Swan Street and was subdivided before the turn of the century but, so far as can be ascertained, no houses from that time remain.

Gold Estates of Australia, the land development company already involved in Maylands, acquired the whole of Swan Location V (hitherto vacant) and called that part south of the railway line the Oakleigh Park Estate. Milne, Roberts and Crowther Street appeared. The company's energetic manager Edward Hamer, immediately formed a close association with the Roads Board, assisting with the building of Milne Street and some of Guildford Road. Gold Estates also provided land at a very cheap price for a municipal hall built in 1906 on Murray Street and the recreation ground built opposite.

The land owned by John Hamilton south of the railway line along Whatley Crescent (then South Crescent) was subdivided in 1904 and building commenced in the future business district. A number of local residents brought up a considerable amount of land for investment. Edward Browne, Archibald Arthur West and Henry Halliday were prominent among them. Houses for workshop employees were in demand.

It was noted in late 1904 that Henry Halliday was in the process of building five worker's cottages close to the railway line and these might well be those at 15 & 19 Coode Street just north of the future subway. It is apparent that Henry Halliday partook of this upsurge in building, some of his known works being some of the first solid brick structures in the business district (eg. 1-3 and 9 King William Street). The residential area that suddenly developed during these years was along Coode St and into Burnside and Copley Streets, convenient to the railway line.

At the same time, the style of building became noticeably more permanent and sophisticated. The Roads Board encouraged reasonably spacious subdivisions and increasing numbers of weatherboard or brick bungalow style houses appeared.
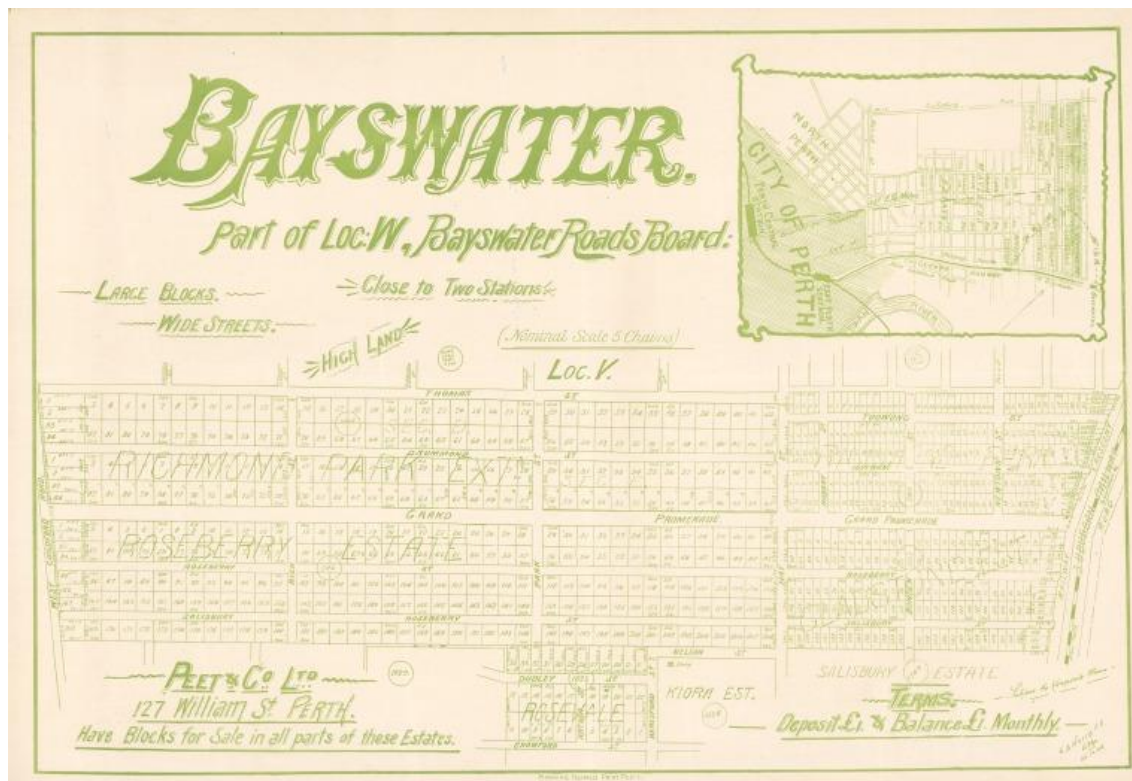
FIGURE 15   REAL ESTATE PLAN, 1908
Courtesy SLWA online image b4211501_2

The whole area was the site of considerable building immediately following the relocation of the WAGR Workshops to Midland, with many of its earliest residents being workshop employees. Several years later the area and Copley Street in particular, attracted British migrants.   Copley Street contains houses of varying design, but is largely representative of the period from 1904 to c.1918.

Burnside Street has several impressive bungalows from this period and the corners of Coode and Copley Streets includes the homes of former local identifies Robert Burnside and Benjamin Copley.
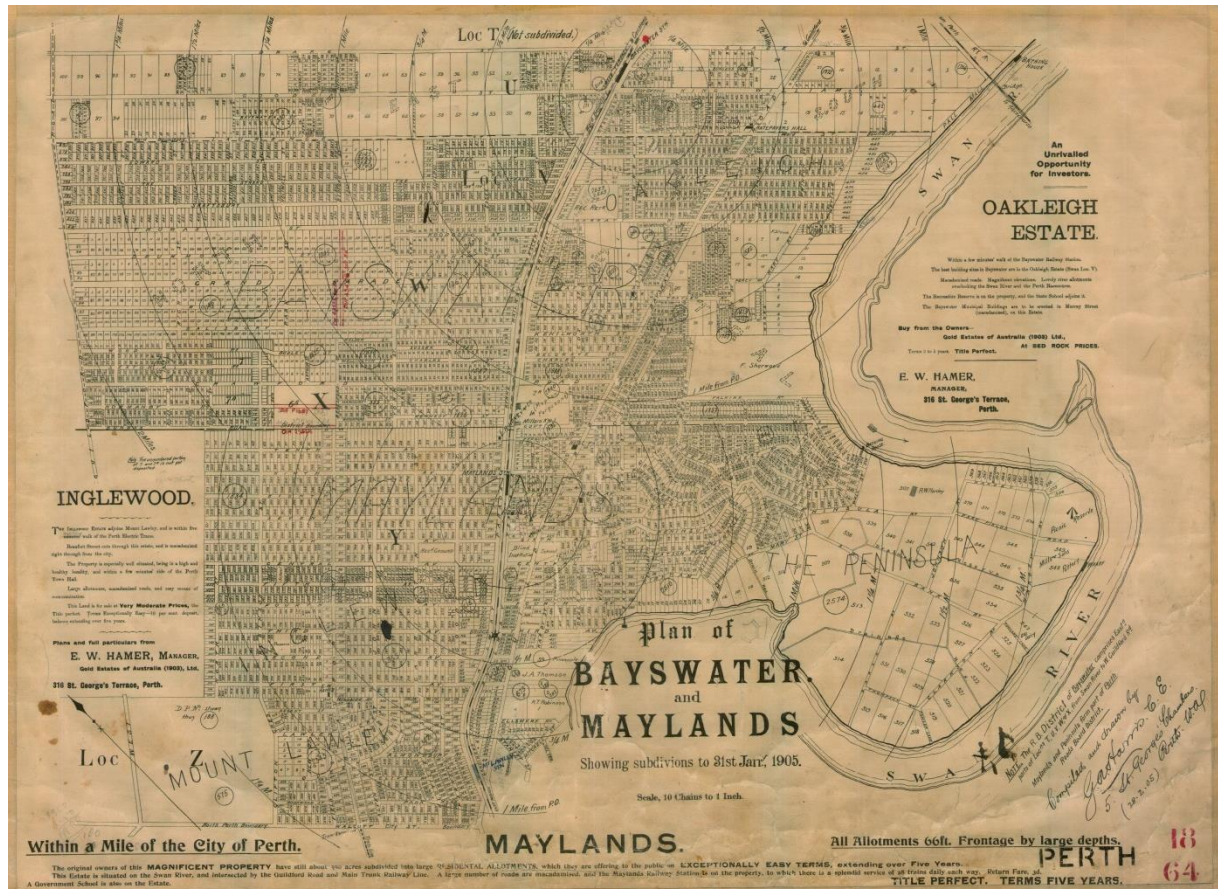
FIGURE 16   PLAN OF BAYSWATER AND MAYLANDS, C1905
Courtesy SROWA cons 3868 item 357

As Maylands and Bayswater were being settled by working men and their families, Mount Lawley, developed by lawyer Robert T Robinson MLA and his real estate partner Samuel Copley, was designed as a 'white-collar' suburb. It was designed to appeal to the increasing numbers of wealthy professional people and businessman who were looking for a fashionable locality close to the city. Few members of the old colonial families chose to build here. Homes were substantial and in many cases palatial, constructed of brick and tile in the Federation style. Robinson's grand mansion 'Killowen' built in 1903 on the Maylands heights overlooking the Peninsula was the showpiece of Mt Lawley.

The construction of the Maylands Peninsula Hotel in 1906 did however demonstrate the aspirations of this area. This fine and elaborate two storey building on Railway Parade was designed and built by prominent local builder, Wilhelm Frederick Gustave Liebe.

FIGURE 17   HOTEL PENINSULA, 1906
Courtesy SLWA online image 007820d

Bayswater Town Centre

The Bayswater town centre had been established in the 1890s, but it was largely developed in the 1900s with the subdivision of land along the railway line and on Whatley Crescent resulting in building of shops and houses from 1905. The construction of the subway in 1910 added another feature to the layout of the area, and over the next two decades, shops spread along the railway line, to the east of King William Street. Some key businesses occupied different sites within the business district over the years.

Commonly the shop owners lived on the premises and kept horsed stabled at the back of the shop to enable them to ride around the district taking orders and deliver to customers. At one stage, the area north of the present two storey premises on the corner of Murray Street and King William Street was used to graze the horses that pulled Taylor the butcher's delivery carts.

It was not quite the end of the corrugated iron phase. McLeish's store on the corner of Murray St and King William Street built in 1906 was perhaps the grand finale of this era. More often, buildings of any size were now of masonry, as indicated by the new Baptist and Roman Catholic Churches and the Municipal Hall and the store on the corner of Whatley Crescent and King William Street. The business area finally gravitated to the south of the railway line although small shops continued to spring up in new settlements.

New Industries

Between 1900 and 1910 and accompanying the economic transformation of the state as a whole, there was diversification of industrial activity within the Perth Road District. The demand for metal pipes and rolling stock for railways and the need for clay pipes for water supply and sewerage facilities stimulated the beginning of an industrial network in Maylands.

The former Ferguson and Hoskins Factory was taken over by Collins and Company to produce wagons of all kinds for the Western Australian Government Railways. At a later stage, Millars Karri and Jarrah Company used the grounds.

By 1909 H. J. Mills and Company had established pottery works at lot 548 Clarkson Road on the Peninsula, now Maylands Waterland, had emerged as the main Western Australian supplier of ceramic pipes and pottery items. About 1928 this was sold to Lance Brisbane and became part of Brisbane and Wunderlich extensive company.

FIGURE 18   MILLS AND CO POTTERY, VIEW FROM THE SWAN RIVER, 1920S
Courtesy SLWA online image b2107559_17

While some new industries were being established the majority of the land was used for agriculture. Dairies and market gardens the most common usage. The land between Hillcrest School and Beaufort Street on both sides of Coode Street and north of Beaufort Street on the westerly side was the former site of the three large dairies in Bayswater at the turn of the century. Brownes, Meakins (later Mounseys, then Beales) and Rychens were all situated in this area.

In former times, there were two large lakes in the vicinity, known as Meakin's Lake, which occupied the present St Peter's oval and Brownes' Lake, which cut across Coode Street north of Beaufort Street and blocked continuous settlement between Beaufort Street and Morley for some years until drained in c1960.

The land which is now the Hillcrest Oval was used from 1896 until 1904, by Benjamin Copley. His slaughterhouse occupied the elevated part of the site and in 1909-1910 this was briefly a small abattoir again before the Local Board of Health refused a license.

The whole of the land was leased from Edward Browne whose Chinese tenants occupied the lower fertile ground and made use of the water from the slaughterhouse as fertiliser, again to the distress of the Local Board of Health. By the late 1920s, the Chinese had left and the land was leased by the Levis family, of Italian origin. With much hard work, they brought it from a waste land to a market garden, but then the land was required for grazing dairy cattle again and the family moved to another part of the district. Hillcrest Oval was established in the middle 1950s.

6.0   1910s – 1920s, Creating Communities

Agriculture continued to be the main use of the land during this period and the occupants of the small settlements along the railway line frequently worked in the Midland Railway Workshops or at other large employers located along the railway line.

The area of land along Beechboro Road, between King and Clavering Streets was acquired by the Mounsey family, dairy farmers during the Great War and it was leased top Chinese market gardeners, the best known being Hop Chong and Tee Yook. These gardens were a well known feature of Beechboro Road for many years. In the 1930s, it became Gobba's dairy and this continued to be run by the well-known Gino Gobba right up to the 1970s after most of the surrounding land had become industrialised. It is an important location commemorating the old style of settlement along Beechboro Road.

Other sections of Beechboro Road were once again the site of King and de Lacey's tannery established in 1910. In 1921, Albert McGilvray took over the concern; enlarged and modernised it and this became the well-known landmark on Beechboro Road right into the 1960s. Whether this site was also Kenny's fellmongery which operated from the 1890s is uncertain, but since that was in the path of Beechboro Road when the road was built, it is not unlikely.

In Maylands, there were also Chinese gardens established below Kirkham Hill Terrace and Falkirk Avenue near Mills Pottery on the Peninsula. In 1910, On Hop had a Chinese garden on the Peninsula and Ah Yung and Lee Shing in Eighth Avenue.

In 1911, Swan Location T, still vacant in the hands of the Whatley family, was acquired by Gold Estates in 1912 and subdivided as the Whatley Park Estate. Building commenced along the river to the south of Guildford Road and north along that part of Beechboro Road closest to Bayswater which was situated in Swan Location T. Swan location Q1 and parts of S were also put on the market. Both these developments encouraged settlement northwards, and Beechboro Road, commenced in 1902 provided a natural focus for a ribbon development.

FIGURE 19   MAYLANDS POST OFFICE (BUILT 1910), 1942.
Courtesy SLWA online image b4539645_2

In 1910, Gold Estates also opened the Surbiton Estate, north of the railway line in the vicinity of May, Lawrence and Arundel Streets and the Strand.   Naturally, houses were built at the end of the Estate closest to the railway line. During these years, moreover, a large number of migrants from Britain arrived in Western Australia, some settling in areas with cheap land, and quite often in metropolitan agricultural locations. Copley Street to the west of Coode Street, Arundel, May and Lawrence Streets became known as "Pommie Town" because of the large number of British migrants who settled there. Frequently, the migrants did things as cheaply as possible by building their own houses. The solid self-built house of the Siddons family in May Street is an example, though today few of these houses remain. Eventually, the Roads Board set about dismantling abandoned "half houses" in the northern areas of the Shire. However, a fine example that still exists is Ellis House, which, like some of the more successful projects, was a life's work (116-118 Milne Street).

FIGURE 20   ELLIS HOUSE, 1990
Courtesy SLWA online image 315642PD

A very scattered farming settlement commenced along the future Walter Road from circa 1912 onwards, one of the first arrivals being the Mangini family who brought a house down from the goldfields town of Kanowna. Most of these houses were also self-built and in any case the whole area was overtaken by rapid modern settlement so that few traces remain.

In 1913, the Roads Board framed its first set of building by-laws, which applied minimum standards to home building. These essentially amounted to a prohibition on corrugated iron structures or hessian internal walls, and it was within the discretion of the Roads Board to permit breaches where necessary. However, this signified that the latitude afforded by pioneering conditions was at an end, at least in the township itself.

The Great War markedly slowed both building generally and the turnover of land. The major project of the time, commenced before the outbreak of War, was the new Roads Board Hall at 7 Slade Street, on land donated by Gold Estates. It is noticeable that the company did everything possible to have public facilities in its territory.

FIGURE 21   COMFORT PACKAGES FOR TROOPS IN TRENCHES FROM MAYLANDS PRIMARY SCHOOL, 1916.
Courtesy SLWA online image b2304484_3

More activity occurred immediately following the Great War, with the construction of Campbell's Store at 79 Whatley Crescent, Smart's Billiard Saloon (Later Marshall's) and the store on the corner of Foyle Street and Beechboro Road. However, Bayswater at this stage was somewhat "in the doldrums" as the railway line was no longer such a selling point with competition from suburbs serviced by tramlines and the best blocks had been taken up.

Confectionery Manufacturer Peter Albany Bell (1871 – 1957) built his 'factory in a garden' on part of the site of the old Pineapple Estate from 1914-1919 on Guildford Road). The building, based on the principles of Bournville, was set in gardens. It takes a simple functional use and clads it in an elaborately detailed decorative skin of red brick and rendered embellishments in the form of castellation, quoins and strings.

FIGURE 22 ALBANY BELL CASTLE, FACTORY, C1920
Courtesy SLWA online image b1923086_2

Various shopping precincts emerged along Guildford Road, in Whatley Crescent near the Maylands Railway Station and Beaufort Street. By 1920 there were 25 businesses in and near Whatley Crescent including service industries such as Lee Cheony's Chinese laundry.

While the Bayswater town-site was experiencing a period of slow growth in the period following World War One, the areas of Maylands and Mount Lawley were booming. The rapid increase in housing in these areas encouraged a variety of businesses connected with the building industry, including estate agents, surveyors, painters, plumbers and carpenters. Hotels were also built although none were permitted in the Mount Lawley estates.

7.0   1920s – 1945, Inter-War and World War II

After the First World War there was a period of positive strong economic growth in the State which was truncated by the Great Depression of 1929. While this was not as severe in Western Australia as some other places it was not until 1935 that the problems were overcome and the housing market started to grow again.

The period between 1920 and 1940 saw the further development of the inner city suburbs of Mount Lawley and Maylands, enhanced by the extension of the tramway system into these areas. The extension of Beaufort Street into Bayswater Shire in 1924 resulted in the beginnings of settlement in what became Bedford Park. There was a slow accretion of new settlers to the still isolated Morley Park.

In Bayswater, a new style of development appeared with the building of standardised speculative homes, which often appear in groups of two or three. Builders, Samuel Moore, Johnston and Browes and Charlie Plunkett were most conspicuous examples of the type. Most of these houses were "middle of the road" constructions costing in the region of £450 but were luxurious by comparison with those typical of earlier settlement. The £1250 house built by

Albert McGilvray in 1921 at 4 Short Street was an exception.   McGilvray's Tannery on Beechboro Road, commenced in 1921, became a landmark of the district for many decades.

FIGURE 23   MAYLANDS HALL, 1921
Courtesy SLWA online image b2103444_2

The late 1920s was a time of renewed vigour in Bayswater. The Roads Board, which had become a more business-like and far-sighted body, began to consciously improve the suburban environment and one of its first efforts was to reclaim Tester's property near the town centre for public space. This was originally known as Whatley Gardens, but later was renamed Bert Wright Reserve (King William Street, Bayswater).

New Building by-laws were promulgated in 1929, requiring higher and more uniform standard of workmanship. At this time both Beaufort Street and Guildford Road were declared Brick areas. This development occurred in response to pressure from residents in these "up and coming" parts of the Shire.

The first large industries, Fowler's Foundry and Cresco P/L were constructed at the eastern end of the district foreshadowing the later location of industry. Industry continued to develop in Maylands with the opening of the Metropolitan Brick works, flour mills, furniture factories and small engineering firms during the 1920s.

FIGURE 24   CRESCO FACTORY AND ADJOINING HOUSES, 1927
Courtesy SLWA online image b3418211_1

FIGURE 25   MAYLANDS BRICKWORKS EST 1927, 1950
Courtesy SLWA online image 019,768PD

Economic Depression

The Great Depression delayed development significantly, but renewed activity was apparent by 1934. Morley Park acquired a one room school along Wellington Road, Morley. Bayswater and the new area of Bedford Park experienced a building boom, with much encouragement from the Roads Board – so much indeed, that the Board was sacked in 1936, partly on account of mildly corrupt practices in the non-enforcement of building standards. The somewhat flamboyant builder responsible for much speculative building of the middle thirties was Ron Jordisson who concentrated especially on Elizabeth Street[15] and Kitchener Avenue but more generally built throughout the Garrett Road end of the district.

Cyril Smart was reputed to build a solid type of house and carried out a considerable building program along Guildford Road, in Milne Street and Bedford Park. The typical speculative home sold for approximately £500. The more individual buildings were privately contracted and might cost £800-1000.

During the 1920s and 1930s, a large area of humpies occupied by old men was barely tolerated by the Roads Board, but it was a well-known landmark of the district, adjacent to Walkenden's former brick-pit and near the Whatley Siding and was a visible reminder of the effects of the Depression.

FIGURE 26   VIEW OF BACKYARDS IN EIGHTH AND NINTH AVENUE MAYLANDS, 1928
Courtesy SLWA online image b1923343_2

The first service stations on Guildford Road appeared during the middle nineteen thirties. The Cosmopolitan Garage on the corner of Kenilworth Street, constructed in 1935, became a military motor depot during World War Two.

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[15]   Ron Jordisson lived at Lot 86 Elizabeth Street, and many of the homes in the street reflect his building style.

FIGURE 27   ST LUKE'S ANGLICAN CHURCH MAYLANDS (BUILT 1931), 1950.
Courtesy SLWA online image b4489303_1

Maylands Aerodrome

In 1923 the decision to build a landing ground in the south-western corner of the Peninsula added a further dimension to the pattern of transport. By 1929 a regular weekly passenger service with Adelaide had been inaugurated, marking the beginning of a period of growth in air services stretching to the remote corners of Western Australia. Indeed Maylands Aerodrome was not only the terminal for the metropolitan area, but also the headquarters of an active flying club and the home base for two local commercial aviation companies.

FIGURE 28   SOUTHERN CROSS FLOWN BY CHARLES KINGSFORD-SMITH AT MAYLANDS AERODROME, 1929
Courtesy SLWA online image 041,403PD

FIGURE 29   MAYLANDS AERODROME, 1929
Courtesy SLWA online image b3473427_2

FIGURE 30   ARRIVAL OF THE FIRST AIRMAIL AT MAYLANDS AERODROME, 21 DECEMBER 1934.
Courtesy SLWA online image 046,656PD

FIGURE 31   MACROBERTSON MILLER AIRLINES HANGAR AT MAYLANDS AERODROME, 1950
Courtesy SLWA online image b4772986_1

FIGURE 32   WUNDERLICH FACTORY, 1935
Courtesy SLWA online image 041,387PD

FIGURE 33   AERIAL VIEW OF SUNSHINE HARVESTERS FACTORY CALEDONIAN AVE AND WHATLEY CRES MAYLANDS, 1935.
Courtesy SLWA online image 041,386PD

"Strip" shopping locations were also a feature of the middle thirties. Following Bayswater's first zoning scheme in 1935, shopping areas had to be gazetted and so isolated corner stores were replaced by small groups of shops, typified by the structure at the corner of Guildford and Garratt Roads or by the group of shops opposite on the corner of Beaufort Street and Shaftesbury Avenue.

This was a period of great change in social activity, with a new state school and church in Maylands. The conversion of Killowen to Mercy Hospital provided a further dimension to medical services in the district. Organised sport also became a feature, with swimming, rowing and yacht clubs formed on the river at Maylands. A picture theatre was opened in Maylands, the Maylands library opened in 1921 and Flora Landell's Maylands School of Art c1926 and her pottery c1929 being established.

World War Two

Although the reality of war did not become apparent to the general community until 1942, many families in the Perth Road district were involved from the beginning. The War effectively halted building although War related activities carried out in the district added an interesting dimension to some existing buildings. Only War Service homes could be built between 1941 and 1950. Virtually all halls, sporting pavilions and a number of houses were taken over by the Third Army Corps, which had its signalling headquarters in the district at 56 Coode Street. Women eagerly grasped the chance to work in what had been exclusively male occupations, such as repairing the fabric on the wings of training aircraft at the Maylands Aerodrome. The War also resulted in the construction of an aircraft factory into the residential area between Crowther Street and Garratt Road, which has now been demolished.

Patriotic fund-raising and entertaining the troops were major preoccupations, with groups such as the Maylands Daughters of the RSL attending dances and working in canteens in Perth.

FIGURE 34   BAYSWATER POST OFFICE, 1942
Courtesy SLWA online image b4537895_2

8.0   1945 - 1950s, Population Growth and Industry

When development recommenced following the war, it was in a complete different context. Most noticeably Bayswater, which had been a quiet semi-rural Shire, was suddenly a frontier of rapid suburban growth. The Commonwealth and State Governments intervened to try and overcome the gross housing shortage and hence acquired large tracts of relatively cheap land close to facilities. Building in Bedford Park was their first major activity in Bayswater. Soon it became necessary to build 'more for less' and houses which the Roads Board regarded as inferior in standard were constructed in May, Lawrence, Adelphi Streets. Much land was purchased from the Estate of Edward Browne, so that the early State Housing estates were on former dairy farms and market gardens.

Some small pockets of older farming properties are still evident in the remaining building stock. For example, in Drake Street, Bayswater homes dating from the 1920s and 1930s are remnants from the former poultry farms in the area.

'Self Help' Housing

Running parallel with the sudden growth of public buildings in the district was the upsurge in "self-help" building. With the shortage of qualified builders and building materials generally, this was often the only choice and many families lived in temporary structures, building their own house over a number of years. European migrants now arrived in the district in increasing numbers. The most prominent national groups at this stage were the Dutch, Italians and people of East European origin, often "Displaced Persons".

Much land was brought up in the cheaper outlying areas – for example Araluen Street Morley and Drake Street, along Beechboro Road, in Hampton Park and north of Walter Road and the more northerly parts of the Shire suddenly became the focus of development. Many owner-builders made their own bricks progressively as cement became

available. Frequently they and their families lived in a shed near the back fence after the first section of the house, - normally a lean-to back verandah with bathroom and toilet – was built and slow progress was made on the rest of the dwelling.

Public Housing

Building by the State Housing Commission (SHC) in the northern parts of Bedford Park was a trend of major importance to the Bayswater Shire after the Second World War as it provided for the sudden influx of population to the district in those years. Often the SHC would build shops to serve the new communities and an example of these can be seen on Grand Promenade, Bedford. These shops were designed by William Leighton, a well-known Perth architect, and were built by Bayswater firm, Croft and Son.

Croft and Sons did much work for the State Housing Commission and also constructed their own groups of speculative homes. By this time, "spec" home building was increasing in scale and whole streetscapes might be completed by one builder. Other local builders were Ray Kelly and Ron Jordisson. Ray Kelly was also significant in developing the area of Bayswater on Beechboro Road South for light industry as he was one of the first businesses to establish premises in this area. His factory and show rooms are extant as Lombardi's and feature distinctive style detail of the period.

The populations in the new suburbs, needed additional facilities and services. Shops, schools and recreational facilities were constructed in addition to the provision of new roads, water and power to the homes.

FIGURE 35   GOLDMEAD DAIRY, BAYSWATER, 1957
Courtesy SLWA online image 239265PD

FIGURE 36   GOLDMEAD DAIRY, BAYSWATER, 1957
Courtesy SLWA online image 239270PD

FIGURE 37   ST AUGUSTINE'S CHURCH, OLD AND NEW, 1957
Courtesy SLWA online image b2828657_1

The spread of the suburbs during the 1950s brought Morley into the main arena and this area was set aside as the future business district. Three large modern concerns: the Wirrina Drive-In, the Morley Park Hotel and Boans Morley Store were constructed between 1959 and 1961. These signalled a major trend in entertainment and shopping and changed the character of that part of Morley which was planned as the future business centre for the district.

FIGURE 38   BOANS DEPARTMENT STORE, 1962
Courtesy SLWA online image 114911PD

Notable Post-War additions on the west of King William Street included Bert Wright's Hardware Store and the attractive row of modern shops built along Whatley Crescent, designed to conform to the slope of the land. The stores and their owners were the life of the town and are well remembered by older residents.

FIGURE 39   NATIONAL BANK, KING WILLIAM STREET BAYSWATER, 1957
Courtesy SLWA online image 239,133PD

The Post War years saw the beginnings of industrial expansion into the zoned industrial area. Among the early arrivals were H.B. Brady's large plaster works in Railway Parade.

FIGURE 40   CRESCO FACTORY, 1958
Courtesy SLWA online image 239270PD

FIGURE 41   BAYSWATER ROAD BOARD OFFICES, 1960
Courtesy SLWA online image 114516PD

9.0   1960s to Present [2020], Suburbanisation

In 1961, the Bayswater Road Board became the Shire of Bayswater and the new premises on Slade Street were recognition of the growth of the local government.

Parallel with the commercial growth in the period following World War II was an upsurge of residential development in Morley. The old subdivisions of the 1890s were replaced by a modern framework of settlement. This was achieved through a series of town planning schemes undertaken by Margaret Feilman, the consultant town planner to the then Bayswater Road Board, together with Harold Campbell, who held the office of town planner for the Shire of Bayswater.

These new schemes catered to the needs of the home building companies whose style of large scale development was a new phenomenon of the sixties. Landalls, Plunketts and General Agency brought up huge tracts of land to the north of Walter Road, both taking advantage of the influx of British migrants at the time. The housing styles of the 1960s and 1970s set the tone of present-day Morley and very little remains of the old Morley Park settlement.

In addition to the private developers, the State Government continued its programs of subdivision and development that began in the period following World War II. Embleton, (named after the early settlers of the 1830s) was largely undeveloped until the early 1960s and then became rapidly settled between 1959 and 1963 as a public housing area. It demonstrated a uniformity of styles in building construction characterised by modest brick veneer and tile houses.

In response to the needs of these rapidly developing populations, Broun Avenue was hastily built in the early 1960s. New services and facilities following including new primary schools at Hillcrest, Morley, West Morley and Hampton and the John Forrest High School followed by West Morley and Camboon Primary Schools and Morley High School.

FIGURE 42   CONSTRUCTION OF A NEW SUPERPHOSPHATE DESPATCH PLANT AT CRESCO FERTILIZER FACTORY, 1966
Courtesy SLWA online image b3597941_7

FIGURE 43   AERIAL VIEW OF NEW SUPERPHOSPHATE DESPATCH PLANT AT CRESCO FERTILIZER FACTORY, 1966
Courtesy SLWA online image 260,549PD

It was in 1969 that an important policy decisions against the building of high rise developments was taken by the then Shire Council. This was in response to spirited opposition within Morley to the possibility of Landalls constructing an eight storey block of units to house British migrants.

FIGURE 44   NEW BAYSATER RAILWAY STATION, 1969.
Courtesy SLWA online image 005613d

During the 1960s, the redevelopment of the older inner localities such as Maylands saw many existing dwellings demolished to make way for high density housing. As experienced in other areas of Perth, the encroachment of flats and villa developments and the loss of existing buildings led to an increased awareness of the value of historic buildings as part of Perth's cultural heritage. The acquisition of Peninsula Farm by the National Trust of Australia (WA) in 1974 is a reflection of this community sentiment.

A similar situation arose when the demolition of the Peninsula Hotel was proposed in the 1970s. A strong community response against this action led to a decision to retain the building and it is now used for community purposes and commercial premises overseen by the City of Bayswater.

Recreational facilities were also provided for the growing suburbs. The Bayswater Swimming Pool was completed in 1972 and it demonstrated clearly how future forms of recreation would no longer be closely association with the river.

FIGURE 45   BAYSWATER SHIRE SWIMMING POOL CONSTRUCTION, 1971.
Courtesy SLWA online image b3820678_3

The last major area of suburban growth in the City of Bayswater was Noranda. Planned during the early 1970s and carried out in stages from 1976 to the mid-1980s, it was then the largest development undertaken by a local government body in Australia.

Meanwhile the identity of other communities was becoming more blurred as ongoing development lessened the physical distances between the smaller communities and made a more generic physical form of development.

After continuing growth of the business area throughout the 1970s, the late 1980s saw another major change when Boans burnt down in 1986 and the Galleria Shopping Centre was constructed in 1989. The new centre linked two former shopping centres and Collier Road was re-routed to accommodate the new complex.

FIGURE 46   DESTRUCTION OF THE BOANS SHOPPING CENTRE, 1986
Courtesy SLWA online image b3663183_3

FIGURE 47   PROPOSALS FOR THE MORLEY SHOPPING CENTRE, 1985
Courtesy SLWA online image 222467PD

Galleria stands on a most interesting historic site, which has progressed from a poultry farm through a Drive In theatre and Boans Morley to one of the largest shopping complexes in the Perth Metropolitan Area. It is a record of rural Morley Park, the rapid growth of the late 1950s through to major commercial development of the 1990s.

In recent decades the development of the City of Bayswater has been more sensitive to the existing building stock which had previously been little valued. Infill development is occurring in the localities that were originally settled as single storey residences.

In 1983, the Shire of Bayswater became the City of Bayswater and concurrently moved into the new offices on Broun Avenue.

FIGURE 48   CITY OF BAYSWATER ADMINISTRATION OFFICES, 1983
Courtesy SLWA online image 222400PD

Following the Local Government Association's review of local government boundaries and with the support of the local community, it was decided to transfer the suburb of Maylands and that portion of Mount Lawley south of the railway line from the City of Stirling to the City of Bayswater. The redefined local authority boundary was gazetted in June 1998.

The City of Bayswater has continued to grow as a diverse community and the urban environment is more densely settled as the population has grown. The growth of the City of Bayswater has occurred alongside a growing awareness of the value of the history and heritage places in the community.

In 2006, the City of Bayswater oversaw the preparation of a Municipal Inventory to identify those places of heritage value to the community. Since that time there is a growing awareness in the community of what places are of heritage value to the community. Consequently, industrial sites, commercial properties and the modest homes of working families are now been understood as important parts of the history of the City of Bayswater and should therefore be equally valued.

Between 2017 and 2020, the City of Bayswater oversaw the review of the Municipal Inventory in line with the requirements of the *Heritage Act 2018.* This thematic history is a companion document to the resultant Local Heritage Survey.

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Thematic Matrix

- **Settlement & Mobility Patterns** – where and why people settled and how these patterns change over time, other factors influencing development patterns.
- **Transport & Communication** – examines how people moved and communicated throughout the district.
- **The Economy** – looks at what people did for a living, the industries that sustained the community and people's way of life, and the change in dominant industry themes.
- **Social, Civic & Cultural Life** – examines what people did together as a community, the structures created to serve civic needs, governmental responses to community needs, and the social activities that united and created the sense of community.
- **Outside Influences / Important Events** – examines major events, decisions or changes that had a significant impact upon the community, but were beyond its control.
- **People / Local Identities** – details the local characters of the time, and the people that had an impact on the history of the community.

MAJOR THEMES	PRE EUROPEAN SETTLEMENT -1840S	1840S-1884	1885-1904	1904-1920	1920-1945	1945-PRESENT
SETTLEMENT AND MOBILITY PATTERNS						

* **Aboriginal Occupation**
* **Importance of Natural Features (lakes, rivers, vegetation)**
* **Land Grants and Subdivisions**
* **Farming**
* **Industrialisation**
* **Suburbanisation**
* **Immigration**
* **Public Housing**
	• Original habitation by Noongar Whadjuk people.
	• Nomadic activities concentrated in the Peninsula, Maylands
	• Initial settlement following second landing of James Stirling in June 1829
	• Initial surveys of land undertaken by Surveyor General John Septimus Roe, while initial settlers camped at Fremantle
	• "Ribbon Grants" allotted and settlement of Bayswater lands begin
	
	  o Peninsula Farm (1839)
		• Introduction of convict transportation in 1850
		• Improved public buildings due to convict labour
		• More intensive farming and activity on the Peninsula
			• Subdivisions along Fremantle to Guildford rail line
			• Subdivision & settlement of the Bayswater Estate
			• "Jerry built" and corrugated iron homesteads
			• Halliday House c. 1892
			• Development of Maylands as a 'blue collar' suburb
			• Development of Arcadian estates i.e. Falkirk Estate
			• Development of the 'white collar" suburb of Mt Lawley (Killowen 1903)
			• Re-subdivision of the Bayswater Estate began in the mid 1890s
			• Speculation activity in remote northern areas of the City
			
			  o Killowen (1903)
				• Relocation of the WAGR Railway Workshops accelerated land subdivisions in Bayswater town-site. Speculative home building for railway and industry workers.
				• Copley / Burnside subdivision
				• Oakleigh Park estate
				• Gold Estates subdivided Swan Loc. T, 'Whatley Park Estate'
				• Building commenced along the river south of Guildford Road
				• Ribbon development along Beechboro Rd Development of the areas north of the railway line – Surbiton Estate
				• "Pommie Town", self-help building Slow of building activity during the Great War
				• Following War, continued slow growth in Bayswater while Maylands and Mt Lawley were booming.
					• Impact of 1929 Great Depression on housing market
					• Slight growth in 1935, however WWII slowed building industry
					• Further development of Maylands & Mt Lawley with extension of tramway systems
					• Further expansion into Bedford Park and Morley Park
					• Standardised speculative home building
					• Declared brick areas along Beaufort Street and Guildford Road
					• Impact of WWII - only war service homes being built between 1941 and 1950
						• Bayswater as frontier of rapid, post-war suburban growth
						• Gross housing shortage leads to increased public housing.
						• Upsurge of "self-help" building
						• Previously undeveloped northern areas of Shire become focus of development, especially in Morley
						• Redevelopment of Maylands saw replacement of older style houses with high density housing
						• Development of Embleton in early 1960s as predominantly public housing area
						• Development of Noranda 1976 – mid 1980s

TRANSPORT AND COMMUNICATIONS						

* **River Travel**
* **Tracks and Roads**
* **Bridges**
* **Railways**
* **Trams/Buses**
* **Cars**
* **Telecommunications**
	• Early 1830 - colonists proceeded upriver to take up ribbon grants
	• Orientation of ribbon grants allowed each landowner access to river transport
	• Sand track of Guildford Road
		• Convict establishment improved condition of main roads throughout Perth – only road in Bayswater was Guildford Road
		• Increased river transport activity at Peninsula landing
		• Completion of Perth to Guildford Railway Line in 1881
			• Subdivision of Swan Location U "Bayswater Estate" saw development of Coode & King William Streets
			• Perth Roads Board gazetted Walter Road
			• Private rail line (Racecourse Line) from Bayswater to Busselton built as far as the river foreshore
			• Railway line duplicated to serve needs of the goldfields
			• Re-subdivision of Bayswater Estate saw development of more local roads
			  o Bayswater Station (1896)
			  o Maylands (Falkirk) Station (1896)
				• Relocation of WAGR Railway Workshops to Midland in 1904
				• King William Street Subway 1910
				• Tramlines servicing other suburbs within the Perth Metropolitan Region
					• Initial houses with garages were established, indicating arrival of the car age
					• Development of Maylands Aerodrome
					• Service stations appeared along Guildford Road
						• Construction of Broun Avenue in early 1960s
						• Numerous road developments associated with expansion of residential development into northern areas of the Shire.
						• Closure of the Aerodrome 1963

OCCUPATIONS AND THE ECONOMY						
* **Agriculture / Pastoralism** * **Market Gardening** * **Dairies, poultry, pigs** * **White collar jobs**	• Beginnings of agricultural pursuits, including dairying and market gardening	• Economic crises of 1840s • Expanding sandalwood trade • Peninsula's first brickworks opened in 1851	• Establishment of Henry Walkenden's Brickworks • Establishment of intensive farming activities in the Bayswater Estate i.e. – Copley's	• Further commercial activity at King William St and Whatley Crescent • Diversification of industrial activity i.e. Mephan Ferguson	• McGilvray's Tannery on Beechboro Road • Strip shopping areas replaced isolated corner stores	• Industrial expansion into zoned area – HB Brady's plaster works, Ray Kelly's joinery works, Lombardi's.

MAJOR THEMES	PRE EUROPEAN SETTLEMENT -1840S	1840S-1884	1885-1904	1904-1920	1920-1945	1945-PRESENT
* Retailing * Commercial & Service * Hospitality & Tourism * Trades / Factories		• Farming benefited from convict labour	slaughterhouse, Murray's dairy, Chinese Market Gardens, Smeed's Nursery and several dairies along Coode Street • Initial commercial activity in Guildford Road and Coode Street • Bayswater Hotel	Factory, Collins & Co, HJ Mills & Co pottery works. • More intensive farming subdivision with increased dairyman, market gardeners & Chinese gardens on the Peninsula • Establishment of Albany Bell Castle confectionery works • Emergence of shopping precincts along Guildford Road, Whatley Crescent near aylands Rail Station, Beaufort Street & Main Street • Construction of the Peninsula Hotel	• Intrusion of industry into the residential area between Crowther St and Garratt Rd due to war related industries	• 1950s and 1960s saw development of Morley as the future business district – Wirrina Drive In, Morley Park Hotel, Boans Morley Store • Major commercial development in Morley in 1990s sees construction of Galleria, with most of the previous commercial uses and public buildings being displaced

SOCIAL, CIVIC AND CULTURAL LIFE

* Education * Religion * Health & community welfare * Law and Order * Sport & Recreation * Entertainment * Cultural Activities * Environmental Awareness * Local Government * Community	• Initial Peninsula pioneers united by Wesleyan faith • John Gregory's Pineapple Inn established	• Continued chapel services on the Peninsula	• Racecourse line, footbridge and Whatley Siding improved accessibility of racecourse, which was an important social activity of the period • Original Bayswater School established 1894 • Maylands state school established 1903 • Schools provided a social focus and served as a meeting-place for concerts, balls, bazaars etc • Bayswater Post Office established 1895 • Bayswater achieved Roads Board status in 1897 • Ratepayers Hall built next to the first Baptist Church	• Establishment of Drill Hall and Bayswater Oval (now Frank Drago Reserve) • New Baptist & Roman Catholic Churches New Municipal Hall • New Roads Board on Slade Street Roads Board framed first set of building by-laws which prohibited corrugated iron structures	• Roads Board established Whatley Gardens • (now Bert Wright Park) • Bayswater's first zoning scheme was gazetted in 1935. • Morley Park school established along Wellington Road, new state school and church in Maylands • Killowen (1903), Mt Lawley was converted to St Anne's Private Hospital Organised sport - swimming, rowing & yacht clubs formed in Maylands • Picture theatre & library opened in Maylands • During WWII, many halls, public buildings & sporting pavilions used for war efforts Patriotic fund raising & entertaining troops occurred during WWII	• 1969 Roads Board adopt 'No high-rise' policy • Development of northern suburbs resulted in a number of new primary and high schools • The suburb of Maylands and portion of Mt Lawley was transferred from the City of Stirling to the City of Bayswater in 1998

OUTSIDE INFLUENCES AND IMPORTANT EVENTS

* World Wars * Refugees * Natural Disasters * Depression and Boom * Markets * Tourism	• Colonisation leading to displacement of Aboriginal culture and activities	• Establishment of the penal colony	• 1890's Gold Rush	• Housing and population boom WWI – The Great War Increased British migration	• Great Depression of 1929 WWII 1939 – 1945	Increasing European migration

• PEOPLE/LOCAL IDENTITIES

* Aboriginal People * Early settlers * Local Heroes and Battlers * Innovators * Famous and Infamous People	• Yellagonga • Joseph and John Hardey • James and Michael Clarkson • John and Mary Gregory	• Henry Gray • Joseph Hardey • Frederick Stone	• Henry Walkenden • Henry Halliday • Benjamin Copley • David Murray	• Edward Hamer of Gold Estates • Edward Browne, Archibald Arthur West • Henry Halliday • John Hamilton • Robert McLeish • W.F.G Liebe • Campbell & Smart • On Hop, Ah Yung, Lee Shing	• Samuel Moore • Johnston & Browes • Charlie Plunkett • Ron Jordisson • Cyril Smart	• Ray Kelly • Croft & Sons • Ron Jordisson