

PART B : THEMATIC FRAMEWORK

THEMATIC FRAMEWORK

for

The City of South Perth

MUNICIPAL HERITAGE
INVENTORY

By

Heritage TODAY

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It is important to note that when the terms City of South Perth or the South Perth district are used in this report, they encompass a range of localities including:

South Perth, Como, Karawara, Kensington, Manning, Salter Point and Waterford.

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We would like to acknowledge the loan of photographs for this Historical Overview from the South Perth Local Studies Collection. Thank you also to the Local Studies Librarian, LaVone Varendorff, who gave much of her time in sourcing the photographs from the extensive collection.

Front Cover: Collage Comprising: The Old Mill, Shop in Mill Point Rd, Chapel at Clontarf
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1. INTRODUCTION

1.1 Aboriginal Society at the time of the arrival of the European Settlers

The Swan Valley and Swan Coastal Plain had been inhabited by Aboriginal people for many thousands of years prior to European contact. These people were hunter gatherers who moved along definite routes determined by seasonal supplies of food and water. They lived in closely knit family groups related by kinship. Over the previous centuries they had evolved a sound social framework and a finely established order.

They had a close relationship with the land and their identity was both embodied in and derived from the places to which they were connected. The different groups understood the implications of tribal territories, boundaries and sacred places. The attitude of the early Aboriginal people to land and sites was in part owing to their religious beliefs, and also to their responsibilities towards the land and their rights to it which were inherited through kinship. Their rich culture and traditions were passed down to the younger generations through the power of legend, art, painting, dance, story and song.

The arrival of the Europeans, with their different attitudes to land ownership and tenure, was to have a devastating effect upon the traditional way of life of the Aboriginal people.

1.2 European Settlement in the South Perth District

On visiting the City of South Perth at the end of the Twentieth Century, it is difficult to believe that the densely populated area we see today was once a struggling rural district often overlooked in the search for more productive land. The Swan River Colony battled in its infancy and for the first fifty years this fight for survival limited development in the South Perth district. Isolation from the city of Perth, the lack of a bridge across the Narrows and limited land for any agricultural use, all contributed to an atmosphere of uncertainty and sporadic development after initial settlement in the 1830s.

Steady development rose to meteoric proportions, particularly on the peninsula of South Perth, with the influence of the 1880s and 1890s gold finds in Western Australia. The resulting economic boom attracted thousands of people to the state. Among these newcomers were investors, builders and architects who were influential in moulding development in the residential areas of Perth. It was at this time that people began to recognise the real potential of the value of urban living in a place just a few minutes by ferry across the river from the city of Perth.

Rural versus urban development, the 'Parkites' versus the 'Pointers', created a rivalry between people in the South Perth Roads Board District which was to have an interesting impact on local government decisions for many years.

Federation at the turn of the century ushered in a new order of development and architectural style that continued almost uninterrupted until World War II, when a lack of building materials and labour prevented much further development until the war ended in 1945.

The popularity and growth of South Perth is reflected in the construction of high density living and the changing local government status when South Perth become a city in 1959. Since then the City of South Perth has continued to enjoy a reputation as a sought after place to live, owing to its close proximity to the city, river, universities and a large variety of both state and private schools. All the factors and events that have influenced and shaped the character of the City of South Perth will be developed in the thematic overview which follows.

2. The Period 1829-1849	<i>Sporadic Development</i>
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2.1 Demographic settlement

The Swan River Colony was established in 1829 with great enthusiasm by a small band of people, under the leadership of Governor Stirling. From the outset they struggled with a small population, lack of capital, labour and good arable land as well as unknown agricultural and climatic conditions. Land quality became the overriding influence on settlement in the new colony. In the area we now know as the City of South Perth, where the sandy soils mostly proved infertile, little development occurred from 1829 to 1833. Another factor influential in the sparse initial settlement in South Perth was an early land survey done by Surveyor General JS Roe. He reserved a large piece of land in the north part of South Perth, for the purpose of a village. This meant the land in this vicinity was not able to be developed for many years.

Another factor retarding development was the lack of easy access between Perth and South Perth. Without a bridge, communication between the two areas was limited. It was not until 1837 that proper consideration was given to the development of a plan for establishing settlement in South Perth. Prepared by Arthur Hillman a Government Cartographer, the map, marked 1837, was the first of its type in South Perth. As a mapping exercise very little detail was supplied. No roads were named and South Perth was not an officially gazetted name. It was designated the name of Perth Suburban.

2.2 Transport and Communication

Owing to the small population the first land transport was limited to foot, horses and light buggies along undeveloped tracks in the bush. However, this district benefited greatly from being so close to the river. Transport on the water became a direct route to Perth Town and the early settlers owned boats, barges and canoes to ferry themselves via the Swan River. Private ferry services were set up as early as 1833 with a landing point at Point Belches. Tracks fanned out from this point to both the Canning district and Fremantle. In 1834 the Colonial Government regulated ferry operators by setting tolls and operation hours.

Transport across the land was aided enormously by the building of the Causeway in 1843. At the same time, however, this great boon to people living south of the river, created more isolation for the peninsula of South Perth. Travellers between Guildford or Perth chose to take the Causeway and the Fremantle Road route to get to Fremantle, bypassing South Perth altogether. This caused a decline in the ferry service across the Narrows. A bridge across the Canning River which was fully completed in 1849 made the journey to Fremantle even easier. Designed by Henry Trigg, Superintendent of Public Works, and built by Solomon Cook at a cost of £400, the Canning Bridge was considered an engineering feat in its day.

2.3 Occupations

The first active settlement in South Perth occurred on Point Belches. Pioneer settler, William Shenton, leased land on the Point and erected a simple wind powered wooden flour mill in 1833. A second mill was built in 1835 (after the first one proved to be

inadequate) and this is the one that still dominates the skyline near the Narrows. Built by Lockyer and Son, Shenton's mill was situated on the shore of Miller's Pool (now filled in). This allowed people easy river access to the mill when bringing their grain for grinding. A small cottage was built as a residence for the miller in 1840. People were also attracted to the Point to collect timber, particularly for firewood, which was gathered and sold to supplement incomes for struggling farmers.

Owing to the poor land quality and isolation from Fremantle and Perth, most of the early pioneers of the district settled in the area close to what we now know as Victoria Park. Here small market gardens and dairies were established.

2.4 Community Efforts

There was little to no community involvement during this period owing to the small population and isolation of the area from Fremantle and Perth.

2.5 Outside Influences

Shenton's Mill was the centre of some conflict between the early settlers and some of the local Aboriginal people. In 1834 a group of Aborigines, lead by Galute, raided the mill. However, reports vary considerably on the number of people involved and the intent of the raid. Breaking into the mill, which was occupied by the miller George Shenton (cousin of William Shenton), the Aboriginal people took a fairly large quantity of flour. This caused great consternation in the colony at the time and there was a quick response by authorities, resulting in the capture of four of the people involved. Two were severely punished, with Galute flogged and imprisoned. Governor Stirling who had been away at the time of the raid thought the matter showed threatening signs from the Aboriginal people. Stirling led a military reprisal that led to the infamous 'Battle' of Pinjarra' when at least fourteen Aboriginal people were left dead. Soon after the Battle of Pinjarra Aboriginal resistance to the English settlers dissipated.



Photo 1: The Old Mill reflected in Millars Pool 1905.
(Courtesy of Austral Stores Perth)

3. The Period 1850-1892 *Growing Confidence*

3.1 Demographic Settlement

In the 1840s the depressed Swan River Colony sought help from the British Government by appealing for the transportation of convicts to provide a cheap labour supply. The first transportation occurred in 1850. The arrival of the convicts led to the need for a new group of people in the Swan River Colony, the Enrolled Pensioner Force. Pensioner Guards were responsible for the care and control of the convicts during their transportation from England and their incarceration in the colony. To encourage development and self sufficiency, the Pensioner Guards were offered land in ten acre lots. These lots in the South Perth area, 17 in all, were situated on Melville Water from the base of Mill Point, through the present day Royal Perth Golf Club, to what we now know as Como. Major difficulties arose for the Pensioner Guards in the South Perth 'village'. They felt isolated from the rest of the colony and the land was sandy and infertile. The plan was a failure and the lots were soon abandoned. In 1858 all the Pensioner Lots were abolished by the Surveyor-General, JS Roe and at the same time the name South Perth officially appeared on a new map for the first time.

Development along Perth Water was more successful as the land was fertile and access to Perth via the Causeway or the river was much easier. Market gardens and dairies grew from small concerns to much larger properties. By 1860 the population was established at approximately 75 people, representing about ten families. The houses built by these families were usually simple structures built from materials such as slabs and roughly cut wooden shingles. Only one substantial brick house was built and this was a holiday house (weekender) constructed for W Mends, Assistant Commissary General of the Colonial Government. South Perth grew slowly from this point until the 1880s when the residential potential of the suburb, so close to Perth, was recognised by land developer, A Wright. In 1885 he redeveloped a market garden and land on the Point into residential lots under the estate names of Brighton and Cremorne. Slowly South Perth became attractive to public servants and people who commuted to Perth for work each day. This was the beginning of an expansion in property development in South Perth which occurred in the next decade.

3.2 Transport and Communication

Despite the introduction of convict labour in 1850 the roads in the South Perth district remained poor. Getting produce to the markets in Perth or Fremantle continued to be difficult and was even further hampered when the Causeway was damaged by severe floods in 1862. This situation was not resolved until the opening of the new convict built Causeway in 1867. In the same year the convicts were also used as a labour supply for the construction of a new Canning Bridge which had a span of 135 metres. The road between Kelmscott and the Canning Bridge, called Fremantle Road, passed through part of today's City of South Perth. Gazetted in 1873, the road, now called Canning Highway, carried a lot of traffic though it was little more than a cleared bush track at the time.

River transport was still vital for many of the families living in South Perth. Most would have possessed their own boat, many of them flat bottomed, to cope with the low water levels and sand bars in the river.



Photo 2:Fremantle Rd (now Canning Hwy) 1910.
(Courtesy of Mr Mathews)

Railway transport proved to be a highly controversial issue during the 1870s as opinion was divided over the siting of the Guildford to Fremantle railway. An engineer was employed to prepare proposals showing alternative routes, including both south and north of the river routes. For a number of years the subject was debated with the Fremantle and Canning districts, which included South Perth, favouring a south of the river railway. They were very disappointed when the northern route was chosen, with construction work beginning in 1879. This again left South Perth without a major transport link to Perth, and only exacerbated the communication problems that had arisen when the telegraph line was also erected on the north side of the river.

3.3 Occupations

After the Pensioner Lots were abandoned, the land along Melville Water was used almost exclusively for timber cutting until the mid 1880s. Rural development mostly occurring along Perth Water, included market gardens, orchards, vineyards and dairies. The names of the settlers can be seen reflected in many of the City of South Perth signs today. These included Douglas, Manning, Tondut and Pusey, who all came to the district at roughly the same time. By the late 1880s market gardening was also under the influence of some Chinese families who found the land along Perth Water suitable for potatoes and other vegetables. Fishing, prawning and crabbing were important, both as a supplement for the settlers diets, as well as a small commercial enterprise for some.

Shenton's Flour Mill struggled to maintain economic viability owing to its isolation from the wheat growing districts and steep competition from other, better located mills. By 1859 the mill was forced to close. For some years the mill stood unused though the cottage was occupied. A new lease of life was given to the old mill when it was leased by a colourful character, Thomas ('Satan') Browne. Browne had grand plans to open the mill to the public as a hotel (after some alterations). The Alta Gardens Hotel was opened in 1880, with the mill as a central feature, with added verandahs providing extensive views to the hills and across the river to Mount Eliza. Browne hoped to attract patronage to his hotel by providing comfortable and exclusive premises, as well as a steam ferry service to transport customers across the river. The business, which started very successfully, fell into disrepute, owing to Browne's risky decisions. He was arrested, charged and found guilty for embezzlement, but he was never sentenced owing to his suicide during his imprisonment. The mill was once again abandoned and remained unused until 1931.

3.4 Community Efforts

Though the population of South Perth remained small during the first part of this period, the families were closely knit and formed a small community. In 1860 a Chapel was built for the strong Wesleyan section of the community. Without a regular minister the South Perth people transported visiting preachers across the Swan by private boat. The Chapel was also used as a school from 1862 until 1879, when student numbers dropped to just five.

The low population of South Perth limited involvement in sporting activities, but rowing and yachting regattas brought many people to the South Perth shores to gain good vantage points for viewing the regattas.

As the number of people settling in South Perth increased, community spirit rose. This was particularly reflected after the decision to include the South Perth district as part of the City of Perth when Local Governments were first officially formed in 1871. The South Perth residents protested at the lack of independence. A petition in 1891 demanded local government in their own right. This was granted in 1892. With the declaration of the South Perth Road Board District, seven members of the board were elected in a meeting at the old school house (located approximately where the Wesley Chapel is today, 1999). Controversy and division occurred between the board members almost immediately, with the men forming two distinct groups, those who lived on the Point, the 'Pointers', and those who lived close to Victoria Park, the 'Parkites'. Problems arose owing to the large area under the Road Board's jurisdiction, the financial base of the Board and the different needs of the rural community versus those people who were solely residential. These differences were seen to be influential throughout the history of the Road Board and the subsequent Municipality.

3.5 Outside Influences

A number of Colonial Government decisions led to some influential developments in the South Perth district during this period. Though the injection of convict labour did not result in the cheap labour supply that the settlers had first sought, the convicts did have an influence on the standard of infrastructure within the colony. Roads and bridges were constructed to improve the standard of living for the pioneers. Another government decision to affect South Perth was the creation of a commonage to ease the difficulties for farmers in finding pasture for stock. Part of this land is now represented in Windsor Park next to Heritage House in Mill Point Road.

Floods in 1862 inundated the foreshore along Perth Water and caused serious damage to the 1843 Causeway, which then had to be rebuilt. It was opened by Governor Hampton in 1867. The floods also silted up Miller's Pool which had been used since 1833 as the river access to the mill on Point Belches.

4. The Period 1893-1918 *Ferries, Jetties & Monkeys*

4.1 Demographic Settlement

With the establishment of the South Perth Road Board and the small housing boom of the 1880s, South Perth was by 1893 already a popular, sought after place to live. However, the gold finds of the 1890s in Coolgardie and Kalgoorlie, plus the depression in the Eastern States provided a catalyst of development of meteoric proportions.

The Western Australian gold boom attracted thousands of people to the state. Some seeking their fortune on the goldfields, others to escape the depression in the Eastern States. WA benefited from the architects who came from the Eastern States as their expertise and the wealth generated from gold, influenced both the commercial and domestic architecture during the Federation period c1890-c1915. A population explosion also created a need for the development of residential suburbs and a demand for rural produce, both of which could be supplied in the South Perth district.

The demand for residential property in a suburb so close to Perth saw a number of 'influential' people take up residency in South Perth. Included were property developer A Wright, the Gibbs family, including Australian renowned artist May Gibbs and talented cartoonist Herbert Gibbs, as well as artist James Linton. They may have been influenced by the description given of South Perth by the developers of the Ferry Boat View Estate in 1898 who said, '*Palatial Residences are now being erected in South Perth by the leading citizens of Perth and this points conclusively to South Perth becoming the fashionable locality*'. Another advertisement, this time by developers of the Royal Park Estate claimed, '*The Death Rate at South Perth is the Least of any Perth suburb!*'

A large allocation of land, 42 acres, was taken up by the Perth Zoo which was established in 1898. Under Director Le Souef, the Zoo became an important landmark in South Perth, receiving thousands of visitors each year. The Zoo was very influential in the development of South Perth. Advertised as an alluring feature, people were encouraged to live in the district with such a prominent public attraction. In this same year the South Perth Road Board boundaries were changed to recognise Como as a new suburb. Como had already been used for a number of years as a popular camping and swimming destination. Between 1904 and 1914 a large number of blocks were purchased in Como, many by speculators. One development included a residence built by F Edgcumbe on a large property called 'The Wilderness'. 'The Wilderness' later became the centre of Como's community. Other changes to the Road Board boundaries occurred in 1900 when some land was excised from the South Perth Road Board to be included in Victoria Park.

By 1901 the South Perth population had risen from approximately 400 in the late 1890s, to 796. In 1902 the South Perth Road Board became the South Perth Municipality after a petition put to the State Government. Continued division between those councillors representing 'The Point' as opposed to those representing the more rural Victoria Park end of the South Perth local government district, can be seen in the vitriolic response to the suggestion that South Perth unite with Victoria Park when it was first mooted that South Perth become a municipality. '*The people would rather remain a Roads Board than in any shape or form be identified or connected to Victoria Park ... the idea of joining with Victoria Park, even under the flattering name of South Perth, is wholly unentertainable.*'



Photo 3: Pennington Tearooms on the corner of Mill Point Rd and Coode St 1900.
(Courtesy of Daryl Stevens)



Photo 4: Perth Zoo 1912.
(Courtesy of South Perth Local Studies Collection)

4.2 Transport and Communication

With a growth of population and services came more efficient transport systems. A horse drawn bus service across the Causeway in the late 1890s and an increased ferry service both contributed to a better standard of living for those people in the South Perth district. The bus service was introduced by Parkhill and Basford. It took people from Perth via the Causeway and Fremantle Road to the Coode Street jetty (built in 1896). In 1894 the Mends St Jetty was built which needed to be widened soon after, in 1898, owing to the extra volume of traffic created by the Zoo. In 1897 Joseph Charles, the inaugural Mayor of South Perth, introduced the first regular daily ferry service across the Swan. He used ferries with the regal names of Queen, Princess, Empress and Duchess. The Duchess was locally built for the South Perth Ferry Company in 1898. By 1900 there were four jetties in South Perth and ferry services ran from Canning Bridge, Como, Coode Street and Mends Street.

By the turn of the century the houses built in South Perth were centred around Mill Point, Mends Street and the Esplanade, so road development was limited. Between 1890 and 1900 the few roads which were built were mostly surfaced with oyster shell dredged from the river. By 1904 Suburban Road (later Mill Point Road) and Mends Street were the only ones metalled. However, improvements were made to both the Causeway, which was widened, and the Canning Bridge. By 1907 the Canning Bridge had fallen into a state of disrepair leading people to be wary of its safety. A new bridge was constructed on the south side to replace the old one. After a year of building and a cost of £2,024 the bridge was completed.

Postal communication improved rapidly with the building of a post office in 1900. This new service took over from a temporary post office that had been established in the Windsor Hotel on its opening in 1898. Technological change was seen in the introduction of the telephone exchange and an 8 miles per hour (14 k/hr) speed limit to the new motor cars which appeared on the scene.

4.3 Occupations

Along with the opening of the Perth Zoo and an increased population, came the necessary increase in local services. Centred around Mends Street, growth included the establishment of a number of shops such as the butcher and grocer, the Windsor Hotel and tearooms offering refreshments for those attending the Zoo. The tearooms and residence that are opposite the old entrance to the Zoo were constructed in 1899 by F Stidworthy. The tearooms were operated by his wife. Visitors to Como Beach (which was officially declared a public beach in 1911) could buy refreshments at the tearooms run by Alice Pennington. They were renamed the Anzac Tearooms in memory of her son and the other soldiers who lost their lives in World War I.

Employment in South Perth could also be obtained from the private power station set up in 1904. The power station was set up near the site of the old Wesley Chapel in Coode Street. This is today marked by a plaque in the Wesley College grounds. Prior to the South Perth Electricity Company, street and domestic lighting were fuelled by oil, kerosene or candles. The rural nature of South Perth was maintained by the continuing presence of dairies and piggeries, both of which contributed by supplying goods to the Perth Markets.

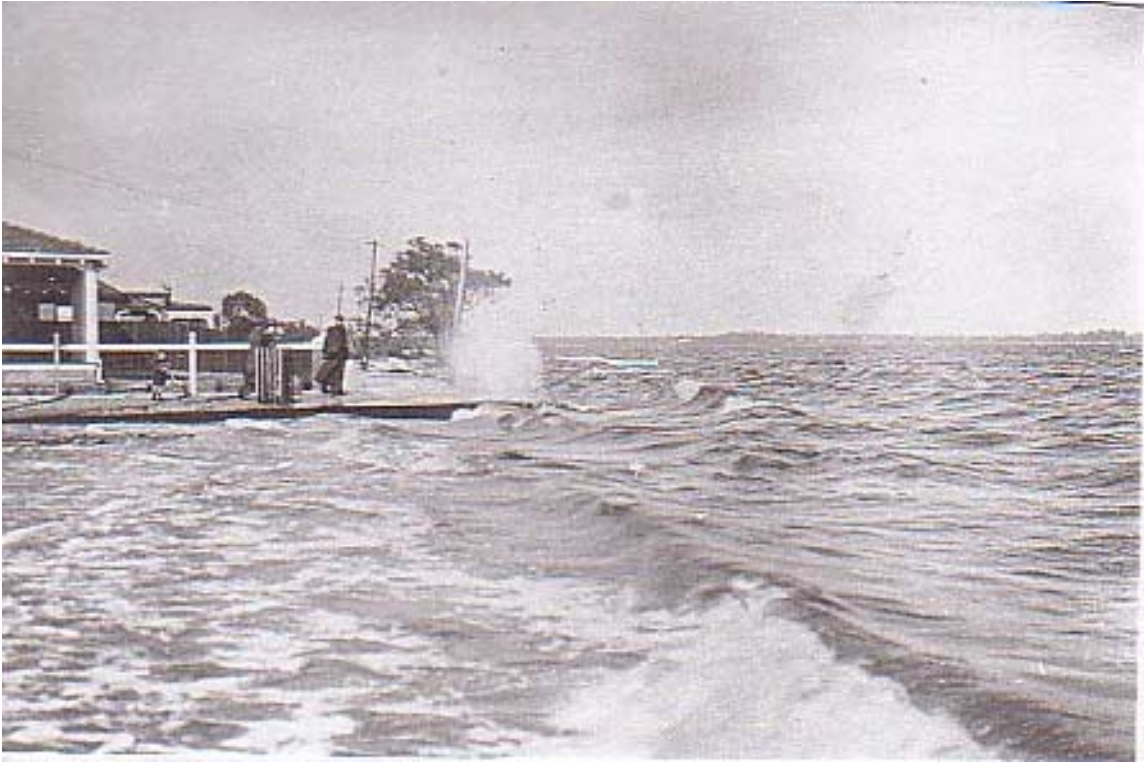


Photo 5: Floods in South Perth 1917.
(Courtesy of South Perth Local Studies Collection)

4.4 Community Efforts

Rapid growth in population led to an equal growth in community efforts. Sport and recreational facilities expanded, including the South Perth Tennis Club (1903), the Royal Perth Golf Club (1905), Kensington Race Course (closed 1913 and moved to Goodwood track at Burswood) and cricket which was played on the Zoo oval. Musical concerts and camping by Boy Scouts and the Young Australia League were also held in the grounds of the Zoo. Other attractions of the Zoo included the subtropical gardens watered by an artesian bore set up by CY O'Connor, and the mineral baths that were developed using an underground spring.

State education for the children of South Perth began with the South Perth State School in 1898 and in Como in 1916. The South Perth School was opened under head teacher, Frank O'Leary, in two classrooms, with an initial enrolment of 22 students. By the beginning of the following school year 80 students were on the register. In 1901 Clontarf Boys home was established for the education and rehabilitation of boys. Those seeking a Catholic Education for their children could find it after 1915 at the convent in York Street run by the Sisters of St Joseph. A private school was run in the Mechanics Institute Hall also known as the Mends St Hall, (now the Old Mill Theatre) which was built in 1899. The Institute was used as a library and meeting hall. Designed by architect Henry Prokter, the hall was opened by Sir John Forrest.

For a period the Mechanics Institute was also used as a meeting room by the South Perth Municipality. However, in 1904 the Council offices were built. Constructed by builder Stidworthy, following the plans of engineer DH Inverarity, the site of the Council offices, like most council decisions, was filled with controversy. Since its creation in 1902 the South Perth Municipality had been fraught with indecision and friction. When it took over from the Road Board the Municipality had severe financial difficulties, owing to embezzlement by the former Road Board Secretary. To enable the local government to carry on they had to apply for help from the State Government to extinguish its debt. One of the substantial decisions made by the South Perth Municipality was to purchase the power station. This was achieved in 1914. A fire station in 1910 improved emergency services in the district.

Religious needs of the community were met in this period by the Manning Memorial Church for Nonconformists (1896), St Mary's Anglican Church (1899) and the South Perth Baptist Church (1901). The Manning family had been very influential in the district as community and business members. The church was demolished in 1983. St Mary's Church, also designed by Henry Prokter, was a small weatherboard building that was not well located. It was later moved to Labouchere Road (and then even later to Three Springs). In 1914 a significant purchase was made by the Catholic Church. Dennehy House was bought for the Sisters of St Joseph and still operates as a convent today (1999). St Columba's Church Hall built c1908, was used as a combined church and school until the St Columba's Church was erected in the late 1930s.

Community meetings were held in a range of places. The Mechanics Institute, Pennington Hall (where the Baptists worshipped from 1898) and the Swan Street Hall, initially built for the Young Men's Association in 1909, were all popular meeting places for dances, concerts, and Red Cross fund raising activities during World War I.



Photo 6: School group from the Mends St Hall c1910
(Courtesy of South Perth Local Studies Collection)

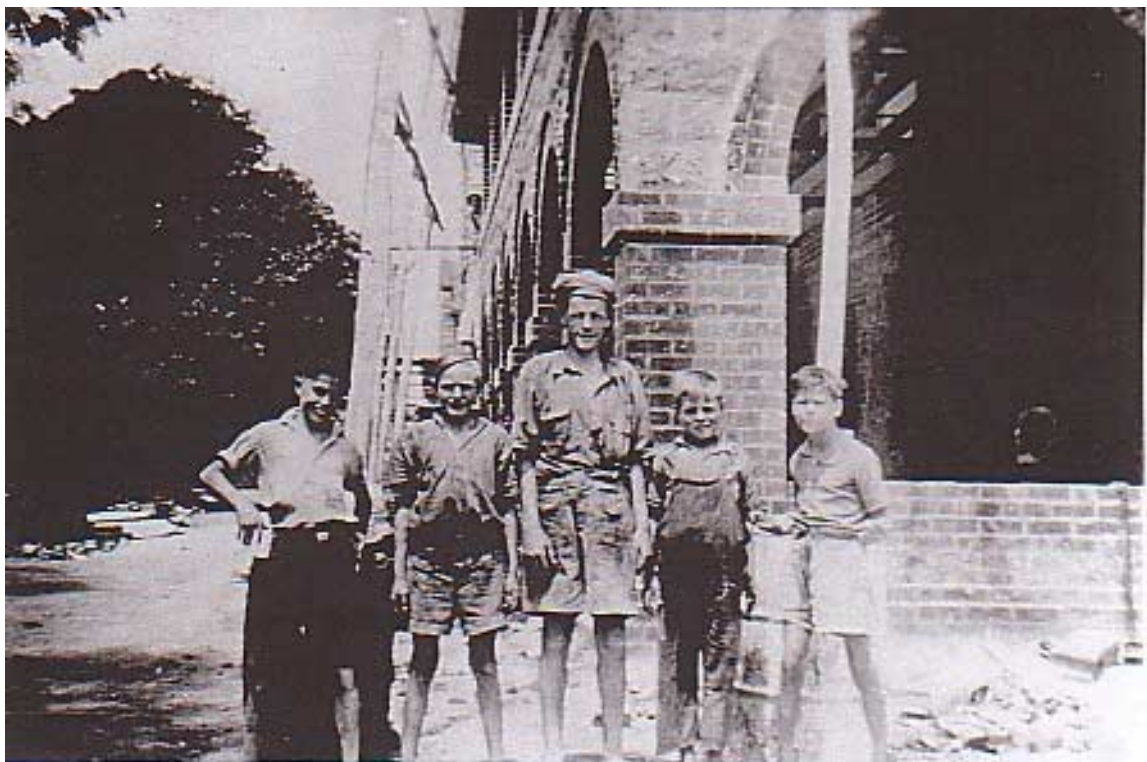


Photo 7: Children from Clontarf Boys Home (1940)
(Courtesy of Brother Boulter)

4.5 Outside Influences

Gold, rapid population growth and close proximity to Perth all led to pressure on the rural aspects of South Perth living, particularly along the foreshore. Other pressures for change came from the City of Perth which, in the early 1900s, wanted South Perth to join the 'Greater Perth' scheme inspired by City of Perth Town Clerk, WE Bold. Subiaco and South Perth did not enter the scheme, wishing to maintain their independence.

Beyond its control, however, was the influence that World War I had on the South Perth Municipality. Though building materials were not as limited as in World War II, labour decreased owing to the many volunteers who went into war service. Community groups responded to the challenge of the war by fund raising to support the war effort. Among the fund raising groups was the Ugly Men's Association which was very active in South Perth. Another aspect of life during World War I was the slowing down, for a period, of the developmental pressure on the rural areas along the Perth Water foreshore. This was soon to return at the cessation of war in 1918.

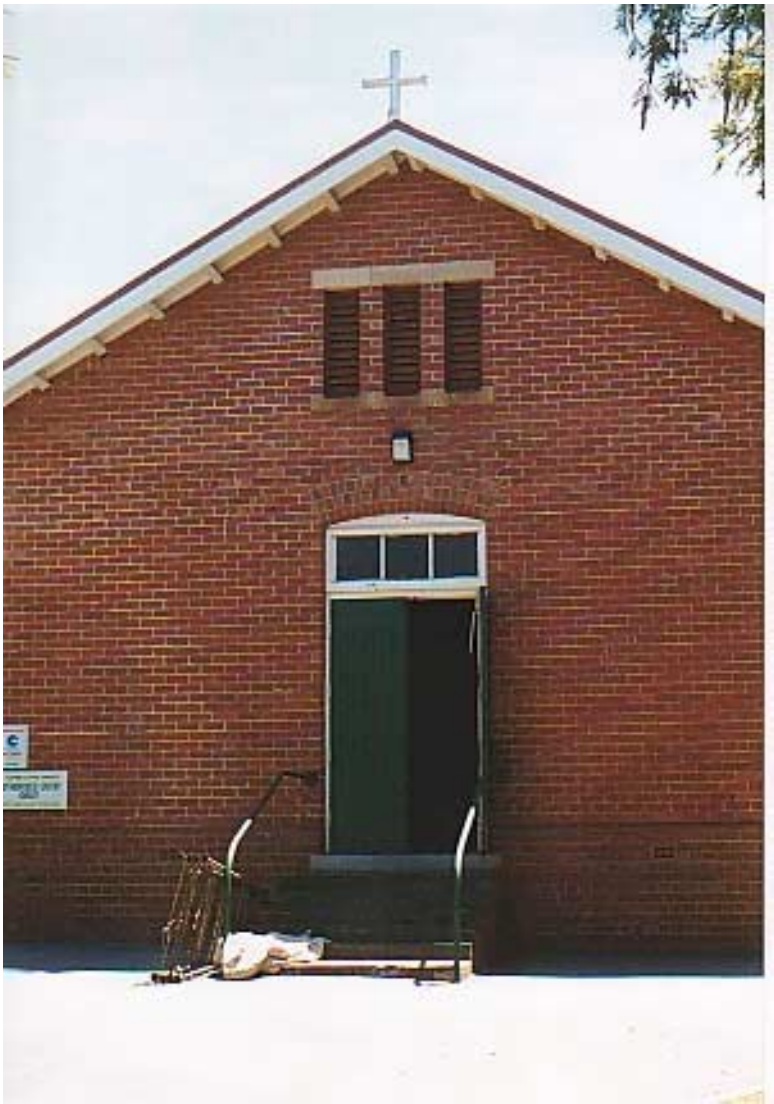


Photo 8: St Columba's Church Hall built c1908
(Heritage TODAY 1998)

5. The Period 1919-1945***Rapid Growth followed by War*****5.1 Demographic Settlement**

Between the wars, residential lots were developed at an unprecedented rate. Houses were built under the influence of ideas brought back from Europe and America. The California Bungalow and Old English Revival designs replaced the Federation architecture of pre World War I. Some areas were developed under guidelines set down by the War Service Homes Commission. Como and Kensington also grew as many of the blocks that had previously remained undeveloped were occupied. The population of the South Perth district rose from approximately 3,000 people in 1921 to nearly 9,000 in 1933.

During the 1920s the South Perth Municipality (later to revert back to Road Board), like other local governments in Perth, adopted a preference for brick houses over timber houses, thus influencing the future character of South Perth. The State Housing Commission was also involved in the development of some areas. In 1945 the polo grounds at Hurlingham which had been first established in 1925 on the site of the old Kensington Race track, were subdivided to supply housing for returned servicemen. By the end of this period the population had swelled to approximately 15,000.

5.2 Transport and Communication

For the first two decades of the Twentieth Century many discussions were held between State Government, the South Perth Municipality and the residents of South Perth over the subject of trams. Developers, residents and the local government were all keen to have the tram line extended from Victoria Park. It took until 1920 for the State Government to agree to the proposal of tram extensions. By 1922 the tramway was in place. The tram travelled across the Causeway, down Angelo Street and terminated at the Zoo. Later another line went through Mary Street to Como. In 1926 the tramway was again extended, this time along Mends Street.

Ferry services remained popular, especially on public holidays when many day trippers went to Como beach for picnics. The introduction of cars, motorbikes and trucks was initially slow, but eventually their popularity became overwhelming. By World War II the horse and buggy were almost non-existent. With the increase in vehicle numbers came taxis, the resetting of the speed limit, the introduction of petrol bowsers at local shops and the improvement in roads resulting from a widespread bitumen sealing project. A number of major roads at this time were renamed. Fremantle Road became the Canning Road in 1927 and then Canning Highway in 1937, and River Street became Douglas Avenue in 1929. Canning Bridge was rebuilt in 1937/8 (and refurbished in 1997).

The novelty of flying brought light aircraft to South Perth in the 1920s. Landing on the dairy grazing land on the foreshore, the planes were used for joy rides and not official flights.

Communication improved for the district in 1934 with the introduction of another post office, this time in Angelo Street. Radios also became widely owned during the Inter-War period, revolutionising home entertainment.



Photo 9: McLay family on their Como house block before construction 1919.
(Courtesy of John McLay)



Photo 10: Canning Bridge 1920.
(Courtesy of South Perth Local Studies Collection)



Photo 11: Sailboats at Como Jetty 1925.
(Courtesy of South Perth Local Studies Collection)



Photo 12: Motorboat at Como Jetty 1935.
(Courtesy of South Perth Local Studies Collection)



Photo 13: Sprunt's Garage 1930.
(Courtesy of the Sprunt Family)

5.3 Occupations

Employment at Weaver and Lock's Cool Drink factory was available from 1919. Situated in Suburban Road (later Mill Point Road) the factory produced cordials and aerated water. This supplemented the availability of ice supplied by Bell's Iceworks in Lawler St. The Iceworks changed attitudes to food keeping as people were able to do away with the old Coolgardie safes that were necessary before the advent of ice deliveries and then, even later, the refrigerator. In 1921 Burnett's Como Bakery in Preston St was established. The presence of these three businesses is significant as South Perth is quite unique in that very little industry has ever developed in the district. Isolation from major transport systems and an aversion to industry by various councils in local government had left South Perth with a predominantly residential character.

Services provided for the community of the South Perth district included a wide range of entertainment featuring theatres and hotels. The Gaiety Picture Theatre in Angelo Street was one of the first of the Stiles family Peninsular cinema empire. This was followed by the Hurlingham Picture Theatre (1933) and the Como Picture Theatre (1938). Today (1998) the Como Picture Theatre, now called the Cygnet Cinema, is the only one still operating. Also popular were the Hurlingham Hotel (1930) and the Como Hotel (1939). During the 1940s an icon for South Perth was erected – the Pagoda Ballroom.

5.4 Community Efforts

After the cessation of hostilities in 1918 the people of South Perth strove to return to normal life as quickly as possible. Once again people became involved in day to day decisions and local government enjoyed a small revival in interest. A result of this was a push for the Municipality to return to Road Board status to improve the rate base of South Perth local government. A referendum saw this proposal supported and in 1922 the South Perth Municipality reverted back to a Road Board.

Rapid population growth had the compound effect of creating a growing need for educational institutions. Many were supplied in the period between the wars. They include Wesley College (1923), Kensington State School (1926), Canning Bridge School, later Manning Primary School (1936) and Aquinas College (1938), to name a few.

Spiritual needs of the South Perth community were enhanced by the number of new churches erected in this period. These included the Como Methodist Church (1920), the South Perth Methodist Church (1925), which was used for a number of years by Wesley College for school services, South Como Baptist Church (1931), the second St Mary's Anglican Church (1932), Scot's Church and St Columba's Catholic Church, (both in 1937) and the Salvation Army Hall.

In 1923 the South Perth War Memorial was unveiled. Unfortunately the corner site of the memorial has been unpopular owing to the busy traffic and noise that emanates from the Zoo. Eleven years later, in 1932, the South Perth sub-branch of the Returned Services League was formed. Not having their own headquarters until the 1960s, the RSL met at the old Swan St Hall.



Photo 14: Weaver and Lock Factory (Photo taken 1988)
(Courtesy of South Perth Local Studies Collection)



Photo 15: Hurlingham Tavern (Photo taken 1988).
(Courtesy of South Perth Local Studies Collection)



Photo 16: Aquinas College. This view is of the former boarding house, part of the original 1938 building.
(Heritage TODAY 1998)

Services that increased the standard of living in South Perth included the introduction of scheme water and then the gas mains and deep sewerage which were established in 1926 and 1936 respectively. The volunteer fire brigade service that had first set up in 1910, worked from an old weatherboard and iron building, with few resources, until 1936. In that year a new fire station was built and equipment, which had at first only included ropes, buckets and two bicycles, was improved. The fire brigade had received their first fire engine, a converted car, in 1922.

5.5 Outside Influences

The Great Depression, which began in 1929, was a time of unprecedented unemployment throughout WA. At times one in three men were out of work. South Perth was similarly affected. Mortgages and rents fell into arrears and Road Board rates were not paid. Property values plummeted. The South Perth Road Board, like other local government bodies, sought to help the unemployed. A solution was to provide work for the unemployed in return for sustenance payments - the "susso". Preference was given to married men who carried out tasks such as foreshore improvement, road and footpath building, as well as levelling and clearing land for reserves. Homeless people who wandered through the district looking for work, found temporary homes at camps near the Canning Bridge.

The foreshore improvements that started during the early 1930s were continued when the State Government made the decision to fill in Miller's Pool and some of the other bays on the river's edge that were described as mosquito breeding and algae collecting pools. This work was done with the support of the South Perth Road Board.

The most far reaching outside influence on the South Perth district was the impact made by World War II. For the first time in Australia's history the country's shoreline was under threat. Bombing by the Japanese in Darwin, Wyndham, Derby, Broome and as far south as Exmouth made the people acutely aware of the war. Responses to the situation included food rationing, controls on petrol, air raid precautions, the issue of gas masks, the setting up of a Volunteer Defence Corps and the Red Cross Branch, and salvage drives to raise funds for the war effort.

In South Perth slit trenches were built in Windsor Park, headquarters for emergencies were set up in the Infant Health Clinic (first erected in 1932) and the Road Board began to be concerned that an air raid might cause the accidental release of the zoo animals. As further protection against Japanese invasion, the cricket pitch in Richardson Park, which was seen as a potential landing ground, was torn up. Other effects of the war in South Park were the cessation of building owing to a shortage of construction materials and a heightened lack of interest in local government, even when public works were cut to a bare minimum. This lack of interest in local government decisions was again revived at the end of the war in 1945.



Photo 17: The Brothers and some of the boys from Clontarf Boys Home 1940.
(Courtesy of Brother Boulter)



Photo 18: Sprunt's new Garage 1940.
(Courtesy of the Sprunt Family)



Photo 19: Taxis with gas converters, necessary owing to fuel shortages in World War II, 1943.
(Courtesy of the Sprunt Family)

6. The Period 1946-1979	<i>Post-War Stability</i>
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6.1 Demographic Settlement

Post-War South Perth continued on the same path of development and relative harmony as it had just prior to the beginning of World War II. Local government was relatively stable with few of the divisions which had plagued it in its earlier years. With a rising population and the rush on development, South Perth was elevated to a Municipality once more in 1956. However, the South Perth Municipality was short lived, as only three years later, in 1959, the Municipality became the City of South Perth. It was at this time that the Coat of Arms was designed for the City.

In 1955 the boundaries of South Perth changed to include Mt Henry and Salter Point. During the 1950s and 60s these areas together with Manning, Hurlingham and Karawara grew under the influence of the War Service and State Housing Commissions. Karawara had been carved out of the old Collier Pine Plantation (initially planted in 1930). With the development of the Western Australia Institute of Technology (now Curtin University) a number of areas were set aside for student accommodation. Owing to an acute shortage of housing in postwar Perth the South Perth Road Board allowed people to live in caravans on their properties in Como until their houses were built. As well as this, Cassey's Caravan Park in Como was fully occupied in this period.

Redevelopment in the 1960s and 70s saw a number of old buildings demolished to make way for multi-storey commercial and residential buildings. Among the losses to the built heritage of South Perth was Haddon Hall, a large residence originally constructed for George Shenton in 1897. During this time the tower blocks on Yellow Hill forged ahead. Redevelopment that did not occur, owing to the strength of public opinion, was that of a riverside highway on the South Perth foreshore and part of the Key West proposal which allowed for private development in Sir James Mitchell Park. Both these plans were considered very unpopular by many local residents and, despite State Government support, neither proceeded.

6.2 Transport and Communication

A most significant decision, which influenced the historical direction of South Perth, was the building of the Narrows Bridge (known simply as the Narrows). After much discussion the Narrows Bridge evolved as a pre-cast and pre-stressed concrete structure. As it was such a large contract it was shared between builders Christiani and Nielson, who combined with Clough and Son for this project. At a cost of £1,700,000 the bridge required a number of changes to the river foreshore. These included reclamation of the shoreline, the relocation of the South Perth Yacht Club and changes to Como Beach. In 1959 the Narrows and the Kwinana Freeway were opened by the Premier of the time, Sir David Brand.

Other changes to the transport of South Perth residents and workers in this period included the discontinuation of the tram service and the construction of a new Causeway. The end of the tram era occurred in 1950. The Causeway was rebuilt in 1952 from reinforced concrete and, like the Narrows, provided for six lanes of traffic. Owing to the efficient roads and bridges and the resulting extra mobility by cars and buses, there was a decline in



Photo 20: Demolition of Haddon Hall 1976.
*(Courtesy of KD Leach, Former
City of South Perth Librarian)*

usage of the ferry service. In 1949 the Coode Street service was discontinued and the Mends Street ferries ran less regularly. For a while it appeared the service was to cease altogether but public protests led to it being saved though in a seriously limited state.

Communication within the community increased with the automation of the telephone system and the introduction of the *South Perth Community News* in 1946. Another weekly newspaper was put out for a short time by the South Perth Business People's Association. Called the *South Perth District News*, it was printed between July 1958 and August 1959.

6.3 Occupations

The introduction of television has had a large, and some people say devastating effect on our society. At a practical level it was blamed for the rapid decline in people attending the movie theatres in South Perth, an outing that had been very popular from the 1920s to 1940s. In 1961 the Gaiety Theatre closed (demolished in 1962), followed by the Hurlingham. Only the Como Theatre (Cygnet Cinema) survives. Today (1998), the Cygnet Cinema is recognised Australia wide as a superb example of Art Deco architecture.

A new source of employment in South Perth, built in 1962, was the Freeway Hotel. It was built under pressure to be ready in time for the British Empire Commonwealth Games. The Freeway was the first of a number of small hotels of a similar type in South Perth, such as the Metro Inn.

Retail services continued to grow to provide for the expanding residential areas of the district.

6.4 Community Efforts

The end of an era came for South Perth when the last vestiges of rural life were purchased by the South Perth Council in 1952. MacDougall's dairy in Como was one of the last surviving farms in the South Perth district. Forethought by the owners, Neil and Hazel MacDougall, led them to bequeath the land to the Council. They remained on their farm until their death. This bequest was honoured by the Council who have maintained the old house as an arts and crafts centre and the remaining farm land as a park. The original dairy has also been preserved.

After the war the South Perth community services grew enormously. With new residential areas came a demand for increased education, local government and medical services. In 1951 St Ann's Private School in Angelo Street was acquired by Methodist Ladies College. As the school expanded more classrooms and space were desired. By the 1960s pressure on the school's infrastructure led to the purchase of land in Como. In 1971 the school, renamed Penrhos, was built on the new site surrounded by pine trees left over from the old Collier Pine Plantation. A number of the pine trees still exist in the school grounds today. Further education services were provided by an expanding number of Catholic educational institutions as well as new state schools. These include the Collier Primary School (1948), South Kensington (1953), Como and Bentley High Schools (both in the 1960s) and Koonawarra Primary School (1957).

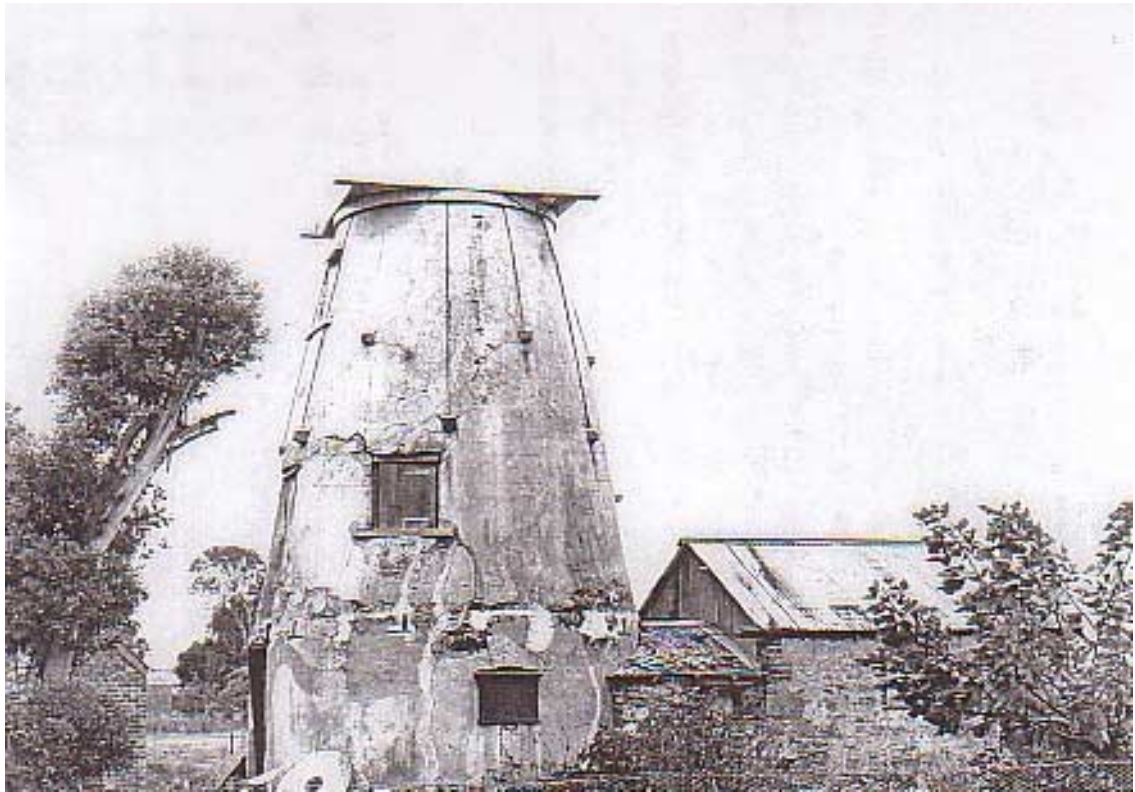


Photo 21: The Old Mill before restoration 1949.
(Courtesy of South Perth Local Studies Collection)

Health services were dramatically improved with the provision of the South Perth Community Centre Hospital in 1956. For the aged, a new home on the Mt Henry site (later to be Mt Henry Hospital) was built in 1951 and the Swan Cottage Homes for the Aged were developed on a site in the old Collier Pine Plantation. Senior citizens services had improved with the establishment of the South Perth Old People's Welfare Committee in 1959. They were responsible for introducing Meals on Wheels and the Leisure Time Centre, now called the South Perth Senior Citizens Centre. Further to these developments in community care, an important and innovative service was provided for mothers and their babies at N-Gala Mothercraft Home which was established in 1959.

In the same year the City of South Perth was given a new administrative home with the construction of the South Perth Civic Centre in Sandgate Street. The centre included offices, the Walter Murdoch Library and the community hall. The old offices of the South Perth Road Board and Municipality were leased from the council for a number of years for a medical/dental surgery. At the same time the Mends St Hall became the home of dramatics and was renamed the Old Mill Theatre. The new hall became the centre of community activities leaving the old Swan St Hall obsolete, except for meetings by the RSL. When the RSL hall was built in 1961 the Swan St Hall was demolished soon after. Also changed, but not demolished, was the Coode St Fire Station. Closed in 1973, when a new station was built in Kensington, the fire station has had a new lease of life as an interestingly renovated private residence.

Many churches expanded or rebuilt during this period. Some of the changes included a new Methodist Church, now called the South Perth Uniting Church, and the new Catholic parishes in areas such as Kensington and Manning established in the 1950s. St Mary's received the Lovelock Tower and Cross in 1972, described as a three armed Cross shaped to look like Christ in the Act of Blessing. Recycling at its best is reflected in a statue of Christ which was carved from jarrah beams acquired from Haddon Hall. This statue was dedicated in 1978 at the Anglican Church of St Martin-in-the-Fields in Kensington.

Widely used and recognised by many Perth residents, is the public open space, Sir James Mitchell Park. During the 1960s the park was redeveloped eliminating many of the bullrush areas and the foreshore was reclaimed and walled. Major changes were proposed in 1975 by P & M Tooby in a plan for the foreshore. Part of the proposal included the recommendation to move South Perth sports clubs to the reserve. These plans were revised however, and the park has been retained as public open space. Today (1998) this space is well used by many residents and visitors to the South Perth foreshore. It attracts people walking, jogging and those on rollerblades and bicycles as it is part of the well known 'round the bridges' 10km circuit. The large grassed area is also used for commercial events such as the annual Caravan Show, and by thousands of people during the Australia Day Skyshow.

6.5 Outside Influences

Though World War II ended with the surrender of Japan in late 1945, some aspects of the wartime domestic situation continued, such as shortages and some rationing. However, 'normal' life soon resumed. The largest influence through the 1940s and 50s throughout Western Australia, was the immigration of European refugees and the impact of full employment and a booming economy. South Perth benefited from the housing programs initiated by the War Service Homes Commission as well as the State Housing Commission.



Photo 22: 1950 Site of the South Perth Community Hospital.
(Courtesy of South Perth Local Studies Collection)



Photo 23: Rotary donation for the South Perth Community Hospital 1978.
(Courtesy of South Perth Local Studies Collection)



**Photo 24: Story telling at Walter
Murdoch Library 1978.**
(Courtesy of South Perth Local Studies Collection)

Money was also available for both commercial and residential development, leading to some extensive expansion in high rise buildings on the peninsula, constructed to capitalise on the magnificent river views.

An outside decision that led to change within South Perth was the compulsory acquisition of the electricity station by the State Electricity Commission. Electricity had been supplied by the South Perth Council since they purchased the plant in 1914.



Photo 25: Modern building for N-Gala.
N-Gala was first established in 1959.
(Heritage TODAY 1998)



Photo 26: One of the highly visible tower blocks of apartments under construction c1960s.
(Courtesy of South Perth Local Studies Collection)



Photo 27: Sir James Mitchell Park before redevelopment and landscaping. Note the remnants of the vegetable gardens in the foreground. Date unknown.

(Courtesy of South Perth Local Studies Collection)



Photo 28: Foreshore at Sir James Mitchell Park. Popular for Surf Cat hire, 1970.

(Courtesy CR Craigwood)



Photo 29: Opening of the former Road Board Offices as South Perth Heritage House, home to the Local Studies Collection, c1992.
(Courtesy of South Perth Local Studies Collection)

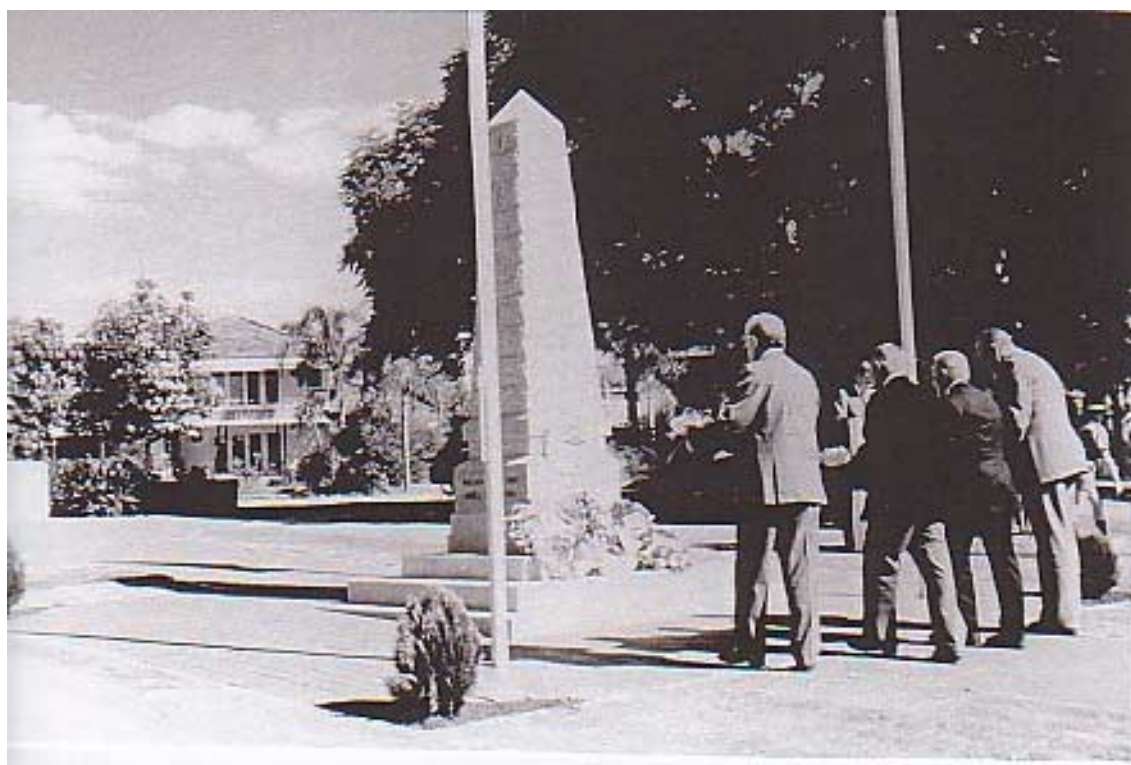


Photo 30: Dedication ceremony of new War Memorial at the South Perth Civic Centre 1988.
(Courtesy of South Perth Local Studies Collection)



Photo 31: First two rooms of the South Perth Primary School built 1898.
(Heritage TODAY 1998)



Photo 32: South Perth Primary School built c1956.
(Heritage TODAY 1998)

7. The Period 1980-1999 *Future Directions Lie in the Planning*

7.1 Demographic Settlement

In the 1990s the population of South Perth has been estimated at approximately 34,500. Encouraged by the State Government, an increase in housing density has been created by urban infill. This has resulted in many units, flats and town houses as well as the loss of a number of trees which were demolished to make way for development. The direction of planning and zoning in South Perth has come under a lot of scrutiny as the council approaches the end of the 1990s.

7.2 Transport and Communication

In 1982 the Mt Henry Bridge was opened by Premier Ray O'Connor. This was a significant event as it allowed for the extension of the Kwinana Freeway. The bridge was built to accommodate cyclists and six lanes of vehicular traffic. In 1998 some work has been carried out to include a bus lane. In the same year a controversial plan to widen the Narrows Bridge was released. It is interesting to note that the speed limit on the Freeway is 100 km/h in the 1990s compared to the maximum speed limit of 14 km/h set by the South Perth Road Board earlier in the Twentieth Century. In the 1990s the ferry to Mends Street remained an important link to the city.

7.3 Occupations

With the continuous growth of the South Perth population, both retail and commercial aspects of the local economy have expanded. The Mends Street, Preston Street and Karawara shopping centres continue to supply the needs of the people. The restaurant and café trade has increased in Mends Street and, along with the Windsor Hotel, invites many people into the area.

7.4 Community Efforts

Like the library that was built in Manning in 1964, the Manning aged community grew large enough to warrant their own services. In 1983 this led to the opening of the Manning Senior Citizens Centre. This centre was extended in 1990. Karawara Hall, originally built in 1977, was extended in 1991. Further additions and refurbishment were done at the Walter Murdoch Library in 1994 and at the old Municipal offices in Mill Point Road in 1992. The offices, still the property of the City of South Perth, were rededicated as South Perth Heritage House, the home of the Local Studies Collection.

In 1988 the South Perth community received a second War Memorial which was erected at the South Perth Civic Centre in Sandgate Street as part of a bicentennial project. Set in landscaped gardens, the Memorial recognises the involvement of Australia in the Vietnam War.

7.5 Outside Influences

The heritage value of the Old Mill was formally recognised when responsibility for its care was taken on by the National Trust as well as being listed on the State Register by the Heritage Council of Western Australia. A similar exercise occurred with the Pagoda Ballroom which has been retained as part of a new short term accommodation development. This is an indication of the increasing support given to those places which people would like to see preserved for future generations.

The City of South Perth has had a unique development which has set it apart from other inner urban environments. In 1992 the City celebrated 100 years of involvement in local government, giving people time to reflect on the area's long and rich history. This Municipal Heritage Inventory is an opportunity to take up the story, and document some of the places and sites which make up the historic City of South Perth.



Photo 33: Noonans Bakery before demolition.

Photo taken 1988.

(Courtesy of South Perth Local Studies Collection)



Photo 34 and 35: Two views of the ‘open’enclosures at the Perth Zoo which has undergone much modernisation in the last decade.
(Heritage TODAY 1998)



CITY OF SOUTH PERTH THEMATIC FRAMEWORK MATRIX

PERIOD:		1829 – 1849 SPORADIC DEVELOPMENT	1850 – 1892 GROWING CONFIDENCE	1893 – 1918 FERRIES, JETTIES AND MONKEYS	1919 – 1945 RAPID GROWTH, FOLLOWED BY WAR	1946 – 1979 POSTWAR STABILITY	1980 – 1998 FUTURE DIRECTIONS
THEME / SUB-THEME:	ABORIGINAL OCCUPATION PRIOR TO EUROPEAN SETTLEMENT						
1. DEMOGRAPHIC SETTLEMENT AND MOBILITY <i>Why people settled. Why they moved away. The things they left behind.</i> Sub-theme(s)		1833 first land grants; 1834-37 Peninsula surveyed as village; development along Suburban Road; development in South Perth limited owing to isolation from Causeway & Perth Town; some settlement in eastern South Perth; South Perth not officially named, referred to as Perth Suburban.	Convicts and Pensioner Guards; Pensioner Guards' lots along Melville Water Como - failure - abolished 1959; Perth Water foreshore developed; 1858 map shows name officially as South Perth; 1880's property development boom on Point in South Perth.	1898 boundary changes South Perth Road Board; Como Beach attracts people – 1905 subdivision survey of Como; 1911 Como Beach officially declared; 1901 pop 796: 1902 South Perth Municipality; still rural air in SP; houses built along SP Esplanade substantial; large land allocation for Zoo.	1922 South Perth becomes Road Board District again; Post WWI - brick homes preferred over timber; 1926 gas mains reach South Perth; 1936 deep sewerage; 1945 Hurlingham subdivision.	1955 boundaries of South Perth changed to include Mt Henry and Salter Point; 1959 South Perth becomes a City; 1960's & 1970's redevelopment - old buildings demolished e.g. Haddon Hall 1976; many proposals for foreshore - residents disagree.	Increased population in South Perth owing to urban infill and high density housing; 1990's pop approx 34,500.
2. TRANSPORT AND COMMUNICATIONS <i>How people and goods moved. How people communicated and exchanged information.</i> Sub-theme(s)		1833 first ferry driven by horse; private boats essential; 1934 Govt controls ferry operation; 1843 Causeway has impact on ferries; Canning Bridge; Suburban Road; tracks; horse and light carts.	Mends St jetty; horse and buggy; bicycle; 1849 Canning Bridge; 1867 new Causeway and new Canning Bridge; 1873 Manning Road gazetted; market garden produce transported by barge; no telegraph line or properly sealed roads; 1892 Canning Bridge raised.	1890's horse drawn bus service over Causeway; 1894 Mends St jetty; 1896 Coode St jetty; 1897 regular ferry introduced; 1998 Mends St jetty improved - ferry travel to Zoo; temp PO in hotel; 1900 PO in Suburban Rd; car speed limit fixed 8 mph; 1908 3rd Canning Bridge; 1910 Fire Station; telephone service; 1903 first Coode St to Perth ferry.	1922 trams; cars, buses & trucks increase; 1937 Fremantle Road renamed Canning Highway; 1938 fourth model of Canning Bridge; roads improve,	1946 establishment of South Perth Community News; 1947 Suburban Rd renamed Mill Point Road; 1949 Coode St ferry closed for first time; 1950 tram ceases; 1952 new Causeway completed; 1959 Narrows Bridge & Kwinana Fwy; automation of telephone system.	Ferry continues to be important link to Perth City; 1998 plans for widening the Narrows; speed limit increased on Freeway – maximum 100 kmh; fax, mobile phones.
3. OCCUPATIONS <i>What people did for sustenance or to add quality to life; paid and unpaid labour.</i> Sub-theme(s)		Wind powered flour mill; timber cutting for fences, firewood; fishing; poor land quality limits agricultural development.	1850s development on Perth Water - market gardens, dairies, orchards, vineyard; 1859 Mill ceases operation; conversion of Mill to hotel; growth of commercial fishing.	1898 Perth Zoo established; 1905 private power station, 1914 taken over by Municipality; 1890s Chinese market gardens; hotel, tearooms, grocer, butcher etc in Mends St; dairying important - local & Perth wide; piggeries.	1919 Weaver and Lock cool drink factory; 1926 Gaiety Picture Theatre; 1930 Hurlingham Hotel; 1933 Hurlingham Picture Theatre; 1938 Como Picture Theatre; 1939 Como Hotel; 1940s Pagoda Ballroom.	1961 Gaiety Theatre closes; Freeway Hotel starts succession of a number of small hotels built owing to proximity to Perth.	Mends St shopping centre dynamic – many new shops and restaurants; Windsor Hotel still popular: expansion of retail and commercial development.
4. COMMUNITY EFFORTS <i>What people did together as a community; the issues that divided them; the structures they created to serve civic needs.</i> Sub theme(s)		1834 'Raid on the Mill' by Aboriginal group; no community development owing to isolation from Perth.	1860 first church and school; protests by petition – residents desiring independent Local Govt; 1892 South Perth Road Board established - meeting either in private homes or in old Wesley Chapel - used as public meeting place; recreation includes fishing, picnics, boating.	Musical concerts in Zoo; Zoo oval – cricket matches, tennis, camping, picnics. Small train, mineral baths; Churches; State Schools; Police Station; Council Offices; Mechanics Institute used as private school; Kensington Race Course; Local Health Board; Pen Hall; 1901 Clontarf Boys Home; Royal Perth Golf Club.	1932 new St Mary's Church; Kensington Race Track converted to Hurlingham Polo Ground; Wesley College established; 1926 Kensington State School; 1932 Infant Health Clinic; 1936 Canning Bridge School; 1937 St Columba's Church; 1939 Aquinas College; recreation - movie pictures at hall; sailing; Como declared public beach.	1959 SP Civic Centre, Council Office, library built in Sandgate St; 1959 Ngala Mothercraft Home; old offices leased out to medical services; 1948 Collier Sch est; 1951 Manning Sch; 1952 SP Meth Ladies College; 1953 Sth Kensing Sch; 1956 SP Comm Hosp; 1957 Koonawarra Sch; 1960 SP City Council Hall; services for aged; 1962 Methodist Church; Manning Library.	1992 Local Studies Collection in SP Heritage House; 1992 centenary of local government celebrated; Sir James Mitchell Park improved and used for big occasions eg caravan show and sky show; recreation – popular 'Round The Bridges' walk, run, bike or rollerblade.
5. OUTSIDE INFLUENCES <i>Events, decisions or changes which affected the community but were beyond its control.</i> Sub-theme(s)	Colonial government arranges surveying - village survey and large land grants limit settlement.	Decision to introduce convicts to help struggling colony; Govt established commonage for South Perth - 1700 acres common pasture ground; 1862 floods destroy Causeway; 1871 Local Govt Act - most of South Perth in City of Perth area; controversial decision to build railway on north side of river; 1892 South Perth Road Board.	Gold boom in WA increased population - boom economy, real estate increases – eastern states investors; depression in eastern states; railway controversy involves many people throughout Perth and South Perth; Federation; WWI.	Depression; WWII - shortage of building supplies and petrol rationing; Wars lead to Memorials and RSL.	War Service Homes built on standard plans, basic materials for returned Service people; technical advancement in hospitals, traffic systems, communication; 1951 South Perth electricity service taken over by State.	State Govt encourages high density living; Old Mill recognised at State level for heritage value.	

MUNICIPAL HERITAGE INVENTORIES

THEMES, SUBTHEMES AND SITE TYPES

These themes, sub themes and site types, drawn up by the Heritage Council of WA, can be used to assist communities to identify those places which they consider may have heritage significance in their district.

1. Demographic settlement and mobility

Why people settled; why they moved away; the things they left behind

SUBTHEME	SITE TYPE
Exploration and surveying	landing places of early explorers exploration routes camp sites and graves of explorers
Aboriginal occupation/racial contact	meeting sites, other sites of significance
Land allocation and subdivision	areas reflecting early land grant and subdivision patterns
Workers (Aboriginal, convict, indentured)	early settlements and stations convict hiring stations, prisons, worker housing
Settlements (including group, soldier, Aboriginal after 1829)	sites associated with government or corporate ventures and schemes; abandoned settlements, their sites and remnants, including gardens, introduced trees and other plants; lonely graves and cemeteries
Immigration, emigration and refugees	sites associated with particular immigrant groups, quarantine/custom stations (human and animal) migrant camps, detention camps
Resource exploitation and depletion	mine and processing sites
Depression and boom	sites of successful and failed enterprises
Technology and technological change	places demonstrating important building styles and phases
Environmental change (degradation and conservation)	sites associated with drought and rehabilitation

THEMES, SUBTHEMES AND SITE TYPES

2. Transport and communications

How people and goods moved; how people communicated and exchanged information

SUBTHEME	SITE TYPE
River and sea transport	wreck sites, rescue sites, shipyards, jetties and wharfs, lighthouses, beacons
Road transport	roads, bridges, service stations, tracks and trails, inns and coach stops.
Rail and light rail transport	stations and sidings rights of way and cuttings fuel and watering points workshops, bridges, signal boxes
Droving	stock and watering holes
Mail services	post offices, hollow trees and sites associated with mail services, formal and informal
Newspapers	printing works, news stands
Telecommunications	cable stations, telegraph stations radio, television, radar transmitter/receiver facilities telephone exchanges, RFDS bases
Technology and technological change	sites demonstrating innovation, technological excellence or adaptations to local conditions airstrips, terminals, hangars
Air transport	

THEMES, SUBTHEMES AND SITE TYPES

3. Occupations

What people did for sustenance or to add quality to life; paid and unpaid labour

SUBTHEME	SITE TYPE
Grazing, pastoralism, dairying	homesteads, shearing sheds stockmens and shearers quarters outcamps, stockyards stock routes and watering holes dairies, milk processing plants places demonstrating the contributions of Aboriginal people
Rural industries, market gardens, and small animal farming	gardens, packing sheds, cellars and other storage facilities, trees from old orchards, barns, wheat bins, mills
Timber	forest camps, towns, mills
Prospecting, mining, quarrying and mineral processing	mining and quarrying sites, clay pits, lime kilns, brick kilns
Domestic activities	places demonstrating the contributions of women and children places demonstrating the conditions under which people worked
Intellectual activities, arts and crafts	places with indigenous building styles places demonstrating important building styles and phases galleries, studios and workshops
Commercial and service industries	banks, markets, shops
Technology and technological change	sites demonstrating innovative use of local materials places demonstrating, or associated with, important technological developments
Commercial and service industries	banks, markets, shops, insurance
Manufacturing and processing	factories, abattoirs
Hospitality industries and tourism	hotels, theme parks, tearooms

THEMES, SUBTHEMES AND SITE TYPES

4. Community Efforts:

What people did together as a community; the issues that divided them; the structures they created to serve civic needs

SUBTHEME	SITE TYPE
Government, local government and politics	town and roads board halls government departments
Education and science	schools, colleges, universities, research stations
Law and order	police stations, courts, prisons and internment camps
Community services and utilities	fire stations, cemeteries, hospitals and nursing stations, RFDS water supply (dams, catchments pumphouses, pipelines) electricity (generating stations, transformer and switchyards, public lighting) gas (gasometers, pipelines, public lighting) sewerage and drainage (drains, pipelines, treatment plants)
Sport, recreation and entertainment	swimming pools, sporting grounds community halls, hotels, taverns, cinemas, sporting clubhouses, bowling greens, golf courses, racing tracks
Religion	religious establishments, places of worship, schools and convents
Cultural activities	theatres/halls, art galleries, museums
Institutions	RSL, masonic and other group halls, orphanages, hostels, CWA halls, hostels
Environmental awareness	communes, alternative farms

THEMES, SUBTHEMES AND SITE TYPES

5. Outside influences

Events, decisions or changes which affected the community, but were beyond its control

SUBTHEME	SITE TYPE
World Wars and other wars	barracks, prison and internment camps, camp sites, military communications sites, munition dumps and factories, war memorials, memorial gardens, cemeteries, drill halls
Refugees	refugee camps
Depression and boom	sites reflecting boom times sites reflecting depression times sites associated with employment schemes
Natural disasters	sites demonstrating or commemorating the effects of cyclones, floods
Markets	
Tourism	pipelines, power lines
Water, power and major transport routes	national road and rail routes

THEMES, SUBTHEMES AND SITES

6. People

Women and men from all walks of life who left their mark on the history of the community

SUBTHEME	SITE TYPE
<p>Aboriginal people (before and after 1829)</p> <p>Early settlers</p> <p>Local heroes and battlers</p> <p>Innovators</p>	<p>homes or workplaces of notable long term residents</p> <p>sites associated with people who became famous (or infamous) beyond the community</p> <p>sites associated with infamy</p>

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