Shire of Esperance

LOCAL HERITAGE SURVEY

Shire of Esperance
We make it happen!

2021 Edition

Cover Image:

"The Grace Darling at the Anchorage, Esperance Bay"

This simple yet beautiful painting from 1897 shows the schooner *Grace Darling* at anchor in Esperance Bay, with Frenchman's Peak and Cape Le Grand in the background. The *Grace Darling*, under the command of Captain Fred Douglas, served Esperance and the south coast of Western Australia for many years and was famously involved in the rescue of 196 people from the *Rodondo* as it sank near Point Malcolm in 1894.[1, 2]

Shire of Esperance

TRIM Reference: F16/641 – D20/32860

[1] The Wreck of the Rodondo - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)

[2] Image Courtesy Esperance Museum P1578

Acknowledgements

This Local Heritage Survey only builds on the exceptional work undertaken by Val O'Brien and Cathy Day of O'Brien Planning Consultants in creating the first Municipal Heritage Inventory in 1996.

The contributions to the original Inventory in 1996 also need to be recognised and commended, including volumes of work done by the Esperance Bay Historical Society, the Community Liaison Committee, Jenny Allen, Don Voigt, Kayleen Freeman, Andy Dunn, the Heritage Council of Western Australia and the staff and Councillors of the Shire of Esperance. Additionally, the work of John Rintoul in his publication Esperance, Yesterday and Today needs to be acknowledged, particularly in reference to what this historic account was able to contribute in the compilation of the original Municipal Heritage Inventory.

In addition to those mentioned above, in compiling this Local Heritage Survey, the contributions from the following individuals and organisations have proved invaluable, including in no particular order - David Whiteford, Tim Lethorn and Tom Reynolds from the State Records Office, Jenny Reed of the Albany Public Library, Jayne Arnold and the wonderful staff at the Esperance Public Library, Phil Jones formerly from the Shire of Esperance, Jen Ford, Wendy Plunkett, Maryann Lankester, Kathy Hine and the fantastic crew of volunteers at the Esperance Museum and finally the many members of the Esperance community who have given of their time to share local knowledge and stories.

Table of Contents

1. Introduction 1

1.1 Adoption 1
1.2 What is a Local Heritage Survey? 1
1.3 Why do we have a Local Heritage Survey? 1
1.4 What is cultural heritage? 1
1.5 Indigenous Heritage 2
1.6 Consultation 2
1.7 How do we look after our heritage? 2

2. What is in this Survey? 5

2.1 What is the Study Area? 5
2.2 Terms 5
2.3 Assessment of Heritage Places and Areas 6
2.4 Grading of the Levels of Significance 7
2.5 Thematic History 8
2.6 Place Record Forms 9
2.7 Reviews 9
2.7.1 Administrative Review 9
2.7.2 Ad Hoc Creation or Review 9
2.7.3 General Review 9
2.7.4 Timing of General Review 10

3. Place Index 11

4. Appendices 14

4.1 Appendix A: Glossary of Terms 14
4.2 Appendix B: Thematic Framework and Historical Overview 15

5. Place Record Forms 214

6. Index 710

1. Introduction

1.1 Adoption

This local heritage survey was adopted by the Council of the Shire of Esperance at its Ordinary Meeting held on April 27, 2021. It represents a review of the original Municipal Heritage Inventory (1996).

1.2 What is a Local Heritage Survey?

This local heritage survey (the 'Survey') is a survey of places and areas in the Shire of Esperance which have been identified as having cultural heritage significance.

A review of a local heritage survey is intended to:

a) Ensure that the existing Survey meets the minimum standards, and to bring the findings into line with these standards if deficient; and

b) Review changes in the local heritage in the preceding period such as demolitions of places, changes in their condition, or the availability of other new information.

Inclusion of a place or area in this Survey alone ***does not*** mean that a property is 'heritage listed'. The listing of places and areas of heritage significance in the Local Planning Scheme is a separate process under the *Planning and Development Act 2005* that is informed by this Survey.

1.3 Why do we have a Local Heritage Survey?

The *Heritage Act 2018* requires all Local Government authorities in Western Australia to identify places of cultural heritage significance in a local heritage survey.

The Deemed Provision of Local Planning Scheme No. 24 requires that, under Clause 8, the local government must establish and maintain a heritage list to identify places within the Scheme area that are of cultural heritage significance and worthy of built heritage conservation.

1.4 What is cultural heritage?

The Burra Charter is considered the best standard for cultural heritage management in Australia and provides guidance for the conservation and management of places of cultural significance.[3] The Burra Charter states that:

"Places of cultural significance enrich people's lives, often providing a deep and inspirational sense of connection to community and landscape, to the past and to the lived experiences. These are historical records that are important as tangible expressions of Australian identity and experience. Places of cultural significance reflect the diversity of our communities, telling us about who we are and the past that has formed us and the Australian landscape. They are irreplaceable and precious.

These places of cultural significance must be conserved for present and future generations…"

[3] The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance (2013)

1.5 Indigenous Heritage

The Australian Government Department of the Environment describes Indigenous heritage in the following manner:

"Aboriginal and Torres Strait Islander heritage is an important part of Australian heritage. Evidence of the occupation of Australia by Aboriginal and Torres Strait Islander people dates back more than 60,000 years. As well as historically important, Indigenous heritage is of continuing significance, creating and maintaining continuous links with the people and the land.

Places that hold great meaning and significance to Indigenous people include:

- *Places associated with dreaming stories depicting the laws of the land and how people should behave;*
- *Places that are associated with their spirituality;*
- *Places where other cultures came into contact with Indigenous people; and*
- *Places that are significant for more contemporary uses.*

The Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act) establishes the National Heritage List, which includes natural, Indigenous and historic places that are of outstanding heritage value to the nation. The Act also establishes the Commonwealth Heritage List, which comprises natural, Indigenous and historic places on Commonwealth lands and waters or under Australian Government control, and identified by the Minister for the Environment, Heritage and the Arts (the Minister) as having Commonwealth Heritage values."

This local heritage survey thus focuses on events and developments in Western Australian history since the arrival of European settlers. While this study does provide an overview of the culture and way of life of the original inhabitants of what is now the Shire of Esperance, it does not attempt in any way to record the legacy of Aboriginal occupation prior to the European settlement of the Shire.

The Department of Aboriginal Affairs and the application of the Aboriginal Heritage Act ensure that significant aspects of Aboriginal history and culture relating to the period before European settlement are recorded and preserved. In this study, the overlap between the European settlers and the Aboriginal people in the district will be noted where information is available.

1.6 Consultation

The Shire of Esperance wants this Survey to reflect the views of the local community. Many public comments and submissions have been received since the inception of the original Municipal Heritage Inventory in 1996, and a formal advertising process for the revised Local Heritage Survey also took place between December 23, 2020 and March 26, 2021. In addition, much of the research carried out as part of the review process has involved direct consultation with members of the community known to have specific knowledge on the history related to a particular site or item.

The compilation of a local heritage survey is a dynamic process. This edition lays the groundwork for the ongoing process of reviewing and regular updating.

1.7 How do we look after our heritage?

The Heritage Act 2018 requires that a Local Heritage Survey be a record of buildings within its district which in its opinion are, or may become, of cultural heritage significance. Consistent with current guidance from the State Government this local heritage survey reviews places and areas which have been identified as having cultural heritage significance. For the purposes of this Survey, the definition of a 'place' as adopted from the Burra Charter is:

"Place means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions."

The adoption of this approach means that this local heritage survey has a more holistic focus, rather than being specifically focussed on buildings only per the Heritage Act 2018. The adoption of this approach also means that this Local Heritage Survey will be able to identify all of the Shire's local heritage assets in a systematic fashion, and provide the base information needed for local heritage planning to achieve consistency, strategic direction, and community support.

The *Guidelines for Local Heritage Surveys* by the State Heritage Office suggests that:[4]

"The Heritage Act 2018 requires all Local Government authorities in Western Australia to identify places of cultural heritage significance in a local heritage survey. The Act identifies that the purposes of the local heritage survey include:

a. identifying and recording places that are, or may become, of cultural heritage significance in its district; and

b. assisting the local government in making and implementing decisions that are in harmony with cultural heritage values; and

c. providing a cultural and historical record of its district; and

d. providing an accessible public record of places of cultural heritage significance to its district; and

e. assisting the local government in preparing a heritage list or list of heritage areas under a local planning scheme.

Local government decisions that could be informed by the local heritage survey might include activities to interpret or promote heritage places, or provide material for information or education. Examples are assembling a local history or archive; informing a thematic study of the area; providing educational material for school programs; or developing a heritage trail.

A key function, however, will be to inform the preparation of a heritage list and heritage areas under the local planning scheme, as detailed in (e) above."

Entry of a place or area in this Survey is recognition of the cultural heritage significance of the place or area to the community. There are no statutory implications other than a requirement for the Survey to be sent to the Heritage Council for public information.

Statutory protection for places and areas of heritage significance is enabled through the *Planning and Development Act 2005*.

State Planning Policy

State Planning Policy 3.5 *Historic Heritage Conservation* (May 2007) sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage.

The Policy applies principally to historic cultural heritage including heritage areas, buildings and structures, historic cemeteries and gardens, man-made landscapes and historic or archaeological sites with or without built features.

The Policy applies to places and areas of significance at both state and local level. The objectives of the Policy are:

- To conserve places and areas of historic heritage significance;
- To ensure that development does not adversely affect the significance of heritage places and areas;
- To ensure that heritage significance at both the state and local levels is given due weight in planning decision-making; and
- To provide improved certainty to landowners and the community about the planning processes for heritage identification, conservation and protection.

The Policy states that:

[4] Guidelines for Local Heritage Surveys (Heritage Council;, July 2019)

"A heritage list established pursuant to a local planning scheme should be compiled having regard to the places identified in the inventory. A Local Government may elect to include all of those places in its heritage list, or may include a smaller sub-set of places. The inclusion or exclusion of places from a heritage list should be based on their degree of historic heritage significance, supported by the findings in the inventory, irrespective of whether they are privately or publicly owned."

The Policy further states that:

"Local Government has a role in support of the policy through -

- *Ensuring that heritage provisions in local planning schemes are consistent with the Model Scheme Text;*
- *Ensuring that heritage places and areas are carefully identified consistent with the common standards provided by the Heritage Council;*
- *Ensuring that due regard is given to heritage significance in development assessment, planning schemes and planning strategies; and*
- *Adopting local planning policies affecting places entered in heritage lists."*

Local Planning Scheme

The preparation and adoption of this local heritage survey will inform the preparation of a Heritage List for inclusion in the Local Planning Scheme.

A guideline document produced by the State Heritage Office suggests that Local Governments adopt a Heritage List that includes all places on the State Register of Heritage Places, plus those local heritage places that require the protection of the Local Planning Scheme.[5]

Clause 8(1) of the Deemed Provisions requires that local government must establish and maintain a heritage list to identify places within the Scheme area that are of cultural heritage significance and worthy of built heritage conservation.

[5] Criteria for the Assessment of Local Heritage Places and Areas (State Heritage Office, March 2012)

2. What is in this Survey?

2.1 What is the Study Area?

The Shire of Esperance, which comprises some 44,366km², is situated at the southern extent of the Goldfields-Esperance Region, bound by the Southern Ocean to the south, the Shire of Ravensthorpe to the west and the Shire of Dundas to the north and east.

Esperance is situated approximately 725 kilometres from Perth and some 390 kilometres and 480 kilometres respectively from the regional centres of Kalgoorlie and Albany. The town is located on the coast with the main access roads being the Coolgardie-Esperance Highway from the north, and the South Coast Highway from the west.

Esperance is the main population centre within the Shire and serves as a sub-regional centre within the Goldfields-Esperance Region. Throughout the Shire are a number of smaller settlements, some of which provide local level services to the surrounding agricultural districts including Condingup, Gibson, Scaddan, Cascade, Grass Patch and Salmon Gums (refer to Figure 1).

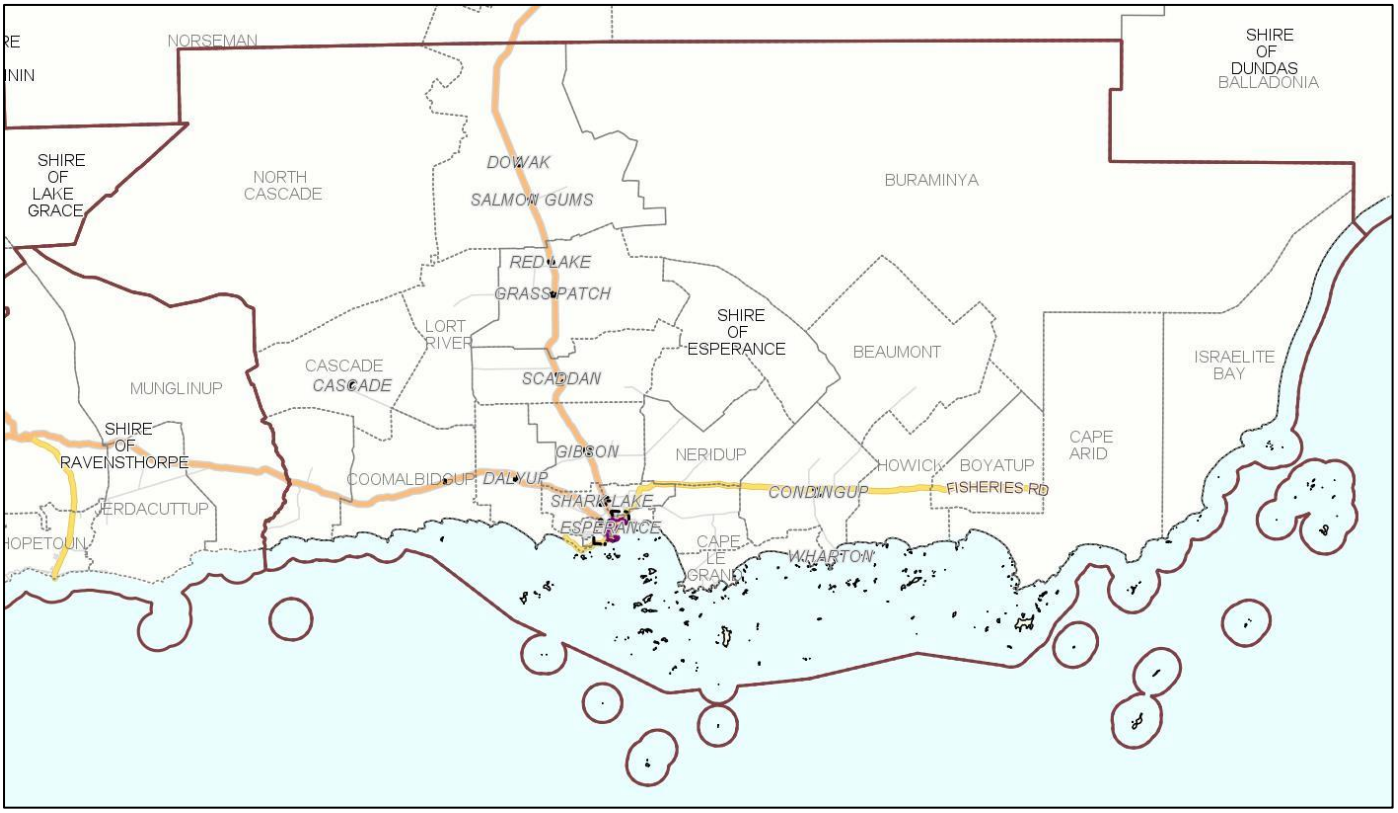


Figure 1: Localities and Local Government area boundaries (red) within and surrounding the Shire of Esperance

Beyond the boundaries of the Shire of Esperance, the towns of Hopetoun, Ravensthorpe and Munglinup (situated within the Shire of Ravensthorpe), and Norseman and Eucla (situated within the Shire of Dundas), provide district or local level services.

2.2 Terms

Architectural, building and heritage terms can be confusing. A glossary of these terms is included in Appendix A to ensure consistency in the use of terms in this Survey.

2.3 Assessment of Heritage Places and Areas

The State Heritage Office (2012) record that the assessment of the significance of place, that is "understanding the values and importance of a place or area", is the basis of all good heritage decisions. This Survey thus adopts the standard format for the assessment of cultural heritage places and areas provided in the *Criteria for the Assessment of Local Heritage Places and Areas* (State Heritage Office, March 2012).[6]

Places or areas have been assessed for their cultural heritage significance in the context of the history and development of the district as described in the Thematic History (see Appendix B).

Heritage Places

A place will be deemed to be of cultural heritage significance in the Shire of Esperance if it meets one or more of the criteria under the 'Value' heading per Table 1 as follows:

Value	Criterion No.	Criterion
Aesthetic	1	It is significant in exhibiting particular aesthetic characteristics.
Historic	2	It is significant in the evolution or pattern of the history of the local district.
Research	3A	It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
	3B	It is significant in demonstrating a high degree of technical innovation or achievement.
Social	4	It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.

Table 1: Heritage Values Criterion

The degree or level of significance for each place identified as having cultural heritage significance (Table 1) will be determined with reference to the issues of rarity, representativeness and condition/integrity/authenticity, as set out in Table 2 as follows:

Degree / Level of Significance	Criterion No.	Criterion
Rarity	5	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district.
Representativeness	6	It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district.
Condition	7	The current state of the place in relation to the values for which that place has been assessed, graded on the scale of Good, Fair or Poor.
Integrity	8	The extent to which a building retains its original function, graded on a scale of High, Medium or Low.
Authenticity	9	The extent to which the fabric is in its original state, graded on a scale of High, Medium or Low.

Table 2: Degree / Level of Significance Criterion

[6] Criteria for the Assessment of Local Heritage Places and Areas (State Heritage Office, March 2012)

Heritage Areas

The assessment of Heritage Areas requires a different approach to simply identifying a specific Heritage Place. Heritage Areas need to meet an additional cohesion test as described in Table 3 following:

Tests	Criterion No.	Criterion
Values	10	It meets one or more of the criteria in Table 1 under the headings of Aesthetic, Historic, Research or Social significance.
Cohesion	11	It demonstrates a unified or cohesive physical form in the public realm with an identifiable aesthetic, historic or social theme associated with a particular period or periods of development.

Table 3: Heritage Area Tests

Heritage Areas are selected locations which demonstrate special and unique qualities, and will generally be quite rare within any locality. Levels of significance are not assigned to Heritage Areas as a whole.

2.4 Grading of the Levels of Significance

Heritage Places

For each place that meets one or more of the Heritage Values Criterion (from Table 1), the Degree / Level of Significance Criterion (from Table 2) has been applied. Each heritage place was then graded with one of the levels of cultural heritage significance set out in Table 4 following.

Based on the grading assigned to each place, desired management outcomes were identified which will inform the preparation of a Heritage List for inclusion in the Local Planning Scheme.

Level of Significance	Description	Desired Management Outcome
Exceptional significance	Essential to the heritage of the locality. Rare or outstanding example.	Include in Heritage List. The place should be retained and conserved. Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (if one exists for the place).
Considerable significance	Very important to the heritage of the locality. High degree of integrity / authenticity.	Include in Heritage List. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.
Some / moderate significance	Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item.	Include in Heritage List. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.
Little significance	Does not fulfil the criteria for entry in the local Heritage List.	Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

Table 4: Levels of Significance

Heritage Areas

Heritage Areas are rare selected locations which demonstrate special and unique qualities, and there are no such localities that have at present been identified within Shire of Esperance.

That aside, places within identified Heritage Areas are graded according to the level of contribution that they make to the significance of the area as set out in Table 5.

Level of Contribution	Description	Desired Management Outcome
Considerable contribution	Very important to the significance of the Heritage Area - recommended for entry in the Heritage List.	Conservation of the place is highly desirable. Any external alterations or extensions should reinforce the significance of the area in accordance with the Design Guidelines.
Some/Moderate contribution	Contributes to the significance of the Heritage Area.	Conservation of the place is desirable. Any external alterations or extensions should reinforce the significance of the area in accordance with the Design Guidelines.
No contribution	Does not contribute to the significance of the Heritage Area.	Existing fabric does not need to be retained. Any new (replacement) development on the site should reinforce the significance of the area in accordance with the Design Guidelines.

Table 5: Levels of Contribution to Areas

2.5 Thematic History

Guidelines from the State Heritage Office indicate that Local Government inventories should address the history of the physical development of the local district.[7]

The objectives of a thematic history are to:

1. Identify and explain the themes or 'story lines' that are crucial to understanding the area's historic environment as it exists today;
2. Provide a context for the comparative assessment of heritage places in the locality; and
3. Provide preliminary information as to local places of potential significance (which may subsequently be documented separately in individual place record forms).

The thematic history provides information about:

- Important time periods for the area;
- Why people settled;
- How people moved, made a living and socialised together;
- Community efforts and civic structures;
- Outside influences; and
- People who left their mark on the history of the community.

[7] Basic Principles for Local Government Inventories (State Heritage Office, March 2012)

The thematic history is not intended to be a definitive history of the area. It provides a brief yet comprehensive account reflecting aspects of the history of the Shire of Esperance from its beginnings to the present.

The historical narrative has been divided into time periods, which correspond to important developments within the Shire of Esperance.

The thematic history for Esperance can be found in Appendix B.

2.6 Place Record Forms

Place record forms for each site in the Local Heritage Survey are provided in Section 5. These place record forms contain the following information, as applicable and where available:

- Common names, uses, physical addresses, coordinates, ownership and any associated State Heritage listings;
- Construction details including date of construction, builder and architect;
- A brief assessment of what contributes to the historical significance of each individual place; and
- A description of the history behind each place including photographs.

In some cases, reliable information about a particular place can be quite limited, however as further information becomes available it will be included in future updates and reviews.

2.7 Reviews

2.7.1 Administrative Review

Administrative updates may be made without community consultation and, provided there is no change to the classification of a place or statement of significance, do not require formal adoption of a revised Survey.

2.7.2 Ad Hoc Creation or Review

Provision should be made for the ad hoc creation or review of one or more place records, including the commissioning of a heritage assessment where required.

- A heritage assessment for a new place should include consultation with relevant stakeholders.
- The addition or removal of a place from the Survey, or the amendment of a place record to the extent that the classification of the place or statement of significance is changed, requires formal adoption of the revisions.

2.7.3 General Review

A general review should ensure that the Survey reflects the views of local government and its community about its heritage, and that the Survey meets current standards and best practice.

- A general review should invite nominations from all sectors of the community for new places to be considered for inclusion in the Survey, and for new information that may give a better understanding of an existing place.
- Heritage assessments and update of existing records should be undertaken in consultation with relevant stakeholders, and with reference to the thematic history.
- At the conclusion of the review process, the Survey will require formal adoption by the local government. Changes to the Survey may also prompt updates to the heritage list or other material that draws information from the Survey.

2.7.4 Timing of General Review

A general review should take place at intervals consistent with the major review of a local planning strategy or strategic community plan, or at defined intervals nominated by the local government.

- The rate of review should reflect the rate of change within the local area, in relation to overall development and population.
- The Strategy should undergo a general review to be completed within 15 years.

3. Place Index

The places included in the Survey are listed in the following table alphabetically according to place name and are thereby also in numerical order according to place number:

Place No.	Name	Address	1996 MHI
01	Admiralty Bench Mark	Lot 729 on Plan 181403, Hughes Road, West Beach	16
02	Balbinia Station	Lot 4 on Plan 152894, Unnamed Road, Buraminya	01
03	Bay View House	Lot 68 No. 141 on Plan 919, Dempster Street, Esperance	02
04	Bijou Theatre	Lot 23 No. 115 on Plan 51885, Dempster Street, Esperance	03
05	Bonded Store & Goods Shed	Lot 103 No. 68 on Plan 5742, Dempster Street, Esperance	04
06	Burraburinya Dam	Vacant Crown Land, Parmango Road, Buraminya	05
07	Cannery	Lot 1018 on Plan 28537, Jetty Road, Chadwick	41
08	Cemeteries & Lonely Graves	Multiple Addresses (See History & Description) - Includes Esperance Cemetery, Old Esperance Cemetery, Grass Patch Cemetery, Salmon Gums Cemetery, Scaddan Cemetery and Lonely Graves (Incorporates Tommy Windich Gravesite)	06, 25, 54 & New
09	Condenser Sites	Multiple Addresses (See History & Description)	New
10	Daws' Red Lake Store	Lot 59 No. 56 on Plan 5742, Dempster Street, Esperance	13
11	Dempster Homestead	Lot 1 No. 155 on Plan 7287, Dempster Street, Esperance	09
12	Dempsters' Dalyup Sheep Dip	Lot 503 on Plan 73450, Murray Road, Dalyup	New
13	Dempsters' Jetty	Lot 1027 on Plan 31503, The Esplanade, Esperance	New
14	Dempsters' Stone Well & Trough	Lot 70 No. 201 on Plan 226440, Stewart Street, West Beach	10
15	Dempsters' Woolshed & Sheep Dip	Lot 9 on Plan 251104, Fisheries Road, Myrup; and Lot 823 on Plan 230232, Fisheries Road, Myrup	11
16	Deralinya Station	Lot 11 on Plan 93238, Parmango Road, Israelite Bay	12
17	Dundas Road Board Offices	Lot 124 on Plan 171863, Coolgardie-Esperance Highway, Salmon Gums	New
18	Dunns' Boyatup Farm	Lot 372 on Plan 108642, Merivale Road, Condingup	14
19	Elston's Stationery & Novelty Bazaar	Lot 59 No. 56 on Plan 5742, Dempster Street, Esperance; and Lot 60 No. 58 on Plan 5742, Dempster Street, Esperance	15
20	Esperance Civic Centre	Lot 707 on Diagram 41513, Jane Street, Esperance; Lot 825 on Plan 9302, Jane Street, Esperance; and Lot 826 on Plan 9302, Andrew Street, Esperance	08
21	Esperance Hospital & Matron's House	Lot 1027 on Plan 31503, The Esplanade, Esperance; Lot 57 No. 52 on Plan 5742, Dempster Street, Esperance; and Lot 58 No. 54 on Plan 5742, Dempster Street, Esperance	17
22	Esperance Hotel	Lot 24 No. 2 on Plan 222408, Andrew Street, Esperance	New
23	Esperance Municipal Offices	Lot 60 No. 58 on Plan 5742, Dempster Street, Esperance; and Lot 61 No. 60 on Plan 5742, Dempster Street, Esperance	18
24	Esperance Post & Telegraph Station	Lot 3 No. 23 on Plan 23165, Andrew Street, Esperance; Lot 918 No. 92 on Plan 191381, Dempster Street, Esperance; and Lot 919 No. 92A on Plan 191381, Dempster Street, Esperance	New
25	Fresh Air League	Lot 299 No 1A on Plan 170181, Goldfields Road, Castletown	20
26	Gabtoobitch	Lot 9 on Plan 90005, Merivale Road, Cape Arid	21

27	Gibson Soak Hotel & Trees	Lot 2 on Plan 28208, Coolgardie-Esperance Highway, Gibson; and Lot 171 on Plan 255945, Coolgardie-Esperance Highway, Gibson	22
28	Grace Darling Hotel	Lot 17 No. 1 on Plan 27627, Andrew Street, Esperance; and Lot 22 No. 47 on Plan 43165, The Esplanade, Esperance	New
29	Grass Patch Homestead	Lot 23 on Plan 255107, Tom Starcevich V.C. Road, Grass Patch	24
30	Grass Patch Hotel	Lot 8 on Plan 146464, Coolgardie-Esperance Highway, Grass Patch	26
31	Grass Patch Store	Lot 14 on Plan 146464, Coolgardie-Esperance Highway, Grass Patch	27
32	Grass Patch Wayside Inn	Lot 10 on Plan 103525, Tom Starcevich V.C. Road, Grass Patch	New
33	Hannett's Hut	Lot 1 on Plan 91683 Alexander Road, Howick	New
34	Headmaster's House	Lot 59 No. 56 on Plan 5742, Dempster Street, Esperance	28
35	Hill Springs	Lot 8 on Plan 90004, Merivale Road, Cape Arid	29
36	Israelite Bay Post & Telegraph Station	Lot 7 on Plan 182706, Fisheries Road, Israelite Bay	30
37	Kangawarrie Tank & Ruins	Vacant Crown Land, Parmango Road, Buraminya	31
38	Lake View Hotel	Lot 1537 on Plan 203694, Lake King-Norseman Road, Salmon Gums; and Lot 1665 on Plan 42943, Coolgardie-Esperance Highway, Salmon Gums	New
39	Lynburn Station	Lot 5 on Plan 256428, Merivale Road, Boyatup	32
40	Mallee School Trail	Multiple Addresses (See History & Description, Incorporates Salmon Gums School)	51 & New
41	McCarthy's House	Lot 92 No. 16 on Plan 222408, The Esplanade, Esperance	33
42	Memorial Grove	Lot 819 on Plan 214940, Twilight Beach Road, West Beach; and Lot 704 on Plan 203209, Telegraph Road, Monjingup	New
43	Middle Island	Recherche Archipelago, Southern Ocean	34
44	Moirs' Homestead	Lot 1961 on Plan 255109, Stokes Inlet Road, Coomalbidgup	35
45	Moreton Bay Fig Tree	Lot 66 on Plan 36388, William Street, Esperance; and Lot 654 on Diagram 36388, William Street, Esperance	36
46	Munro's Hut	Lot 513 on Plan 240294 Alexander Road, Howick	New
47	Murtadinia Dam	Vacant Crown Land, Parmango Road, Buraminya	37
48	Newtown Jetty	Lot 1036 on Plan 39944, Castletown Quays, Castletown	38
49	Norfolk Pine Trees	Lot 3 No. 23 on Plan 23165, Andrew Street, Esperance	39
50	Old Camping Ground	Lot 982 on Plan 220260, The Esplanade, Esperance; Lot 984 on Plan 220260, The Esplanade, Esperance; Lot 985 on Plan 220260, The Esplanade, Esperance; and Lot 1027 on Plan 31503, The Esplanade, Esperance	40
51	Old Hospital	Lot 61 No. 60 on Plan 5742, Dempster Street, Esperance	42
52	OTC Wireless Station	Lot 697 on Plan 139063, Orr Street, West Beach	43
53	Pier Hotel	Lot 22 No. 47 on Plan 43165, The Esplanade, Esperance	New
54	Pine Hill	Lot 478 on Plan 91377, Fisheries Road, Cape Arid	44
55	Police Sergeant's Quarters	Lot 58 No. 54 on Plan 5742, Dempster Street, Esperance; and Lot 59 No. 56 on Plan 5742, Dempster Street, Esperance	46
56	Railway Dam & Catchment	Multiple Addresses (See History & Description)	47
57	Railway Ticket Office & Waiting Room	Lot 103 No. 68 on Plan 5742, Dempster Street, Esperance	48
58	Royal Hotel	Lot 22 No. 14 on Plan 222408, Andrew Street, Esperance	New
59	RSL Headquarters	Lot 809 No. 84 on Plan 183864, Dempster Street, Esperance	49

60	Salmon Beach Wind Farm	Lot 930 on Plan 192329, Peek Road, West Beach	New
61	Salmon Gums Hotel	Lot 9 on Plan 146468, Rogers Street, Salmon Gums; and Lot 10 on Plan 146468, Rogers Street, Salmon Gums	50
62	Salmon Gums Wayside Inn	Lot 166 on Plan 89036, Coolgardie-Esperance Highway, Salmon Gums	New
63	Scaddan Temperance Hotel	Lot 36 on Plan 230359, Coolgardie-Esperance Highway, Scaddan	23
64	Seafarers Centre	Lot 419 on Plan 201799, Circle Valley Road, Salmon Gums	52
65	Sinclair House	Lot 60 No. 58 on Plan 5742, Dempster Street, Esperance; and Lot 61 No. 60 on Plan 5742, Dempster Street, Esperance	07
66	Stewarts' House	Lot 3 No. 83 on Plan 1377, The Esplanade, Esperance	New
67	Tanker Jetty	Recherche Archipelago, Southern Ocean	53
68	Tooklejenna	Lot 8 on Plan 89803, Fisheries Road, Israelite Bay	55
69	War Memorial	Lot 308 No 82 on Plan 48799, Dempster Street, Esperance	56
70	Watering Places on Mount Ragged Road	Multiple Addresses (See History & Description)	57
71	Waterwitch Obelisk	Lot 389 on Plan 209753, Black Street, Esperance	58
72	Wesleyan Church	Lot 61 No. 60 on Plan 5742, Dempster Street, Esperance; and Lot 62 No. 62 on Plan 5742, Dempster Street, Esperance	59

Table 6: Place Name Index

4. Appendices

4.1 Appendix A: Glossary of Terms

The following terms are found in the Burra Charter and are adopted for the purposes of this Survey.

Adaptation means modifying a place to suit the existing use or a proposed use.

Associations mean the special connections that exist between people and a place.

Compatible Use means a use which respects the cultural significance of a place. Such a use involves no, or minimal impact, on cultural significance.

Conservation means all the processes of looking after a place so as to retain its cultural significance.

Cultural Significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Interpretation means all the ways of presenting the cultural significance of a place.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Meanings denote what a place signifies, indicates, evokes or expresses.

Place means site, area, land, landscape, building, or other work, group of buildings or other works, and may include components, contents, spaces and views.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Reconstruction means returning a place to a known earlier state and is distinguished from restoration by the introduction of new materials into the fabric.

Related Object means an object that contributes to the cultural significance of a place but is not at the place.

Related Place means a place that contributes to the cultural significance of a place but is not at the place.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Setting means the area around a place, which may include the visual catchment.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

4.2 Appendix B: Thematic Framework and Historical Overview

Introduction

Over the years, Esperance has had what can only be described as a very chequered pattern of development. Many of the earliest people to arrive in the district often did so with great expectations, only to have their hopes dashed for a multitude of reasons outside of their control, however today the region is thriving. The success and growth of Esperance and the districts surrounding can largely be attributed to agriculture, light industry, commercial fishing, tourism and exports through the port, commonly including wheat, nickel concentrate and iron ore. It is to the credit of the pioneers who were able to endure the times of hardship that Esperance has been able to grow into the place of great promise that it has now become.

The Period 1600 – 1889: Exploration and Settlement

By Australian standards, Esperance and the Recherche Archipelago have had a long history of European maritime exploration. However circumstantial it may be, the earliest known evidence of this appears in the form of an engraving in Victoria Harbour to the east of Esperance, which once indicated the presence of a Dutch vessel in the year 1600, although with the ravages of time and the sea in the years since, an official investigation would later rule that it was unclear whether the marks were "…of human or natural origin."[8, 9, 10] Speculative history aside, almost three decades later the earliest confirmed European visit to the Esperance area took place in 1627, when a vessel in the Dutch East India Company, the *Gulden Zeepaerdt* (Golden Seahorse) under the command of Captain Francois Thijssen, sighted the Australian mainland and commenced circumnavigating from Cape Leeuwin to Ceduna, naming the region 't Land van Pieter Nuyts or simply 'Nuyts Land' after the Honourable Pieter Nuyts, the highest ranking official on the ship. Unfortunately, little is known about the explorations of the *Gulden Zeepaerdt* in the waters off Esperance, however maps produced during this voyage do show the vessel to have anchored somewhere near the mainland within the Archipelago, although the exact anchorage point is unclear.[11, 12, 13]

Nearly two centuries after this visit by the Dutch, on September 29, 1791 an exploratory voyage from England led by Captain George Vancouver landed on the Western Australian mainland, naming their harbour King George Sound in honour of the monarch of the day.[14] Instead of continuing through the Recherche Archipelago as the Dutch evidently had, caution encouraged Vancouver to skirt around the uncharted islands, plotting a course well to the south of Esperance via Termination Island, which Vancouver so named on October 21, 1791 as it signalled the end of his research along the Western Australian coast. During his voyage, Vancouver reported seeing great numbers of whales and seals in the area surrounding King George Sound in particular, and in combination with similar accounts by the French the following year, this likely proved the catalyst that would entice sealing and whaling expeditions to the south coast of Western Australia in the ensuing years.[15, 16]

By random coincidence, on the same day that Vancouver landed in King George Sound - September 29, 1791 - an expedition had been dispatched from France to search for Jean Francoise de La Perouse whose ships, the *Astrolabe* and the *Boussole*, had disappeared after departing Botany Bay in 1788. A little over a year into their voyage, while passing Esperance Bay on December 9, 1792, the rescue vessels, the *Recherche* and the *Esperance* under the command of Antoine Raymond Joseph de Bruni d'Entrecasteaux and Jean-Michel Huon de Kermadec respectively, had encountered "fierce winds and an agitated sea", forcing them to seek refuge in the shelter offered between Observatory Island and the mainland. In honour of the two ships, d'Entrecasteaux then gave the name Esperance Bay to the sweeping beach just beyond the latter point, while also naming the archipelago of islands surrounding the area after the

[8] The Sunday Times (Perth), 10 February, 1935
[9] Further Notes on Strange Finds and Wrecks etc. on the West Australian Coast (D. C. Cowan, 1940), extracted from Maritime Albany Remembered (Gordon de L. Marshall, 2001)
[10] Western Australian Museum Shipwreck Database (http://museum.wa.gov.au/maritime-archaeology-db/strangers-on-the-shore/unnamed), Retrieved 2016
[11] Australian Dictionary of Biography - Nuyts, Pieter (http://adb.anu.edu.au/biography/nuyts-pieter-13138), Retrieved 2016
[12] The Part Borne by the Dutch in the Discovery of Australia 1606-1765 (Jan Ernst Heeres, 1899), Retrieved 2016
[13] 't Gulden Zeepaert (ship, 1626) - (https://en.wikipedia.org/wiki/%27t_Gulden_Zeepaert_(ship,_1626)), Retrieved 2016
[14] A Voyage of Discovery to the North Pacific Ocean and Round the World, Volume 1 (George Vancouver, 1798)
[15] Account of the Voyage in Search of La Perouse (Jacques-Julien Houton de La Billardiere, 1799)
[16] Genesis of the Whaling Industry - Its Development up to 1850 (J. C. H. Gill, 1966)

Recherche. Prior to being called Esperance Bay, the area had been known by the local Aboriginal people as "Gabba Kyle" (Gabakile, Gabi Kyle, Gabbie Kylie, Gabby Kyli, Gabi Kyley, Gabba Kyli or Kepa Kurl), a name which referred to the shape of the bay itself and was translated to mean "water in the bend" or, perhaps more commonly, "where the water lies like a boomerang."[17, 18]

Taking advantage of the harbour offered in the lee of Observatory Island, d'Entrecasteaux remained at anchor while minor repairs to the *Esperance* were undertaken which also gave him a chance to survey the archipelago in the hope of finding fresh water to replenish the diminishing supplies aboard both ships. With the repairs to the *Esperance* swiftly completed, the expedition was soon ready to set sail, however a naturalist aboard the *Esperance* had gone missing, and grave concerns were held for his safety. Enchanted by a world of new discoveries, on the morning of December 14, 1792, Claude Riche, the naturalist in question, had wandered away from the coast and lost his bearings, later having no choice but to camp the night at a spring on the edge of Pink Lake (Lake Spencer). Rescue parties were sent out the following morning and again the day after, however the lost naturalist was nowhere to be found. Fortune favoured him however, and with nothing short of incredible luck, after more than fifty-four hours and two nights lost ashore, Claude Riche stumbled upon the two frigates shortly after midday on December 16, 1792 in a state so weak that he could hardly speak.[19]

The journal of Jacques de la Billardiere, a botanist aboard the *Recherche*, recorded that Riche had "seen savages [sic] at a distance… [however] they always fled". Riche later gave a full written account of his misadventures to d'Entrecasteaux, describing the local Aborigine inhabitants as well as giving details about several native animal species including what he called "a large cassowary" and the tracks of a "wild dog" which he believed to be "at least as large as a wolf". Following the safe return of Riche, d'Entrecasteaux eventually weighed anchor on December 17, 1792 and continued eastward on his journey in search of La Perouse.[20]

A decade later, during an expedition which circumnavigated the Australian mainland, the next European explorer through the area, Captain Matthew Flinders, the commander of the *Investigator*, came in sight of the westernmost islands in the Recherche Archipelago in the evening of Friday, January 8, 1802. Sailing on through the night, violent seas the following day forced Flinders to seek refuge near the mainland, and eventually a protected anchorage was found in a harbour which Flinders aptly named 'Lucky Bay'. In the days following, in order to appease the scientists who accompanied his expedition, a great deal of time was spent surveying the islands and the unique life thereon, and Flinders then had the honour of naming many of the surrounding features including, among many others, Thistle Cove, Goose Island and Cape Pasley. After more than a week in the area, Flinders continued eastward, eventually losing sight of the Recherche Archipelago on January 17, 1802. The following year, Flinders returned to the Recherche Archipelago yet again, this time however skirting to the south, only stopping for a brief period to reprovision the *Investigator* at Middle Island. Dysentery had taken a heavy toll on the crew by this stage, and among the long list of sufferers, two crewmen, Charles Douglas (buried on Middle Island) and William Hillier (buried at sea), would die while in the area. As a sign of respect, Flinders perpetuated the memory of Charles Douglas by giving his name to Douglas Island to the south, while the vibrant pink lake on Middle Island would later be named as a permanent monument in honour of William Hillier.[21, 22]

Sixteen years later, under instructions to survey sections of the coastline not yet charted by Matthew Flinders, Admiral Phillip Parker King, commander of the *Mermaid*, came through the same area, first sighting the westernmost islands of the Recherche Archipelago on January 15, 1818. Flinders and d'Entrecasteaux had already extensively explored the region, and King thus had no intention of remaining in the area, staying only a single day at anchor in Goose Island Bay on Middle Island before setting sail to the west on January 17. In spite of the brief nature of King's visit, one noteworthy inclusion among the crew of the *Mermaid* was a gentleman by the name of John Septimus Roe, a master's mate at the time, and a man who would later gain great fame as an explorer in his own right, part of which would include overland exploration of the nearby mainland more than three decades later. In the evening of January 16, 1818, Admiral Phillip Parker King, John Septimus Roe and the resident botanist, Allan Cunningham, had briefly explored Middle Island which

[17] D'Entrecasteaux: An Account of His Life, His Expedition, and His Officers (G. H. Hogg, 1938)
[18] Aboriginal Place Names (Royal Anthropological Society of Australasia, 1899, State Library of New South Wales)
[19] Voyage to Australia and the Pacific 1791 - 1793 (Bruni d'Entrecasteaux, 1808; translated by Edward & Maryse Duyker, 2001)
[20] Account of the Voyage in Search of La Perouse (Jacques-Julien Houton de La Billardiere, 1799)
[21] A Voyage to Terra Australis, Volume 1 (Matthew Flinders, 1814)
[22] A Voyage to Terra Australis, Volume 2 (Matthew Flinders, 1814)

proved fascinating in the eyes of the botanist, though King himself recorded that there was "little that was worthy of our attention". Aside from his apparent disinterest in all things botanical, King's journal made fleeting reference to the discovery of whale bones on the beach at Middle Island, which may have been evidence of commercial whalers having been in the area, though whatever the case, Middle Island and the surrounding Archipelago would soon become a popular base for both whaling and sealing in the decades to come.[23, 24, 25]

Prior to formal European colonisation of the area, whaling and sealing vessels had been operating in the waters off the southern coast of Western Australia from as early as 1800 and 1803 respectively, and in the years following, the islands of the Recherche Archipelago would become a favoured hunting ground for both trades.[26, 27] Records of sealing vessels working in the Archipelago itself appear from as early as 1824, when the sealer *Belinda* was wrecked on Middle Island, with her crew later being rescued by another sealer in the area; the *Nereus*.[28] Sealers became more permanently based on Middle Island from as early as 1826, and in the decade following, an African-American seal hunter by the name of John Anderson, more commonly known these days as 'Black Jack', quickly gained notoriety as one of the hardest and roughest of all these men.[29] By 1827, the horrendous conduct of certain sealers along the south coast of Australia from Rottnest Island to Bass Strait had earnt their entire profession a somewhat ill-fitting description as "a regular set of pirates", and in combination with Anderson's alleged crimes which included murders and kidnapping circa 1834 and 1835, this would later create a legend of piracy surrounding 'Black Jack' himself. Whatever the case, Anderson's deeds had earned him a fearsome and formidable reputation, and known to be ever heavily armed, he was rightly viewed as an imposing and threatening man. Anderson's violent past soon caught up with him however, and on March 29, 1837, the details of his own gruesome murder circa Christmas Day 1836 were revealed by a former crewman, Robert Gamble.[30, 31] With little detail in Gamble's report however, the exact fate of 'Black Jack' has ever since remained open to conjecture, particularly in regards to the "considerable sum" of money he had amassed by that stage. In more recent times, the remains of a stone hut, a well and an assortment of other structures on Middle Island have often been attributed to Anderson and his crew, however extensive archaeological surveys have never confirmed this as the site was later used and further developed by many other sealers, farmers, whalers and salt miners.[32, 33, 34, 35, 36, 37, 38]

In an attempt to counter the loss of a valuable industry to the Americans and the French, moves were soon afoot to establish commercial whaling enterprises in Western Australia, and by the late 1830's, a handful of local whalers had commenced operating. Some of the more powerful figures within these local operations had attempted to force out their overseas competition, however with immense whale numbers and fortunes to be made, the "New Holland Fishery" continued to draw dozens of whalers for many years to come, with the annual American fleet alone peaking at an estimated 150 individual vessels working around Western Australia. Two such American whalers, the *Hamilton* and the *Julian*, had based their operations at the ever popular Goose Island Bay on Middle Island from June to September 1840, between them taking sixteen whales for 1,200 barrels of oil, and on the back of that success, the *Julian* returned the following year. In the coming decades, vast numbers of different whalers would also hunt the area, including, among hundreds of others, the *La Manche*, the *Vulcan* (which sank en route to "a newly formed whaling station on Middle

[23] Narrative of a Survey of the Intertropical and Western Coasts of Australia, Volume I (Phillip Parker King, 1825)
[24] Early Explorers in Australia (Ida Lee, 1925)
[25] Report on Historical Archaeological Expedition to Middle and Boxer Islands et al (WA Museum, 2006)
[26] To King George the Third Sound for Whales (Rod Dickson, 2006)
[27] Report Written on Board the Geographe in 1803 (Jacques Joseph Ransonnet)
[28] Western Australian Museum Shipwrecks Database - Belinda (http://museum.wa.gov.au/maritime-archaeology-db/wrecks/id-263), Retrieved 2016
[29] Pioneers & Settlers Bound for South Australia et al, 1802-1836 (http://www.slsa.sa.gov.au), Retrieved 2016
[30] Albany Court House Records, 1837 (State Records Office of Western Australia, Item No. 003 Consignment No. 348)
[31] Formal Statement - Robert Gamble, 29 March, 1837 (Courtesy Esperance Museum)
[32] The Perth Gazette and Western Australian Journal, 8 October, 1842
[33] The Australian (Sydney), 9 December, 1826
[34] The Hobart Town Gazette, 7 April, 1827
[35] The Perth Gazette and Western Australian Journal, 3 October, 1835
[36] The Inquirer (Perth), 5 January, 1848
[37] Department of Maritime Archaeology Visit to Middle Island et al (WA Museum, 2001)
[38] Account of Life on Middle Island, Thomas Clarence Andrews (State Library of Western Australia)

Island"), the *Gratitude*, the *Pacific*, the *Lapwing*, the *Patriot*, the *Marianne*, the *Congress* and the *Phoenix*.[39, 40, 41, 42, 43, 44] To this day, several nearby locations still show evidence of the whaling that once took place throughout the Archipelago, including whale bones that "cover the seafloor" near the old whaling camp at the Thomas Fishery, a scattered array of stone lookout shelters and even one of the cast iron 'try pots', once used to render the oil out of whale blubber.[45, 46, 47, 48]

The renowned explorer Edward John Eyre was to have a chance encounter with another such foreign whaler in 1841, when in desperate need of help, he stumbled upon a French vessel, the *Mississippi*, while at anchor in a bay which Eyre named in honour of her captain, an Englishman named Thomas Rossiter. Eyre's journey, an overland trek from Adelaide passing through Esperance Bay on the way to King George Sound, had met with "great misfortune" to that point, and Captain Rossiter's overwhelming hospitality was to prove invaluable to Eyre and his lone remaining companion, an Aboriginal guide by the name of Wylie. For the better part of a fortnight, Captain Rossiter took care of Eyre and Wylie aboard the *Mississippi* while tending to their every need and fully reprovisioning their ongoing journey from his own supplies, although he was under no obligation to do so. In spite of Eyre's attempts, Rossiter would accept no payment in return for his kindness, instead asking only that Eyre refrain from mentioning having seen a French vessel on the coast in the event that war had broken out between England and France.[49]

While whaling and sealing continued throughout the Recherche Archipelago, in the latter part of 1848 and on into 1849, further exploration of the inland regions surrounding Esperance Bay was undertaken by the Surveyor General, John Septimus Roe, in a quest to discover coal deposits between Cape Riche and the Russell Range. During his journey, Roe discovered and named several well-known local landmarks, including, among others, Stokes Inlet, Lort River, Young River, Fitzgerald River, Mount Merivale, Mount Ridley, Peak Charles, Peak Eleanora and Mount Ney, which was named after his favourite horse. Roe's explorations also uncovered an interesting parallel with John 'Black Jack' Anderson's earlier escapades when, in 1835, Anderson had set two men, James Manning and James Newell, ashore near Middle Island, forcing them to walk the 350 miles to Albany on a harsh trek that both were fortunate to survive. Contemporary reports recorded that three men had voluntarily attempted the same feat circa 1848 after 'quitting a Hobart Town whaler', the *Patriot*, in the vicinity of Middle Island, however only one of them, James Welch, would survive. The remaining two met their deaths near Cape Knob (Bremer Bay) to the west of Esperance, and during his expedition, Roe chanced upon and buried one of the two in the sand dunes where he had fallen, while the other body was not located at the time.[50, 51, 52]

Permanent settlement in the area would be instigated a little over a decade later, when in late April 1863, Edward (Charles Edward Dempster Senior, referred to as Edward) and William Dempster together with a few others left Albany for Bremer Bay, where they were met early the following month by their brother, Andrew, aboard the cutter *Amelia*.[53] From Bremer Bay, this little exploratory party began an overland journey to Cape Arid, hoping to discover untouched and unclaimed patches of high quality pastoral land along the way. On May 21, 1863, the group reached Esperance Bay, and it was here that they found "more grass than had been seen throughout the journey".[54] Although they continued on to Cape Arid and explored vast tracts of country further inland, it was this moment, recorded in a simple journal entry, that would lead to the Dempsters establishing a station at Esperance Bay and the later development of

[39] The Launceston Examiner, 14 January, 1843
[40] The Launceston Advertiser, 17 July, 1845
[41] The Shipping Gazette and Sydney General Trade List, 8 August, 1846
[42] The Argus (Melbourne), 14 September, 1855
[43] Thesis - Beneath the Colonial Gaze: Modelling Maritime Society and Cross-cultural Contact on Australia's Southern Ocean Frontier - the Archipelago of the Recherche, Western Australia (Ross Anderson, 2016)
[44] The South Australian Register, 13 June, 1870
[45] Conflict and Commerce: American Whalers and the Western Australian Colonies 1826-1888 (Martin Gibbs, Undated)
[46] Genesis of the Australian Whaling Industry - Its Development up to 1850 (J. C. H. Gill, 1966)
[47] Western Australia, Comprising a Description of the Vicinity of Australind and Port Leschenault (Thomas John Buckton, 1840)
[48] Maritime Archaeological Site Surveys; Cape Le Grand, Cape Arid, Middle Island & Goose Island (Ross Anderson, 2011)
[49] Journal of Expeditions of Discovery Into Central Australia, Volume 2 (Edward John Eyre, 1841)
[50] Report of an Expedition to the South Eastward of Perth, in Western Australia (John Septimus Roe, 1849)
[51] The Inquirer (Perth), 7 June, 1848
[52] The West Australian, 1 June, 1935
[53] Register of Heritage Places - Dempster Homestead (State Heritage Office, 2008)
[54] The Inquirer and Commercial News (Perth), 23 September, 1863

the townsite of Esperance itself.[55] In late 1863, the Dempster Brothers secured leases covering large areas of land near Esperance Bay, and early in 1864 they settled nearby, building their first homestead, a simple log cabin, at Mainbenup on the Dalyup River, while their new holdings were stocked with sheep, cattle and horses overlanded from Northam.[56, 57, 58, 59, 60, 61] Other pastoralists soon followed, and in the coming years, several of the districts earliest settlers arrived to either work for the Dempsters or take up land nearby, including, among many others, the families of Ben Hannett, Campbell Taylor, John and Alexander Moir, the Brooks family, John Sharp and the Ponton brothers, Stephen and William, both of whom were former convicts.[62, 63]

Unsatisfied with the site surrounding the log cabin at Mainbenup, the Dempsters soon left their original settlement in Dalyup as an outstation, instead moving their permanent local base to Esperance Bay itself, where in 1867 Andrew and James Dempster built a simple yet beautiful cottage - the first section of Dempster Homestead - in time to accommodate Andrew's new wife and the birth of their first child.[64, 65, 66, 67, 68] With more and more remote sections of Australia continually opening up, further exploration had been deemed a necessity, and in late April 1870, the Dempsters were visited by the well-known exploring party composed of the brothers John and Alexander Forrest together with their friend and guide Tommy Windich and a select few others. Remaining with the Dempsters for over a fortnight, the Forrest party surveyed a homestead lot - East Location 1 - for their hosts, prior to continuing overland to Adelaide in early May. In 1871, again in the company of Tommy Windich, Alexander Forrest set out once more in a quest to discover new pastoral country to the east of Perth. With terrible luck however, scarcity of water and desertion led to this particular expedition being labelled a failure, and the group were forced to abort their journey shortly after having reached Esperance.[69]

While the Dempster Brothers were hard at work on their new holdings, a long list of other pastoralists had begun to open up vast amounts of country in the surrounding districts, and the first Government infrastructure in the area soon followed.[70] In November of 1876, the newly completed Esperance Bay Telegraph Station was formally opened, and for many years thereafter, the short and simple messages received and forwarded from this station would form the basis of communication between Esperance and the outside world. With an abundance of local knowledge, Tommy Windich, who had famously accompanied the Forrest expeditions in the years prior, had been engaged as a guide during the construction of the telegraph line, however while so employed he fell fatally ill. Being held in a high esteem by all those who knew him, in his final days, Windich was nursed at Dempster Homestead in Esperance Bay by Caroline Hannett until he eventually passed away. Described by John Forrest as a "well-tried companion and friend", so great was the respect held for Tommy Windich that a special grave site was chosen and fenced in with a one of a kind monument which read, "Erected by John and Alexander Forrest in Memory of Tommy Windich. Born near Mount Stirling, 1840. Died at Esperance Bay, 1876. He was an Aboriginal of Western Australia of great intelligence and fidelity, who accompanied them on four expeditions into the interior of Australia, two of which were from Perth to Adelaide. Be Ye Also Ready".[71, 72, 73]

In the early days of settlement throughout the district, law enforcement had been left in the hands of the station managers, and in several recorded instances this involved imprisonment on various islands throughout the Archipelago depending on the severity of the crime, perhaps most famously including Boxer Island. Planning for a police station in

---

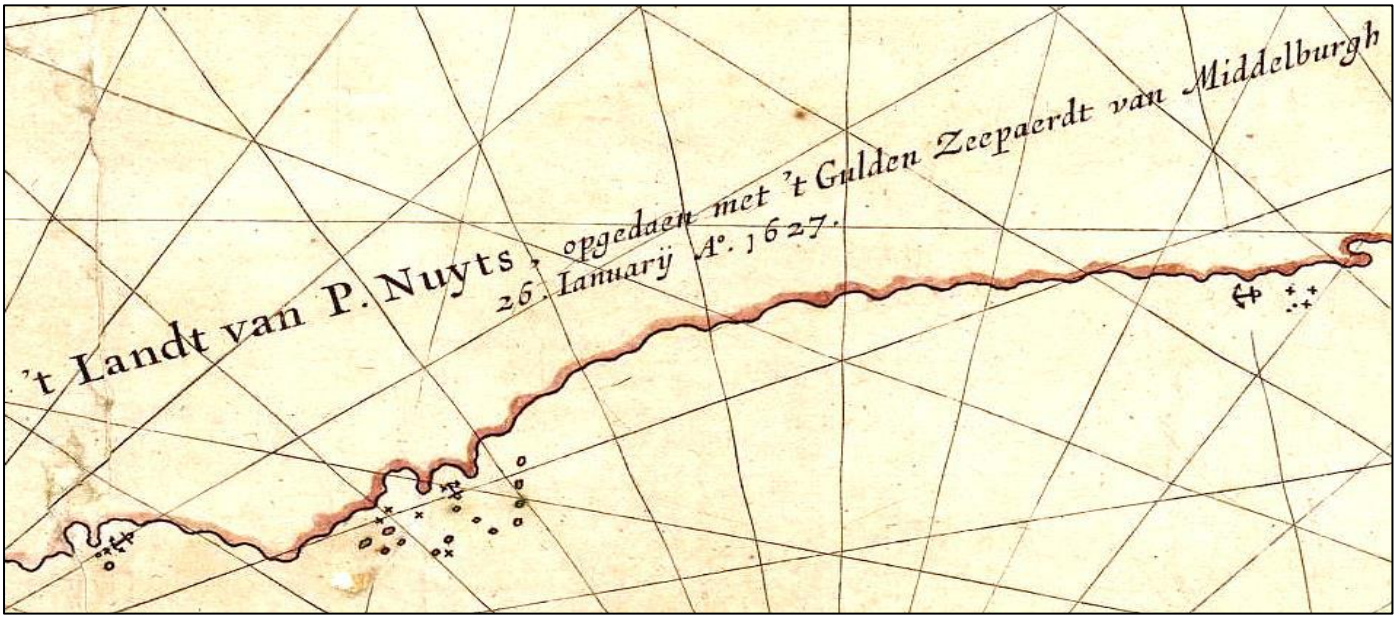
[55] The Perth Gazette and Independent Journal of Politics and News, 25 September, 1863
[56] Lease Record - East Location 2: Andrew Dempster, 23 September, 1863 (Courtesy Shire of Esperance)
[57] Lease Record - East Location 3: Charles Edward Dempster, 23 September, 1863 (Courtesy Shire of Esperance)
[58] The Inquirer and Commercial News (Perth), 21 October, 1863
[59] The Argus (Melbourne), 13 May, 1864
[60] Leases Approved - C. E. Dempster (East 2698) - Government Gazette of Western Australia, 6 October, 1863
[61] Leases Approved - C. E. & A. Dempster (East 2 & East 3) - Government Gazette of Western Australia, 2 May, 1865
[62] The Dempster Brothers Esperance Bay Station - The Dempsters (Rica Erickson, 1978)
[63] Where Did the Settlers Come From? - Challenge in Isolation (John R. Bridges, 2004)
[64] The Perth Gazette and West Australian Times, 5 March, 1869
[65] The Coolgardie Miner, 6 February, 1897
[66] The Kalgoorlie Western Argus, 26 May, 1903
[67] The Western Mail, 11 July, 1935
[68] Letter to the Editor: Stella (S. J.) Dempster (Published in The Western Mail, 8 August, 1935)
[69] Explorations in Australia (John Forrest, 1875)
[70] The East-West Telegraph, 1875-77 (G. P. Stevens, 1933)
[71] The Western Australian Times, 8 September, 1876
[72] The Inquirer and Commercial News (Perth), 15 March, 1876
[73] The West Australian, 12 July, 1935

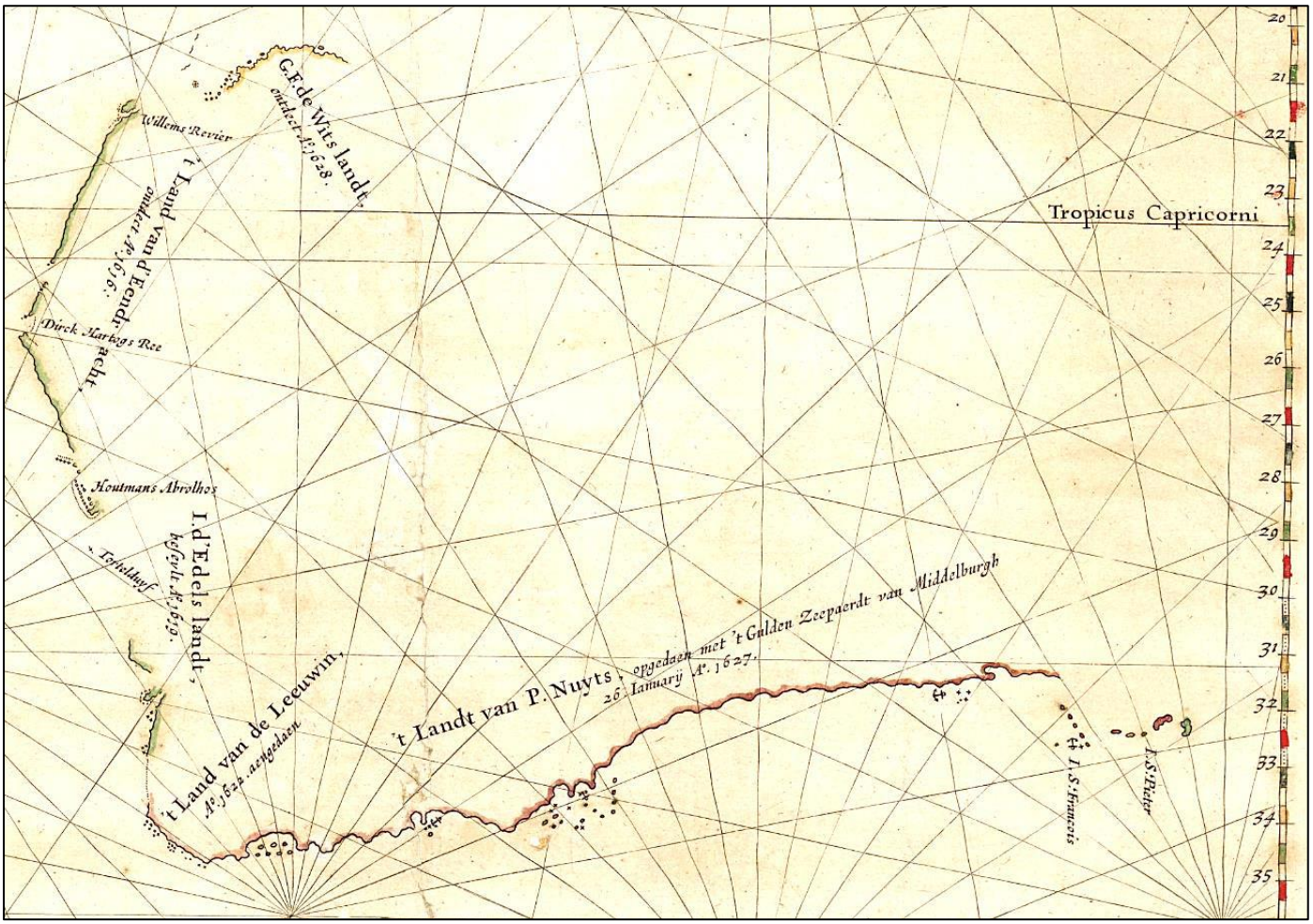
Esperance had already started in the years prior, however on or about March 27, 1877, the gruesome murder of John Moir, a settler near Stokes Inlet, highlighted the urgent need for a permanent police presence in the district, and in 1878, tenders for the construction of the first police station in Esperance were thus advertised.[74, 75, 76] Andrew Dempster won the contract for construction and with works soon completed, Police Constable George Truslove arrived in Esperance on March 13, 1879 in the company of Lance Corporal Walter Coppin, who had been sent to assist while Constable Truslove established himself in his new station.[77, 78] In the wake of John Moir's death, police from Albany had been immediately dispatched to hunt down the alleged killers, one being shot in a skirmish with police shortly after the murder took place, while the other, Tampin, would remain at large for almost two years. On March 17, 1879 however, Campbell Taylor - one of the earliest settlers in the district and later a Justice of the Peace - tracked down Tampin near the head of the Oldfield River and performed a colourful citizen's arrest before handing him over to the police to stand trial for murder, and for that crime, Tampin would later be convicted and hanged in what was to be the first execution at Rottnest Island.[79, 80]

Although Esperance itself was little more than a pastoral settlement, the happenings within the broader district generally kept the local constabulary busy enough in the years following, and in their own way, these events conjure up images that show how the region was developing at the time. One example of this appears in 1880, when an altercation between a local settler and an Aboriginal man led to the former being speared to death at Cocanarup Station to the west, and although this was more than a hundred miles away from Esperance, it still fell within the jurisdiction of Constable Truslove.[81] Another of the more fascinating early policing incidents culminated in the outlaw James 'Jimmy' Cody receiving a fatal gunshot wound during an exchange of fire with Constable Truslove while on the run on a stolen horse along a beach twenty miles to the west of Esperance in 1882. In the days that followed, Constable Truslove's wife did everything she could in an attempt to nurse Cody back to health in their private home in Esperance, however Cody's wounds were so severe that he eventually lost his life.[82]

Policing aside, in 1885 an English syndicate had registered a formal interest in funding and developing a rail line from Esperance Bay through to their 'Hampton Plains' holdings in the north, however, in spite of relentless persistence on the matter over the coming years, with overwhelming parliamentary opposition to the scheme, nothing would come of their proposal.[83, 84] Accordingly, by 1890, Esperance was still little more than an isolated pastoral station with its boundless potential yet to be realised. In the words of John Rintoul, "…this was Esperance in the eighteen eighties, a small settlement resting peacefully among the white sand hills; worrying about little; enjoying the calm blue of the restful bay; revelling in the genial climate; proud of the wild and rugged beauty of its coast line; and centring their lives round Dempsters' Station or the Telegraph Office."[85]

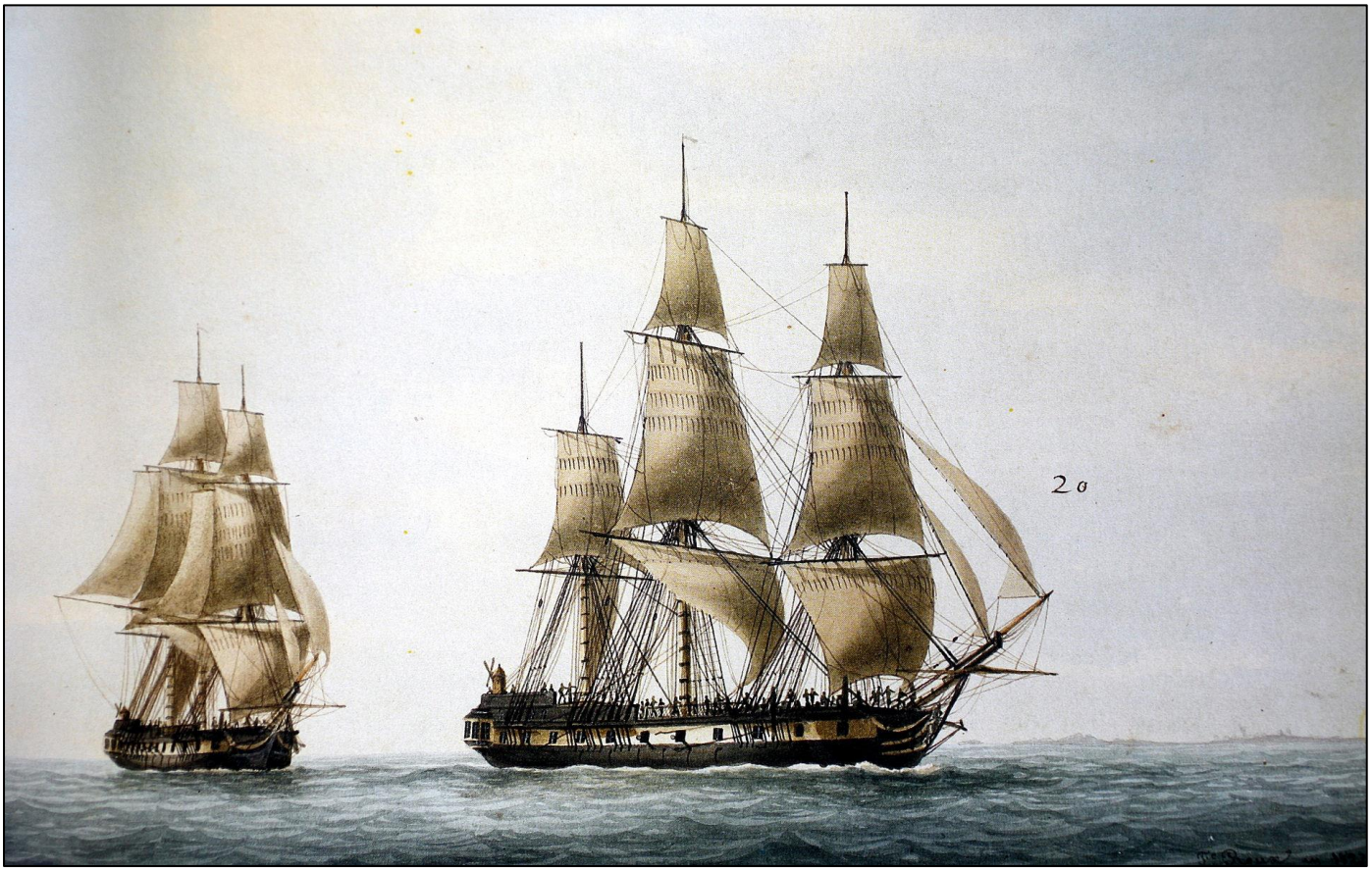
[74] The Western Australian Times, 6 April, 1877
[75] The Western Australian Times, 8 July, 1879
[76] The Western Australian Times, 26 April, 1878
[77] The Reminiscences of Mr W. E. Dempster - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[78] Policing our State - A History of Police Stations and Police Officer in Western Australia, 1829-1945 (A R Pashly)
[79] The Herald (Fremantle), 26 July, 1879
[80] The Inquirer and Commercial News (Perth), 30 April, 1879
[81] The West Australian, 28 October, 1881
[82] The Mirror (Perth), 25 February, 1933
[83] Railway Proposal - Esperance Bay to Hampton Plains, 1885 to 1889 (State Records Office of Western Australia, Item No. 1889/2022 Consignment No. 527 et al)
[84] Legislative Council, 26 March, 1888 (Hansard Archive, Parliament of Western Australia)
[85] Exploration, 1841 - 1890 - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)





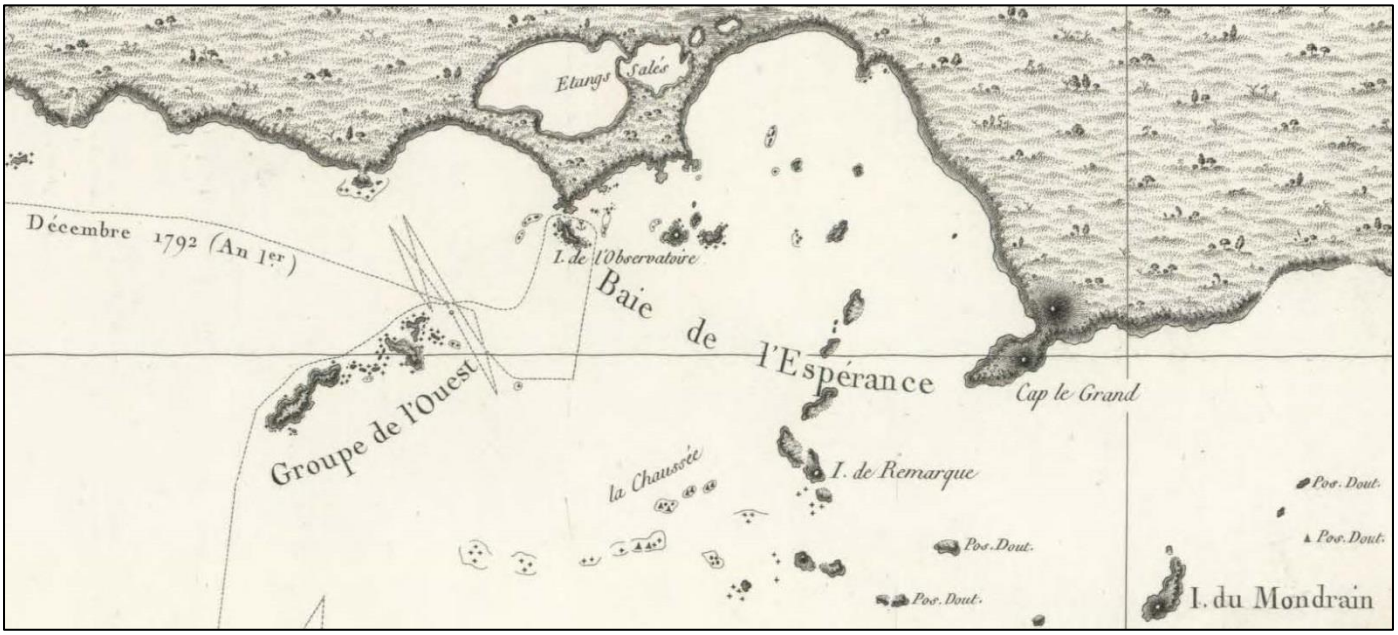
Extracts from a map by the Dutch cartographer Hessel Gerritsz showing the areas of Western Australia that had been explored to 1628, including the voyage of the *Gulden Zeepaerdt* in 1627. Under the command of Captain Francois Thijssen, the *Gulden Zeepaerdt* had very roughly charted the Recherche Archipelago, with evidence on their charts suggesting that a period of time had been spent at anchor nearby (anchor symbol, top, left of centre).[86]

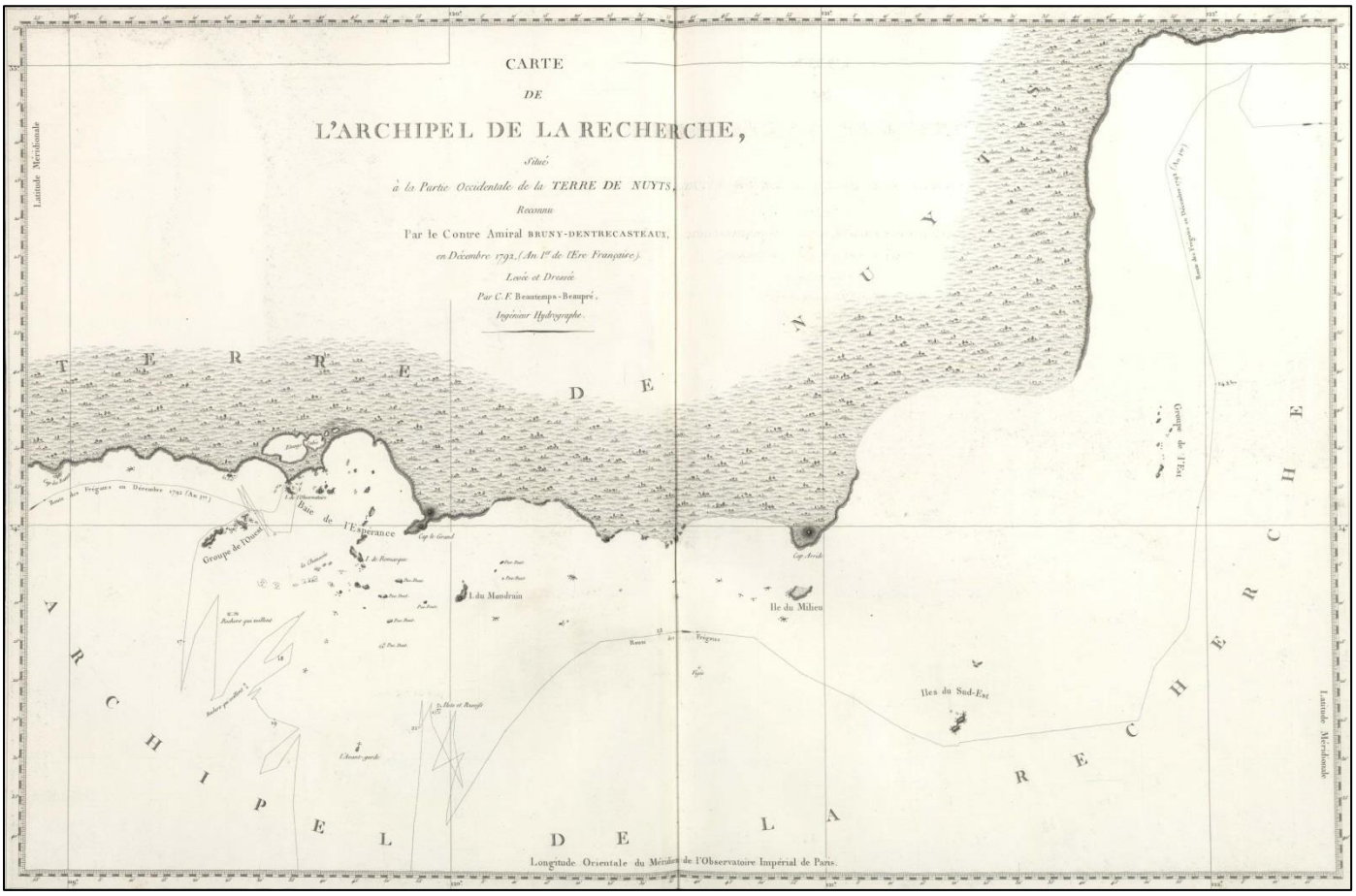
[86] Images Courtesy National Library of Australia



Under the respective command of Antoine Raymond Joseph de Bruni d'Entrecasteaux and Jean-Michel Huon de Kermadec, the frigates *Recherche* and *Esperance*, as depicted in this early 19th century painting by François Roux, anchored in the lee of Observatory Island in December 1792 and enjoyed an unplanned layover for more than a week, part of which was spent searching for the naturalist Claude Riche who had become lost near Pink Lake.[87]

[87] Image Courtesy Wikipedia: Antoine Bruni d'Entrecasteaux (https://en.wikipedia.org/wiki/Antoine_Bruni_d%27Entrecasteaux)





Charts made by the French in 1792 - later used and improved on by Matthew Flinders - provided the first detailed surveys of Esperance Bay and the Recherche Arcipelago, and are still remarkably accurate to this day. The small anchor symbol in the lee of Observatory Island (top, left of centre) shows the point where d'Entrecasteaux's expedition took shelter in December, 1792.[88]

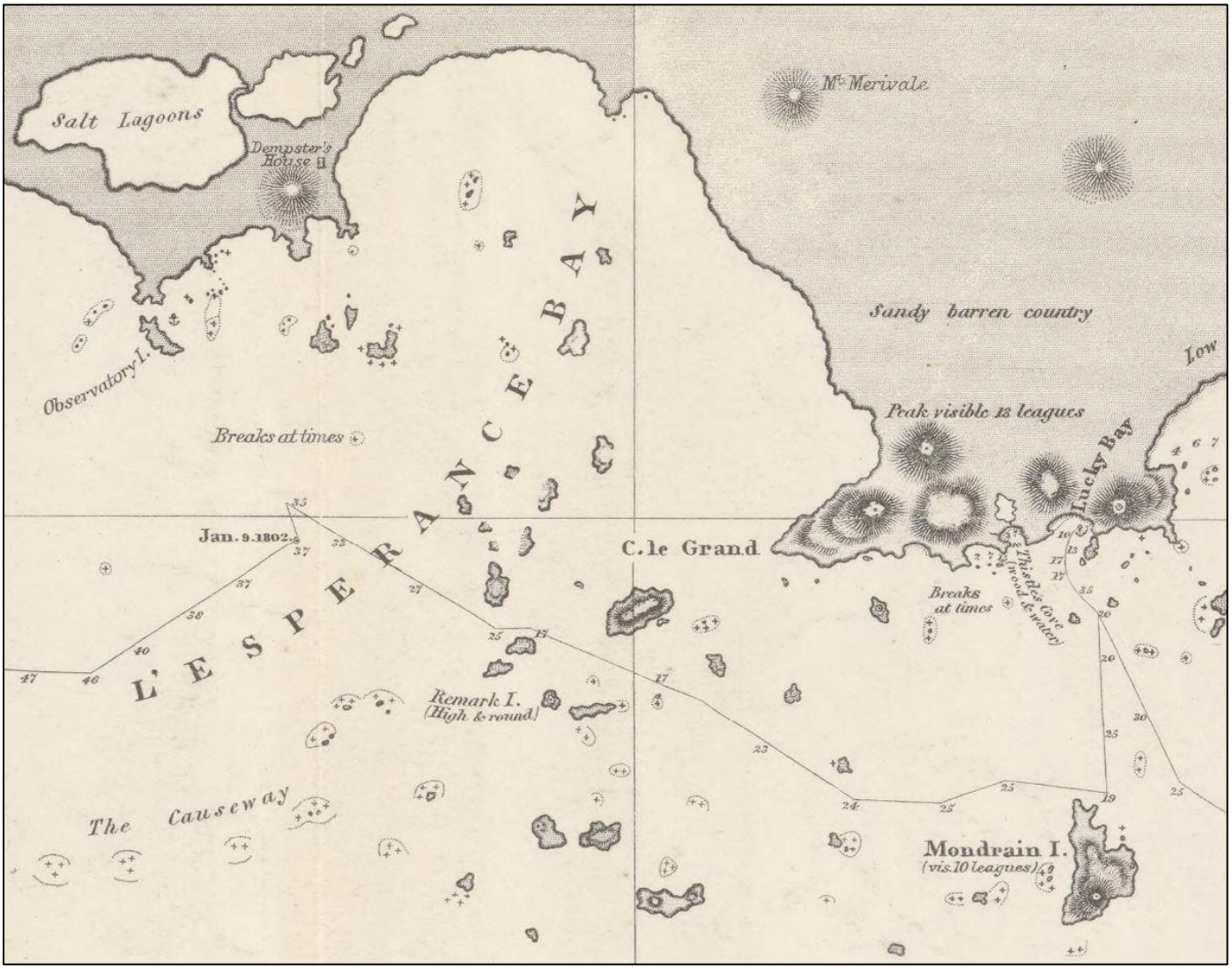
88 Images Courtesy National Library of Australia

This picture, drawn by William Westall on January 10, 1802 shows the *Investigator* at anchor in Lucky Bay, so named by Matthew Flinders for the sanctuary it provided during severe storms.[89]

[89] Image Courtesy National Library of Australia

With a hint of artistic licence, William Westall later turned his sketch of Lucky Bay (see previous page) into this beautiful early 19th century painting; 'A Bay on the South Coast of New Holland'.[90]

[90] Image Courtesy Ministry of Defence Art Collection



During two separate voyages between 1802 and 1803, Matthew Flinders charted much of Esperance Bay and the Recherche Archipelago. An anchor symbol in the northeast corner of Lucky Bay (right of picture) shows where Flinders' ship, the *Investigator*, sought refuge on January 9, 1802. Later additions to this plan show Dempster Homestead (top left) in Esperance Bay.[91]

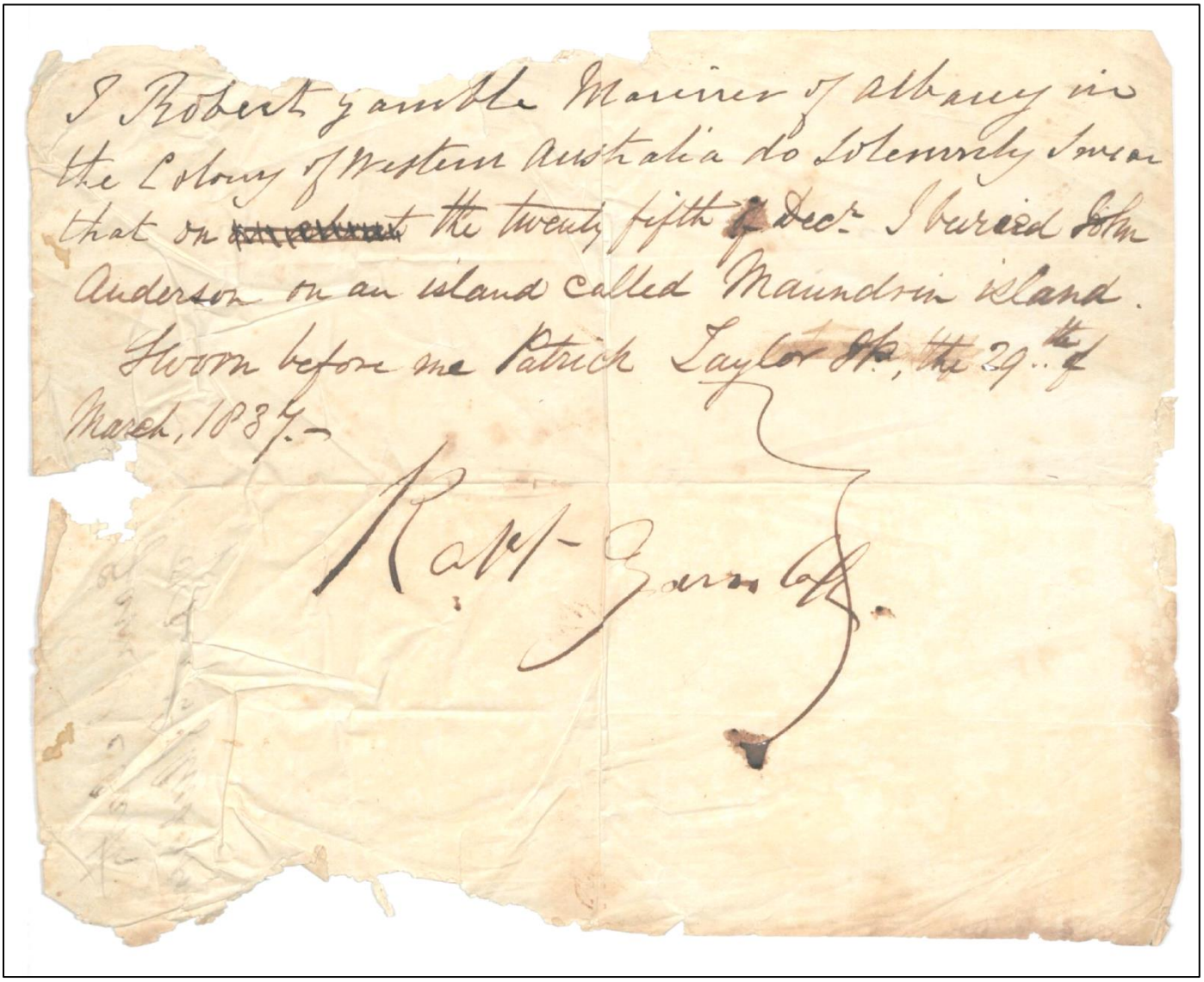
[91] Image Courtesy National Library of Australia

In 1824, sealers had been left stranded on Middle Island following the wreck of the *Belinda*. Following their rescue, others were deliberately left on the island by the *Governor Brisbane* in 1826, and it is possible that some of the historic sites on Middle Island (such as the hut ruins and catchment above) thus date to or about this period, inclusive of the timeframe that John 'Black Jack' Anderson was known to be based thereon circa 1835/36.[92]

[92] Photographs by Alistair Paterson, 2006 - Courtesy Report on Historical Archaeological Expedition to Middle and Boxer Islands, Recherche Archipelago, Western Australia, 16-25 April, 2006 (WA Museum)

Among many other sites, scattered whale bones on Middle Island (top) and the remnants of a long lost sealer's camp in a cave on Boxer Island (bottom) provide a glimpse into lives of local whalers and seal hunters in and around the Recherche Archipelago circa the early to mid 19th century, with the most infamous of all these men being the African-American sealer, John 'Black Jack' Anderson.(93)

93 Photographs by Alistair Paterson, 2006 - Courtesy Report on Historical Archaeological Expedition to Middle and Boxer Islands, Recherche Archipelago, Western Australia, 16-25 April, 2006 (WA Museum)



I Robert Gamble Mariner of Albany in the Colony of Western Australia do Solemnly Swear that on ~~or about~~ the twenty fifth of Decr I buried John Anderson on an island called Maundrin island.

Sworn before me Patrick Taylor J.P., the 29th of March, 1837.-

Robt Gamble

Pirate or not, the infamous seal hunter John 'Black Jack' Anderson became one of Esperance and the south coast's most notorious figures, a legend which has only grown in the years post his alleged murder circa Christmas Day 1836. In 1837, the details of his death were released by a former crewman, Robert Gamble, in the statement above which came "…in such a vague shape to the ears of the authorities that no notice was taken of it", with the statement simply reading, "I, Robert Gamble, Mariner of Albany in the Colony of Western Australia, do solemnly swear that on ~~or about~~ [crossed out] the twenty fifth of December I buried John Anderson on an island called Maundrin [sic, Mondrain] Island. Sworn before me, Patrick Taylor J.P., the 29th of March, 1837."[94, 95]

[94] The Perth Gazette and Western Australian Journal, 8 October, 1842

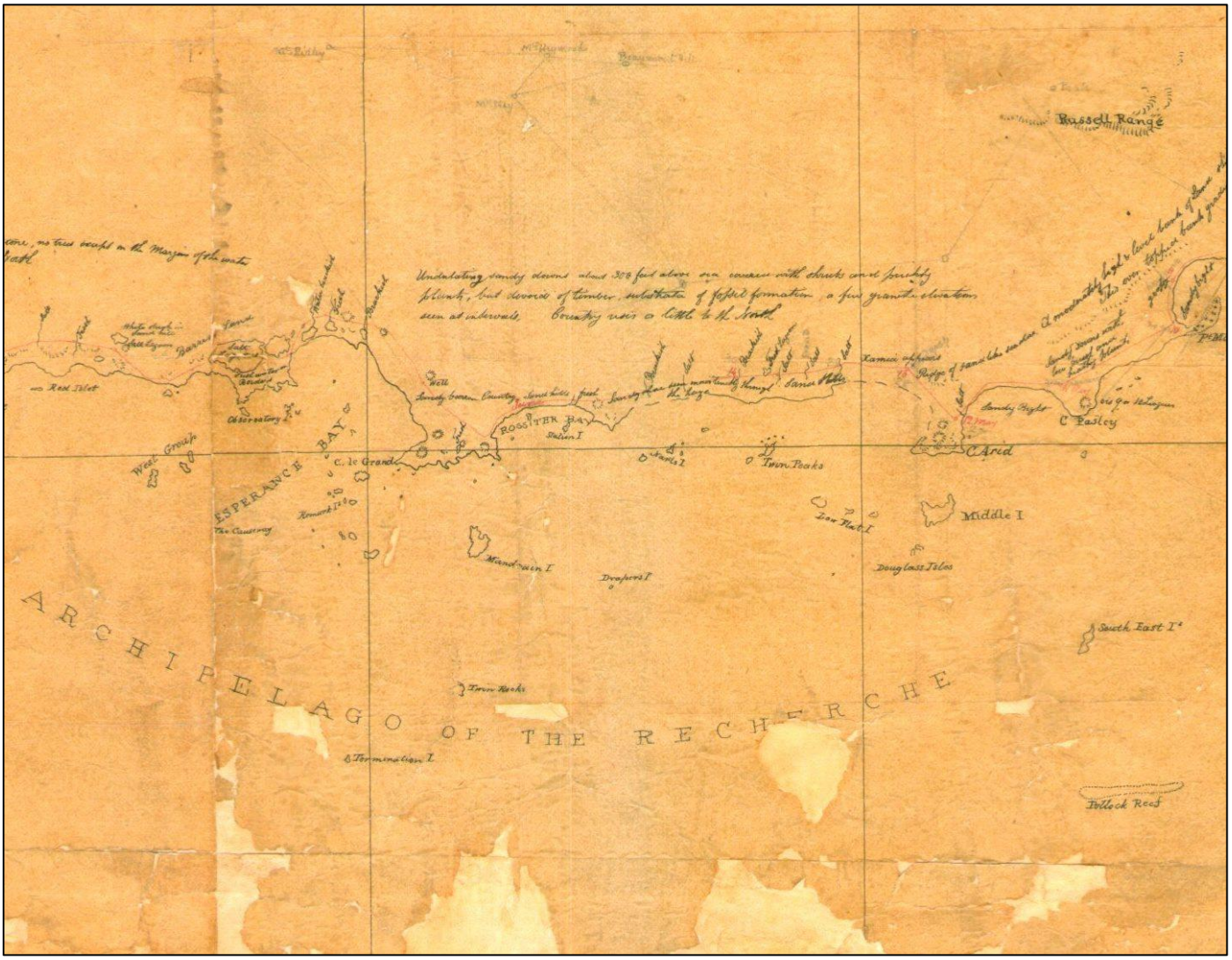
[95] Image Courtesy State Records Office of Western Australia (Item No. 003 Consignment No. 348)

During the mid 19th century, huge numbers of whalers, both foreign and domestic, frequented the Recherche Archipelago in search of southern right and sperm whales. This map details the success of two such whalers - the ships *Hamilton* of Bridgeport, Connecticut, and *Julian* of New Bedford, Massachusetts - that worked from Middle Island in 1840, taking 16 whales between them.[96]

[96] Image Courtesy National Library of Australia (Logbook of the Ship Hamilton, 1839-1841; PMB 687)

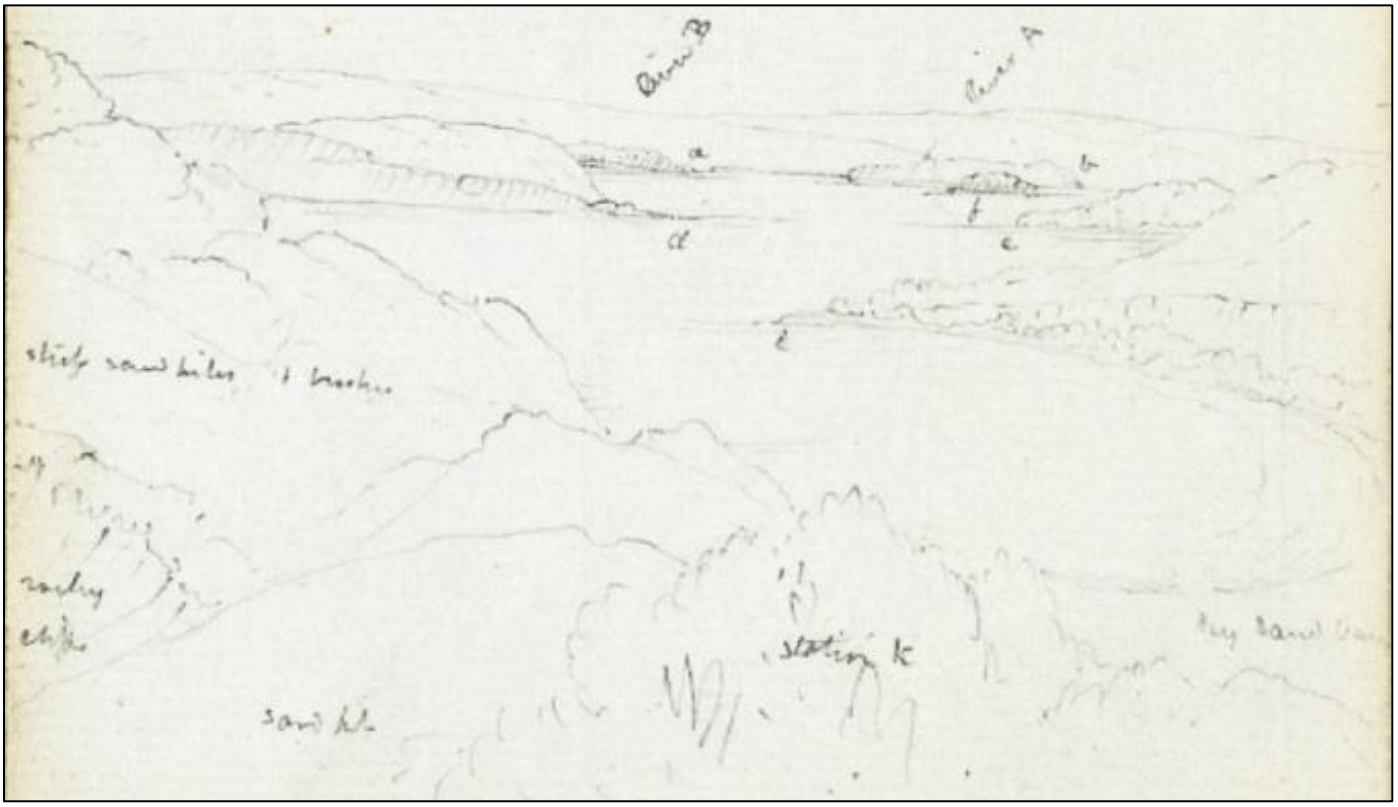
‘Captain Rossiter Comes to Eyre’s Aid’ - a late 19th century painting by artist John MacFarlane depicting the meeting of Eyre and Rossiter at Rossiter Bay in 1841, with Eyre’s Aboriginal guide Wylie waving from his horse and the French whaler *Mississippi* in the background.[97]

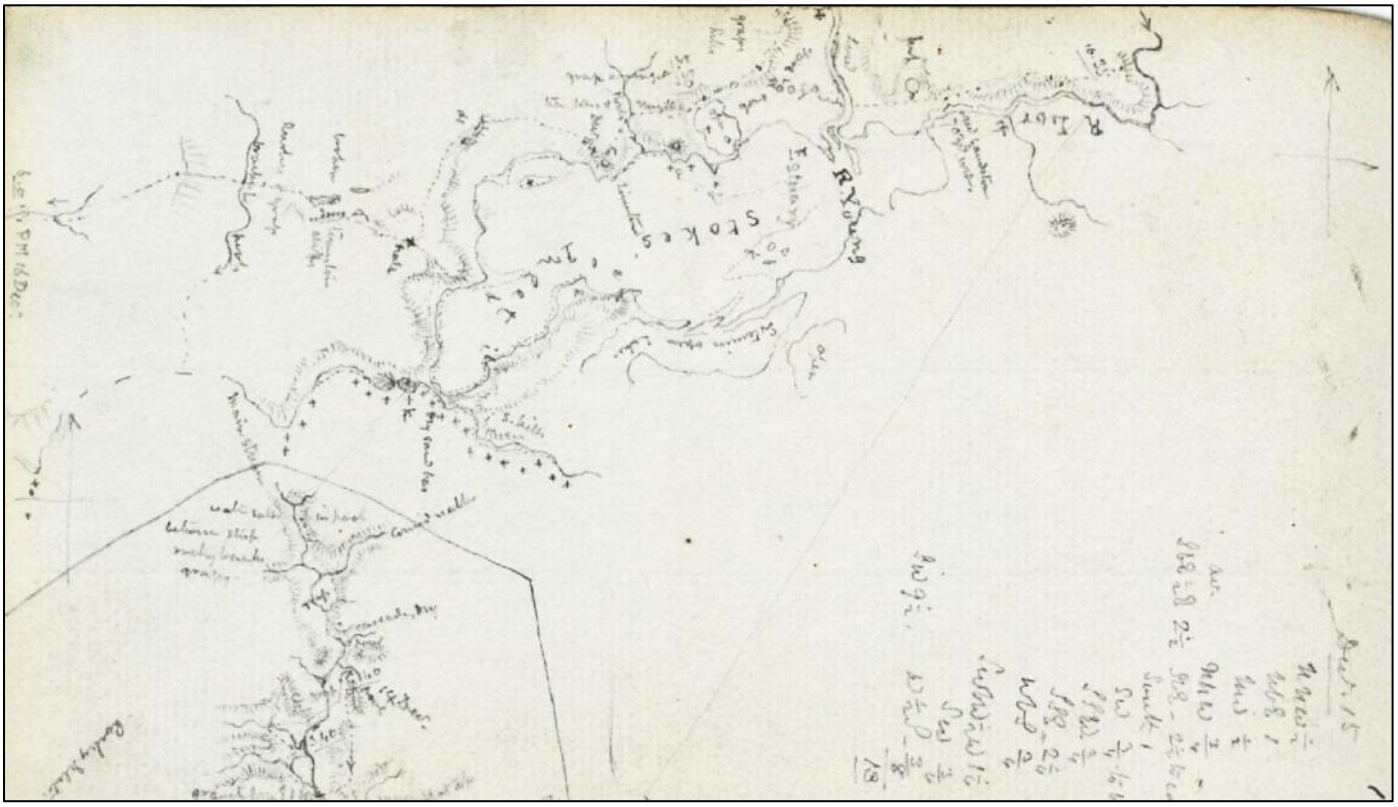
[97] Image Courtesy National Library of Australia



Eyre and Wylie's route in 1841 took them past and through the country surrounding Esperance Bay, though more importantly for their sake, it took them past Rossiter Bay, where the travelling duo fortuitously happened upon Captain Thomas Rossiter and his French whaler, the *Mississippi*.[98]

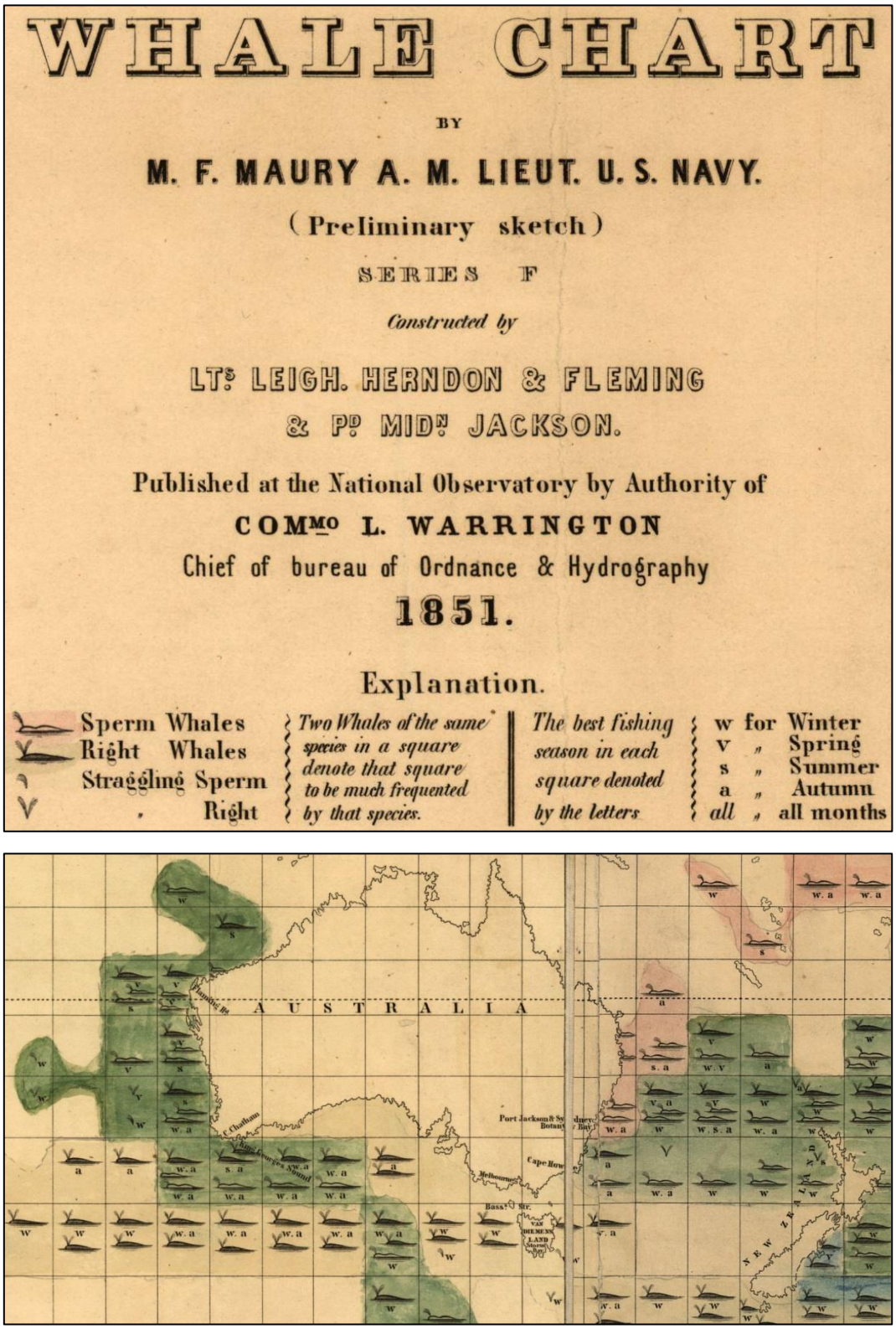
[98] Image Courtesy State Records Office of Western Australia (Item No. 106 Consignment No. 3423)





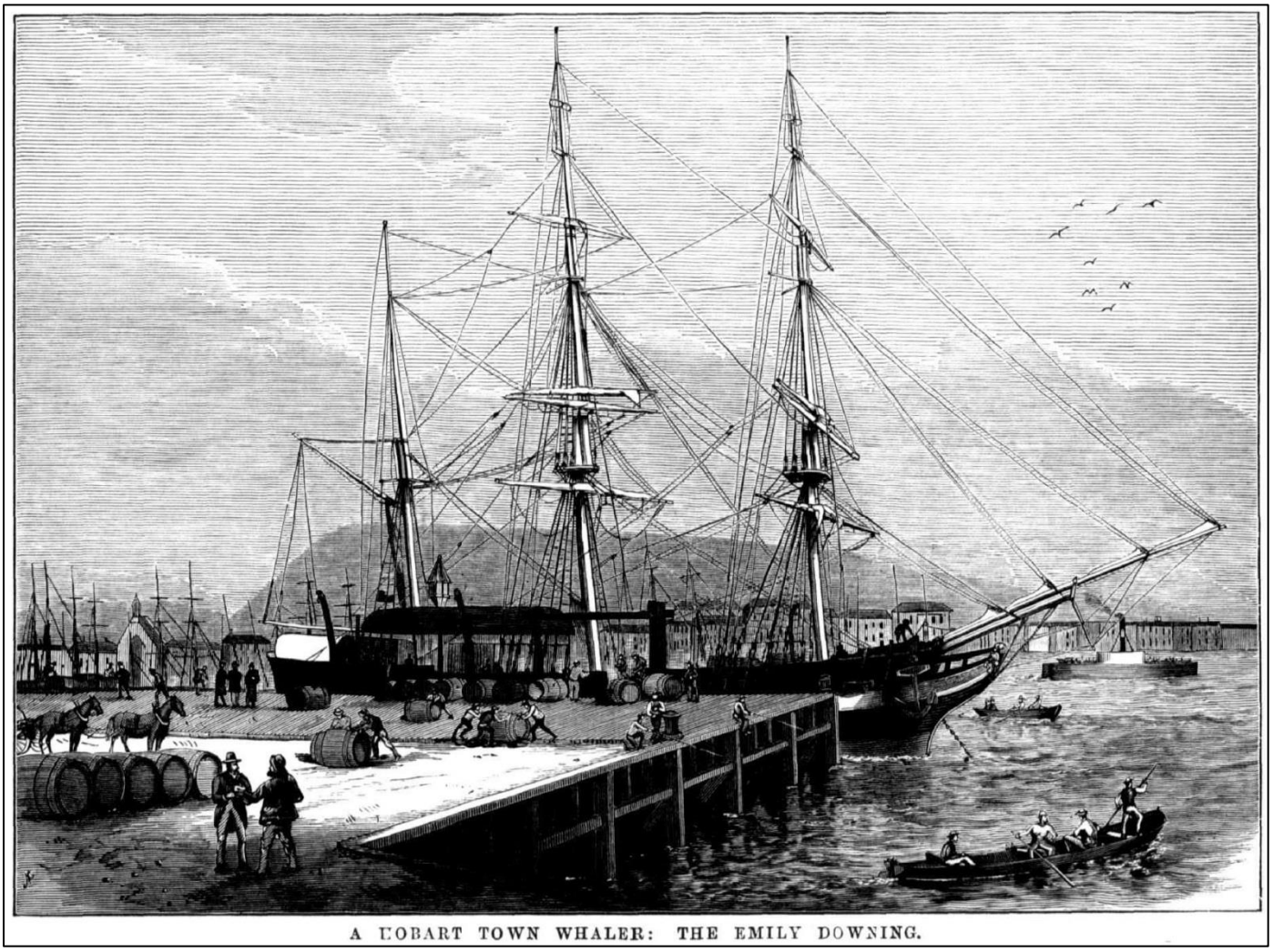
In the latter part of 1848 and on into 1849, the Surveyor General John Septimus Roe explored vast tracts of land throughout and beyond the Shire of Esperance, and during his travels, Roe surveyed and named Stokes Inlet (as shown in the sketch and survey above, both made on December 16, 1848), the Lort River, Young River, Mount Ridley, Peak Charles and many other local features.[99]

[99] Images Courtesy State Records Office of Western Australia (Item No. ROEJ/08 Consignment No. 3401)



Throughout much of the 19th century in particular, foreign and domestic whalers were a constant presence in Australian waters, including those off the coast of Esperance. These pictures, a small part of an American "Whale Chart" published in 1851, show the Recherche Archipelago and much of southwest Western Australia to have been renowned sperm and right whale hunting grounds during the winter and autumn seasons.[100, 101, 102]

[100] Images Courtesy Library of Congress
[101] Recherche Archipelago Excerpts; Four Years Aboard the Whaleship et al, 1860 (William B. Whitecar Junior)
[102] New Bedford Whaling Museum - Whaling Logbooks (https://www.whalingmuseum.org/explore/library/logbooks-journals)



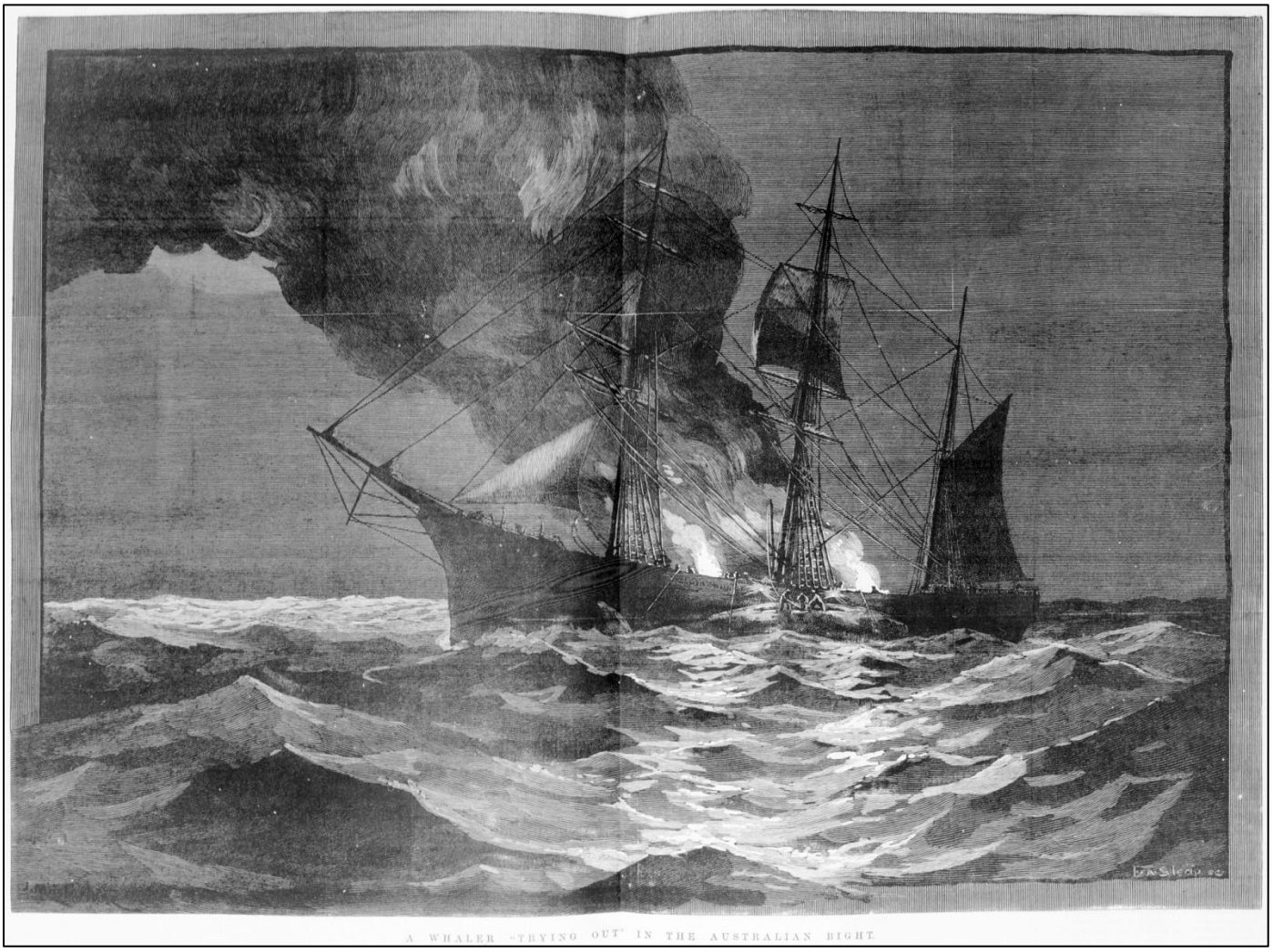
A HOBART TOWN WHALER: THE EMILY DOWNING.

The *Emily Downing*, one of many Australian based whalers that periodically worked the Recherche Archipelago.[103] In 1882, while "…attached to a whale" south of Esperance near Termination Island, five of the *Emily Downing's* crew were lost at sea, adding to a long list of similar fatalities in the area.[104] An American whaler, the *John and Winthrop*, later discovered the washed up wreckage of what they believed to be the *Emily Downing's* lost whale boat on the mainland at Barrier Anchorage, Cape Arid (due north of Middle Island) in 1886.[105]

[103] Image Courtesy The Australian Sketcher (Adelaide), 27 September, 1879

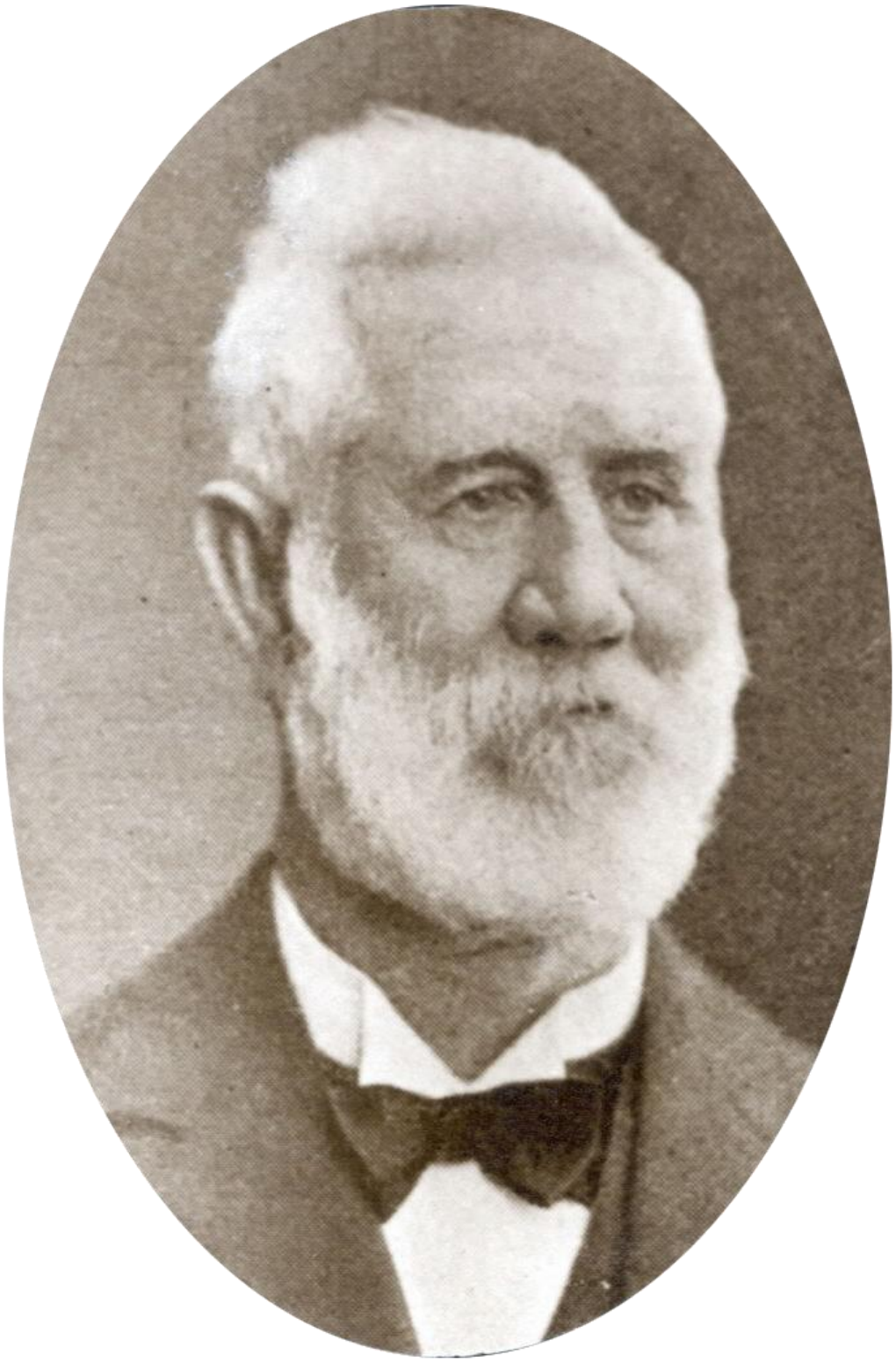
[104] The West Australian, 15 September, 1882

[105] Thesis - Beneath the Colonial Gaze: Modelling Maritime Society and Cross-cultural Contact on Australia's Southern Ocean Frontier - the Archipelago of the Recherche, Western Australia (Ross Anderson, 2016)



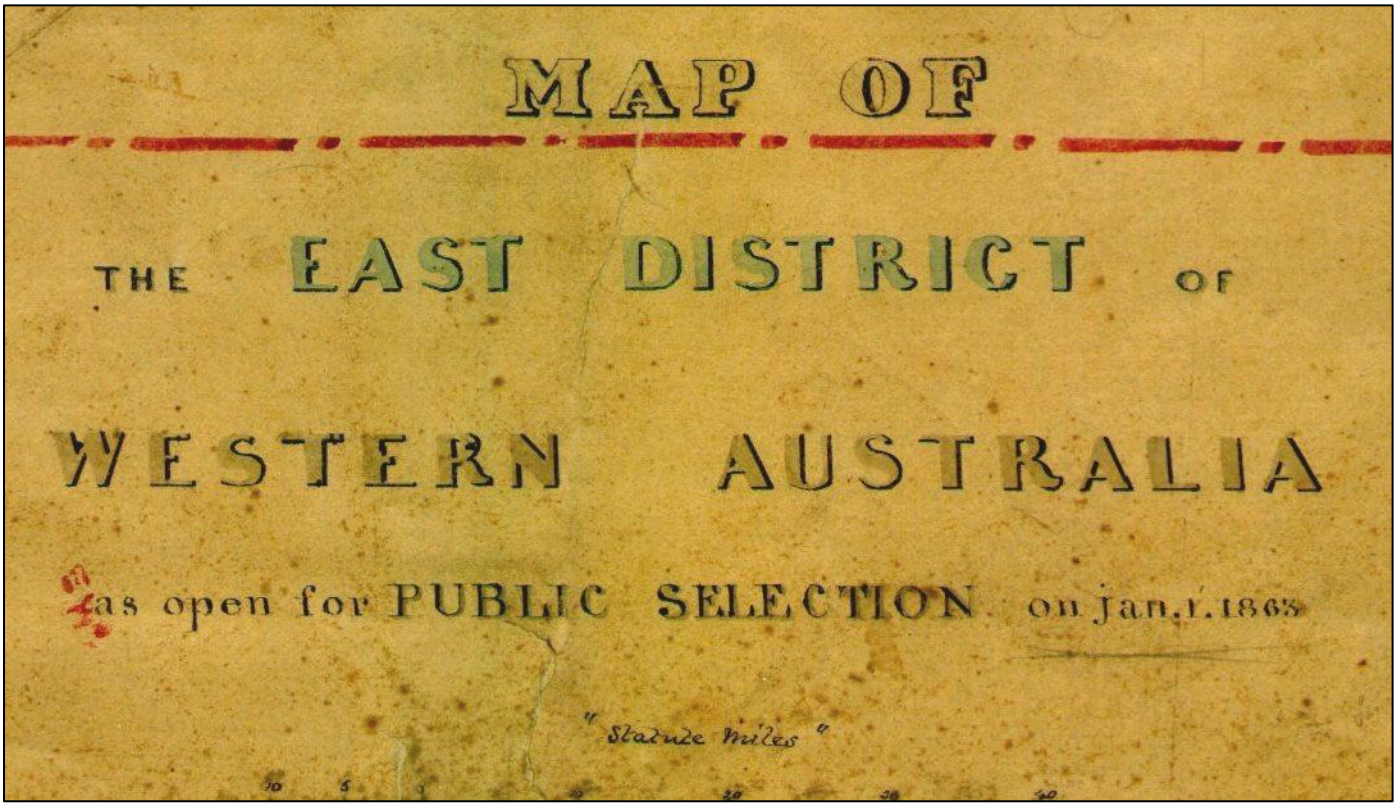
An artist's impression of a whaling scene in the Great Australian Bight. The sketch shows a barque "hove-to" alongside a freshly caught sperm whale where "…all on board are busy, and several seamen may be seen on the huge carcass cutting away the "bibles" of blubber, which are hauled onto deck and turned into the coppers, thence to be "tried out" as oil into casks."[106]

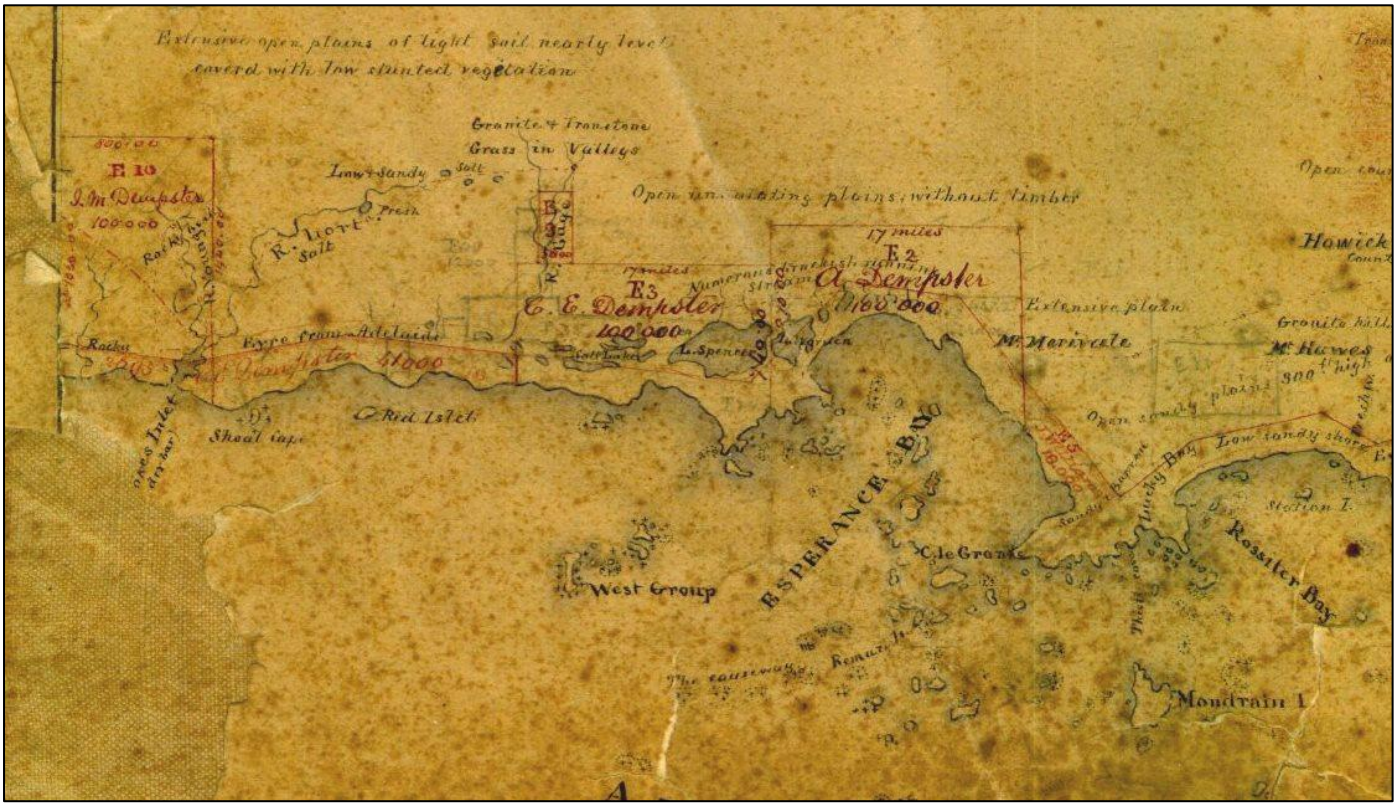
[106] Image Courtesy The Illustrated Australian News (Melbourne), 1 July, 1890



Although his brothers were also instrumental in establishing the homestead and pastoral station that would later lead to the town and Shire of Esperance, it was Andrew Dempster (pictured, photograph circa 1903) whose 1863 lease application covered Esperance Bay. While the Dempster Brothers shared the management duties, for the most part, it was Andrew, his wife Emily and their growing family who were based in Esperance during these early and formative years, and for these reasons, Andrew Dempster is widely regarded as *"The Founder of Esperance"*.[107]

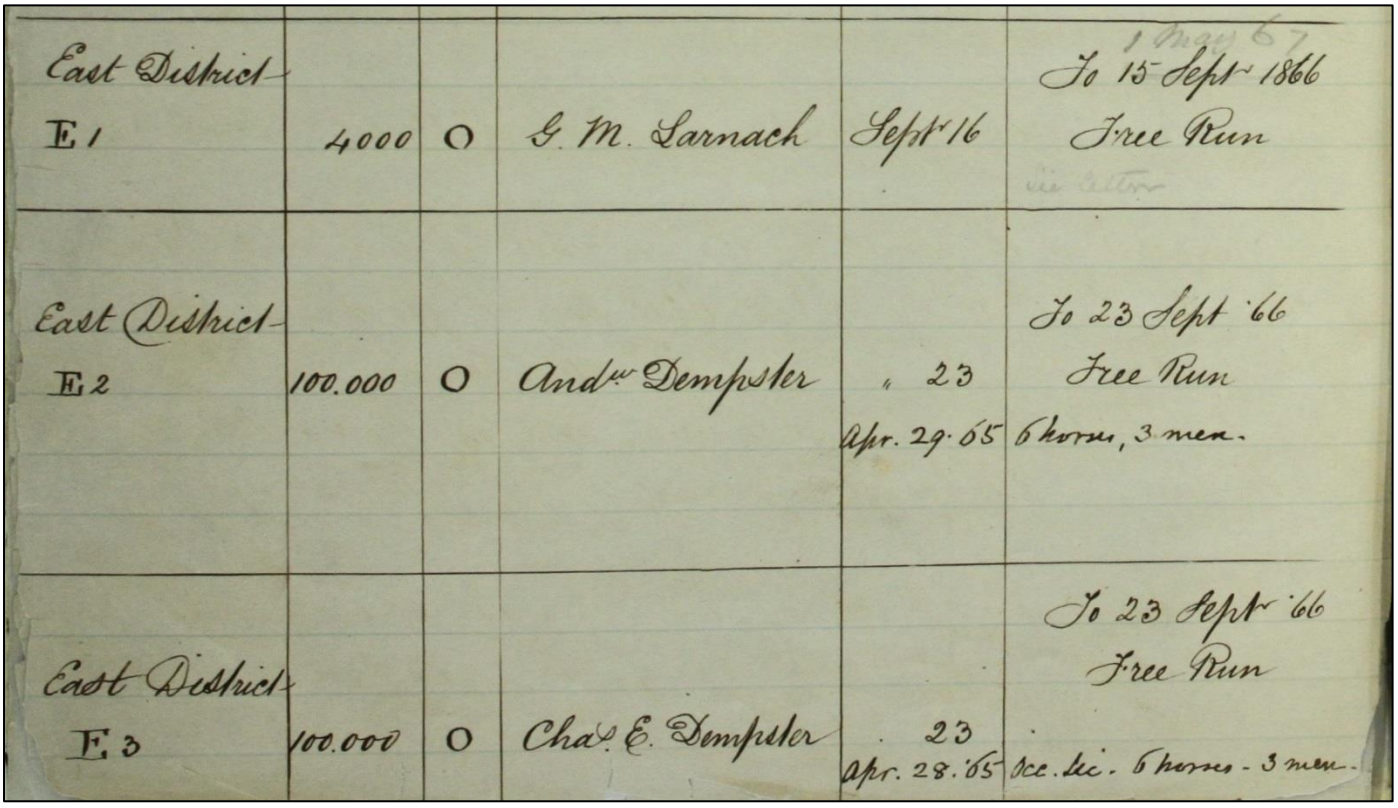
[107] Photograph Courtesy Parliament of Western Australia, Digital Editing and Corrections Courtesy Sarah Fitzgerald



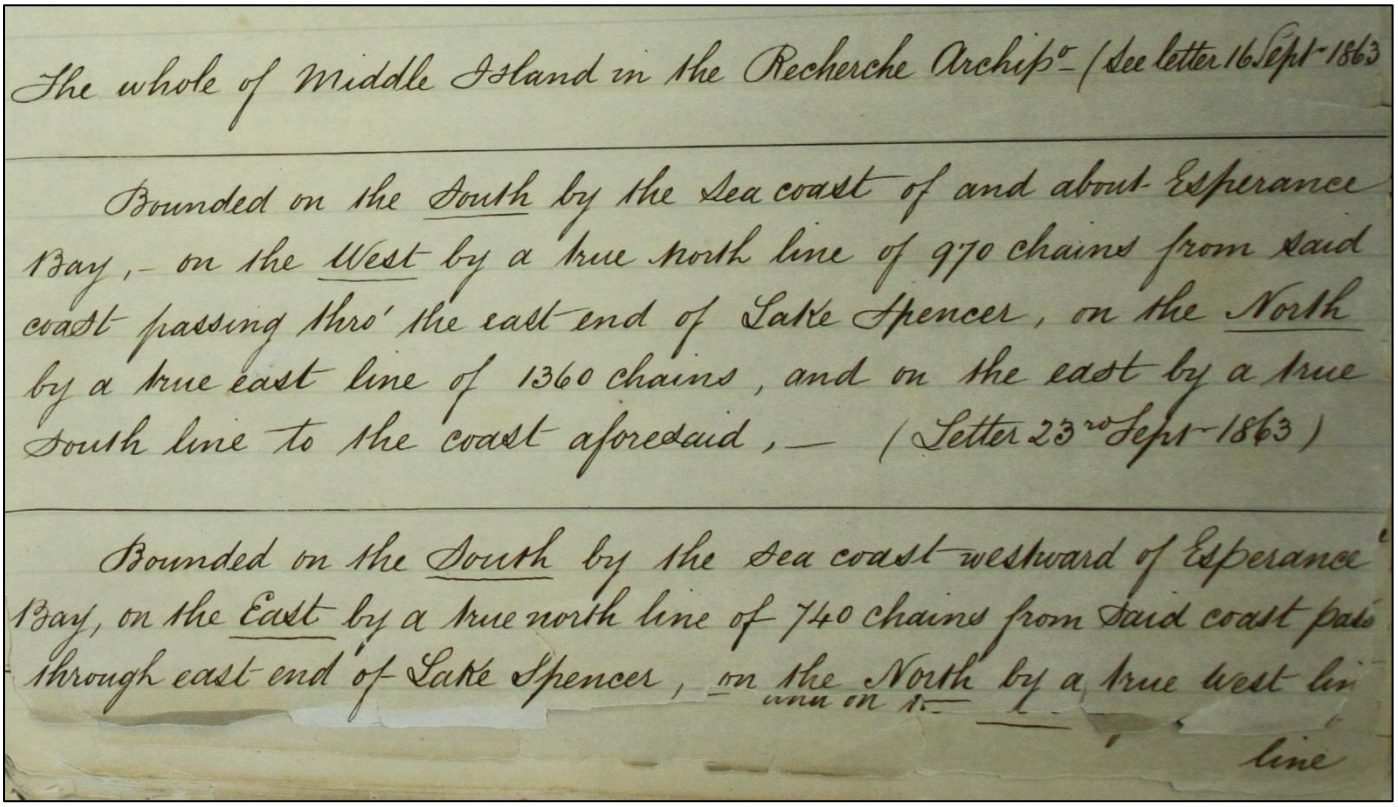


A mere fraction of the Dempster empire - James, Edward (Charles Edward) and Andrew Dempster's earliest pastoral holdings near and surrounding Esperance Bay, as shown on extracts from a survey which detailed land being opened for selection in the "East District" from January 1, 1863.[108]

[108] Images Courtesy State Records Office of Western Australia (Item No. East 01 Consignment No. 5022)



East District E 1	4000	O	G. M. Sarnach	Sept 16	To 15 Sept 1866 Free Run
East District E 2	100.000	O	And Dempster	" 23 Apr. 29. 65	To 23 Sept '66 Free Run 6 horses, 3 men.
East District E 3	100.000	O	Chas E. Dempster	23 Apr. 28. 65	To 23 Sept 66 Free Run Exc. Lic. 6 horses - 3 men.



The whole of Middle Island in the Recherche Archip^o (See letter 16 Sept 1863

Bounded on the South by the Sea coast of and about Esperance Bay, on the West by a true North line of 970 chains from said coast passing thro' the east end of Lake Spencer, on the North by a true east line of 1360 chains, and on the east by a true South line to the coast aforesaid, (Letter 23rd Sept 1863)

Bounded on the South by the Sea coast westward of Esperance Bay, on the East by a true north line of 740 chains from said coast pas through east end of Lake Spencer, on the North by a true west li line

Details of Andrew Dempster's 1863 'East Location 2' or 'E2' lease which covered Esperance Bay. Edward (Charles Edward) Dempster's lease application covering 'East Location 3' or 'E3' included a section of the Gage or Dalyup River, and it was here that the Dempsters first settled and built their Mainbenup homestead in early 1864, prior to moving their permanent settlement to Esperance Bay in 1867.[109]

[109] Images Courtesy Pastoral & Tillage Leases 1863/64, State Records Office of Western Australia (Item No. 1236 Consignment No. 5000)

Form No. 42.

APPLICATION to Purchase a Country Lot of Crown Land in Western Australia.

All the names of the Applicant (at full length), his address and calling.	Acres.	District.	Reference or Mark in the Official Maps.	Remarks.
James Batt Dempster Charles Edward Dempster Andrew Dempster William Simon Dempster Gentlemen	40	Eastern	E. 1	E2 No 1 Section 40 acres applied for Esperance Bay

I hereby apply to purchase the land described above, according to existing Regulations.

To the Hon. The Surveyor General.

Signature of Applicant. Dempster Brothers

Date. ..... 18..

Received the deposit of £2 1s. on this application, at 2 o'clock P.M. on the 2nd day of May 1867

Collector of Revenue.

Application admissible, for sale at fixed price of ten shillings per acre.

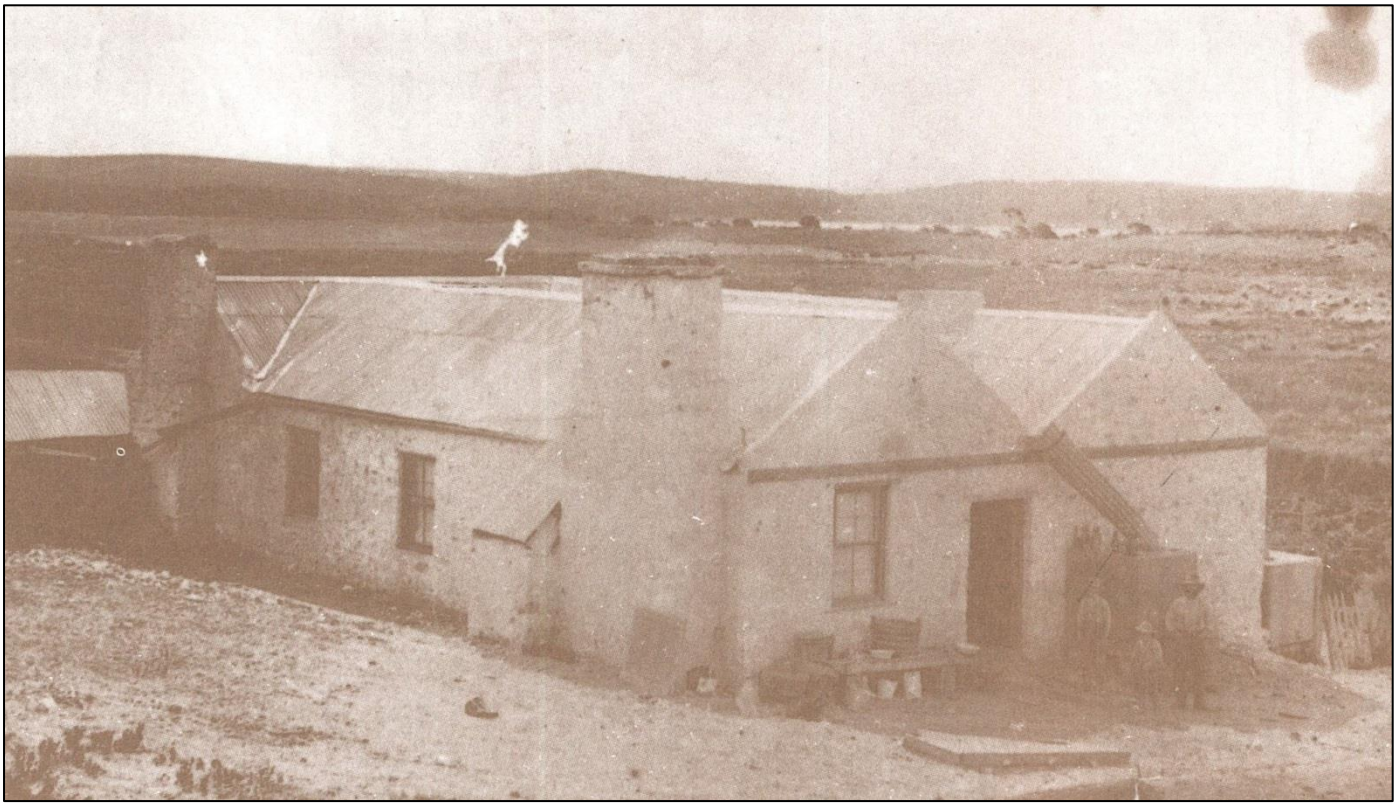
Surveyor General.

Approved for sale without Auction at ..... ten ..... shillings per acre.

Governor.

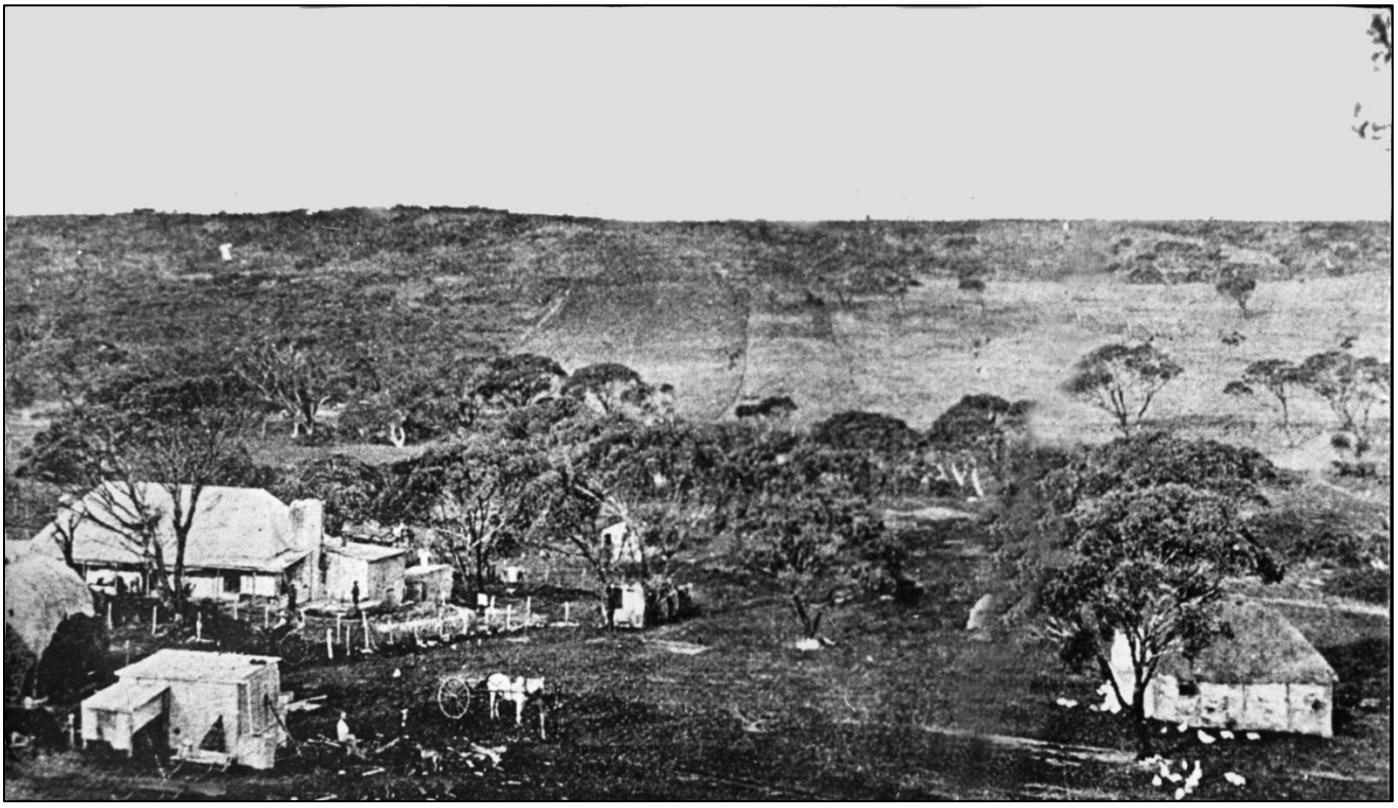
In 1867, the Dempster Brothers moved their permanent local base from Dalyup to Esperance Bay, building the first stage of what we now know as Dempster Homestead - crudely shown on the survey above - that same year.[110]

[110] Image Courtesy State Records Office of Western Australia (Item No. 32/6 Consignment No. 5000)



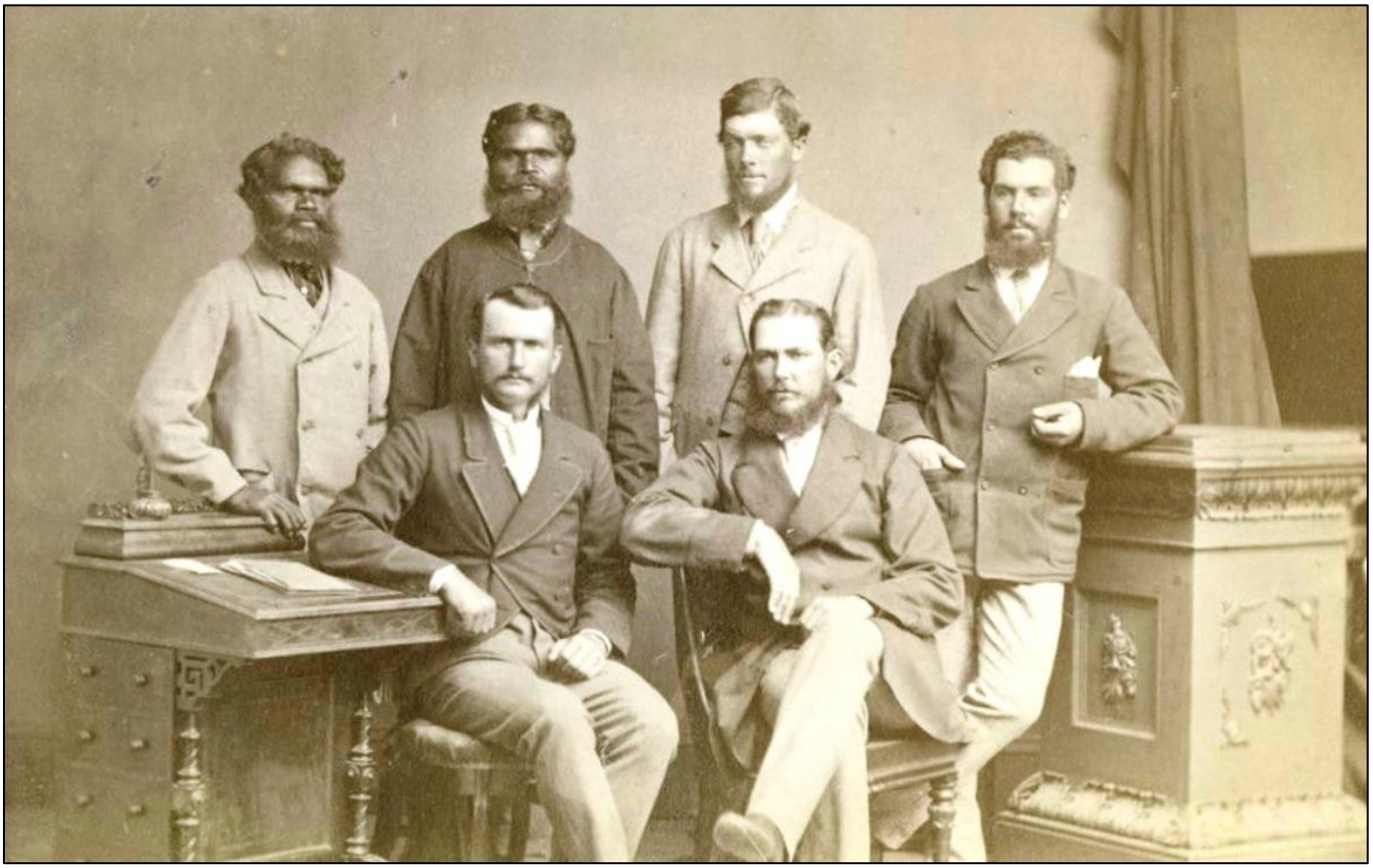
Some of the earliest settlements in the district - Dempster Homestead in Esperance (top) and Moirs' Homestead between Stokes Inlet and Fanny Cove.[111, 112]

[111] Photograph Courtesy Esperance Museum
[112] Photograph Courtesy Department of Conservation and Land Management



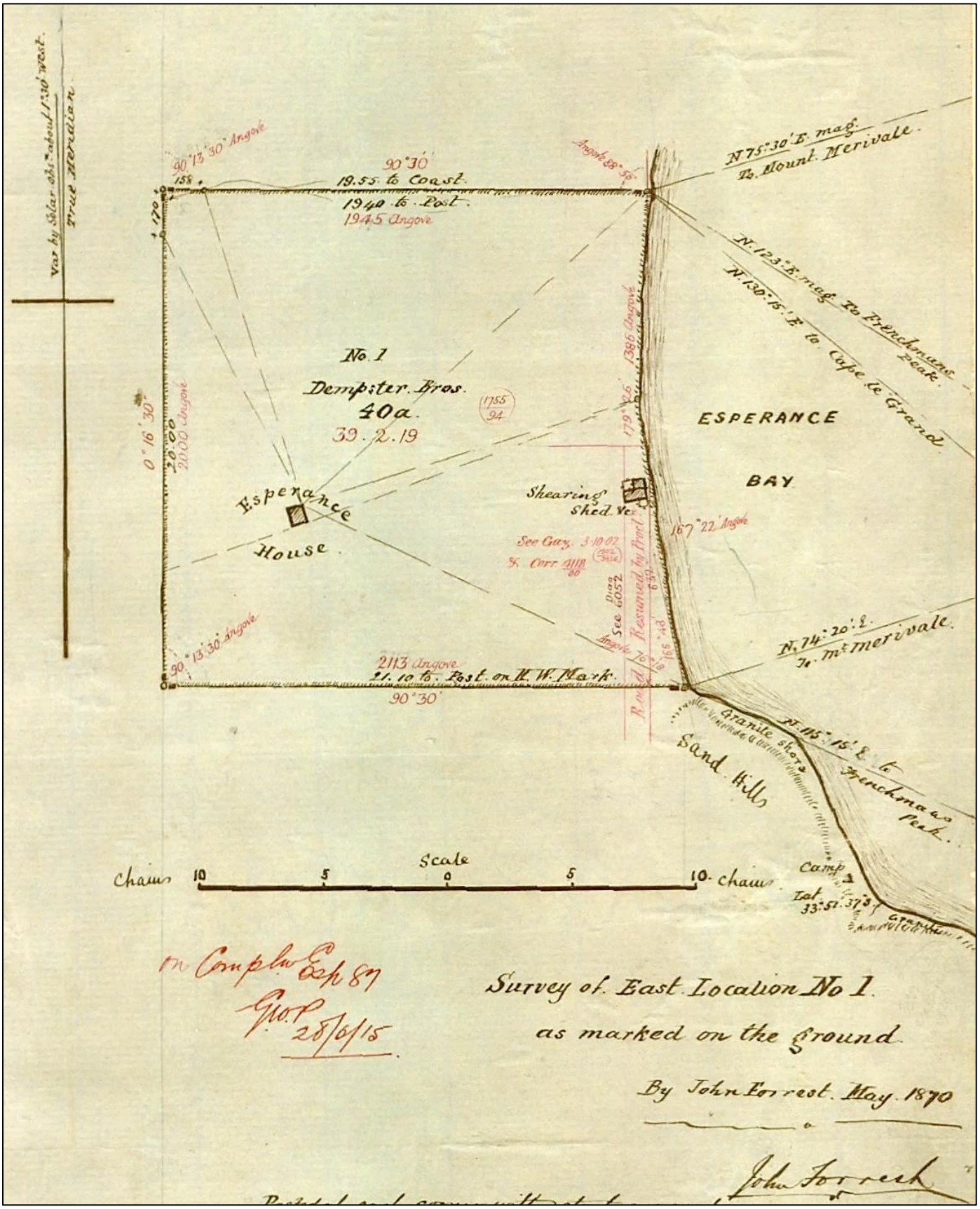
Other well-known pastoral settlements established circa the latter part of the mid 19th century included Campbell Taylor's Lynburn Station on the Thomas River (top) and Ponton and Sharp's Point Malcolm Homestead.[113, 114]

[113] Photograph Courtesy The Western Argus (Kalgoorlie), 9 August, 1904
[114] Photograph Courtesy State Library of Western Australia



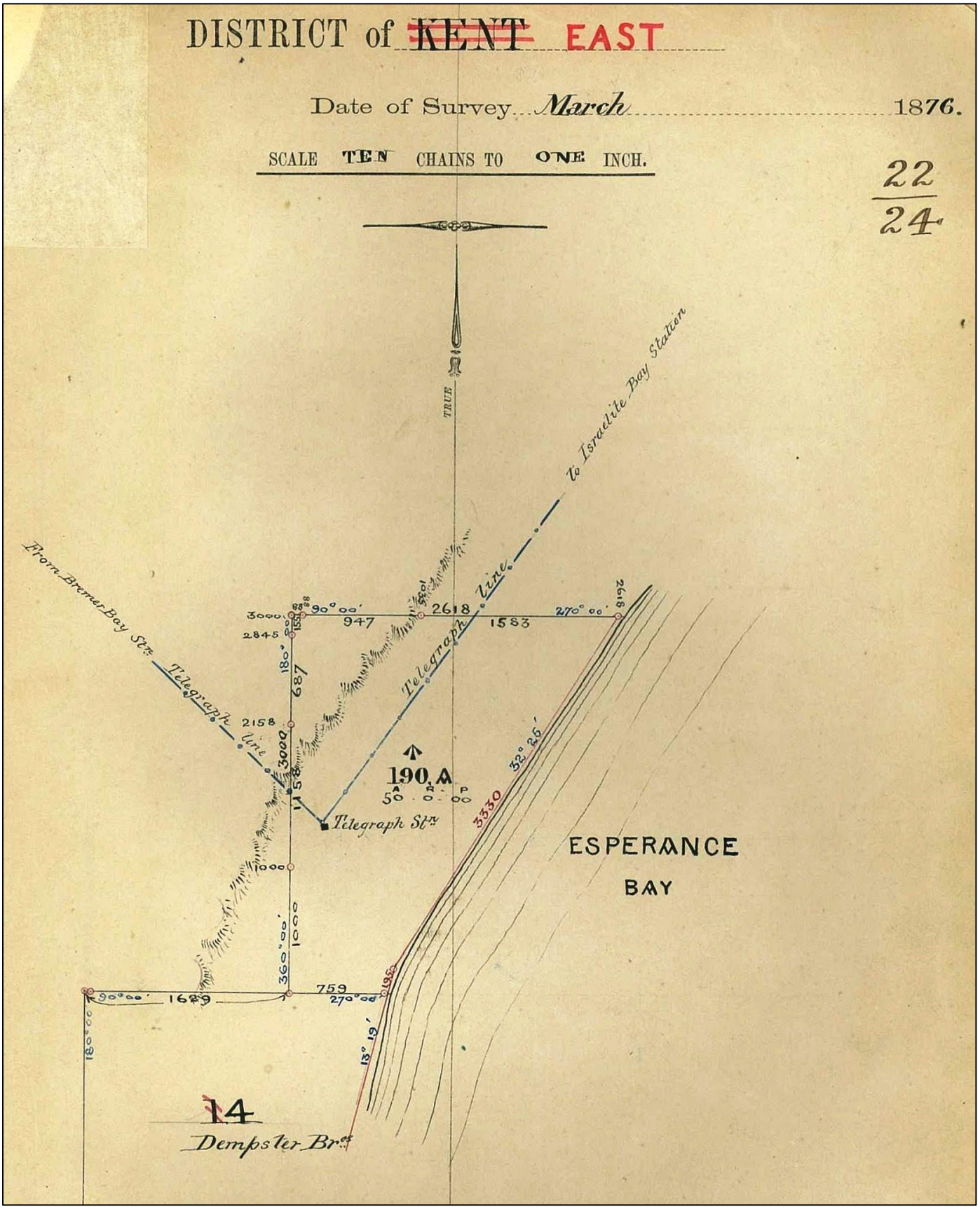
In 1870, an exploratory party guided by Tommy Windich (standing, second from left) and led by Alexander and John Forrest (seated, left to right respectively) stayed with the Dempsters at their Esperance Bay station before continuing overland to Adelaide. Two years after this photograph was taken (taken in 1874 as part of a separate expedition), with his intimate knowledge of the area, Tommy Windich again found himself in Esperance guiding during the surveying of the overland telegraph line, however while so engaged, he would fall fatally ill. Having been a "well-tried companion and friend" to the Forrest brothers, Tommy Windich was buried with the utmost of respect in a site overlooking Esperance Bay, and his well-maintained gravesite can still be seen by Dempster Head to this day.[115, 116]

[115] The Western Australian Times, 8 September, 1876
[116] Photograph Courtesy State Library of Victoria



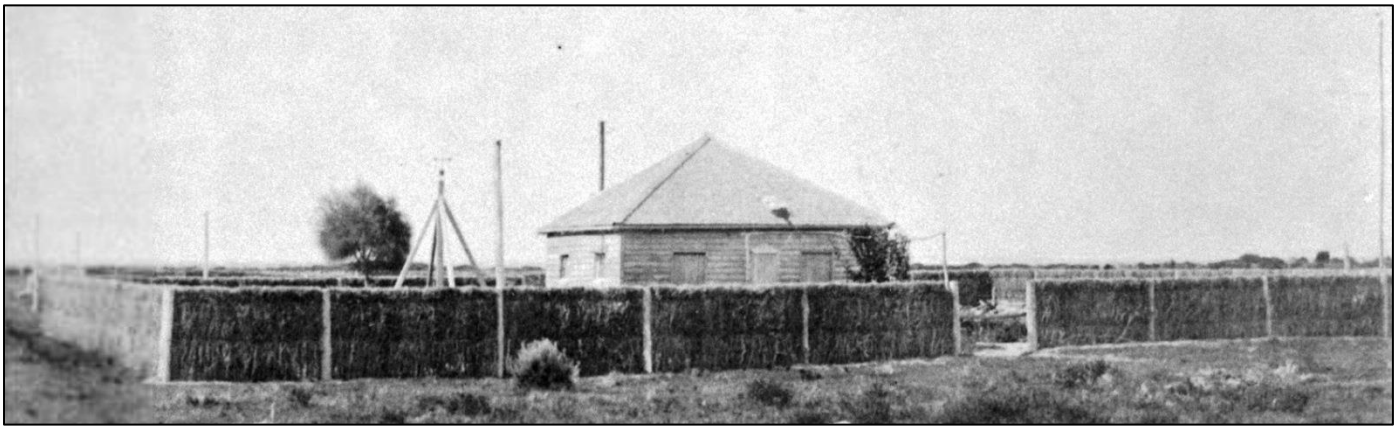
East Location 1 - Dempsters' Homestead in Esperance Bay as shown on a survey (with later modifications) by the explorer John Forrest, who would later become the Premier of Western Australia, dated May, 1870.[117]

[117] Image Courtesy State Records Office of Western Australia (Item No. East 61 Consignment No. 3869)



In 1876, a Government Reserve - Reserve 190A - was set aside in Esperance Bay for the site of the new Telegraph Station, and it was this area that would later become the initial extent of the Esperance townsite.[118]

[118] Image Courtesy Shire of Esperance



On September 7, 1876, the Esperance Bay Telegraph Station opened for the very first time at five o'clock in the evening in the middle of a bare paddock along a narrow dirt track that later became Dempster Street, the site itself immediately adjoining that of the present day Post Office.[119] Dating circa the early to mid 1880's, these images show Israelite Bay (bottom) as well as the area that would later become the centre of the townsite of Esperance.[120, 121]

[119] The Western Australian Times, 8 September, 1876
[120] Photograph Courtesy State Library of Western Australia
[121] Image Courtesy The Pictorial Australian, 1 July, 1885

An extract from a survey of Esperance Bay made during 1888 showing a handful of later mark-ups and additions, including, among many others, the jetties at James Street and Newtown.[122]

[122] Image Courtesy State Records Office of Western Australia (Item No. East 01 Consignment No. 3869)

The Period 1890 – 1908: Gold, Growth and the Gazettal of Esperance

Although it was kept quiet at the time, William Moir's discovery of gold in the Dundas Hills in or about 1890 while in search of pastoral country would later form the basis for a boom in the development of Esperance, as a multitude of fortune seekers settled throughout the region and established trade networks with the goldfields beyond.[123] With his secret kept however, at least in the short term, further expeditions to the area were organised by Moir in the years following, and although these trips only procured small amounts of gold at best, word soon spread, and in November of 1892 an announcement was made public that a different party, William Mawson and Robert Kirkpatrick, had struck a payable reef in the Dundas Hills.[124] Bigger and better discoveries in Coolgardie that same year and near Kalgoorlie the following year soon after had the whole country talking, and when the Dundas Goldfields were officially proclaimed on August 31, 1893, this series of events instigated a major period of development for Esperance as the gold rush through the little port began in earnest.[125, 126, 127]

In the blink of an eye, Esperance was booming. With an overwhelming influx of men and women bound for the goldfields, early surveys for the townsite of Esperance were hastily completed, and on December 15, 1893, the town itself was formally Gazetted.[128, 129, 130] Until this time, Esperance had consisted of little more than the telegraph station, the police station, a handful of private houses, farm buildings and the small Esperance Hotel and store. Accommodation in Esperance was thus at a premium, with one of the early residents recalling that "…four hundred men arrived on one boat, en route for the Dundas goldfields. There was no accommodation in the town, so they slept on the seaweed on the beach".[131] Laurence Sinclair's discovery of gold at Norseman in July 1894 only added to the rush of men to the area, and with this find looking even more promising than that at Dundas, many new homes, hotels and stores were either completed or under construction in Esperance by the end of the year.[132, 133]

Rail lines constructed many years prior had already connected Perth and Albany to York, however from there travellers in these early gold rushes faced a longer journey on foot to Coolgardie than they did on the same trek from Esperance, which became the obvious choice for many, particularly with the allure of striking luck in the blossoming Dundas and Norseman goldfields at the halfway point along the route northward.[134] Although certain political interests within the Government seemed focussed on forcing the majority of goldfields trade through Perth and Fremantle, the sheer number of men travelling northward from Esperance soon forced their hand, and towards the end of 1894, the Government began to open up the route from Esperance to Dundas by cutting a new and more direct track.[135, 136, 137] With bright prospects and talk of a rail link, trade between Esperance and the goldfields saw the little town flourish, and optimistic speculators quickly began to establish privately run water points, stores and hotels to service weary travellers along the way.[138, 139]

One of the more influential of these 'optimistic speculators' came in the form of the "Esperance Proprietary Company Limited" who, in 1894, established the Grass Patch Farm. Investors in that company held an array of properties to the north around the Hampton Plains, and this same group had been among the first to realise that Esperance was geographically positioned to become the 'natural port of the goldfields'. Because of its location, this parcel of land in particular held strategic value for the servicing of their interests, thus establishing the Grass Patch Farm on a naturally grassy patch of quality country a little under half way between Esperance to Dundas was a sound business decision.

---

123 The Continuing Moir Saga - A Genealogical Record of an Albany Family (Amelia Moir and Greg Wardell-Johnson, 1995)
124 The West Australian, 16 November, 1892
125 Coolgardie - Eastern Goldfields Historical Society (http://www.kalgoorliehistory.org.au/coolgardie.html), Retrieved 2016
126 Kalgoorlie - Eastern Goldfields Historical Society (http://www.kalgoorliehistory.org.au/kalgoorlie.html), Retrieved 2016
127 Government Gazette of Western Australia, 31 August, 1893
128 Esperance Townsite - Field Book No. 9, R. Brazier, October, 1893
129 Survey of "Esperance Townsite" Lots 1 to 42, 8 December, 1893 (Courtesy Esperance Museum)
130 Government Gazette of Western Australia, 15 December, 1893
131 Gold and the Town, 1891 - 1894 - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
132 Municipal Heritage Inventory - Shire of Dundas (Hocking Planning and Architecture, 1995)
133 The Inquirer and Commercial News (Perth), 10 August, 1894
134 Rail Transport in Western Australia (http://en.wikipedia.org/wiki/Rail_transport_in_Western_Australia), Retrieved 2016
135 The Western Mail (Perth), 8 December, 1894
136 The South Australian Register, 5 October, 1894
137 Parliamentary Minutes – Coolgardie-Norseman Railway Bill, 4 October, 1900
138 The Advertiser (Adelaide), 26 October, 1893
139 The South Australian Register, 21 November, 1895

Although initially quite isolated, this particular farm was to have a significant influence on agricultural development throughout the district, especially in the opening up of the Mallee country several years later. The Esperance Proprietary Company was another subsidiary of the 'Hampton Plains Syndicate' who, a decade prior, had battled unsuccessfully for an Esperance railway and, circa mid to late 1893 and on into early 1894, had been busily at work establishing a 'new town' to the north of Esperance known as the 'Hampton Town', 'Esperance Bay Company's Town', 'Newtown' and later 'Castletown'.(140, 141, 142)

Meanwhile however, back to the south in Esperance itself, construction in the newly Gazetted townsite was going ahead in leaps and bounds. Government infrastructure projects together with an array of private buildings and businesses were quickly being established, and by the end of 1895, to name but a few, the town now boasted butchers, bakers, general stores, a newspaper, a barber, two new jetties (one at the Hampton townsite, the other in the Esperance townsite) and an additional three new hotels.(143, 144, 145) In the wake of such rapid progress, in September 1895 the boundaries of the Esperance Road Board were excised from the Dundas Road Board while the town of Esperance was formally Gazetted as a Municipality. In due course the first Mayor of Esperance, Thomas Edwards would be elected together with a Municipal (town) Council consisting of John Coleman, Bertram Richardson, David Peek, Francis Daw, John Collins and Stanley Hosie, with the auditors Raymond Sharkey and Sydney Castine.(146, 147, 148) Soon after, Road Board elections were also held with John Purchas being elected Chairman, and the other elected officials including Francis Daw, George Doust, Charles Keyser, Robert Symes, Robert Dunn and Laurence Sinclair.(149, 150, 151) The rapid rate of progress experienced in Esperance in 1895 carried on well into 1896, and this would see the completion of a new hospital, brewery, an additional rival newspaper, a new Post and Telegraph Station, the Bijou Theatre, Church of England, Municipal Council Offices, a school, double storey additions to all four hotels and an assortment of new shops, offices and stores.(152)

By September 1896, rail lines connecting Perth and Fremantle now extended through to Coolgardie and on into Kalgoorlie, while Norseman and Esperance remained connected to these major goldfields by road only.(153) The completion of this line signified the coming of what would be a tumultuous period in the history of Esperance, and by the end of 1896, the 'boom' in the growth of Esperance was noticeably on the downhill slide. For a short while however, the town still managed to prosper on the coattails of the early gold rushes, and the continued isolation of the Norseman fields in particular meant that at least a small amount of remnant trade kept coming through the port. In spite of the fall in trade, the year 1897 still saw progress in the small town, with the completion of a new school and the Wesleyan Church, while extensions to the Government jetty (James Street) and Goods Shed were underway together with works on the first Fire Brigade Station, both projects being completed in early 1898.(154, 155)

In the years prior, population estimates had varied from peaks of 1500 to as many as 5000 people, however with an ever fluctuating and highly transient population en route to the goldfields it's impossible to know which of these two outliers was the more accurate. Whatever the case, in late 1897 a formal census recorded a grand total of 953 people within the Municipality of Esperance, and within only a few years this figure had more than halved as the town began to suffer the effects of a severe localised depression.(156, 157, 158) In May 1898, the former explorer Sir John Forrest, by this

---

140 New Town / Hampton Town - Deposited Plan 804; Approved 12 January, 1894 (Landgate, Western Australia)
141 The Daily News (Perth), 24 April, 1894
142 The Grass Patch; Kayleen and Brendan Freeman - Faith, Hope & Reality (Penny Blumann, 1995)
143 The Australian Advertiser (Albany), 5 June, 1895
144 The Narracoorte Herald, 6 August, 1895
145 The Chronicle (Adelaide), 5 October, 1895
146 Government Gazette of Western Australia, 13 September, 1895
147 Government Gazette of Western Australia, 27 September, 1895
148 Government Gazette of Western Australia, 3 December, 1895
149 The West Australian, 24 December, 1895
150 Government Gazette of Western Australia, 13 March, 1896
151 The Western Mail (Perth), 20 March, 1896
152 Old Esperance Pictorial History (Don Voigt, 1996)
153 The West Australian, 9 September, 1896
154 The Albany Advertiser, 10 April, 1897
155 The Western Mail (Perth), 21 January, 1898
156 The Esperance Chronicle, 6 November, 1897
157 The Kalgoorlie Western Argus, 16 November, 1899
158 The Kalgoorlie Western Argus, 4 March, 1897

stage the Premier of Western Australia, paid a visit to Esperance. Although the rush to the goldfields had diminished, there was still a small glimmer of hope held that the town could further develop as a port, particularly if the highly anticipated rail was to eventuate. Unfortunately, at least in the short term, this was not to be, and that same month the Forrest Government instead advocated in favour of a rail line connecting to the existing system at Coolgardie which would terminate at Norseman, in effect leaving Esperance completely isolated from the rail network.[159] This decision of course riled the local population and indeed many throughout the goldfields who could clearly see political interests at play, and by late 1898, trade through Esperance had all but come to a standstill as many people began to leave in search of greener pastures.[160] Within a matter of months, both local newspapers, the Esperance Chronicle and the Esperance Times, had ceased publication, and many other businesses were following suit. An article published on the struggling town in September 1898 reported that "…people are still leaving by every boat and coach. Several houses and shops have been pulled down. Five more businesses close within the next few weeks. The population two years ago was 1500, and twelve months ago 2000, now it is under 500."[161, 162]

For several years following, Esperance was little more than stagnant, and by 1901 the population in the Municipality stood at a meagre 341 people, with 37% of homes being unoccupied – the highest vacancy rate in any of the Western Australian Municipalities at the time, and a figure that didn't account for the large number of buildings that had already been demolished or relocated.[163, 164] Although little was happening in Esperance, many of the more optimistic settlers still clung on to the hope created by the prospect of a rail line, believing that this would sooner rather than later prove the towns salvation. In the short term, a handful of industries were able to keep the town ticking over including, among others, the ever-reliable salt mining operations from Pink Lake and Lake Hillier, farming, tourism and a small amount of remnant trade between the port and the Norseman and Phillips River (Ravensthorpe) goldfields in particular, however little prospect of improvement was on the horizon and the outlook for Esperance looked bleak.[165, 166, 167, 168]

By 1906, the situation in Esperance was beyond dire, and the passing of the Coolgardie-Norseman Railway Act which finally authorised construction of that small section of rail line between the two towns only exacerbated the neglect being felt in Esperance. The recorded opinion of some of the more influential Parliamentarians of the time was that a rail connection from Esperance to Norseman would "injure Fremantle" more so than a line from Coolgardie to Norseman, thus it was plain to many that the "vested interests of the Government" were at work when the Coolgardie to Norseman line went ahead, though nothing could be done to extend this to Esperance.[169, 170] In August that year, an article published in the *Kalgoorlie Miner* highlighted the hard times being experienced at Esperance, reporting that "…the carpenter's hammer can be heard again in the main street, as in the old days, but this time the buildings are being pulled down, which is a bad sign, it being the intention of the owners to send them to Ravensthorpe, where dwellings and shops let as soon as erected. Mr Daw is taking down three of his shops that were erected in Andrew Street, and it is said that Messrs Gray's large store is to be pulled down also. Mr Heenan has shipped his four offices to Ravensthorpe, and the Esperance Brewery will soon be on its way to the same place… There is no gainsaying the fact that the depression now existing is more keenly felt than ever, and unless the unforeseen happens, Esperance will soon be a deserted village."[171] With hundreds having abandoned the area, little hope remained of the town and district ever rebounding, and as such, on October 28, 1908, a petition to the Governor of Western Australia saw the Municipality of Esperance abolished, with the administrative roles and duties of the former Municipality being absorbed from that point on by the Esperance Road Board.[172]

---

[159] The Kalgoorlie Miner, 25 June, 1898
[160] Parliamentary Minutes - Coolgardie-Norseman Railway Bill, 4 October, 1900
[161] The Kalgoorlie Miner, 20 September, 1898
[162] The Municipality of Esperance, 1895 - 1908 - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[163] The Western Mail (Perth), 21 December, 1901
[164] The Albany Advertiser, 11 December, 1900
[165] The West Australian, 10 March, 1904
[166] The Western Mail (Perth), 18 January, 1908
[167] The Norseman Times, 7 July, 1905
[168] The Western Mail (Perth), 25 December, 1901
[169] Coolgardie-Norseman Railway Act, 1906
[170] The Kalgoorlie Miner, 29 June, 1906
[171] The Kalgoorlie Miner, 7 August, 1906
[172] Government Gazette of Western Australia, 30 October, 1908

No. 5362.—C.S.O.

1543/93 PROCLAMATION

Western Australia, to wit.

W. C. F. Robinson. (L. S.)

By His Excellency Sir William Cleaver Francis Robinson, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief in and over the Colony of Western Australia and its Dependencies, &c., &c., &c.

IN pursuance of the provisions of an Act passed in the fiftieth year of Our Lady the Queen, and intituled "An Act for the Management of Goldfields," I, the said Governor, with the advice of the Executive Council, do hereby proclaim the portion of Crown Lands, bounded on the *South* by an East and West line situate 10 miles South from the summit of Mount Deans, the Southernmost bluff of the Dundas Hills; on the *East* and *West* by lines extending North from aforesaid Southern boundary, and situate respectively 25 miles East and 25 miles West from said summit; and on the *North* by the Southern boundary of the Yilgarn Goldfield, to be a Goldfield, and to be known and called by the name of "The Dundas Goldfield."

Given under my hand, and the Public Seal of the said Colony, at Perth, this 29th day of August, 1893.

By His Excellency's Command,

S. H. PARKER,

Colonial Secretary.

GOD SAVE THE QUEEN!!!

On August 31, 1893, the Dundas Goldfields were formally proclaimed, and this area in combination with the developing Coolgardie Goldfields would prove instrumental in the formation of Esperance.[173]

[173] Image Courtesy Government Gazette of Western Australia, 31 August, 1893

New Town Lands for Sale.

Townsite of Esperance.

1339/93

Department of Lands and Surveys,
Perth, 14th December, 1893.

HIS Excellency the Governor in Executive Council, by virtue of the powers given him by the Land Regulations, has been pleased to order that the Crown Land included within the area hereinafter particularised be classed as Town and Suburban, to form a Townsite, hereafter to be known as "Esperance."

Bounded by lines starting from the shore of Esperance Bay, at the North-East corner of East Location 4, and extending West along its North boundary to its North-West corner, thence North about 50 chains, thence East to the sea-coast and along it in a Southerly direction to the starting point. Contents, about 200 acres.

Reserves Nos. 190A and 1080 are hereby cancelled.

The upset price at which allotments within this Townsite will be offered for sale by public auction, as provided by the Land Regulations, will for the present be £20.

The allotments already surveyed are numbered from 1 to 42 inclusive.

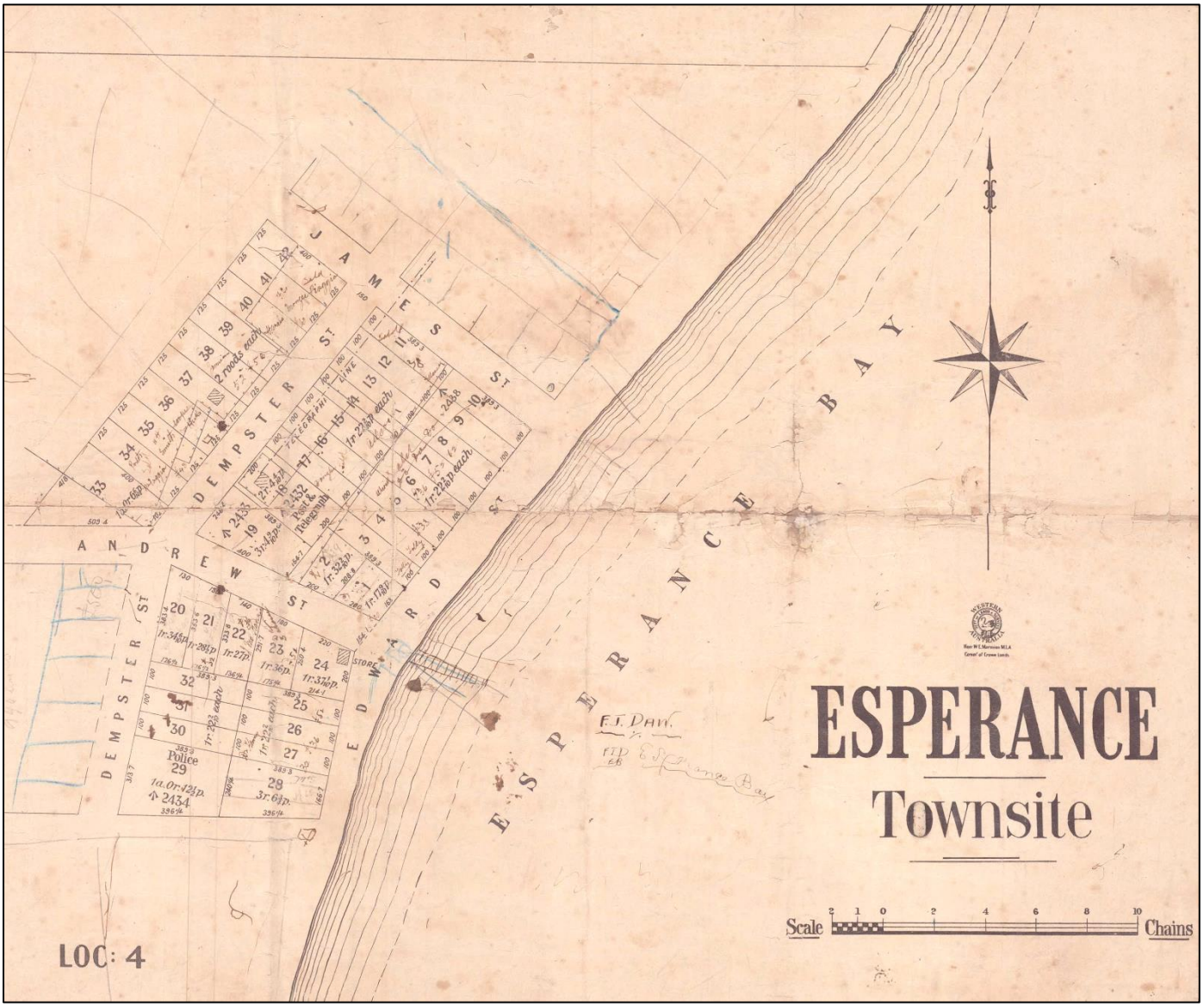
Lots 9, 10, 18, 19, and 29 have been reserved for public purposes.

Plans showing the arrangement of the lots can be seen at this Office, and the Office of the Land Agent, Albany.

W. E. MARMION,
Commissioner of Crown Lands.

In the wake of the mining boom that followed the proclamation of the Dundas Goldfields, notice of the Gazettal of the townsite of Esperance was published in the Government Gazette of Western Australia on December 15, 1893.[174]

[174] Image Courtesy Government Gazette of Western Australia, 15 December, 1893

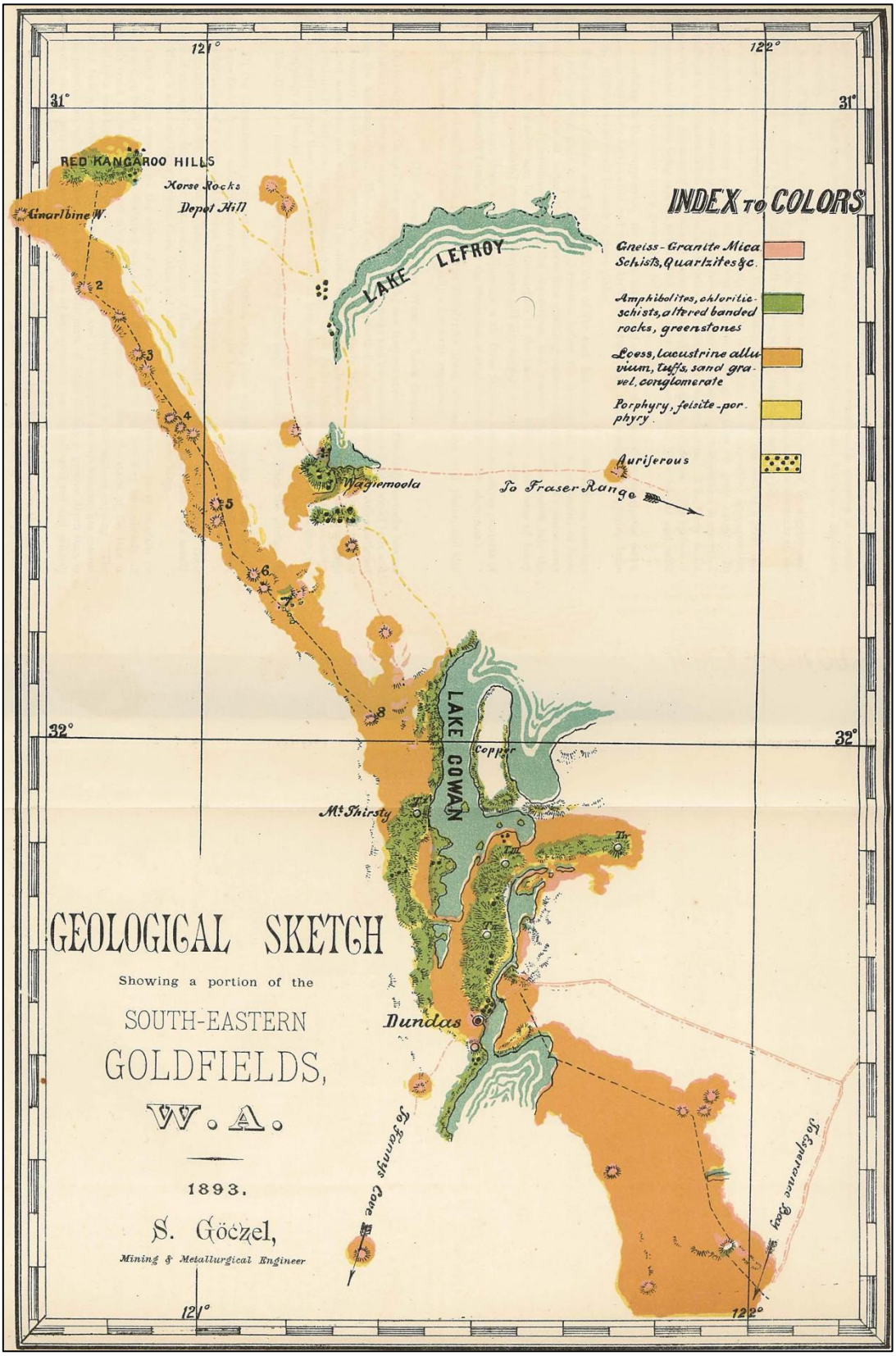


The first complete survey of the townsite of Esperance, as shown on an extract from a plan dated December 8, 1893. Esperance was Gazetted as a townsite a week after the date of this survey on December 15, 1893, and later Gazetted as a Municipality on September 27, 1895.[175, 176, 177]

[175] Government Gazette of Western Australia, 15 December, 1893
[176] Government Gazette of Western Australia, 27 September, 1895
[177] Image Courtesy Esperance Museum

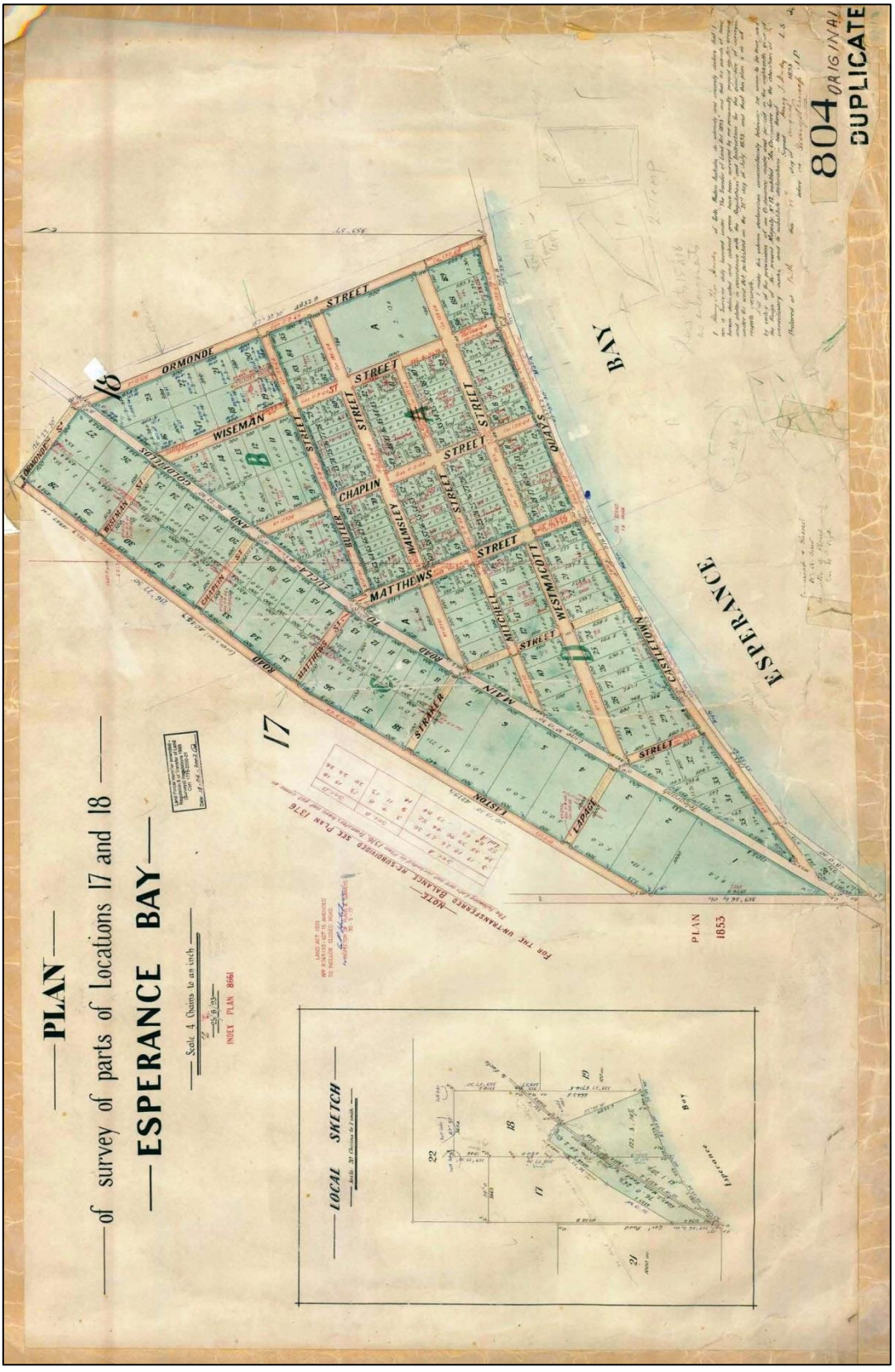
An intricate and beautifully hand coloured copy of the December 8, 1893 survey of Esperance townsite, edited at some later date to show the Bonded Store and original short 'Town Jetty' off James Street.[178]

[178] Image Courtesy State Records Office of Western Australia (Item No. 0606 Consignment No. 5698)



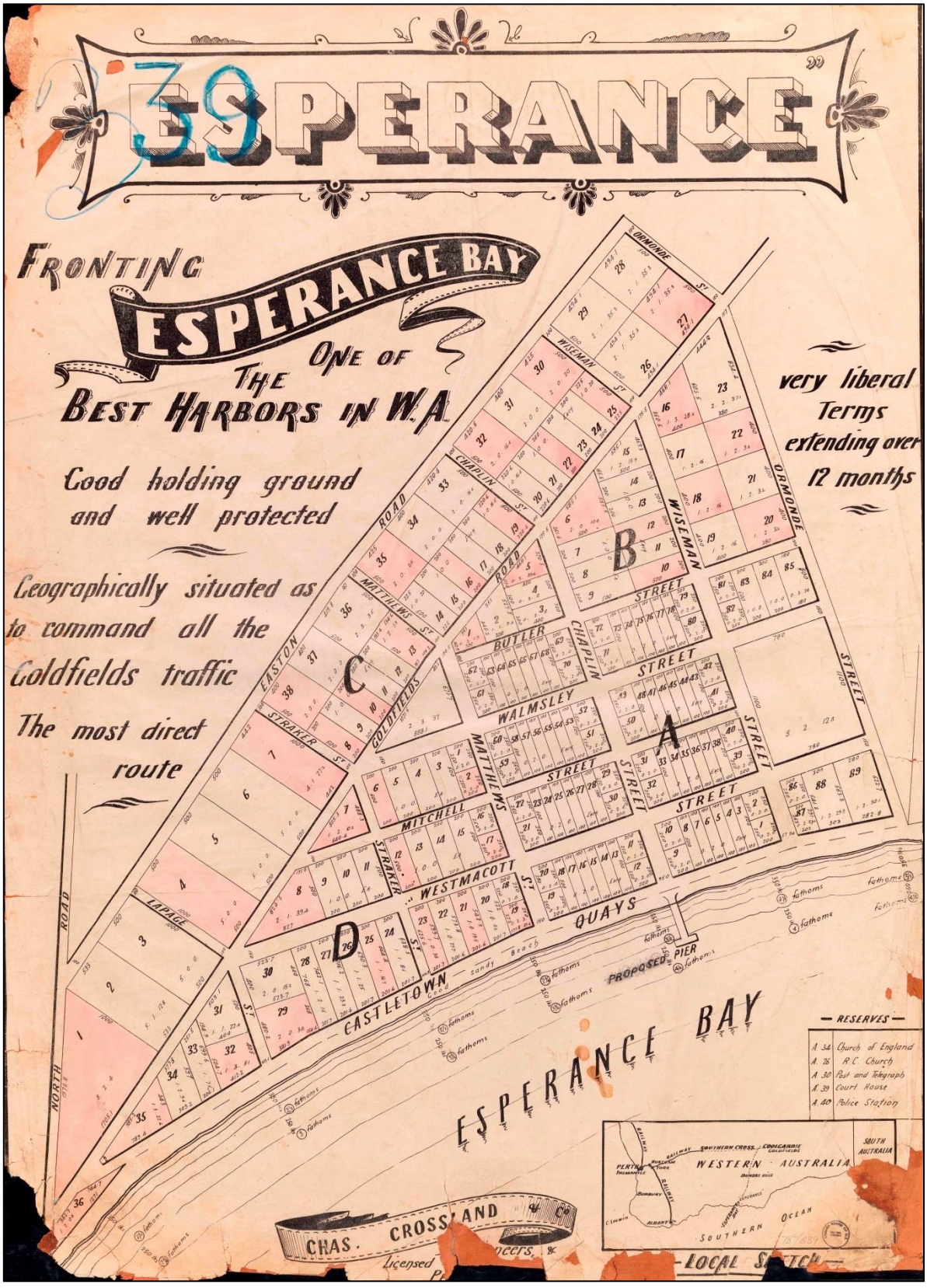
The early history and development of Esperance as a town in 1893 was very closely linked to the success of the Dundas goldfields to the north, though the town also became reliant on Norseman, Coolgardie and Kalgoorlie and the trade that these booming goldfields brought through the port. This plan shows the original tracks from Esperance Bay (Fraser Range Road) and Fanny Cove (Moirs' Homestead) converging on Dundas in 1893.[179]

[179] Image Courtesy Interim Report of the Department of Mines for the Year 1894 (Department of Mines, 1894)



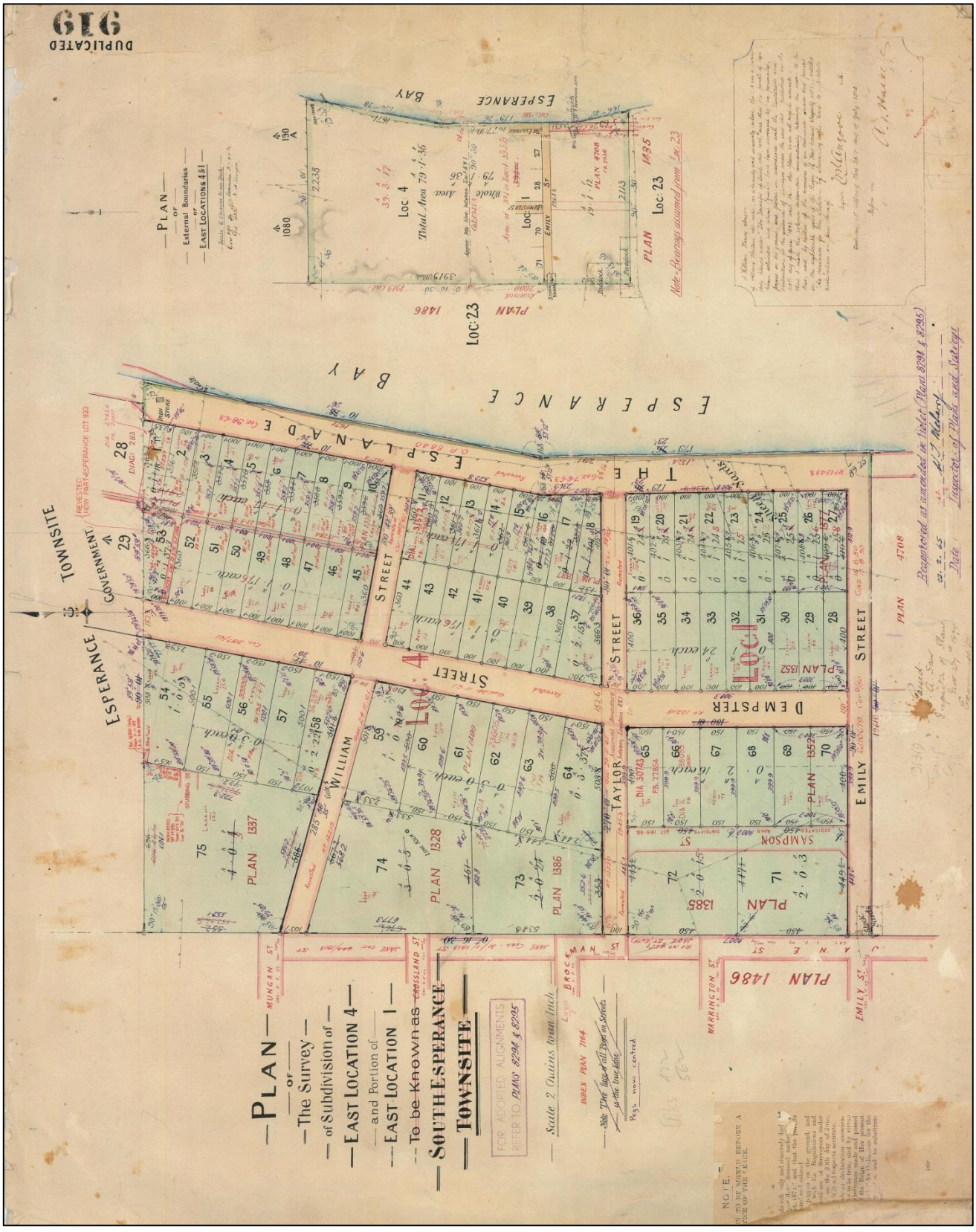
A survey showing the “Esperance Bay” townsite (as distinct from the Government townsite of “Esperance”, the present day town centre), which was also known as “Hampton Town”, “New Town”, “Newtown”, the “Esperance Bay Company’s Town” and later “Castletown” - all correct names for the same place - dating to August 1893, which actually pre-dates the Gazettal of the Government townsite of Esperance to the south.[180]

[180] Image Courtesy Plan 804, H. T. Hardy, 1893 (Landgate, Western Australia)



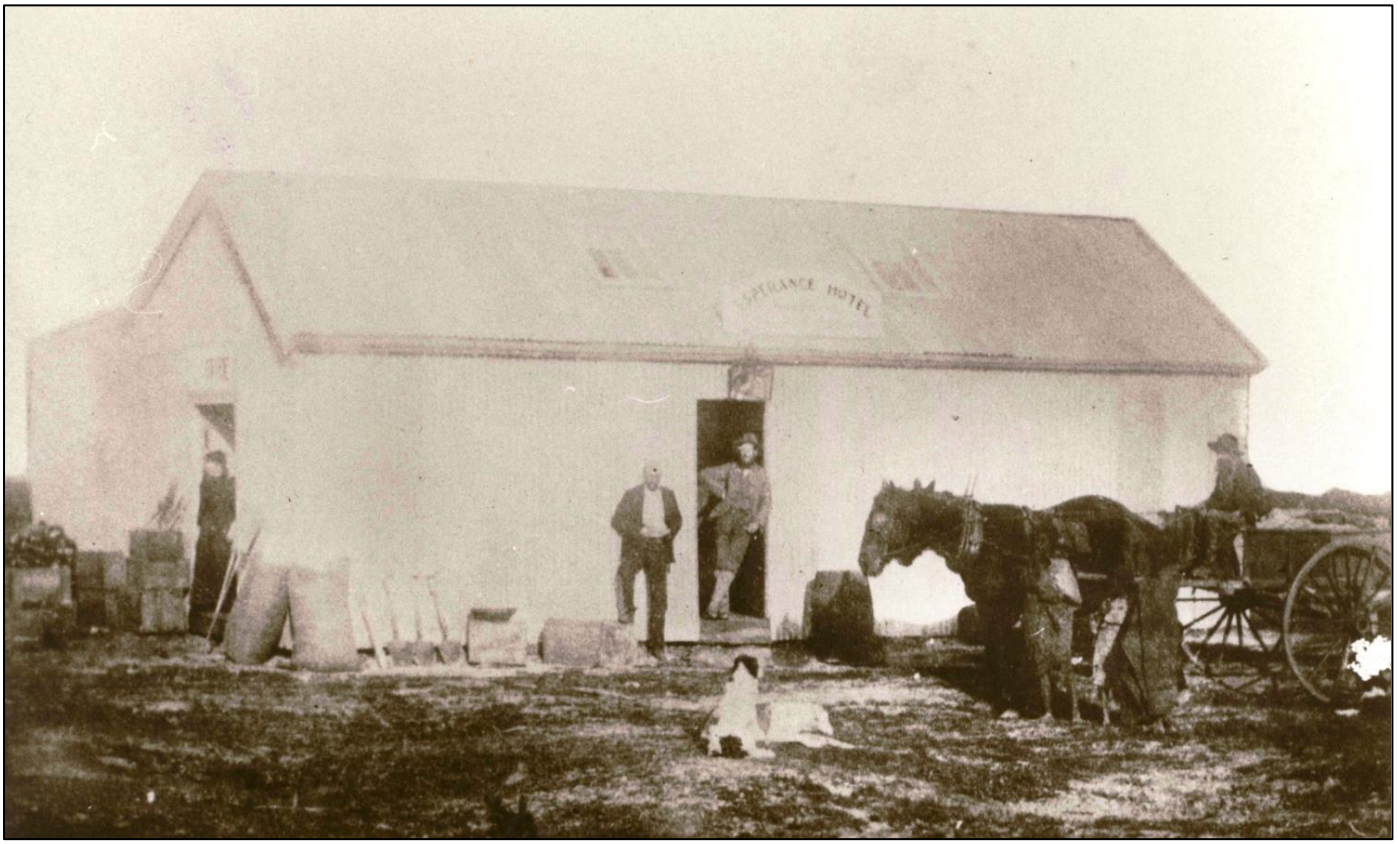
Published in 1894, this survey showed the proposed extent of the “Esperance Bay” townsite, which was, at the time, also commonly known as the “Hampton Township” or “New Town” (“Newtown”), and would later become a part of the suburb of Castletown.[181, 182]

[181] The Pictorial Australian, 1 September, 1894
[182] Image Courtesy State Library of Western Australia



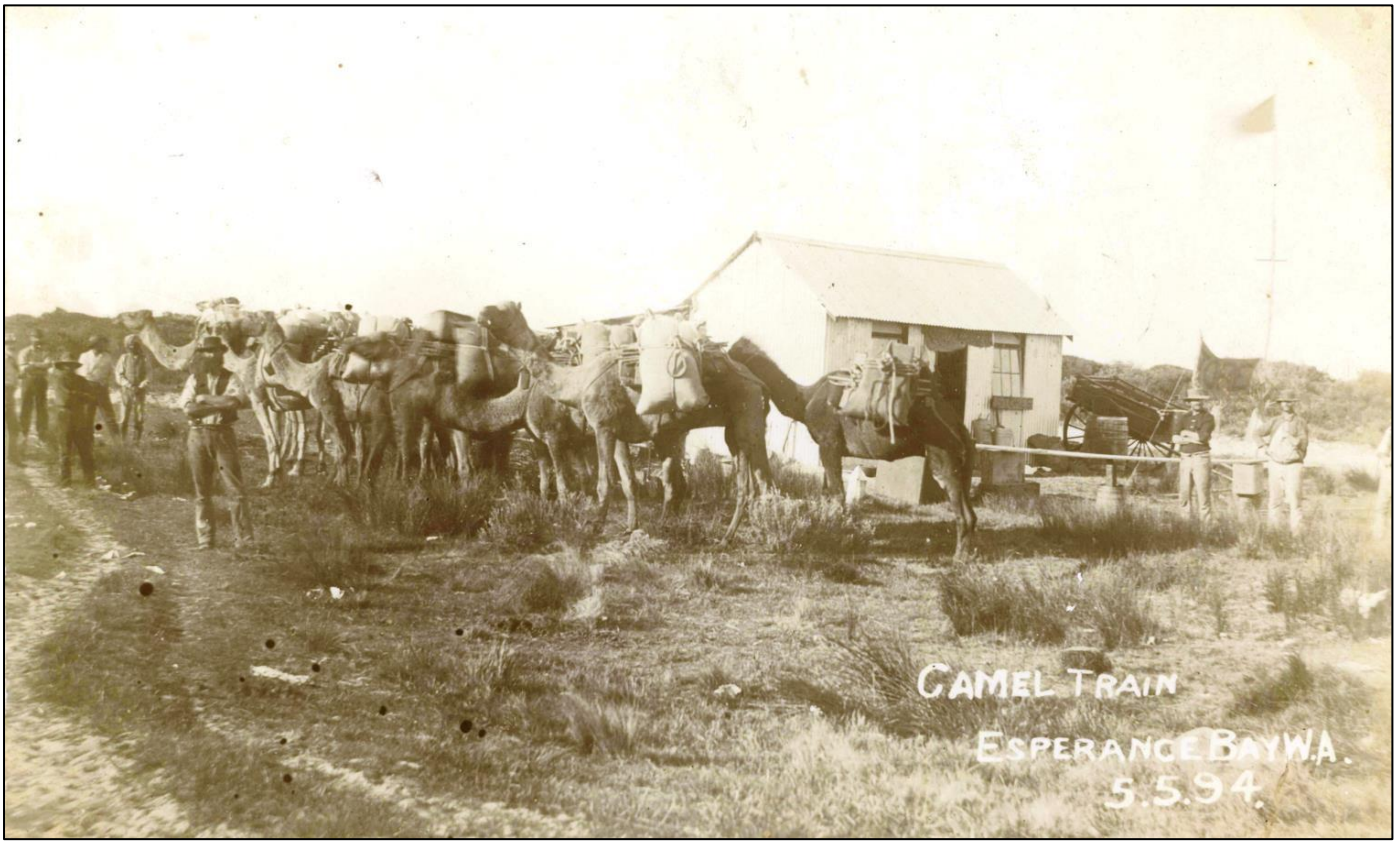
A plan showing the first subdivision of East Location 1 and East Location 4 - the Dempster Homestead properties in Esperance Bay - as approved on November 27, 1894. Referred to thereon as the “South Esperance Townsite”, though more commonly known then as “Dempster Town”, the original homestead lot was later further subdivided, leaving only a small remnant of what was once the centre of a vast empire.[183]

[183] Image Courtesy Plan 919, W. H. Angove, 1894 (Landgate, Western Australia)



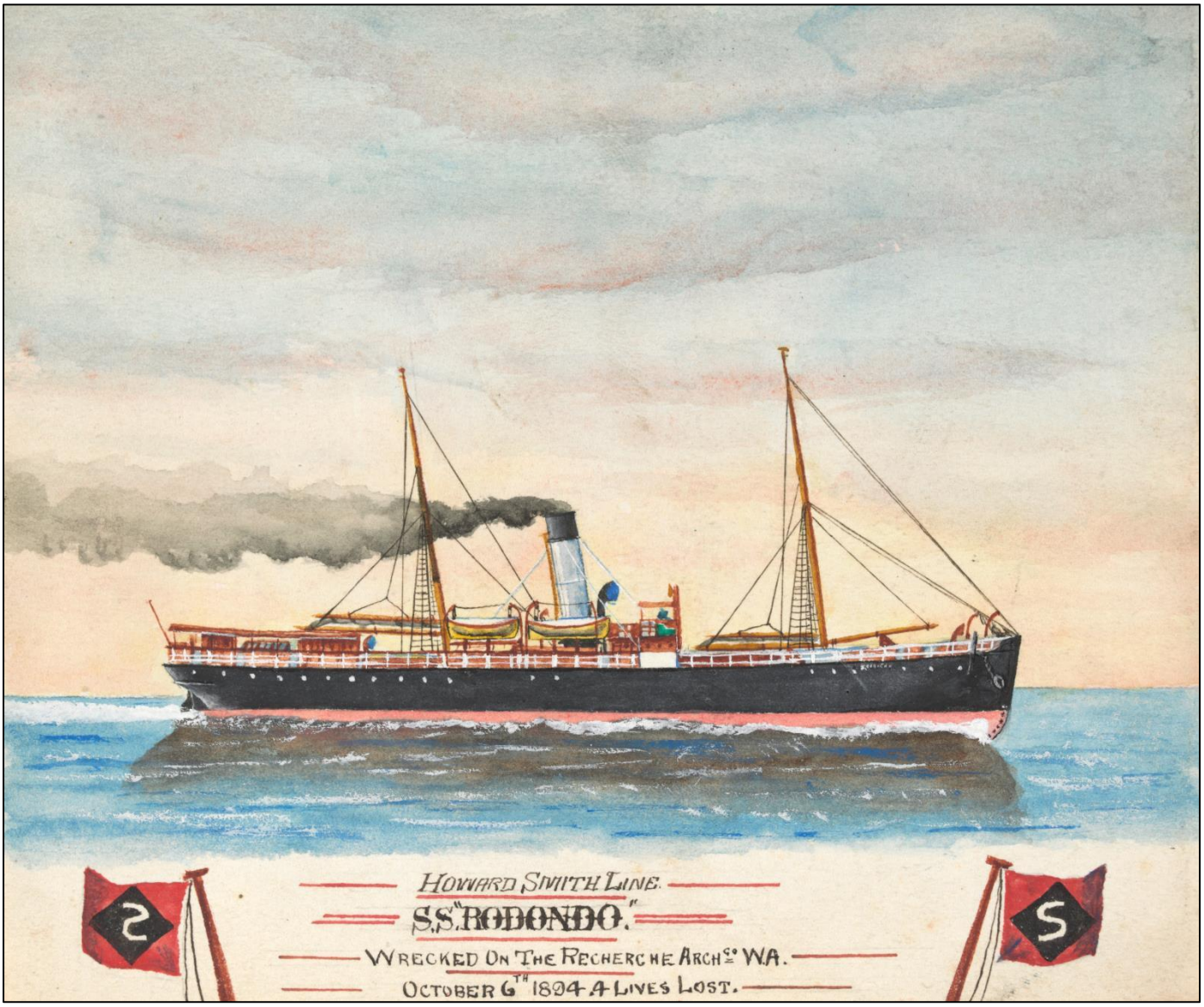
The first Esperance Hotel and the original proprietors Agnes and John Purchas (beneath the doorways to the left and centre respectively) in 1894 - in the coming years, as fortune seekers flocked to the goldfields, this hotel would be significantly expanded. The 1896 two storey expansion of the Esperance Hotel, constructed immediately adjoining the far side of this building, survived until November 1958 when it was decimated by a fire.[184]

[184] Photograph Courtesy Esperance Museum



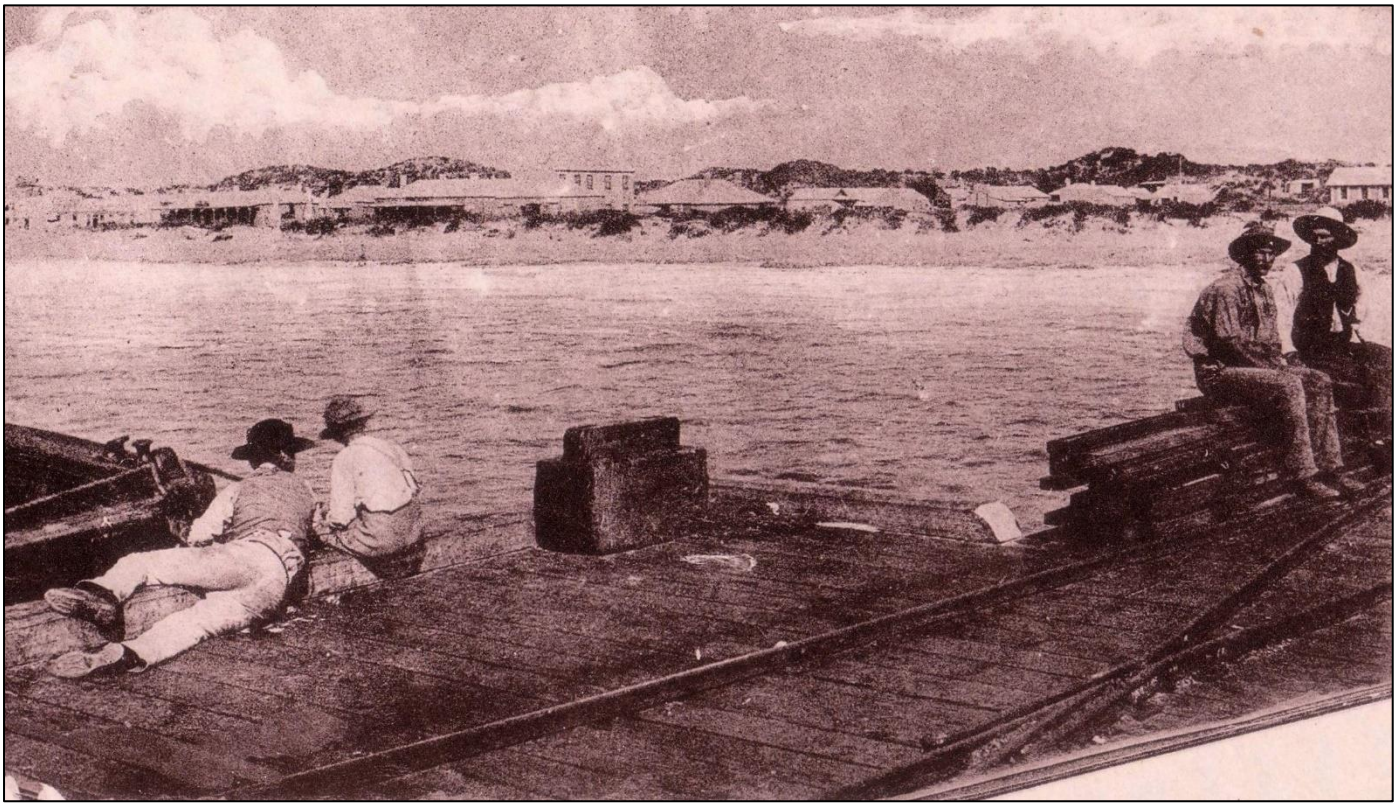
Arthur Ray and William Kilminster's "Dundas and Coolgardie Trading Company" store on The Esplanade, May 5, 1894. Vast quantities of supplies would be ferried to and from the goldfields by camel teams such as these in the years coming, with some contemporary estimates claiming that as many as a hundred different teams could be found working along the tracks from Esperance at any one time.[185, 186]

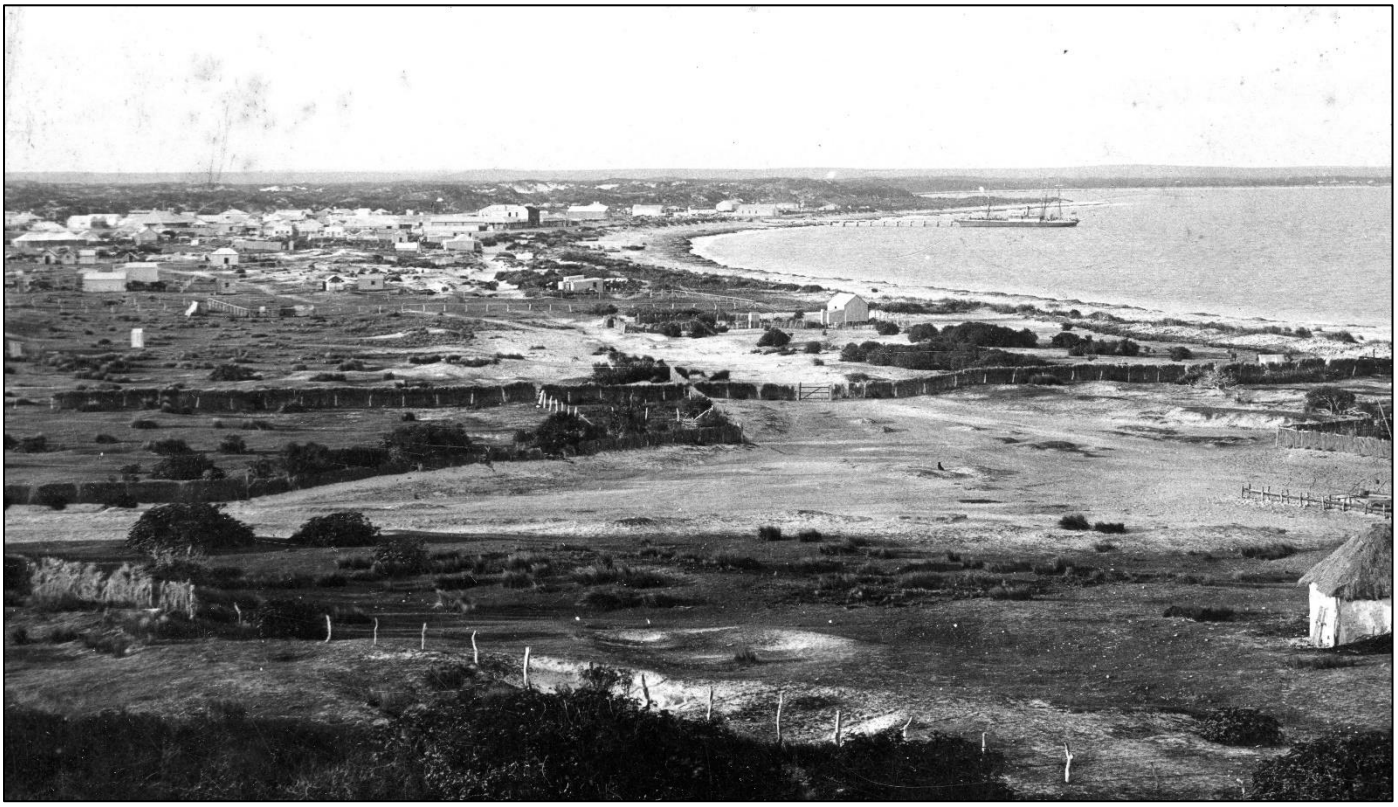
[185] The Inquirer & Commercial News, 13 May, 1898
[186] Photograph Courtesy Esperance Museum



One of Esperance and the Recherche Archipelago's most famous shipwrecks was that of the *Rodondo*, as depicted in this early 20th century painting by the artist Allan Green. Although the date thereon states October 6, the *Rodondo* actually struck Pollock Reef near Point Malcolm at approximately 2:00am on October 7, 1894 and sank shortly thereafter, with four casualties. Exclusive of these losses, Captain Fred Douglas and the crew of the *Grace Darling* came to the rescue soon after and were able to save a total of 196 people.[187, 188]

[187] Image Courtesy State Library of Victoria
[188] Shipwreck Database - The Rodondo (http://museum.wa.gov.au/maritime-archaeology-db/wrecks/id-412), Retrieved 2016





Views over Esperance circa late 1895 (top) and early 1896 (bottom). A handful of faint white specks on the horizon (bottom) comprise the private townsite of Esperance Bay, better known as Hampton Town to avoid confusion between that area and the "Government townsite" of Esperance.[189, 190]

[189] Photograph Courtesy History of West Australia (Warren Bert Kimberly, 1897)
[190] Photograph Courtesy Esperance Museum

Esperance Roads Board District.

3320/95

Department of Lands and Surveys,
Perth, 11th September, 1895.

IT is hereby notified, for general information, that under the provisions of "The Roads Act, 1888" (52nd Vic., No. 16), His Excellency the Administrator in Executive Council has been pleased to designate and define Esperance District, the boundaries of which are shown below, as a Roads Board District.

A. R. RICHARDSON,
Commissioner of Crown Lands.

Bounded on the *North* by an East and West line passing through the highest summit of the Fitzgerald Peaks; on the *West* by the 120th meridian of East longitude; and on the *South* and *East* by the sea coast.

Alteration of Boundaries of Dundas Roads Board District.

2041/94

Department of Lands and Surveys,
Perth, 11th September, 1895.

IT is hereby notified, for general information, that under the provisions of "The Roads Act, 1888" (52nd Vic. No. 16), His Excellency the Administrator in Executive Council has been pleased to define the boundaries of the Dundas Roads Board District, as hereunder described, in lieu of those published in the *Government Gazette* of the 15th of February last, which are hereby cancelled.

A. R. RICHARDSON,
Commissioner of Crown Lands.

Bounded on the *North* by a line produced East from Mount Stirling to the 125th meridian of East longitude, and along it North to a point due East from the highest summit of the Wongan Hills, thence due East; on the *West* by the 120th meridian of East longitude; on the *South* by an East and West line passing through the highest summit of the Fitzgerald Peaks, and the sea coast; and on the *East* by the East boundary of the Colony.

On September 13, 1895, the Esperance Road Board District was formed when the area was excised from the original Dundas Road Board, which itself had been created in February of the same year. Elections for the first Esperance Road Board soon followed, with John Purchas elected Chairman, and the other elected members including Francis Daw, George Doust, Charles Keyser, Robert Symes, Robert Dunn and Laurence Sinclair.[191]

[191] Image Courtesy Government Gazette of Western Australia, 13 September, 1895

Esperance declared a Municipality.

PROCLAMATION

Western Australia, } to wit. }

ALEX. C. ONSLOW. (L.S.)

By His Excellency Sir ALEXANDER CAMPBELL ONSLOW, Knight, Administrator of the Government in and over the Colony of Western Australia and its Dependencies, &c., &c., &c.

WHEREAS by "The Municipal Institutions Act, 1895" (59 Vict., No. 10), the Governor is empowered, by Proclamation, to declare any Town or locality containing rateable property capable of yielding, upon a rate not exceeding One shilling in the pound on the annual value thereof calculated under the provisions of the said Act, a sum of Three hundred pounds, and declare and proclaim it to be a Municipality, and to define the boundaries of such Municipality: AND WHEREAS it is necessary, in order to determine the constitution of the Municipal Council, that the population of the Town or locality to be proclaimed a Municipality shall be declared by the Governor: AND WHEREAS it has been made to appear to the Administrator in Executive Council that the Town of Esperance contains rateable property capable of yielding the required amount levied as aforesaid, and should be proclaimed a Municipality: NOW THEREFORE I, the Administrator of the Government, with the advice of the Executive Council, in pursuance of the powers so vested in me by the said Act, do hereby declare the population of the Town of Esperance to be under One thousand: And I do, with the like advice, by this my Proclamation, declare and proclaim the Town of Esperance to be a Municipality, under the name, style, and title of "The Council and Burgesses of the Town of Esperance," and do also declare and proclaim the boundaries of the said Municipality to be as follows:—

BOUNDARIES OF THE TOWNSITE OF ESPERANCE.

Bounded by lines starting from the shore of Esperance Bay at a point situate 9 chains 52 links North, and 1 chain 52 links West from the South-East corner of East Location 1, and extending West 19 chains 61 links to the West boundary of said Location 1, and along it and the West boundary of East Location 4, North about 79 chains 67 links, thence East to the said shore of Esperance Bay, and along it Southward to the starting point.

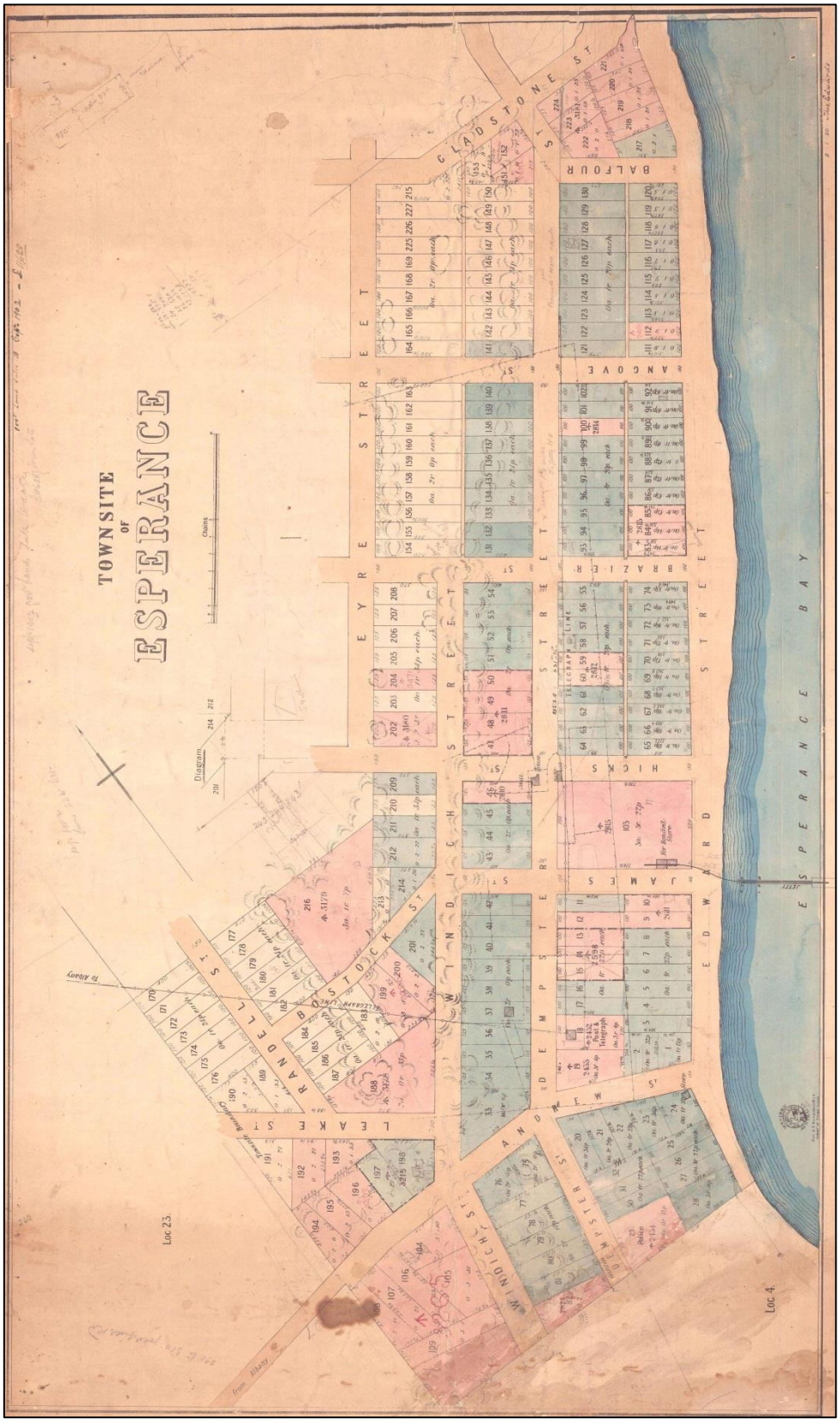
Given under my hand and the Public Seal of the said Colony, at Perth, this 25th day of September, 1895.

By His Excellency's Command,
JOHN FORREST.

GOD SAVE THE QUEEN!!!

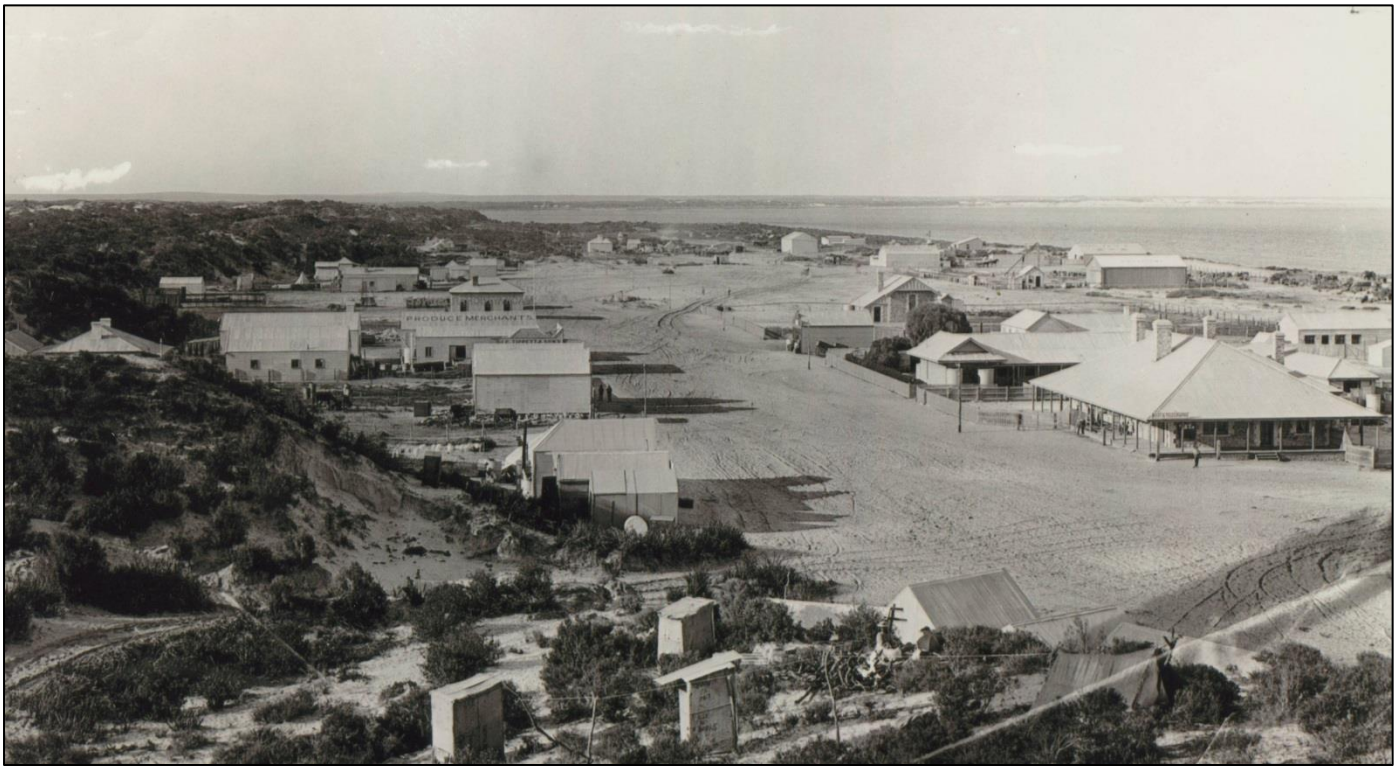
On September 27, 1895, notice of the town of Esperance offically being declared as a Municipality was formally published in the Government Gazette, and elections for a Municipal Council soon followed. The Esperance Road Board would later absorb the roles of the Municipal (town) Council (1895 to 1908) and later transitioned into the Shire of Esperance (1961).[192]

[192] Image Courtesy Government Gazette of Western Australia, 27 September, 1895



Demand for land in the booming town was growing with each passing day - this plan, dated January 9, 1896 shows how quickly Esperance had grown in a little over two years, expanding from 42 town lots in December 1893 to the 224 shown in this survey.[193]

193 Image Courtesy Esperance Museum



The first in a series of four panoramic photographs taken in February 1896, looking northeast along Dempster Street towards the few buildings that comprised Hampton Town (alternatively “New Town”, “Newtown”, the “Esperance Bay Company’s Town” and later “Castletown” - all correct names for the same place) and the Newtown Jetty, past the newly completed Post & Telegraph Office on the corner of Andrew Street (right of picture), the newly completed Government School (now RSL, right of centre) and an array of other new buildings and businesses that had sprung up in the rush to the goldfields. Signs advertising “Mackay Richardson & Co - Produce Merchants” and “J C Tippett & Sons” (plumber and ironmonger) can be seen on the northwestern side of Dempster Street (left of centre), while two buildings with the name “Burns, Philp & Co” brandished on their roofs can be seen further to the northeast (top right). Note that none of the now iconic Norfolk Island pine trees had been planted at the time of this photograph.[194]

[194] Photograph Courtesy Esperance Museum

The second in a series of four panoramic photographs taken in February 1896, looking eastward across Dempster Street and along Andrew Street past the two storey Grace Darling and Pier hotels towards a sailing ship berthed at the Town Jetty off James Street. To capitalise on the flood of people to and from the goldfields, the Royal and Esperance hotels, both single storey buildings in this picture (centre and right of centre respectively, southern side of Andrew Street), would also expand to two storey buildings later that same year.[195]

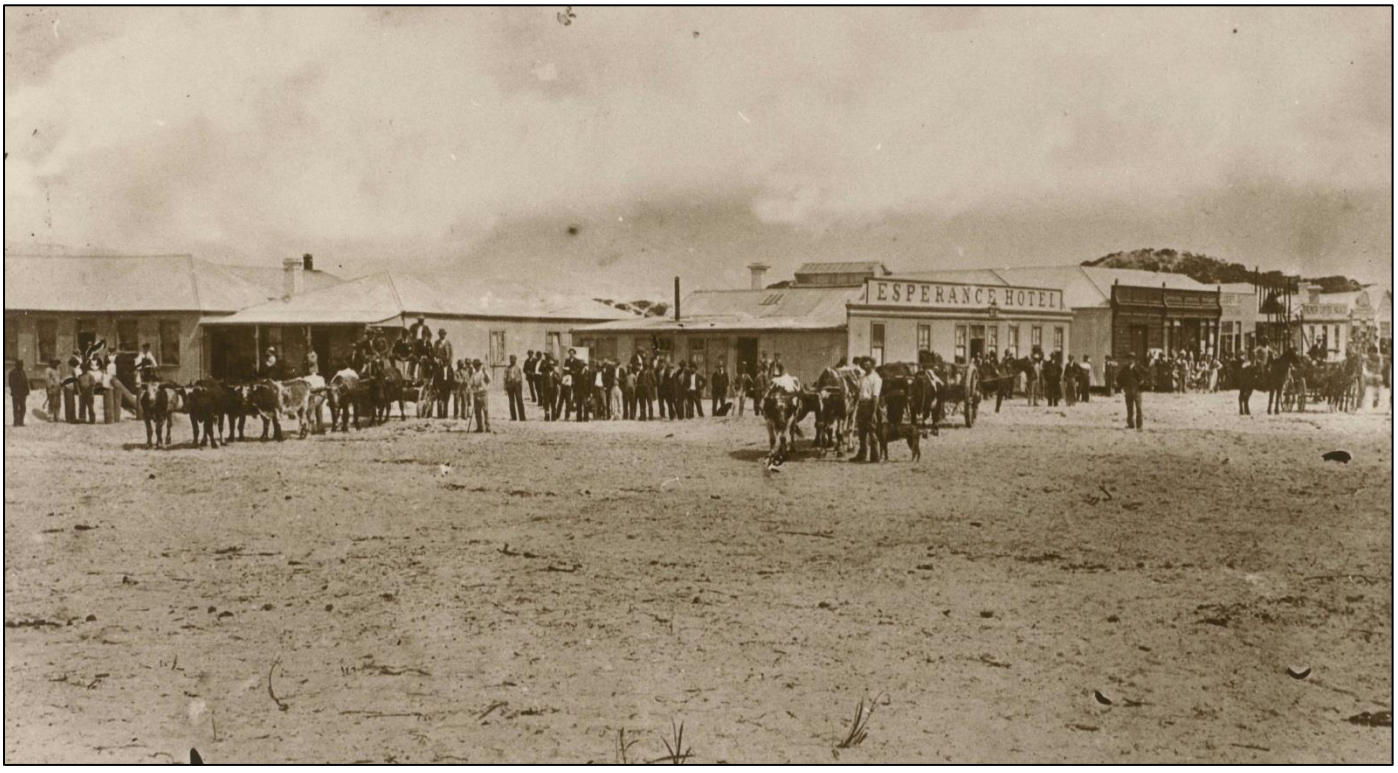
[195] Photograph Courtesy Esperance Museum

The third in a series of four panoramic photographs taken in February 1896, looking out to the southeast across the Recherche Archipelago. Businesses advertising along Dempster Street include the “Esperance Auction Mart” (which also has “General Storekeepers” written across the verandah of the same building), “Hosie & Stubbing - Horse & Cattle Salesmen” and “H. Hortin [Horton] - Greengrocer”.[196]

[196] Photograph Courtesy Esperance Museum

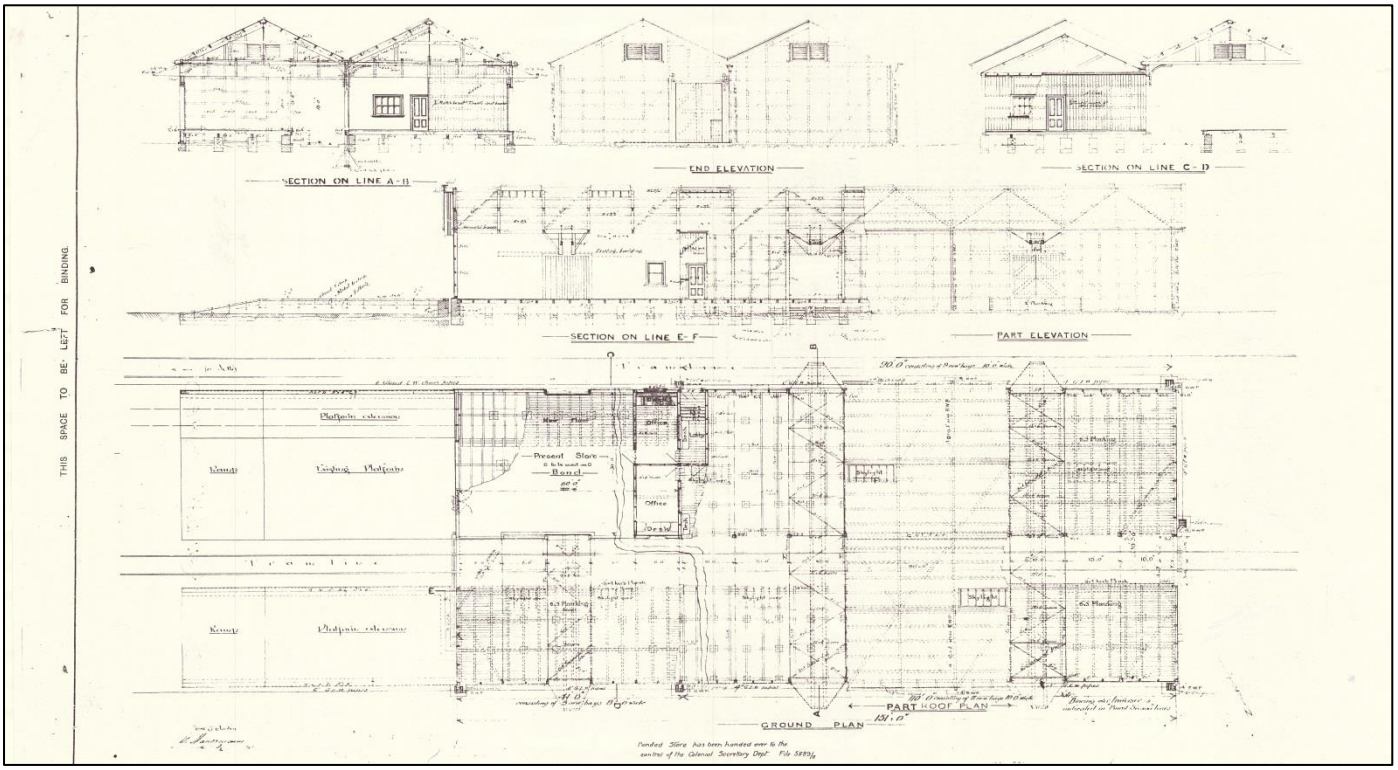
The fourth in a series of four panoramic photographs taken in February 1896, looking south along Dempster Street towards Dempster Head (Wireless Hill) and Dempster Homestead. A building marked “Timber Yard” can be seen immediately below Dempster Homestead (top right), while Dempsters’ wool shed and little jetty can just be made out nearer to the base of Dempster Head.[197]

[197] Photograph Courtesy Esperance Museum



Esperance thrived on the rush to the goldfields - these photographs, taken March 16, 1896 from the same vantage point on the corner of The Esplanade and Andrew Street, show the offices of George W. Gray & Co - General Merchants & Agents (top) while a second storey addition is underway on the Royal Hotel (bottom, far right). A new two storey addition to the Esperance Hotel would also be built that same year adjoining the existing building.(198)

198 Photographs Courtesy Esperance Museum

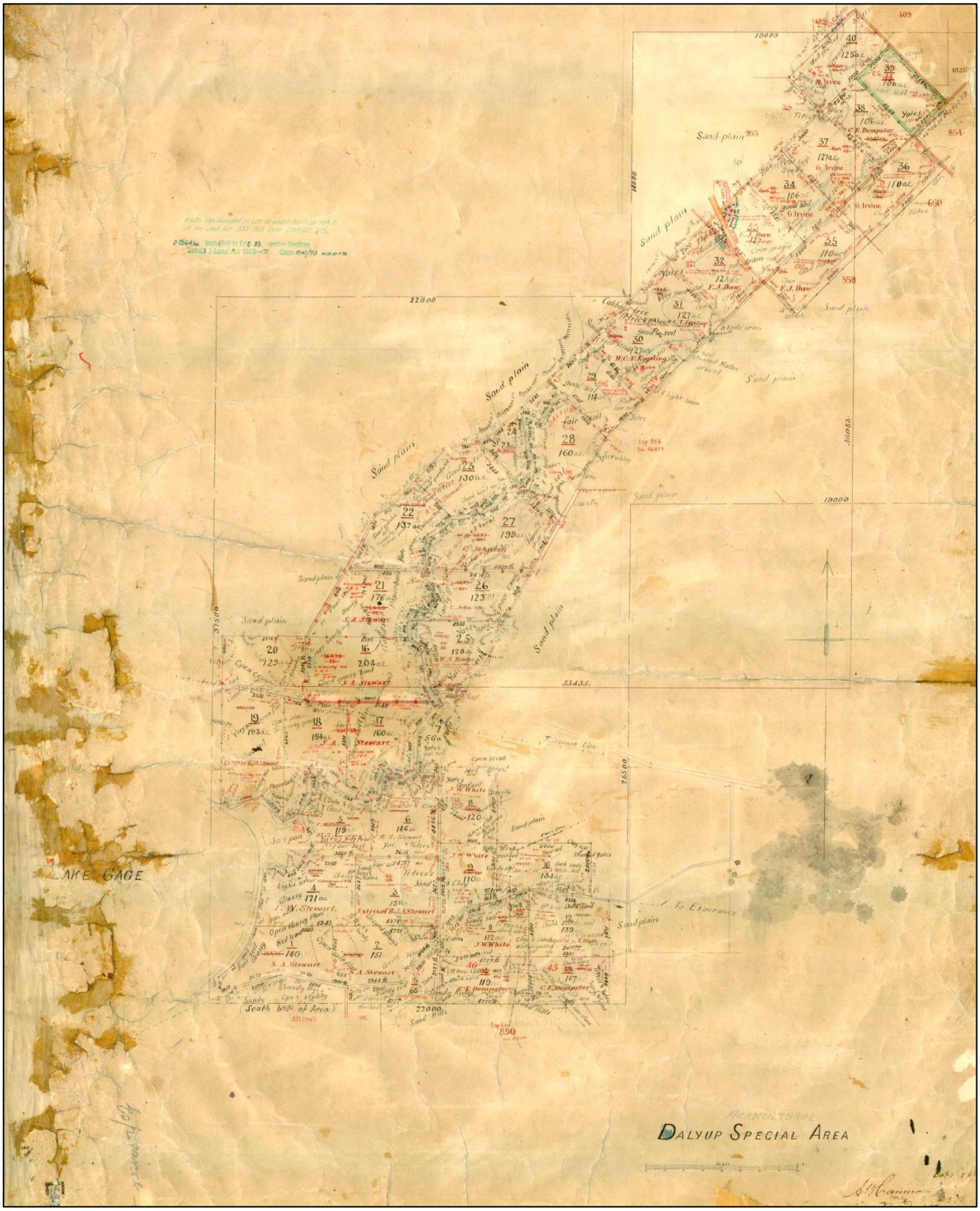


A view over the outskirts of town (top) towards the small H M Customs shed (now forms part of the Esperance Museum) circa mid to late 1896, which had been built the previous year in conjunction with the small 'Town Jetty' off James Street. In the years following this would become the Bonded Store when the Goods Shed (bottom, circa late 1896) surrounding this original section was completed.[199, 200, 201]

[199] Register of Heritage Places - Esperance Railway Precinct (State Heritage Office, 2012)
[200] Photograph Courtesy Esperance Museum
[201] Image Courtesy Esperance Museum

Singing in the rain - an artist's impression of miners celebrating "Christmas Eve at Esperance" as published in the *Coolgardie Mining Review* in December 1896.[202]

[202] Image Courtesy The Coolgardie Mining Review, 26 December, 1896



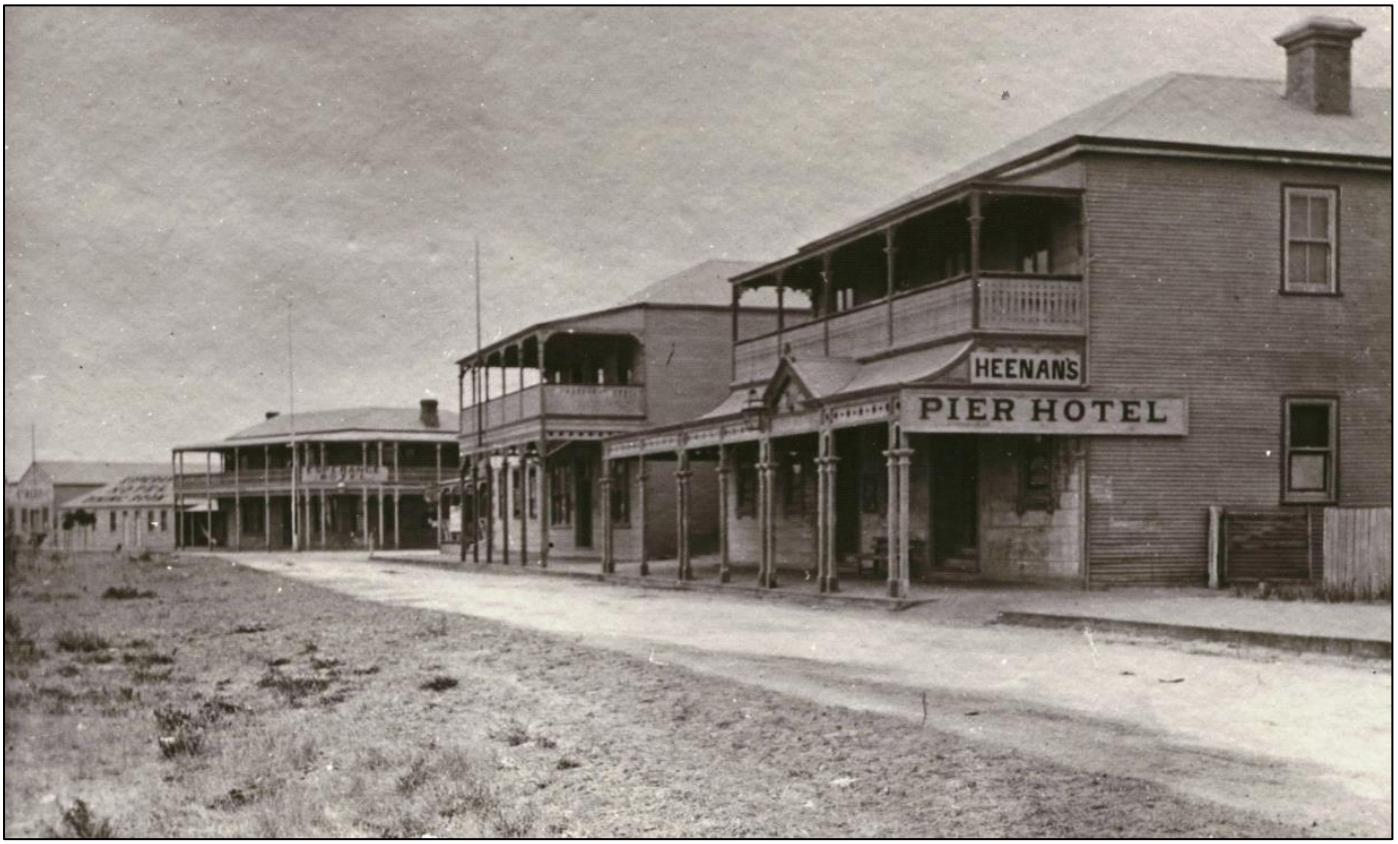
A survey by Alfred Canning dated September 7, 1896, showing land in the “Dalyup Special Area” or “Dalyup Agricultural Area” which opened for selection early the following year.[203] Similar small scale agricultural areas would also be trialled nearer to Esperance in Doombup and Myrup around the same time.[204]

[203] Government Gazette of Western Australia, 19 February, 1897

[204] Image Courtesy State Records Office of Western Australia (Item No. Esperance 15 Consignment No. 3869)

A spectacular show being put on for a crowd of onlookers standing in front of the Bijou Theatre, which opened to the public on September 9, 1896, next to Edward McCarthy's (E. J. McCarthy Senior) general store. The Bijou Theatre still stands, while McCarthy's store is long since gone, the only remaining links being the Bijou Theatre itself and the now towering Moreton Bay fig tree on William Street, planted behind the store the following year. This photograph was published in the *Kalgoorlie Western Argus* in 1903 and entitled "The Recent Show at Esperance - Mr D. F. Gollan's Hunter Clearing 3ft. 10in."[205, 206, 207]

[205] Opening of Bijou Theatre, 1896 (State Library of Western Australia)
[206] The Western Argus (Kalgoorlie), 21 April, 1903
[207] Photograph Courtesy Esperance Museum



With business booming, by late 1896, all four of the central hotels had undergone double storey expansions - left to right, the Esperance Hotel, the Grace Darling Hotel and the Pier Hotel, while the Royal Hotel is obscured from sight further along Andrew Street. This photograph, taken in 1904, gives an indication of how quiet Esperance had become when the Western Australian rail network left it stranded in late 1896, as soon thereafter, nearly all goldfields trade was redirected through Perth and Fremantle.[208]

[208] Photograph Courtesy Esperance Museum

Opening day at the Esperance Brewery on Dempster Street, October 31, 1896 - the company would struggle over the coming years, and a decade later the building was demolished and moved to Ravensthorpe which was thriving on the back of the Phillips River Goldfields.[209]

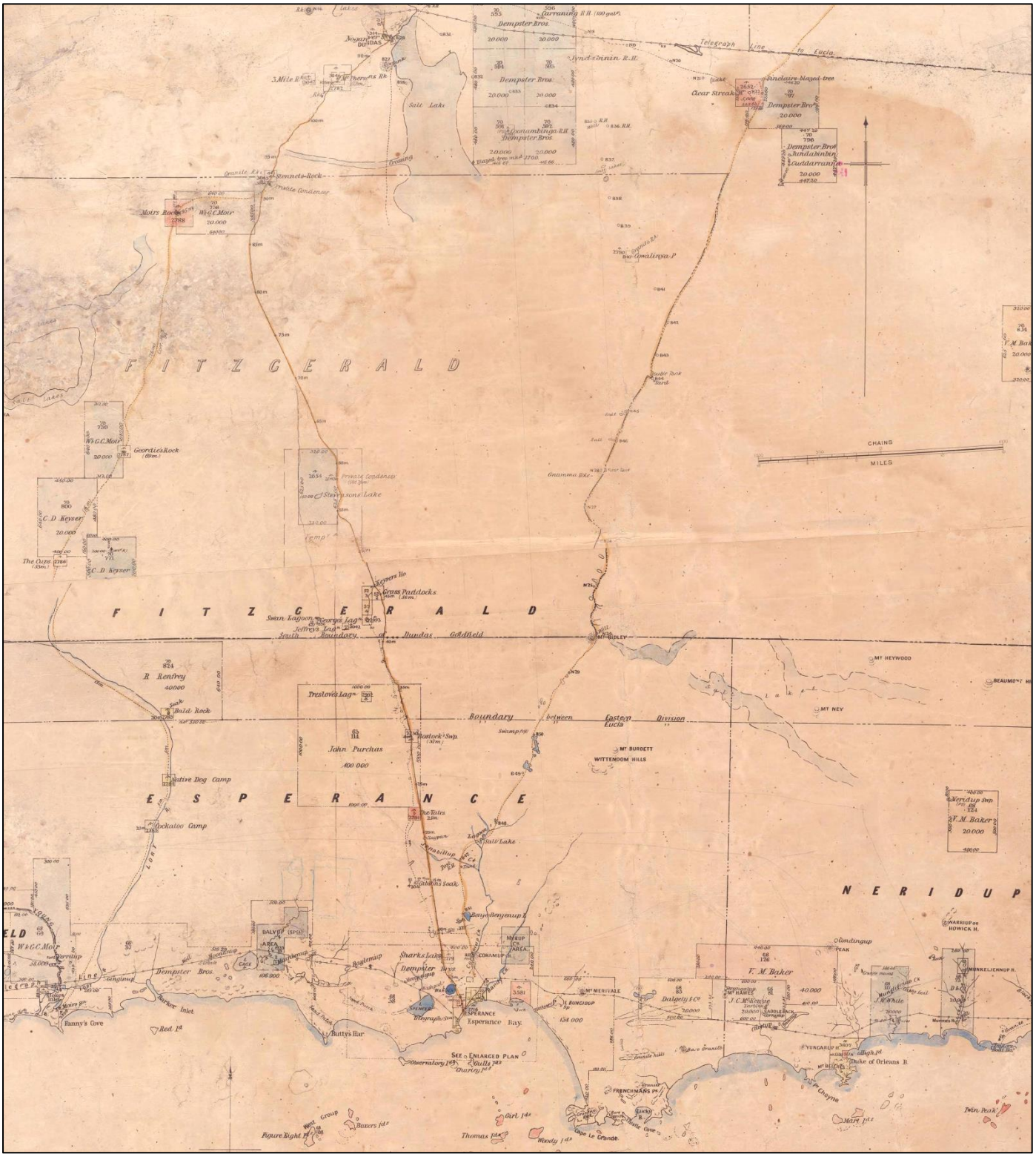
[209] Photograph Courtesy Esperance Museum

The Esperance Post & Telegraph office circa 1897, noting that the now iconic surviving Norfolk Island pine tree on the corner of Andrew Street and Dempster Street (right of picture) had only very recently been planted.[210]

[210] Photograph Courtesy Esperance Museum

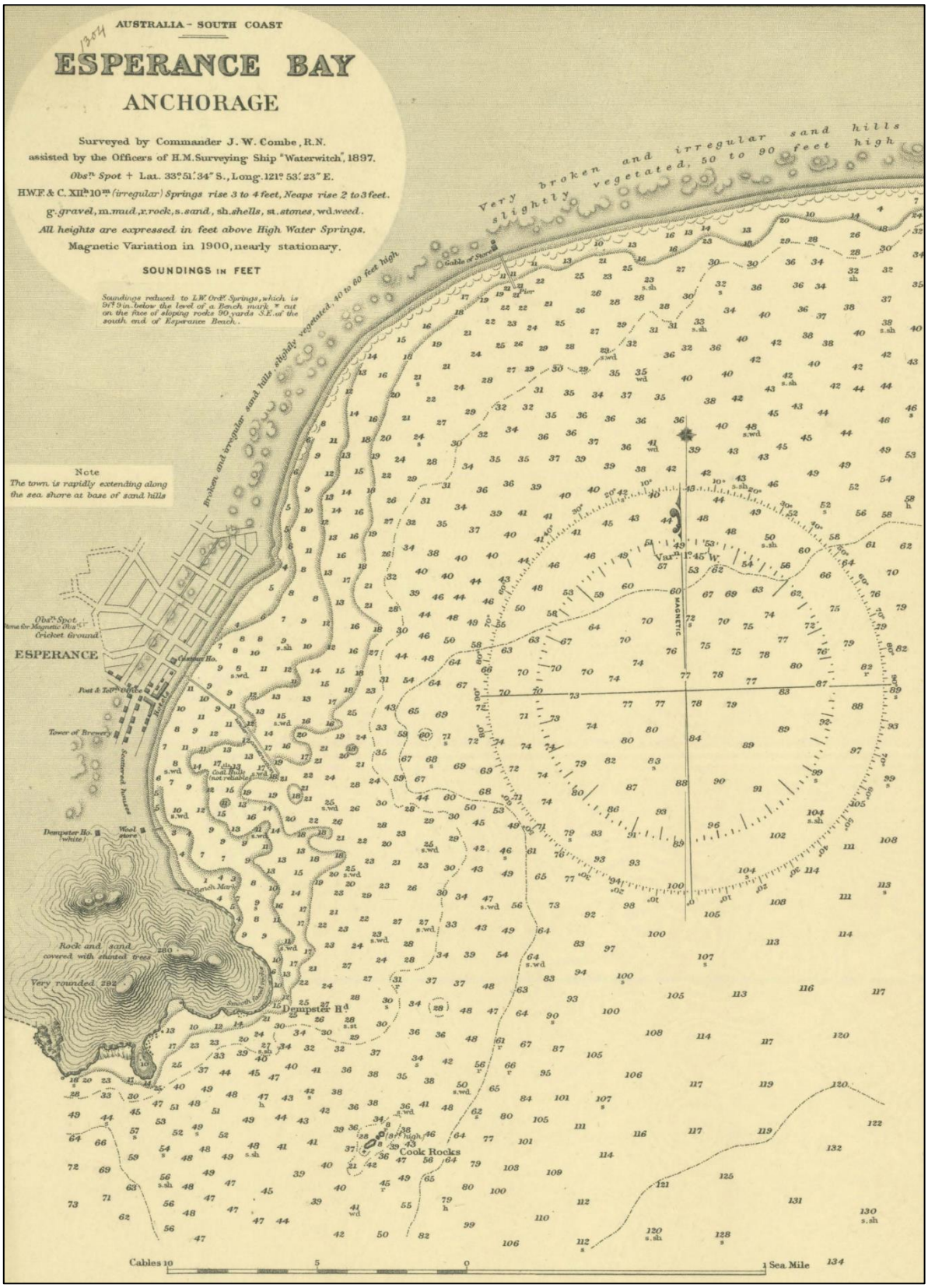
A cycle race from Esperance to Norseman kicks off in front of the offices of the *Esperance Times* newspaper on Dempster Street in 1897. Like many local businesses, the *Esperance Times* would close the following year as trade through the town came to a halt.[211]

[211] Photograph Courtesy Esperance Museum, Digital Editing and Corrections Courtesy Jon Creedon



An extract from a map dated February 19, 1897 showing the surveyed routes from Esperance and Fanny's Cove to the Dundas goldfields and the Dempster Brothers' holdings at Fraser Range. Esperance itself was little more than a port to the goldfields by this time, however pastoral leases and agricultural holdings were being developed with some good success, including, among others, the Grass Patch Farm ('Grass Paddocks' left of centre) and farms in the Dalyup and Myrup "Agricultural Areas".[212]

[212] Image Courtesy Esperance Museum

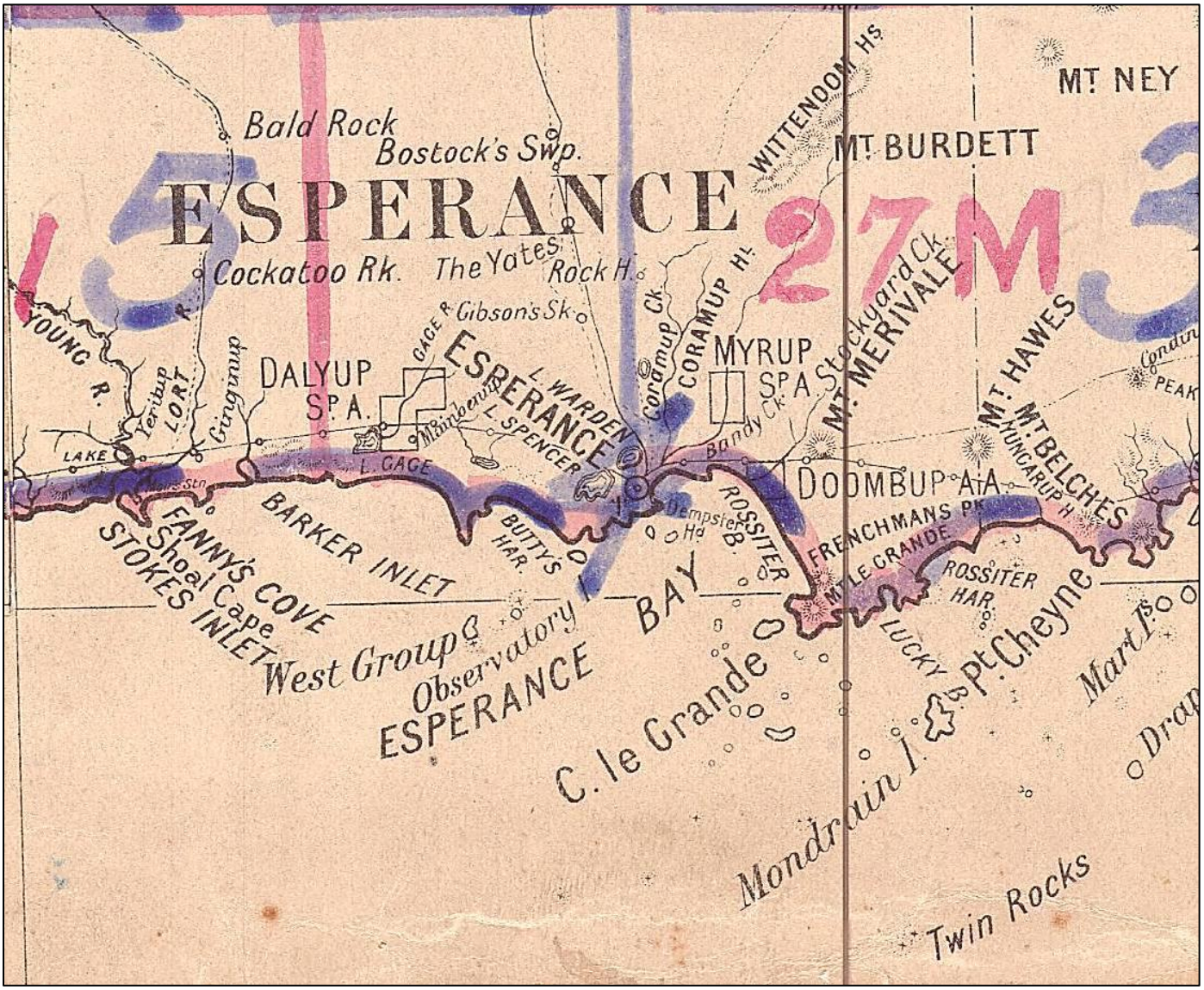


As shipping through the port had increased substantially in the preceding years, the first detailed surveys and soundings of Esperance Bay itself were undertaken by the *HMS Waterwitch* between February and March 1897.[213]

213 Image Courtesy Esperance Museum

About to embark on a journey to the goldfields - a camel team near the southern end of Dempster Street in 1897, with Dempster Head in the background. Teams like these had once travelled to and from Esperance every day to supply the burgeoning goldfields to the north, and the trade links they created had helped to build Esperance into a thriving town. In late 1896 however, the completion of the railway linking Fremantle to Kalgoorlie had left Esperance isolated, and the old trade routes through the port quickly became redundant. The teamsters and many other businesses soon moved their trade elsewhere, and Esperance soon found itself in the midst of a localised depression.[214, 215]

[214] The Esperance Chronicle, 6 April, 1898
[215] Photograph Courtesy Esperance Museum



In the mid to late 1890's, small scale agricultural areas were surveyed, trialled and established in a select few locations to the east and west of Esperance.[216, 217, 218, 219] This survey, extracted from a modified plan dated May 18, 1897 (showing later markups dating to October 30, 1900), shows the extent of the "Dalyup Special Area, the "Myrup Special Area" and the "Doombup Agricultural Area" which had all been surveyed and opened for selection around this time, with varying degrees of success for settlers who took up the land.[220, 221, 222, 223, 224]

[216] Myrup Agricultural Area - Field Book No. 50, W. H. Angove, 1895 (State Records Office of WA)
[217] Myrup Agricultural Area - Field Book No. 51, W. H. Angove, 1896 (State Records Office of WA)
[218] Survey of Dalyup Special (Agricultural) Area - Field Book No. 2, A. W. Canning, 1896 (State Records Office of WA)
[219] Subdivision of Special Area East of Esperance, Doombup et al - A. W. Canning, 1898 (State Records Office of WA)
[220] Open for Selection - Myrup Special Area - Government Gazette of Western Australia, 29 May, 1896
[221] Open for Selection - Dalyup Special Area - Government Gazette of Western Australia, 19 February, 1897
[222] Open for Selection - Doombup Special Area - Government Gazette of Western Australia, 24 July, 1903
[223] A Few Biographies - Stewarts - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[224] Image Courtesy Esperance Museum

SEE LETTERPRESS PAGE 9.

SIR JOHN AND THE MAID OF ESPERANCE.

(1)
The maid of Esperance she gives
Her sons some good advice :—
"You must not be like Kalgoorliars,
But must be meek and nice."

(2)
Sir John arrived in weird array
(Forsooth in armor bright).
But royal was the welcome there—
There was no sign of fight!

(3)
Quite at his ease John flirted much
With that fair maid down yon.
And she the artful little mi x
Did flirt as much with John.

(4)
She showed her harbor—peaceful, calm,
While seas ran high outside.
And muchly did he praise that port
(But wunked a wink aside).

(5)
He talked a lot of p'aces built
With public money there—
The maid at this could scarce repress
A longing for to swear.

(6)
Then, after seeing a'l the sights,
He bade that maid good-bye.
Most touching was that farewell, too,
With tears and many a sigh.

(7)
And when he'd gone, that maiden yelled
With curses quite a string—
"HE'S TALKED A LOT, BUT HANG ME IF
HE'S PROMISED ME A THING!!"

In May of 1898 the Premier of Western Australia, former explorer Sir John Forrest, visited Esperance on his way to Norseman - "He talked a lot, but hang me if he's promised me a thing!".[225]

[225] Image Courtesy The Coolgardie Pioneer, 14 May, 1898

THE LAST TRUMP.

Esperance is extinguished —" Miner " Telegram.

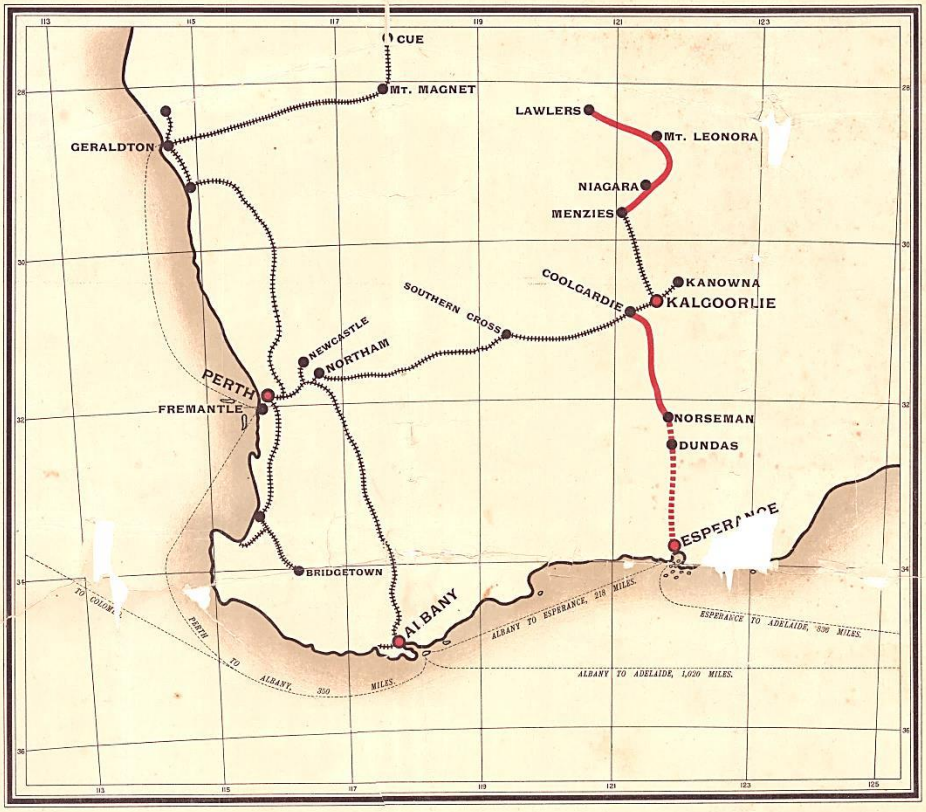
The death knell for Esperance sounded in May of 1898 when Premier Sir John Forrest advocated in favour of a railway line connecting Coolgardie to Norseman, choosing to leave Esperance isolated from the rail network.[226]

[226] Image Courtesy The Coolgardie Pioneer, 25 June, 1898

ISSUED BY THE ESPERANCE CHAMBER OF COMMERCE,

JULY, 1898.

PRESENT RAILWAY SYSTEM. PROPOSED NEW LINES. SUGGESTED LINE TO ESPERANCE.



ESPERANCE

IS

The NATURAL PORT of the Western Australian GOLDFIELDS.

ESPERANCE Railway Question.

IN Western Australia there are few questions which have excited more wide-spread attention than that of the Esperance Railway, and the subject has been discussed not only in Western Australia, but in the other colonies and in England.

Esperance is a very fine natural harbor situated on the south coast of Western Australia, about 220 miles east of Albany, and was brought into existence on the outbreak of the Norseman Goldfield, being distant about 120 miles from that important mining centre, and the first port of call from the eastern colonies.

The Forrest Ministry assisted in opening the port, declared Esperance a municipality, and sold the land at an upset price of £40 per block, receiving about £10,000 for town lots and £4,000 for garden areas.

With a view of obtaining a cheaper and quicker mode of transit an agitation was soon commenced for railway communication with Norseman, this being rendered necessary owing to the very heavy, sandy road between the two places. The cost of carriage to Norseman by wagons in two years amounted to £150,000.

Mr. A. Y. Hassell, M.L.A. (the member for the district at that time), in an interview with Sir John Forrest, in April, 1896, received the following assurance:—

The Government is willing to propose the construction of the line to Norseman whenever it is shown clearly that the field is good enough to justify the expenditure. It is not in favor of constructing it from Coolgardie. When it proposes it, it will have to start from Esperance.

In July, 1896, a joint deputation from Esperance and Norseman waited on the Premier in Perth, asking the Government to support a Bill for constructing a line to connect the field with its natural port. In the course of his reply the Premier (Sir John Forrest) said:—

He did not think, as some people might do, because Esperance might be antagonistic to Albany or Fremantle, that this was any reason for doing the place an injustice. No such narrow views were entertained by him.—*Vide* "*West Australian*," July 3, 1896.

On December 10, 1897, in an interview with a special representative of the *Chronicle*, Sir John said:—

He would go so far as to say that if he could not actually favor railway communication he would at least provide a more expeditious means of transit between Esperance and the goldfields than now exists. He was very pleased with the recent returns from Norseman.

During Sir John's visit to the district in May, 1898, he made use of the following expressions at Esperance:—

They had come here, like many more, to seek their fortunes, and assist in building up this immense colony. They were a part of Western Australia the same as he or any one else was. (Applause.) It was only right that they should receive fair treatment. Any public man who valued his reputation would admit that. . . . Before he went further he would like to say he was very well pleased with their harbor. (Cheers.) He thought it was an excellent one . . . and he thought very little was left to be desired in its accommodation. They had a very good start to become one of the chief ports in the colony. (Applause.) His (Sir John's) desire was, if he could really and properly do it, to assist and help them. (Hear, hear.)

At Norseman Sir John Forrest stated Esperance was the natural port of the Norseman Goldfield.

In the face of all these assurances the Forrest Ministry announces, in the Governor's Speech, its intention of connecting Coolgardie with Norseman, thus making Fremantle the port of the field. Fremantle is 480 miles from Norseman, Esperance 120 miles from Norseman.

In the Legislative Assembly during the debate on the Address-in-Reply, on June 22, 1898, Sir John Forrest said:—

Esperance will have to remain isolated. I have no doubt that what I say will not please the people of Esperance, but I cannot help that. My hearty sympathies are with the member for Dundas.

Norseman has unlimited quantities of low-grade and refractory ores, which could be profitably treated at Esperance, where there is an abundant supply of fresh water, cheap fuel, and cheaper labor than obtains on the fields.

Norseman draws most of her mining supplies from the eastern colonies, which would have to pass Esperance and travel 560 miles by sea to Fremantle, and then pay rail carriage on 480 miles, as compared with 120 miles from Esperance.

Travellers from the eastern colonies visiting Norseman, *via* Fremantle, would have to travel 920 miles further than *via* Esperance.

The following comparative cost of rail carriage to the people of Norseman, on some of the principal lines, will explain the position.

Carriage of Ores.

On the Norseman and Dundas Goldfields there exists enormous quantities of low-grade ore, which cannot be treated profitably on the field. This class of ore would furnish back loading, and could be run down to Esperance at 5s. per ton; to Fremantle, 20s. per ton. The former would be profitable, the latter unprofitable.

Passenger Traffic.

Passengers from Norseman would have to pay £4 to Fremantle 1st class, and £2 10s. 2nd class; to Esperance the fare would be £1 and 12s. 6d. respectively.

General Produce and Machinery Rates.

2,240 lbs. TO THE TON.

	Fremantle to Norseman, 480 Miles.			Esperance to Norseman, 120 Miles.			Difference in Favor of Esperance.		
	£	s.	d.	£	s.	d.	£	s.	d.
Flour ...	1	18	0	0	13	4	1	4	8
Sugar ...	4	14	7	1	12	11	3	1	8
Tea ...	8	15	10	3	3	4	5	12	6
Tobacco ...	8	15	10	3	3	4	5	12	6
Fruits ...	2	4	2	0	14	2	1	10	0
Machinery	6	11	0	2	8	7	4	2	5

Customs Revenue.

For the two years ending November 30, 1897, the Customs receipts at Esperance amounted to £54,230.

Esperance is entirely dependent upon the Norseman trade. The population, consisting of 700 people, has been induced to settle there on the representations of the Forrest Government, which sold the land, and has spent over £60,000 in building jetty, Customs sheds, public buildings, and grants to the Municipal Council and Roads Board for making roads, and the people of Esperance placed implicit reliance upon Sir John Forrest's statement to Mr. Hassell that when a line was justified it would start from Esperance. At that time (1896) population of Esperance was 1,500; number of buildings 242; estimated cost of material and erection £25,000. This is exclusive of Government buildings. The construction of the proposed line from Coolgardie to Norseman would reduce the population of Esperance to less than 400 souls.

Esperance has been the means of giving access to the Norseman, and has been the port of the field while it was in a struggling state, but now that its prospects are assured, and the trade is rapidly increasing, the Government proposes to divert the traffic in order that Fremantle may reap the benefit.

Esperance enjoys one of the most salubrious climates in Australia, and is one of the best natural harbors in Western Australia.

An offer to build a line from Esperance to Norseman has been made to the Government by a private company and is still open. The contract referred to requires no land grants or concessions, and gives the Government right to take over the line, at a price to be previously agreed upon, at any time by the Government giving twelve months' notice in writing of its intention to do so.

The object in publishing this map is to endeavor to effect an alteration in the Government proposal by making Esperance the starting point for the Norseman line. In the event of the Government proposal being adopted by Parliament, it is proposed to continue the agitation for an extension of the line to Esperance.

The arguments may be summarised as follows:—

1st.—The economical development of the Norseman Goldfields depends upon railway connection with its natural port.

2nd.—Esperance is the natural port of the Norseman field.

3rd.—A railway from Esperance to Norseman would materially reduce the cost of living on the fields.

4th.—The proper development of the Norseman field will materially assist in promoting the prosperity of the whole colony.

5th.—To ruin the port of Esperance solely for the purpose of increasing the trade of Fremantle is an act of gross injustice.

6th.—The Government has already expended about £60,000 on public offices, jetty and wharfs, Customs sheds, bonded stores, and other public works, thereby providing on a most extensive scale every facility for shipping, trade, and railway requirements.

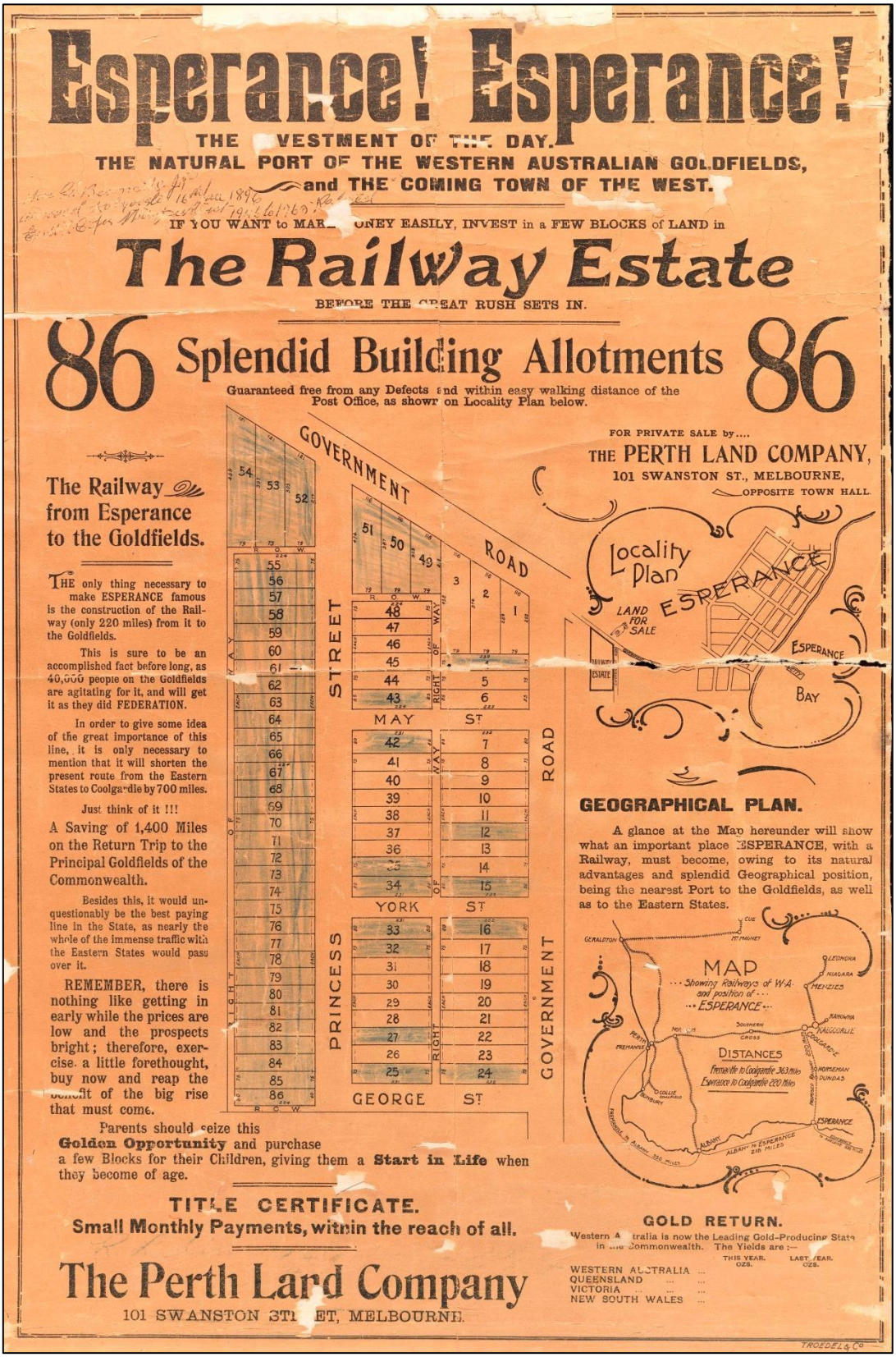
The whole question has now assumed a national aspect, and it is hoped this article will have the effect of drawing attention to this matter and disseminating information on the subject.

ESPERANCE Railway Question.

(Continued.)

With the future of their town hanging by a thread by July 1898, the Esperance Chamber of Commerce and the local population were desperately clamouring for a railway in an attempt to regain the lost trade from Coolgardie and Kalgoorlie that now went completely through Perth, believing firmly that this belonged to Esperance as 'the natural port of the goldfields'.[227]

[227] Image Courtesy Esperance Museum

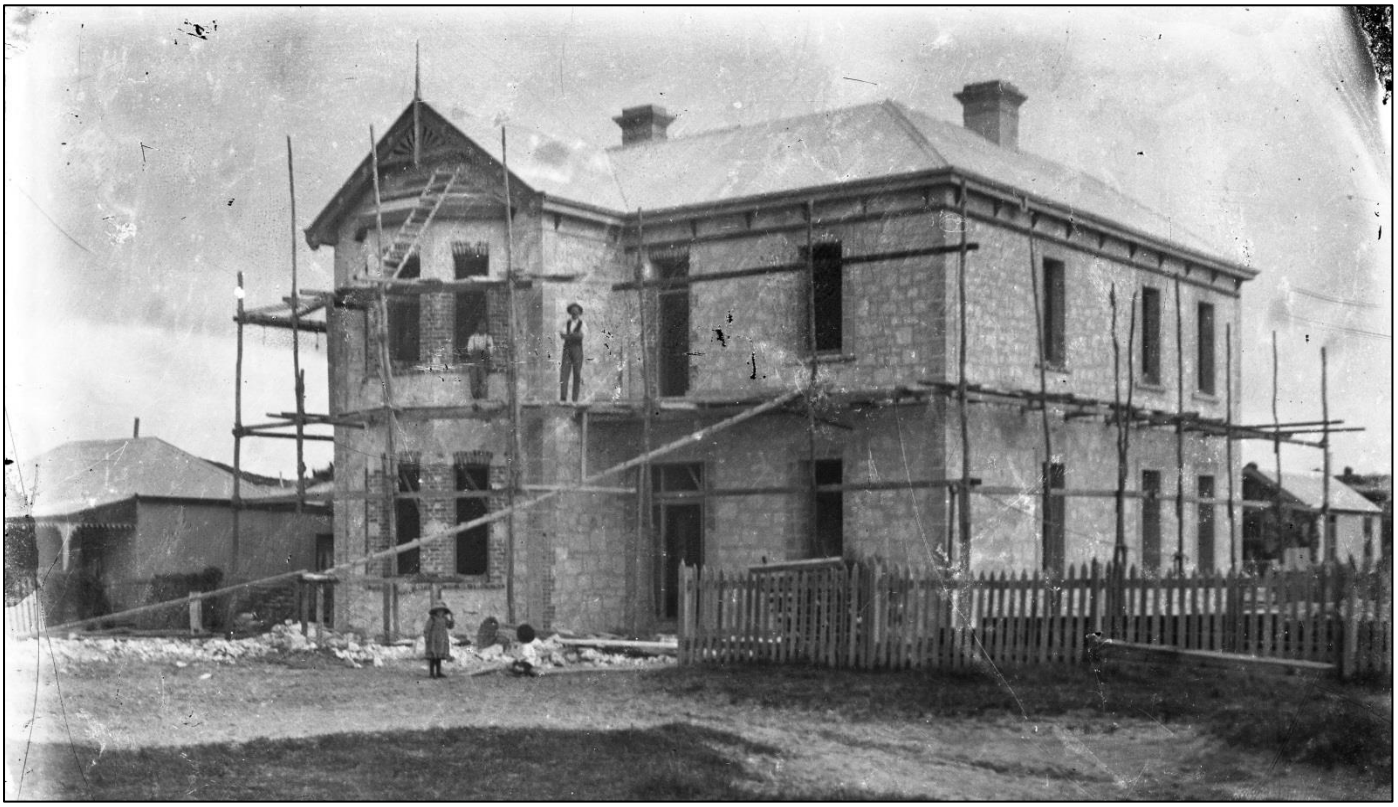


"Esperance! Esperance! The investment of the day, the natural port of the Western Australian Goldfields, and the coming town of the west." A poster dating circa 1901 advertising land for sale on and around Princess Street in Pink Lake - "The Railway Estate."[228]

[228] Image Courtesy State Library of Western Australia

A third bay, the farthest of the three bays in these pictures, was added to the Goods Shed circa 1898 (photos date circa 1903). In conjunction with the Bonded Store (former H M Customs shed), these buildings now form the Esperance Museum.[229, 230]

[229] Register of Heritage Places - Esperance Railway Precinct (State Heritage Office, 2012)
[230] Photographs Courtesy Daw Collection, Bottom Image Published in The Western Argus (Kalgoorlie), 21 April, 1903



Seen here under construction in 1903 and still standing to this day, the home of the legendary Captain Fred Douglas, “Bay View House” (alternatively “Bayview House” or later “Fairhaven”), formed an imposing feature in the Esperance skyline along Dempster Street with a commanding view of the bay and a regal design comparable only to that of Dempster Homestead (left of picture, top - note roof to be constructed and scaffolding around Bay View House).[231]

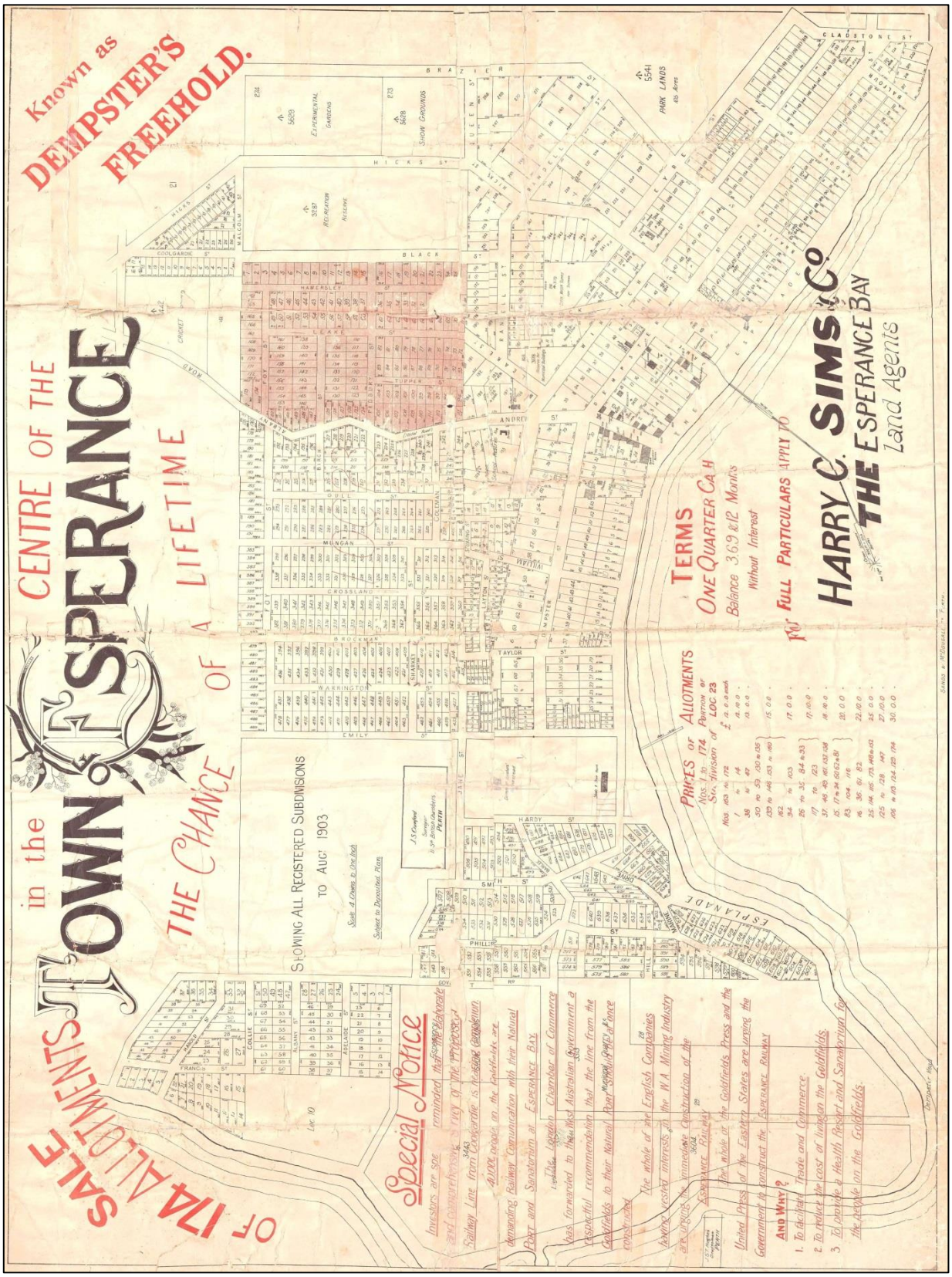
[231] Photographs Courtesy Daw Collection

A survey of “Esperance Shewing Dempster Town” circa August 1903. Much of this area had been subdivided back in 1894, however hoping to encourage further investment, lots were later advertised by Peet & Co starting from £12, subject to a £1 deposit and £1 monthly repayments.[232, 233, 234]

[232] The West Australian, 25 August, 1903

[233] Image Courtesy Esperance Museum

[234] Dempster Town - Deposited Plan 919; Approved 27 November, 1894 (Landgate, Western Australia)



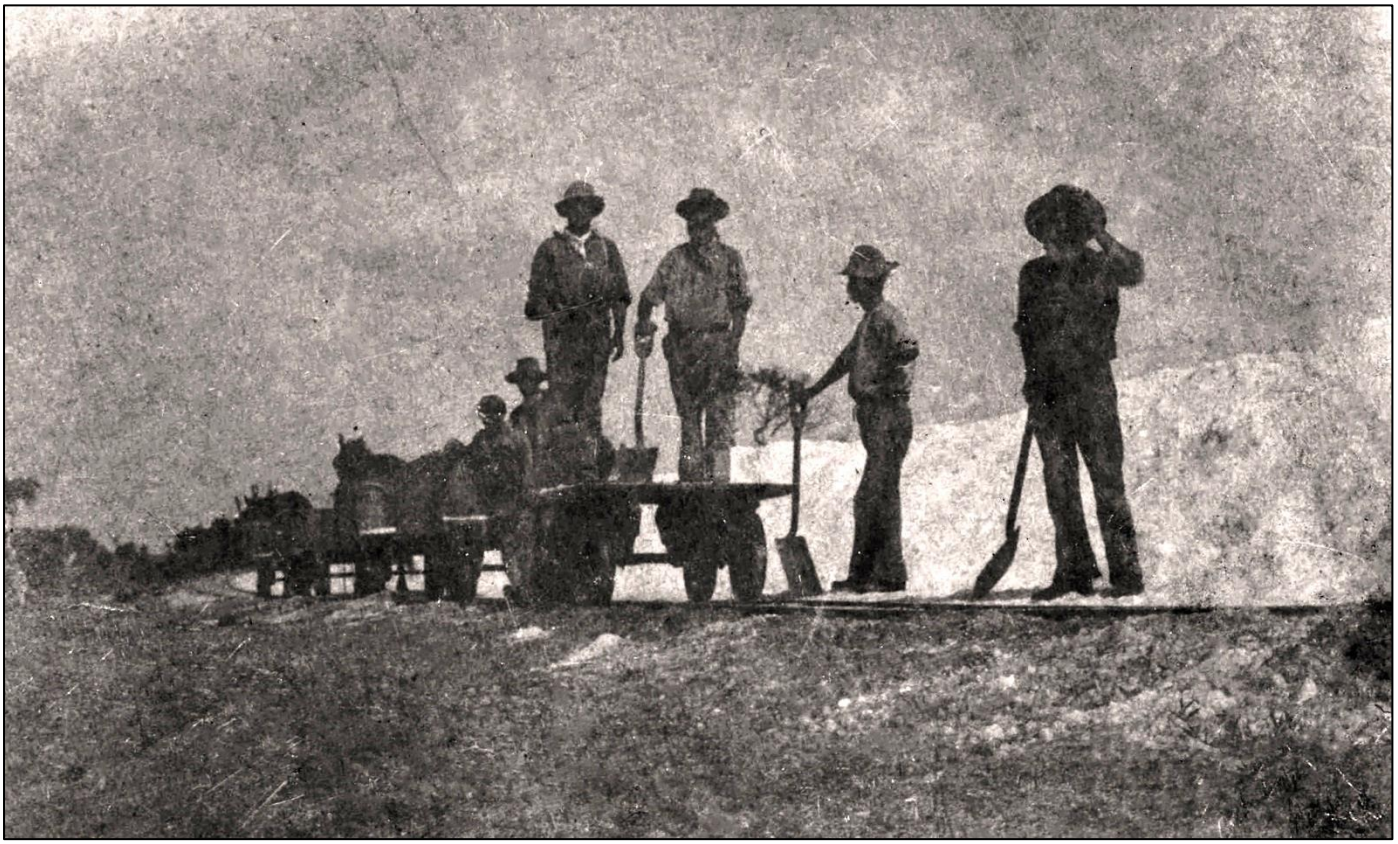
'Esperance - the Chance of a Lifetime' - a plan of the town by Henry 'Harry' Charles Sims & Co circa August 1903 that had been produced to market 174 new lots (shaded red), all of which were put up for sale later the same year, priced between £12 and £30.[235, 236]

[235] The Kalgoorlie Miner, 28 December, 1903

[236] Image Courtesy Esperance Museum

Life carried on in Esperance in spite of the depression being felt by many. This photograph from 1904 shows a team of shearers hard at work at the Dempster Brothers' Lake Wheatfield wool shed to the northeast of Esperance.[237]

[237] Photograph Courtesy Esperance Museum



Men at work at the salt mines on Lake Hillier, Middle Island, circa 1904. Note the horse or donkey drawn tramline being used to move the salt harvest from the lakes edge to vessels waiting in nearby Goose Island Bay.[238]

[238] Photograph Courtesy Esperance Museum, Digital Editing and Corrections Courtesy Jon Creedon

All quiet on the eastern front - a photograph taken from the balcony of the Grace Darling Hotel looking south along The Esplanade in 1904. Aside from the few people seated on the balcony of the Esperance Hotel, the town appears deserted, testament to how life in Esperance had become much harder since the days of the early gold rushes.[239]

[239] Photograph Courtesy Esperance Museum

Not a soul to be seen - Andrew Street on May 5, 1904. Although it appears deserted, many of the early settlers had invested everything they had in Esperance and still clung on in the hope that better times were just ahead.[240]

[240] Photograph Courtesy Esperance Museum, Published in The Western Argus (Kalgoorlie), 10 May, 1904

A slow day on Andrew Street, as viewed from the Esperance Hotel on the corner of The Esplanade in 1908. Sadly for the town at the time, the only notable recent growth had been in the now iconic and proudly still standing Norfolk Island pine tree (left of picture), while the early settlers who had decided to stay were doing it tough. Note in particular the gaps in between the stores on the far side of Andrew Street, the result of many local businesses having abandoned Esperance, often in favour of Ravensthorpe.[241]

[241] Photograph Courtesy Esperance Museum

The Municipal Corporations Act, 1906.
Municipality of Esperance.

ORDER IN COUNCIL.

At the Executive Council Chamber, at Perth, this 28th day of October, 1908.

Present:

The Honourables—The Colonial Treasurer (Senior Member).
The Attorney General.
The Colonial Secretary.

2841/07.

WHEREAS by Section 12 of "The Municipal Corporations Act, 1906," it is provided that the Governor may, from time to time, by Order in Council, dissolve any municipality and include the district thereof in any adjoining road district: And whereas a petition has been submitted, signed by a majority of the ratepayers of the municipal district of Esperance, praying that the Municipality of Esperance be dissolved and that the district thereof be included in the Esperance Road Board district: And whereas the said petition was publicly advertised in the *Government Gazette* on the 17th day of July, 1908: Now, therefore, His Excellency the Governor, by and with the advice and consent of the Executive Council, doth hereby dissolve the Municipality of Esperance and include the district thereof in the Esperance Road Board district.

BERNARD PARKER,
Clerk of the Council.

By His Excellency's Command,

J. D. CONNOLLY,
Colonial Secretary.

GOD SAVE THE KING ! ! !

On October 30, 1908, the abolition of the Municipality of Esperance was made official when formal notice of the dissolution of the Municipality was published in the Government Gazette of Western Australia. From that point on, the Esperance Road Board - which later became the Shire of Esperance - assumed the governance roles formerly held by the Municipal Council.[242]

[242] Image Courtesy Government Gazette of Western Australia, 30 October, 1908

The Period 1909 – 1929: Survival, the Mallee and the First World War

The farming potential of the 'Mallee country' had long been proven by the success of the Grass Patch Farm in particular from as early as 1894, while earlier and larger pastoral leases throughout the broader district had demonstrated the grazing potential of the surrounding country for many years prior.[243, 244] In 1902, these factors were combined in a report on the 'suitability for the settlement of the Esperance-Dundas country' by James Wharton White which would culminate in a small land release near Grass Patch and Salmon Gums later that same year, however in the absence of rail and with Esperance still feeling the effects of a depression, little else would eventuate from this in the short term.[245, 246] On February 11, 1909, the rail line connecting Coolgardie to Norseman was formally opened, and the perceived inevitable eventuality of an Esperance connection led to a heightened interest in the nearby farming land, particularly along the surveyed rail line.[247, 248] A local advocacy group, known as the Esperance Land Settlement League and chaired by James Wharton White, became heavily involved in the promotion of the Mallee country with the aim of inducing farming families to the area and the hope of reviving the struggling district, and slowly but surely word spread, and settlers started to trickle in.[249, 250, 251]

In spite of the handful of new settlers in the district, an Australia wide census in 1911 recorded a grand total of only 435 people across the Esperance Census District, which covered 29,840 square miles - 13,413 square miles more than the Shire boundaries of today - inclusive of the country "…to the south of the Dundas Townsite, and between the Phillips River goldfield in the west and the Eucla district in the east, and includes, also, the Fraser's Range and Balladonia districts eastward of Norseman."[252, 253] With the future of Esperance still delicately hanging in the balance, the highly anticipated railway was again a hot topic of discussion, and that same year a bill for the construction of the Norseman-Esperance line was introduced and passed by the Legislative Assembly, though subsequently rejected by the Legislative Council. Rather than letting this finally destroy the community that these early settlers had built from the ground up, years of hardship and isolation had left the remnant few as an iron-willed population, and fortunately for Esperance as we know it today, these hardened locals did not simply accept this defeat, instead rallying yet again with a voice that would soon be heard.[254]

With so much uncertainty surrounding the ongoing rail issue, 1913 would nonetheless see Esperance better connected with the outside world, albeit via a very different means. Under new legislation known as the Navigation Act of 1912, any vessel travelling to foreign waters, built in Australia or trading in Australian waters which was capable of carrying fifty or more persons was now required to be equipped for wireless communication. In order for the rollout of this new wireless communication technology to succeed, a series of land based relay facilities became necessary, and on July 21, 1913, the Esperance Wireless Station (known today as the OTC Station or Overseas Telecommunications Commission Station) was commissioned, forming part of a network stretching from east to west across Australia and connected to the rest of the world via Darwin.[255, 256]

On July 28, 1914, the outbreak of the Great War in Europe swiftly put the relative insignificance of the hardship being experienced in Esperance back into context. The new Esperance Wireless Station (OTC) was soon commandeered by the Navy, and in order to protect this now vital link in the network, a small guard was posted in the town just in case "…any of the German Kaiser's roving ships of war decided to attack". As was commonplace across the country, scores

[243] The Grass Patch; Kayleen and Brendan Freeman - Faith, Hope & Reality (Penny Blumann, 1995)
[244] The Norseman Times, 10 December, 1898
[245] The West Australian, 3 April, 1902
[246] The Norseman Times, 9 September, 1902
[247] Coolgardie - Esperance Railway, Surveys & Field Books, C. H. Babington, 1903 et al (State Records Office of WA)
[248] The Norseman Times, 11 February, 1909
[249] The Kalgoorlie Miner, 30 June, 1909
[250] Report of the Royal Commission on the Mallee Belt and Esperance Lands (Royal Commission, 1917)
[251] The Kalgoorlie Miner, 21 July, 1910
[252] The Daily News (Perth), 19 May, 1911
[253] Census of the Commonwealth of Australia, Volume 1 - Statisticians Report (ABS, 1911)
[254] The Kalgoorlie Miner, 25 December, 1911
[255] The Seawatchers: The Story of Australia's Coast Radio Service (Lawrence Durrant, 1986)
[256] The West Australian, 25 January, 1913

of locals enlisted to fight, and before the war ended, many in the Esperance district would know the pain of losing friends, family and loved ones.[257, 258]

In the meantime however, while war raged in Europe, life had to carry on in Esperance. With Norseman now linked to the goldfields and the rest of the state via rail, the formerly vital trade routes from Esperance to Norseman were now rarely used, and in effect, Esperance had become completely isolated. Among other areas in the Mallee, agriculture in the budding Scaddan district was showing promising signs. With teamsters and travellers on the track between Esperance and the goldfields now all but a relic of the past, Fred Gilmore, who had built and run the Lake View Hotel about half way between Salmon Gums and Dundas twenty years prior, decided to relocate and revitalise his business by constructing a Temperance Hotel in what would later become the town of Scaddan.[259, 260] Scaddan, originally known as 'the 30 Mile' in reference to the distance from Esperance to one of the early water condensers on the Norseman track, derived its name from the Premier of the day, John 'Jack' Scaddan, and it was his Government which would eventually see a railway constructed from Salmon Gums through to Esperance.[261, 262]

Developing farm land all the way through to Salmon Gums was showing good potential, and it was a commonly held sentiment that the agricultural possibilities alone justified the need for a rail in order to make these properties and their produce financially viable.[263] On February 10, 1915, the West Australian Parliament finally assented to legislation known as the Esperance Northwards Railway Act which had been tabled several years prior and in effect, approved a sixty mile stretch of rail from Esperance to Salmon Gums, terminating near the old 58 Mile Condenser.[264, 265] The following month, Premier Scaddan and a ministerial party arrived in Esperance and were heartily welcomed as a result of the hope that this new rail gave the district, while the news that the Scaddan Government intended to fight for a rail extending all the way through to Norseman only added to the excitement felt in the town.[266] The first shipload of materials for the Esperance Northwards Railway arrived in September 1915, and construction on the new line commenced with a formal 'turning of the first sod' ceremony held on Saturday, March 4, 1916.[267, 268] For a variety of political reasons, though also as a direct result of the shortage of man power available during the Great War, it would however be many years before the Esperance Northwards Railway was completed, and more than a decade before the final connections were made between this section and the goldfields to the north.[269, 270]

With minimal progress being made on the rail, the big news for Esperance in 1916 came in the form of the Royal Commission on the Mallee Belt and Esperance Lands, a report produced by a committee chaired by Charles Edward Dempster Junior, the son of 'Edward' Dempster (Charles Edward Dempster Senior, who had passed away in 1907) who, together with his brothers William and Andrew, had explored the area in 1863 and would settle nearby the following year.[271, 272] In spite of the ominous sounding title, the report sought only to investigate the possibilities for increased farming in the 'Mallee Belt', and to advise the Minister for Industries on any experimental work that could potentially further encourage such development. The committee interviewed selectors and farmers from across the Esperance district seeking to collate and learn from their intimate knowledge of the area, and their findings were later released in July 1917 together with a long list of recommendations including, among others, the immediate progression and continuation of the railway through to Norseman and an array of financial assistance measures to be made available to selectors.[273] While the Royal Commission's report painted an interesting picture as to how the early settlers were faring in their development of the broader district, as a standalone document, the report and the recommendations therein

[257] The Kalgoorlie Miner, 22 December, 1919
[258] Esperance Wireless Station - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[259] The Miner (Norseman), 19 August, 1896
[260] Recollections of Lake View, 1 January, 1983 (Gordon Gilmore, 1983)
[261] The Westralian Worker (Perth), 2 August, 1912
[262] The Kalgoorlie Miner, 5 April, 1915
[263] The Sunday Times (Perth), 10 March, 1912
[264] The Kalgoorlie Miner, 27 December, 1912
[265] Esperance Northwards Railway Act, 1914
[266] The Kalgoorlie Miner, 26 March, 1915
[267] The Kalgoorlie Western Argus, 28 September, 1915
[268] The Kalgoorlie Miner, 7 March, 1916
[269] The Kalgoorlie Miner, 29 August, 1919
[270] The West Australian, 9 September, 1927
[271] The Perth Gazette and Independent Journal of Politics and News, 25 September, 1863
[272] The Dempster Brothers Esperance Bay Station - The Dempsters (Rica Erickson, 1978)
[273] Report of the Royal Commission on the Mallee Belt and Esperance Lands (Royal Commission, 1917)

could do little to entice additional settlement, much of which was still dependant on the completion of the Esperance Northwards Railway, which would in turn demonstrate to prospective settlers that the Government had confidence in the potential of the area for agriculture.[274]

On November 11, 1918, an armistice in Europe finally saw the Great War brought to an end, though at the cost of millions of lives.[275] During the course of the war, seventy-eight men from the Esperance district had enlisted, and of these, twenty had been killed in action.[276] For those who had survived, limited local assistance was made available for the repatriation of returned soldiers in some of the developing farming country, however this was not made easy, not well promoted and the scheme was initially further restricted to those men who were "bona fide residents prior to enlistment", thus doing nothing to entice new settlers to the Esperance district.[277, 278] In spite of this, a number of returned soldiers still made the decision to settle nearby in the years following, primarily in the hope that construction on the Esperance Northwards Railway would soon recommence, and that in so doing, this would breathe a renewed life into the area.[279]

Nearer to town, the local salt works had battled on through many of the more difficult times in the as yet brief history of Esperance, and in the years following the war, this ever-reliable industry was able to provide at least a small amount of employment.[280, 281] In the company of whaling and sealing, salt mining from Lake Hillier on Middle Island had been among the oldest industries operating in the district, having initially been carried out to preserve pelts produced by the sealing trade in the early nineteenth century, though later being extracted for commercial sale in its own right.[282, 283, 284] In Esperance itself, commercial salt mining from Pink Lake (Lake Spencer) had begun in 1896 following the formation of a syndicate headed by the highly entrepreneurial Edward James McCarthy who had arrived in town while Esperance was still thriving on the back end of the rush to the goldfields.[285] By 1920, salt mining was reported to have become "practically the only industry in town", as the small community continued to suffer from the effects of ongoing segregation from the rest of the state, however the developing agricultural areas and trade possibilities reopened on the back of the imminent railway would soon revive the ailing fortunes of Esperance.[286, 287]

By 1921, the local population had increased from 435 in 1911 to a total of 713 across the district, or at least, that was what the census data showed. More accurately however, in the interim, the sparse population throughout the broader area surrounding had seen the boundaries of the Esperance Census District expanded from 29,840 square miles in 1911 to cover a total of 46,120 square miles in the 1921 census, rendering any comparison between the two censuses obsolete. With a vastly increased sample area in 1921, the larger catchment would have inflated the total population count, and in any case, growth in the district to this point in time had been noticeably slow due to continued isolation and the ongoing struggle to connect Esperance to the goldfields by rail.[288]

Construction on the Esperance Northwards Railway had finally recommenced in early 1921 after having been placed on an indefinite hiatus several years earlier. In part, this "temporary hold" had been due to the war, though many of the more vocal locals believed that it was directly the result of the same vested political interests that had held the rail and Esperance back in the first place. Irrespective of these setbacks and a few similar issues the following year, by 1923, "full working order" on the rail construction had been restored, and talk about the district was now shifting to the Salmon Gums to Norseman section on the railway line; the aptly named "missing link" which would finally connect Esperance with the goldfields and the rest of the state.[289] On December 31, 1924, this missing link in the form of the Norseman-

---

274 The Kalgoorlie Miner, 16 May, 1921
275 World War One (https://en.wikipedia.org/wiki/World_War_I), Retrieved 2016
276 Esperance District Honour Roll and Gordon Gilmore's History of Esperance RSL (Esperance Museum)
277 The Kalgoorlie Miner, 30 August, 1919
278 The Kalgoorlie Miner, 4 August, 1920
279 The Kalgoorlie Miner, 5 April, 1920
280 Report of the Royal Commission on the Mallee Belt and Esperance Lands (Royal Commission, 1917)
281 The Kalgoorlie Miner, 2 June, 1920
282 The Australian (Sydney), 9 December, 1826
283 The Sydney Herald, 9 April, 1835
284 The Inquirer and Commercial News (Perth), 2 March, 1864
285 The Municipality of Esperance, 1895 - 1898 - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
286 The West Australian, 24 April, 1915
287 The Kalgoorlie Miner, 10 May, 1920
288 Census of the Commonwealth of Australia (ABS, 1921)
289 The Kalgoorlie Miner, 8 August, 1923

Salmon Gums Railway Act was finally assented to by Parliament, and this marked the beginning of a new chapter in the history of Esperance.[290, 291]

As the Esperance Northwards Railway progressed steadily towards completion, five new townsites had been periodically surveyed and Gazetted by the middle of 1925 at a select handful of the rail sidings, including Gibson (Gazetted October, 1921), Scaddan (February, 1924), Grass Patch (August, 1923), Red Lake (August, 1922) and Salmon Gums (February, 1925). A Government Reserve had also been set aside for a townsite at Fleming Grove (Reserve 16785 - shown on maps as either “Fleming Grove” or “Bostock” just to the north of Gibson) in 1917, though for reasons unknown this would never develop beyond a rail siding. In the years following, towns would also be surveyed at the Truslove (Gazetted March, 1927), Dowak (August, 1928) and Circle Valley sidings, though the latter was never formally Gazetted. In some cases, as quickly as land had become available in these new townsites, speculators had been just as swift to pounce on and develop some of the better locations, hoping to capitalise when the imminent rail links to the goldfields eventuated.[292, 293, 294, 295, 296, 297, 298, 299, 300]

By mid 1925, the Esperance Northwards Railway line had finally been completed, and construction on the Norseman to Salmon Gums section was able to start soon after. With the Government now beginning to invest in critical infrastructure throughout the area, a renewed public interest soon followed, and a new wave of settlers began to arrive.[301, 302] In Grass Patch and Salmon Gums, new hotels to replace the now redundant wayside inns were soon under construction, as were stores, post offices and a variety of other buildings in both of these locations as well as at Red Lake, Truslove and Circle Valley.[303, 304] Encouraged by the rail and the seemingly boundless prospects of the developing district, this flood of new settlers had also brought with it an array of young families, and with such large numbers arriving throughout the Mallee, education quickly became a priority. Accordingly, and with a good deal of pressure on the Education Department from vocal district progress associations, in the ensuing years new schools were soon periodically established in several of these budding farming centres, including those at Grass Patch (1927 to 1934 and 1966 to 2016), Rich Meadows (1927 to 1942), Claverly (1917 to 1936), East Circle Valley (1928 to 1946), East Dowak (1930 to 1931), Kumarl (1932 to 1941), Red Lake / West Red Lake (1927 to 1945), Truslove (1932 to 1941), Salmon Gums (1926 to present) and West Scaddan (Lake Echo, 1934 to 1949).[305]

Esperance itself was also reaping the benefits, and for the first time in a long time, business in the formerly sleepy port was once more steadily improving. By early 1927, works on the Norseman-Salmon Gums Railway were all but finished, and in the evening of February 11 that year, the “first through train” arrived in Esperance from Coolgardie, signifying the informal completion of “the missing link” between Esperance and the goldfields.[306] A formal ceremony celebrating the completion of the full line was later held on Saturday, September 10, 1927, and from that point on, tourism and trade through the port once again became major industries in the town.[307] Although travel by train initially took the better part of a full day to get from Kalgoorlie to Esperance, the railway nonetheless represented a vast improvement on any other transportation method available at the time, and the service quickly gained in popularity.[308] In an effort to improve the speed of the service, a special express train known as the ‘Esperance Flyer’ - capable of doing the trip from Kalgoorlie to the coast in thirteen hours - was soon put into operation during holiday periods, and this quickly became a favoured

[290] The Kalgoorlie Miner, 8 February, 1921
[291] Norseman-Salmon Gums Railway Act, 1924
[292] Gibson Townsite - Government Gazette of Western Australia, 21 October, 1921
[293] Scaddan Townsite - Government Gazette of Western Australia, 15 February, 1924
[294] Grass Patch Townsite - Government Gazette of Western Australia, 3 August, 1923
[295] Red Lake Townsite - Government Gazette of Western Australia, 11 August, 1922
[296] Salmon Gums Townsite - Government Gazette of Western Australia, 6 February, 1925
[297] Fleming Grove, Townsite Reserve 16785 - Government Gazette of Western Australia, 7 September, 1917
[298] Truslove Townsite - Government Gazette of Western Australia, 11 March, 1927
[299] Dowak Townsite - Government Gazette of Western Australia, 10 August, 1928
[300] The Kalgoorlie Miner, 20 July, 1925
[301] A Sense of Back Home on Gorya Farm; Jill Graham - Faith, Hope & Reality (Penny Blumann, 1995)
[302] Register of Heritage Places - Salmon Gums Research Station (State Heritage Office, 2009)
[303] The Kalgoorlie Miner, 23 February, 1927
[304] The West Australian, 9 September, 1927
[305] Historic Mallee School Trail (Esperance Bay Historical Society & Esperance Museum, 2005)
[306] The Sunday Times (Perth), 13 February, 1927
[307] The Kalgoorlie Miner, 12 September, 1927
[308] The Kalgoorlie Miner, 6 April, 1927

form of travel for those escaping the heat of the goldfields for a breath of fresh air by the coast.[309, 310] One authoritative contemporary account, expressing a commonly held sentiment, recorded that had the rail been built "…ten or fifteen years earlier, the Esperance-Goldfields area would today be carrying probably a hundred thousand people" and then further added that "…no Soviet or Bolshevik Government could have treated a community of settlers worse than the Esperance settlers were treated by centralising Perth Governments."[311] Whatever the case, prospects in Esperance and the broader district were now looking brighter than they had for many years, and little by little, the signs of progress began to reappear in the town once more.[312]

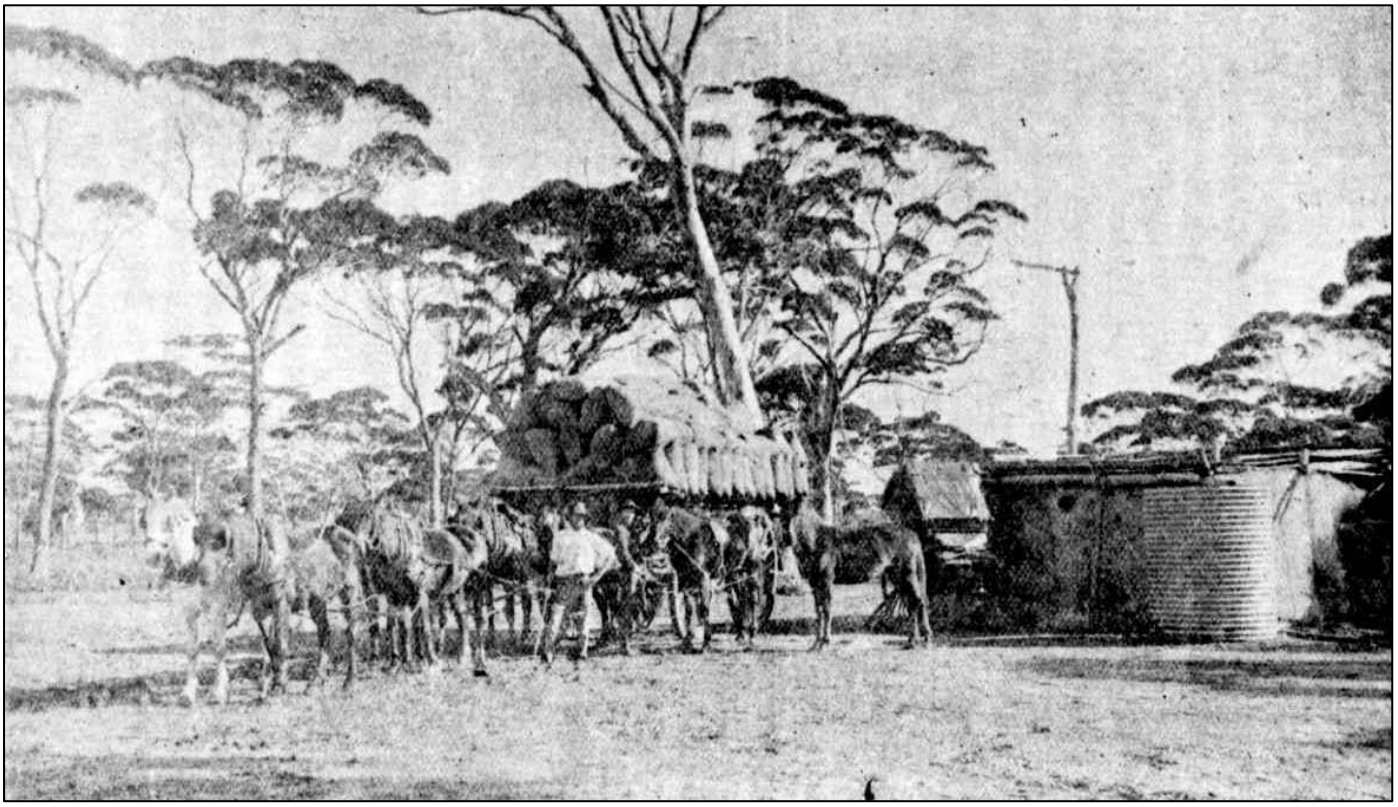
By 1928, on the back of an increase in trade, talk about the town had shifted to the need for a new jetty in order to cope with increasing exports from the new Mallee farms and the goldfields, as the original 'Town Jetty' off James Street lacked sufficient depth for larger vessels and was nearing the end of its useful structural life.[313] While it would still be several years before this hypothetical new jetty would come to fruition, interest in Esperance had stirred once more, and a new wave of investment in the town soon ensued. The following year, the increasing tourist trade from the goldfields saw a new two storey Pier Hotel constructed to replace its single storey predecessor, which itself had been a 'temporary' replacement when the original and larger version had burnt down many years prior, and it seemed that this renewed optimism was beginning to have flow on effects throughout the town. Ever so briefly, the town once more had its own newspaper with the first publication of the Esperance Echo, while planning for a new hospital was also in the works and even technology seemed to be on the improve, with the Bijou Theatre screening its first 'talkie' film entitled 'Domestic Troubles' that same year.[314, 315, 316, 317, 318]

This period of prosperity in Esperance was to be unfortunately cut short however, as, in October 1929, the Wall Street stock market in the United States crashed, and the effects of this would soon be felt around the world as the infamous Great Depression began to set in.[319, 320] In its wake, the burgeoning agricultural areas in the Esperance Mallee would suffer greatly in the coming years, with one Salmon Gums pioneer recalling that "…wheat cost two shillings and nine pence a bushel to produce, but the farmers were only receiving one shilling and eight pence a bushel for it. Wool was fetching ten pence, and the poor unfortunate farmers - the primary producers - were living on boiled wheat and molasses plus a few birds. I suppose only twenty five percent of them remained on their farms…"[321, 322]

Esperance itself would also suffer immeasurably during the Great Depression, and many who had invested everything in land surrounding the town were soon forced to default on their bills when the perceived worth of their land dropped below the cost of mortgage repayments or outstanding rates. In some cases, where rates had been outstanding for several years, ownership reverted to the Road Board, who would then offer the blocks up for sale to cover the value of the unpaid rates, some being offered at prices as low as four shillings and sixpence. With such low prices, goldfields investors were occasionally rumoured to have bought up a whole street.[323, 324] The 'Esperance Store', once a thriving hub of business on Andrew Street, increasingly became reliant on credit terms in order to continue trading, and many others were soon forced to take similar measures or leave the area for good, as life in Esperance had once more become a struggle for survival.[325, 326, 327, 328]

---

309 Register of Heritage Places - Esperance Railway Precinct (State Heritage Office, 2012)
310 The Daily News (Perth), 22 December, 1932
311 Western Australia's Centenary 1829-1929: First Century's Progress with Antecedent Records (J. Graham Wilson, 1929)
312 The Kalgoorlie Miner, 22 September, 1927
313 The Kalgoorlie Miner, 17 April, 1928
314 The Kalgoorlie Miner, 30 April, 1910
315 The Albany Advertiser, 22 March 1911
316 The Esperance Echo, 6 June, 1929 - 3 October, 1929 (State Library of Western Australia)
317 The Kalgoorlie Miner, 31 January, 1927
318 The Kalgoorlie Miner, 7 August, 1929
319 Great Depression (https://en.wikipedia.org/wiki/Great_Depression), Retrieved 2016
320 Wall Street Crash of 1929 (https://en.wikipedia.org/wiki/Wall_Street_Crash_of_1929), Retrieved 2016
321 Land Settlement, 1909-1949 - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
322 Legislative Assembly, 29 August, 1961 (Hansard Archive, Parliament of Western Australia)
323 The Kalgoorlie Miner, 3 April, 1939
324 The Sunday Times (Perth), 19 December, 1948
325 Vince Daw Interview, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
326 The Kalgoorlie Miner, 11 December, 1937
327 The Kalgoorlie Miner, 4 January, 1939
328 Thelma Marion Chadwick Interview, Jean Teasdale, 1978 (State Library of Western Australia)



Photographs showing two of the earliest farms in the Mallee - the Grass Patch Farm (top, homestead in the background) and the Lewis family's Circle Valley Farm circa mid 1910.[329]

[329] Photographs Courtesy The Western Argus (Kalgoorlie), 7 June, 1910

A group of businessmen and prospective settlers from Norseman on their way to view the new farming lands to the north of Esperance, circa 1910.[330]

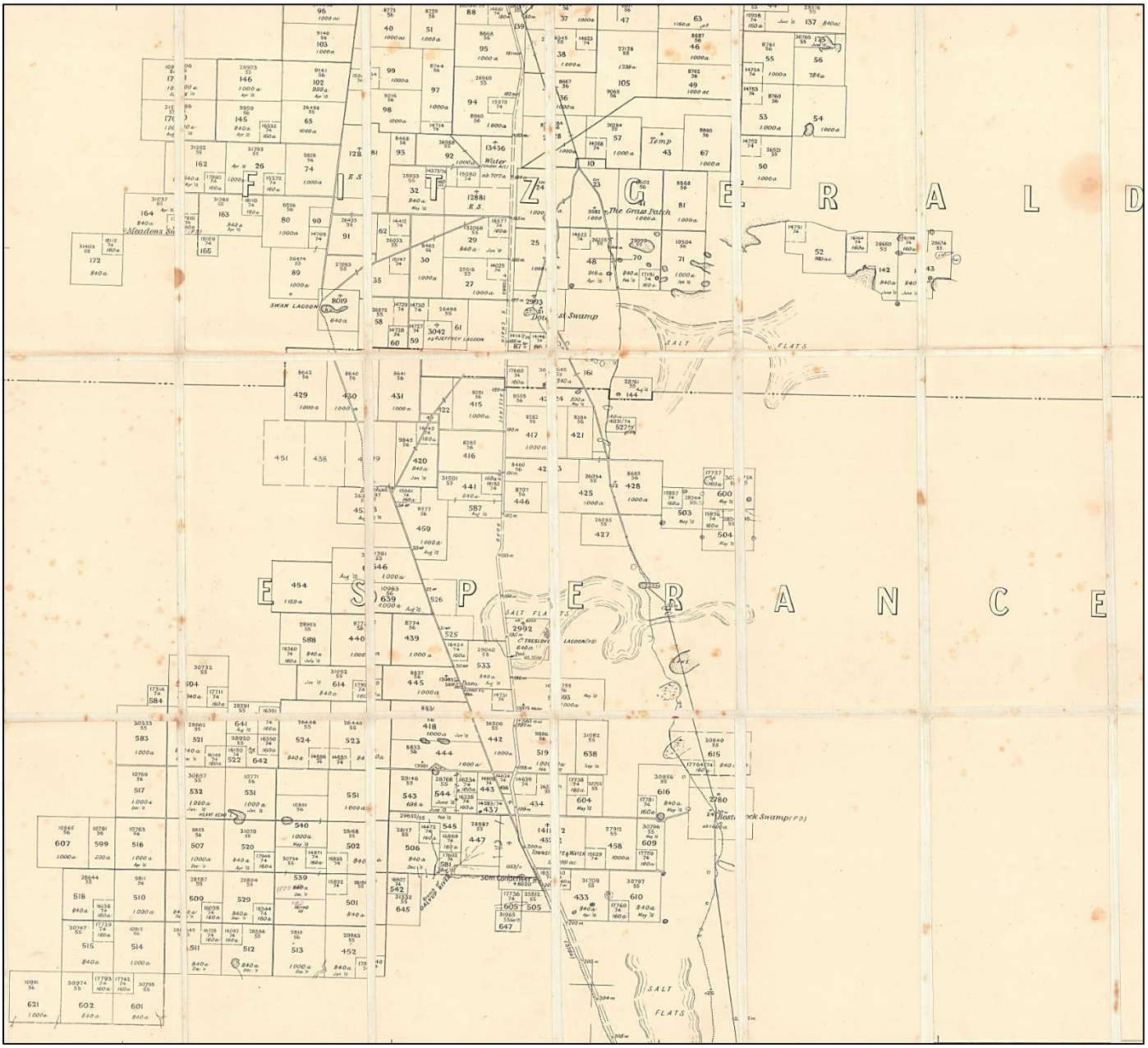
[330] Photograph Courtesy The Western Argus (Kalgoorlie), 20 December, 1910

Many of the early Mallee settlers arrived in the district with all their worldly possessions on horse and cart - this photograph shows the Dwyer brothers on the way to their selection in Grass Patch, circa 1911.[331, 332, 333, 334]

[331] Survey of Fitzgerald Location 53, M F Dwyer - Conditional Purchase No. 14753/74
[332] Survey of Fitzgerald Location 54, M F Dwyer - Conditional Purchase No. 26519/55
[333] Survey of Fitzgerald Location 55, M F Dwyer - Conditional Purchase No. 14754/74
[334] Photograph Courtesy The Western Argus (Kalgoorlie), 14 February, 1911

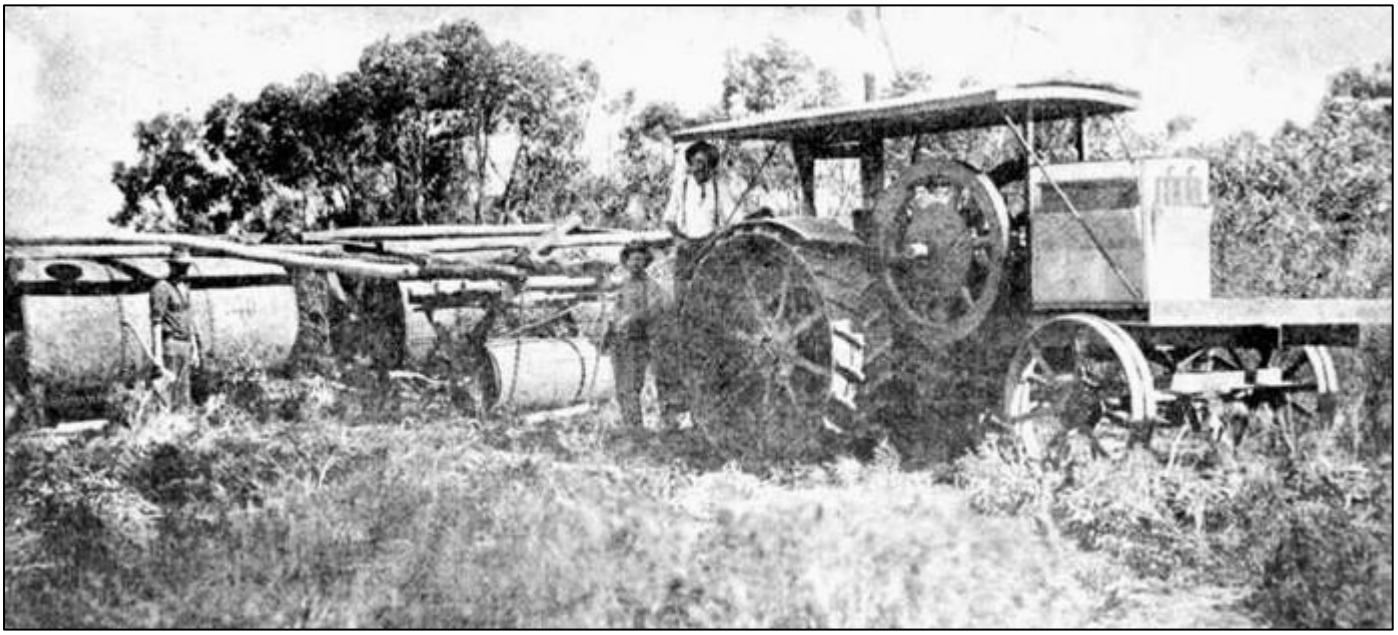
”We Want the Esperance Railway” - a group of settlers wait on the arrival of the Attorney General at the Grass Patch Homestead to advocate the case for the Esperance railway on February 21, 1912.[335]

[335] Photograph Courtesy Esperance Museum



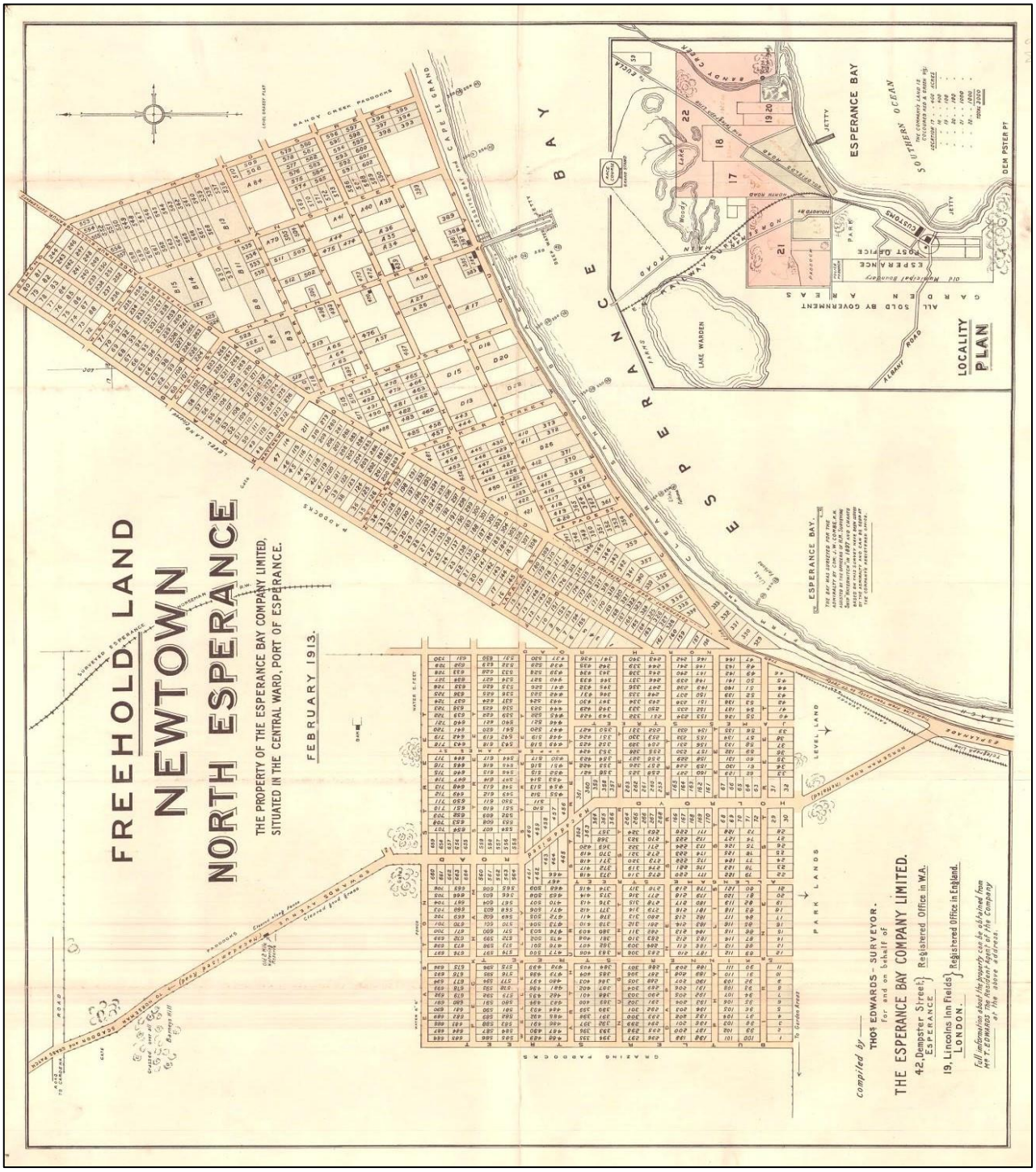
Farms surveyed near Scaddan, Truslove, Swan Lagoon and Grass Patch, as shown on an extract from a survey dated October 11, 1912.[336]

[336] Image Courtesy Esperance Museum



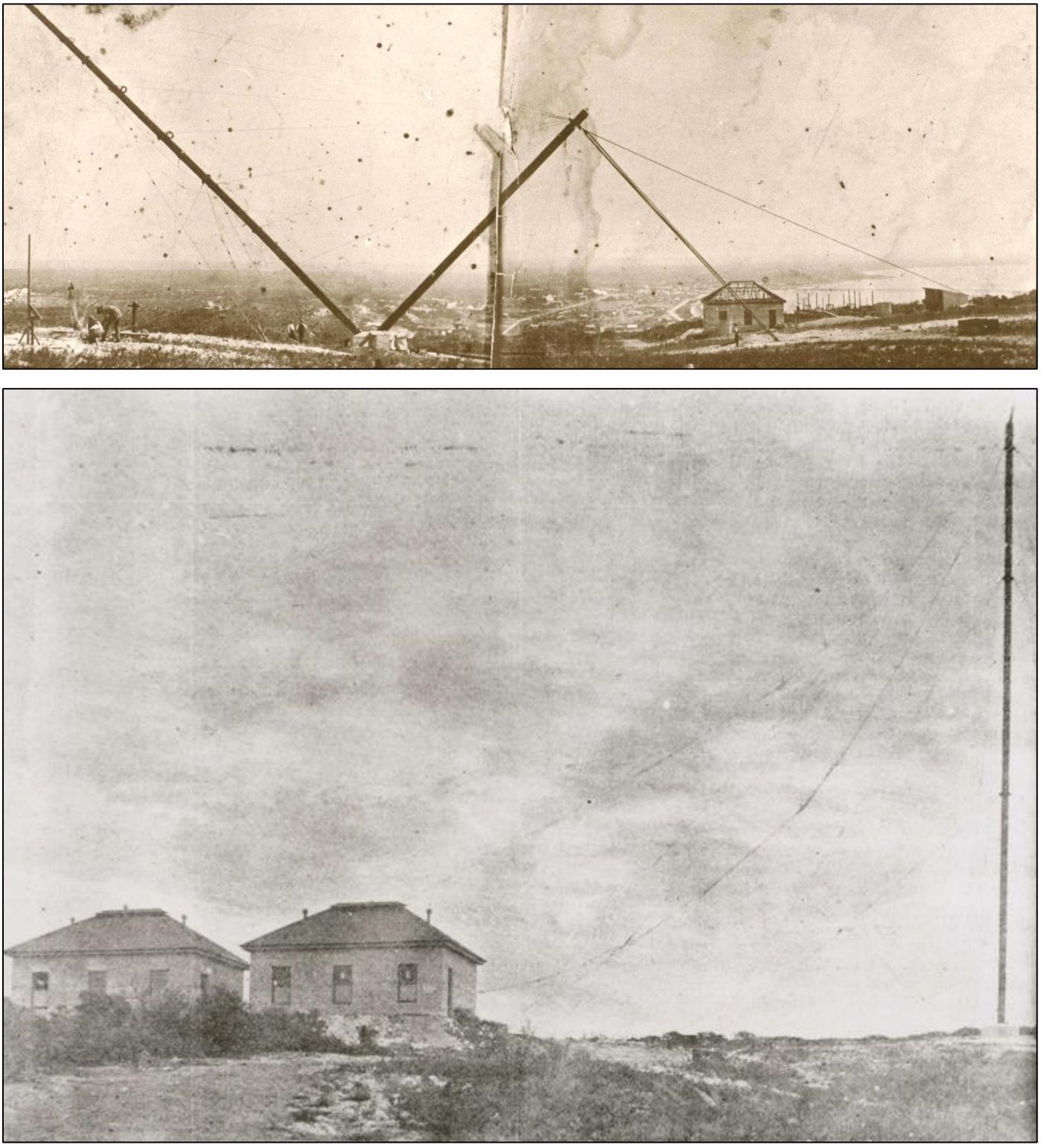
Mechanised clearing was a rare site in the early days of Mallee settlement - these photographs show what was then a more common bullock team pulling a much less common and very large roller known as “Dreadnought” on William Baker’s farm, Fitzgerald Location 523 near Scaddan, circa 1912 (bottom) and a 25 horsepower oil tractor (top), one of the few tractors in the district at the time, towing an even larger series of rollers circa 1913.[337, 338]

[337] Photograph Courtesy The Western Argus (Kalgoorlie), 13 August, 1912
[338] Photograph Courtesy The Western Argus (Kalgoorlie), 28 January, 1913



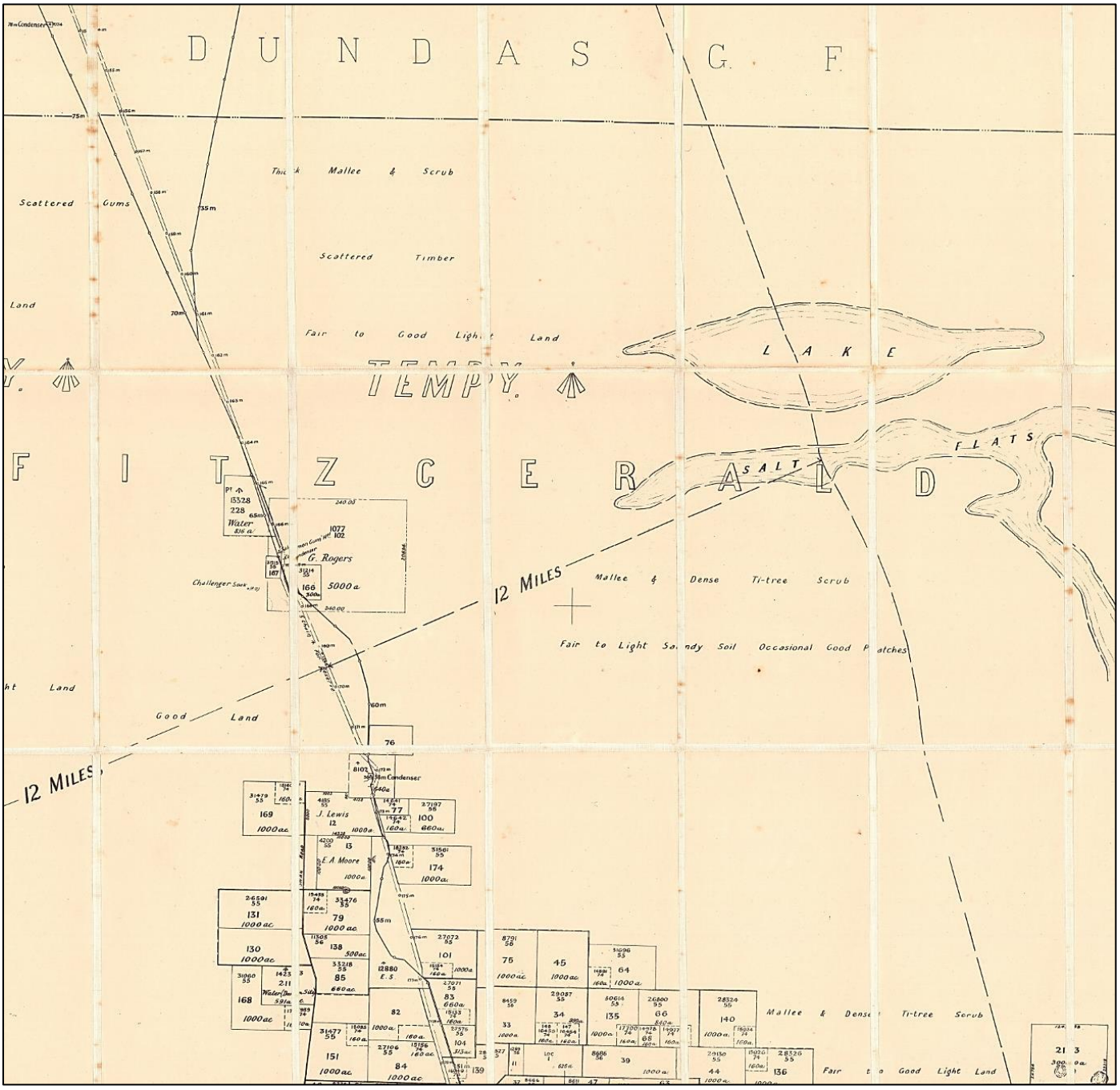
A plan dated February 1913, marketing a subdivision in 'Newtown' (now Castletown), which had been surveyed back in the mid 1890's and was previously known as the Hampton township.[339, 340] 'Newtown' was a reference to the area being a breakaway 'new town' in relation to the existing 'Government township' of Esperance, while the name 'Castletown' relates to the 2nd Lord Castletown who was a "leading member of the [Hampton Plains] Syndicate", the company that had initially commenced developing the area in 1893/94.[341, 342, 343, 344]

339 New Town / Hampton Town - Deposited Plan 804; Approved 12 January, 1894 (Landgate, Western Australia)
340 New Town / Hampton Town - Deposited Plan 1376; Approved 23 December, 1896 (Landgate, Western Australia)
341 The Daily News (Perth), 8 July, 1887
342 The Daily News (Perth), 24 April, 1894
343 The Grass Patch; Kayleen and Brendan Freeman - Faith, Hope & Reality (Penny Blumann, 1995)
344 Image Courtesy Esperance Museum



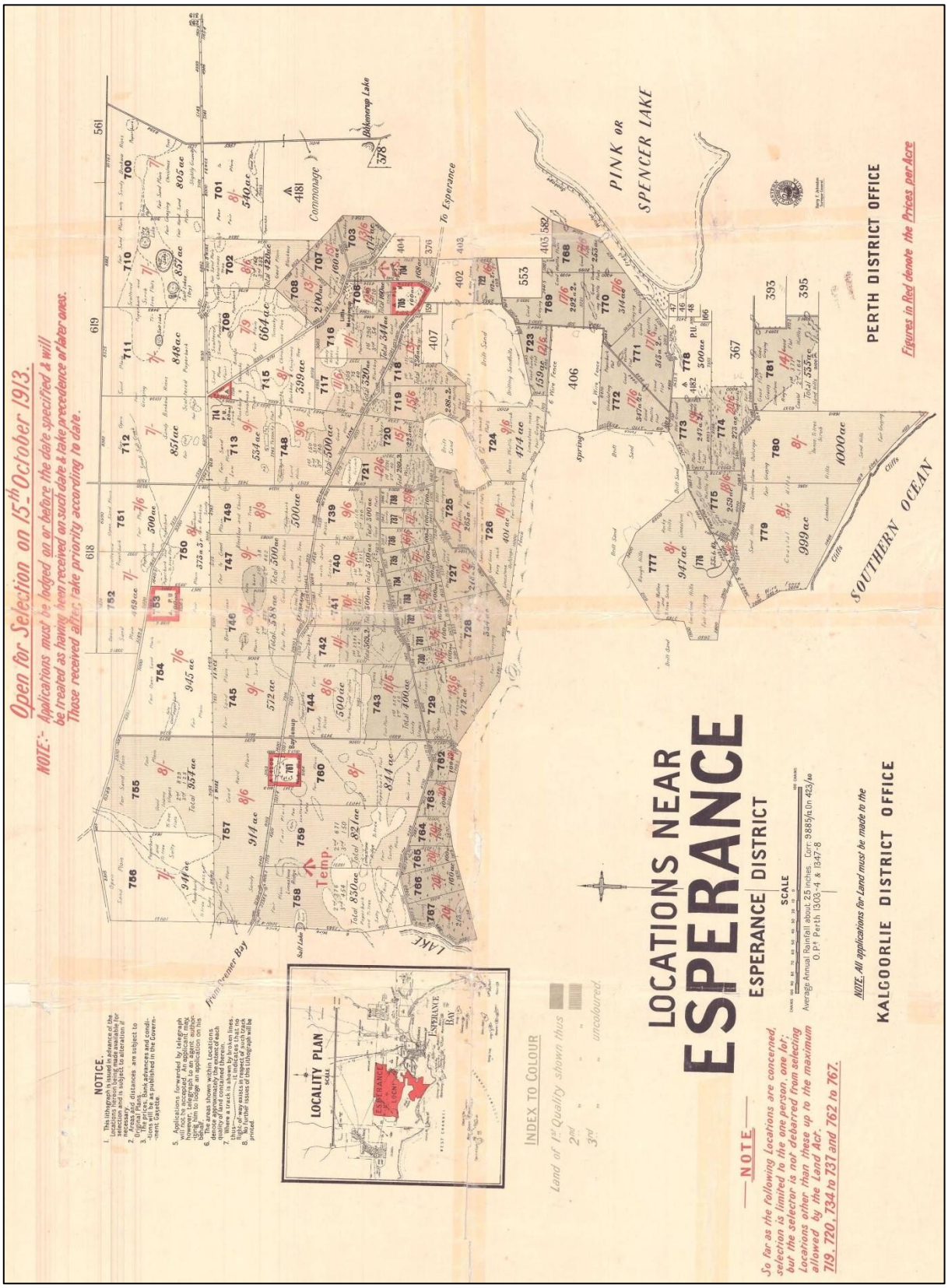
The Esperance Wireless Station ('OTC Wireless Station') under construction (top) and as it appeared in the *Kalgoorlie Western Argus* on August 12, 1913, less than a month after it was commissioned.[345, 346]

[345] Photograph Courtesy Esperance Museum
[346] Photograph Courtesy The Western Argus (Kalgoorlie), 12 August, 1913



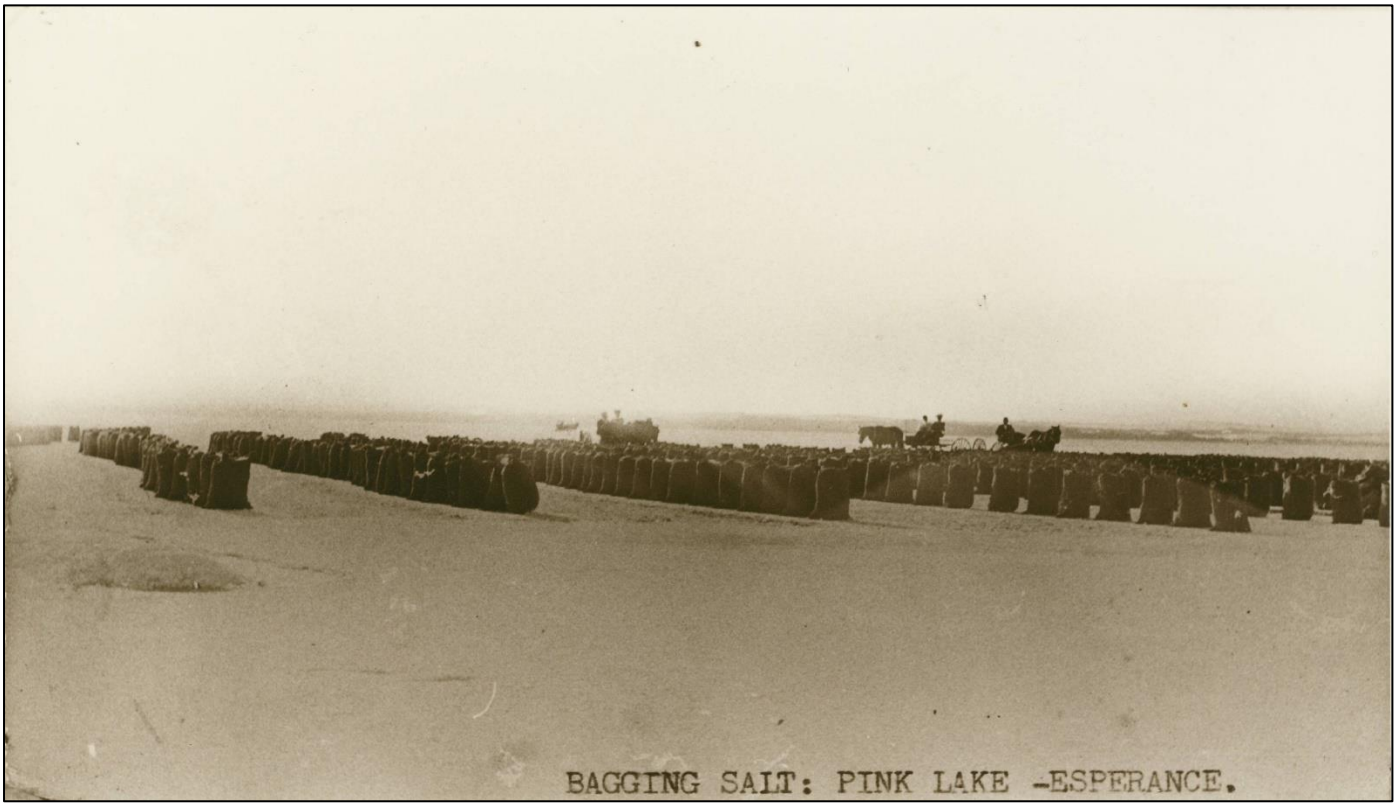
An extract from a survey dated August 13, 1913 showing the development and expansion of agricultural areas near Salmon Gums, just to the north of Grass Patch.[347]

347 Image Courtesy Esperance Museum



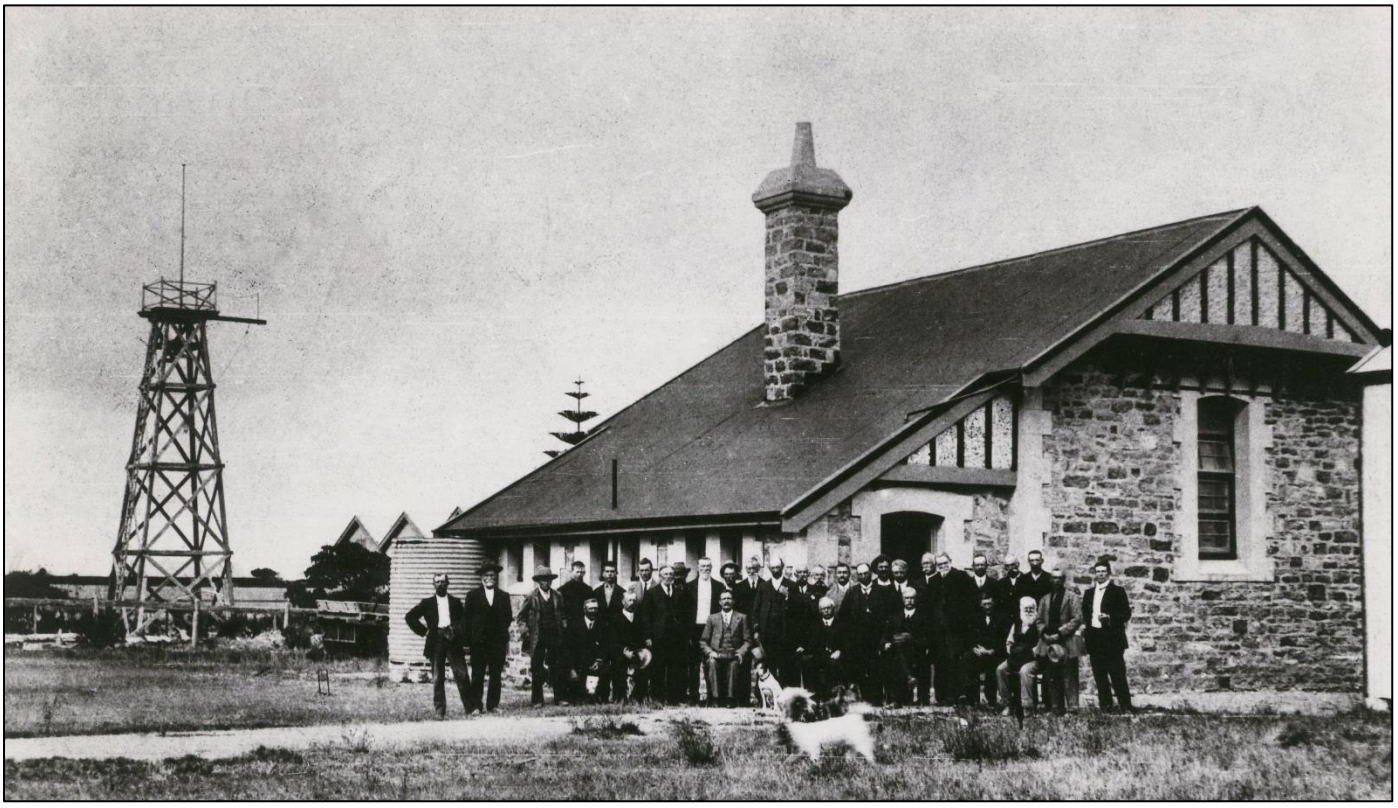
Farm land along the South Coast Highway and in the Telegraph Road area between Dalyup and Esperance being thrown open for selection on October 15, 1913.[348]

348 Image Courtesy Esperance Museum



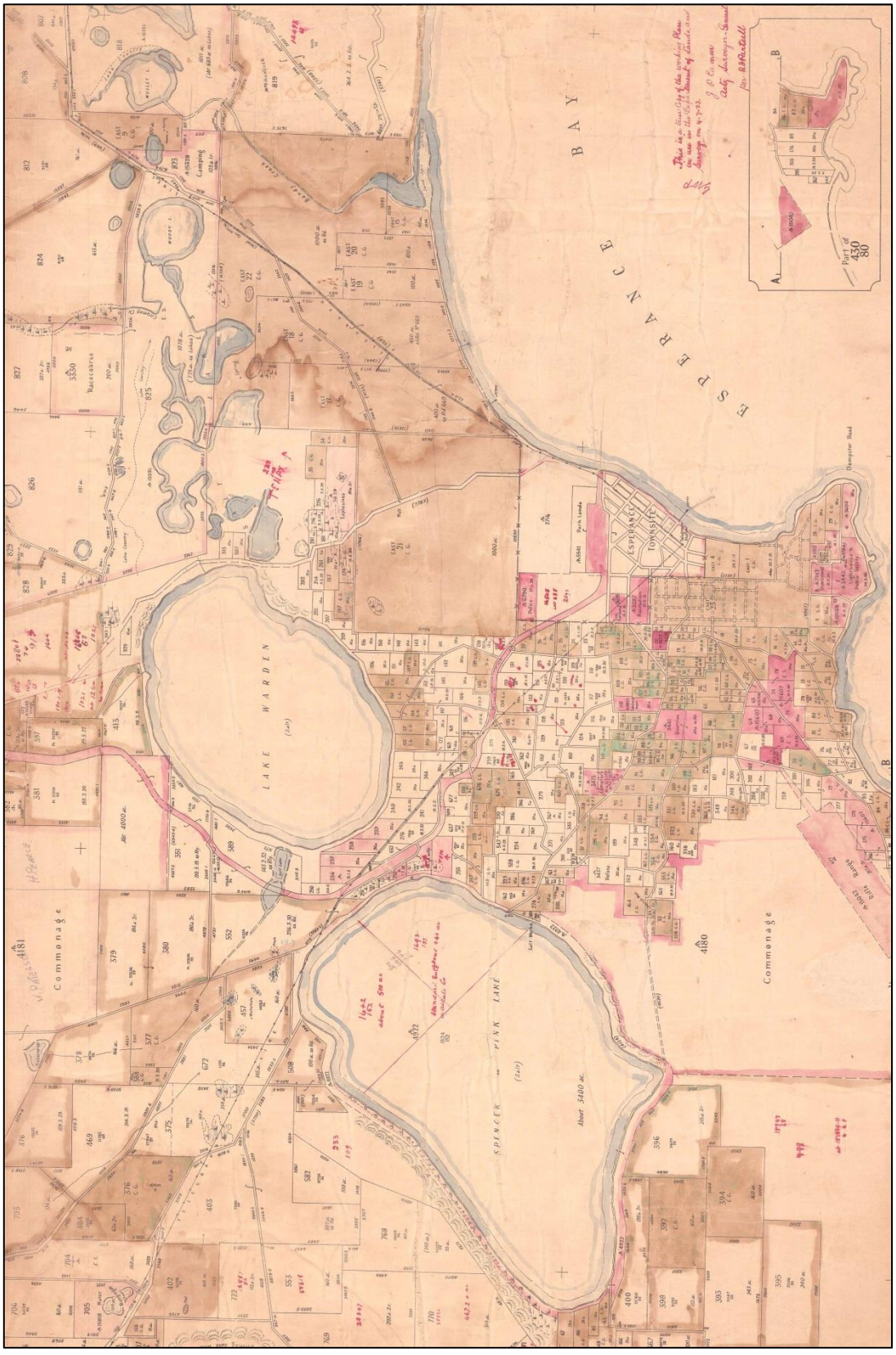
In spite of the difficult times in the brief history of Esperance, salt had long been a mainstay in keeping the wheels of local industry rolling along. These photographs, circa 1913/14, show the salt harvest from Pink Lake (top) and further bags ready to be shipped near the Bonded Store and Goods Shed on James Street.[349]

[349] Photographs Courtesy Esperance Museum



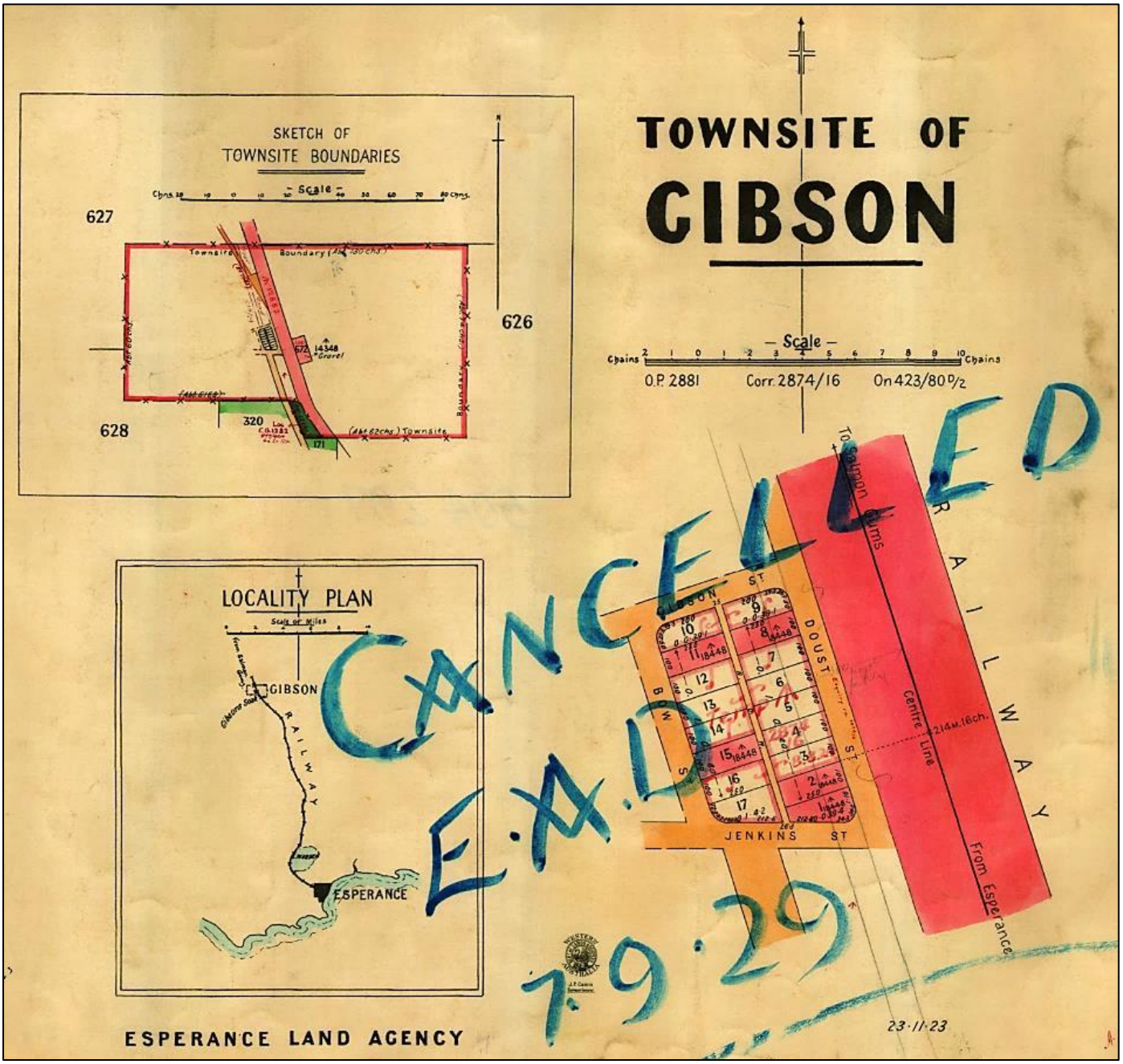
A photograph of the public reception held in honour of the ministerial party (top) who were in town for the 'Turning of the First Sod' ceremony (bottom) which took place near Hannett's Point, and marked the formal commencement of the Esperance Northwards Railway in March 1916.[350]

[350] Photographs Courtesy Esperance Museum, Digital Editing and Corrections Courtesy Jon Creedon



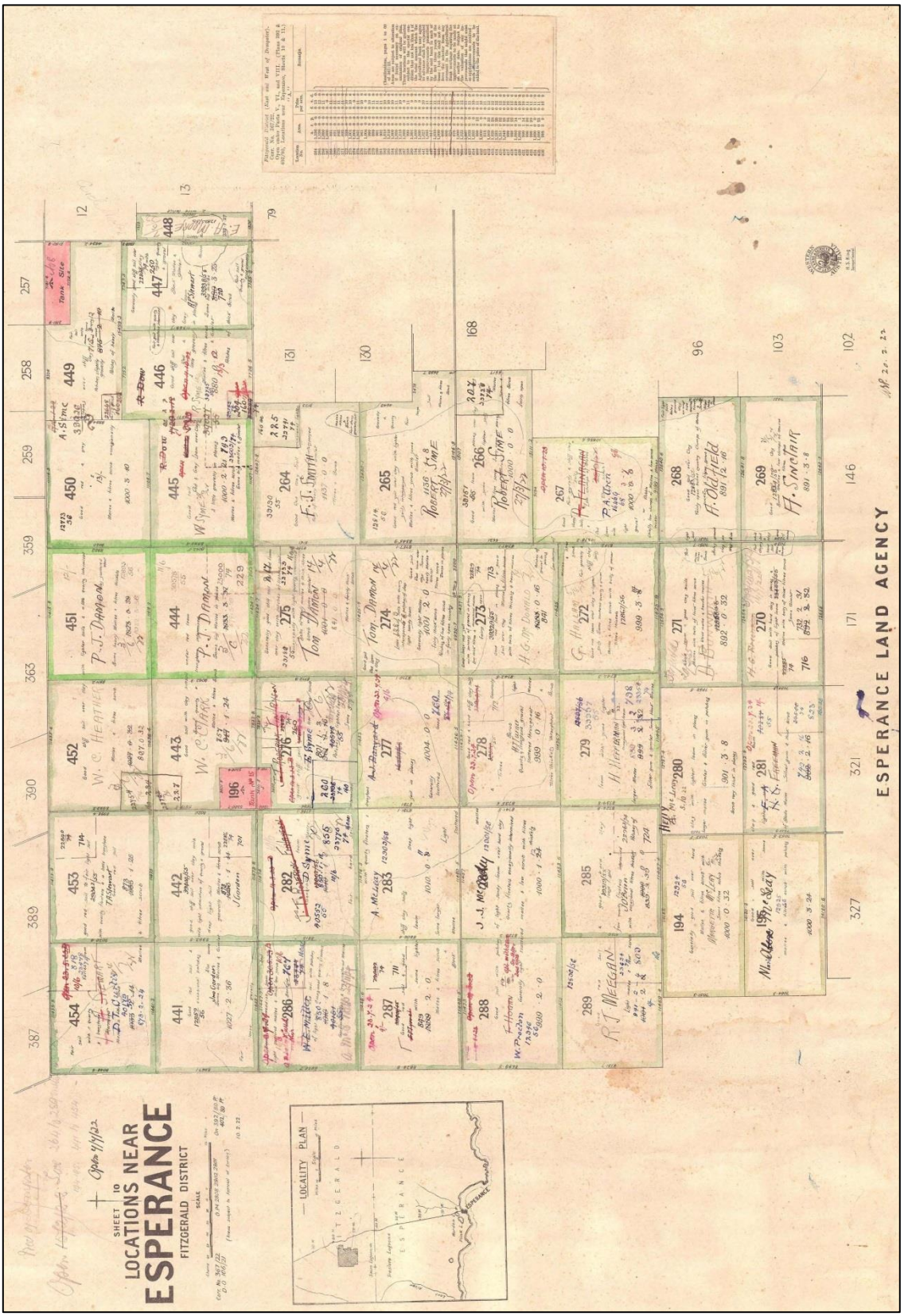
A map dated November 10, 1920 showing how land surrounding the townsite of Esperance had been developed and divided by that point in time.[351]

[351] Image Courtesy Esperance Museum



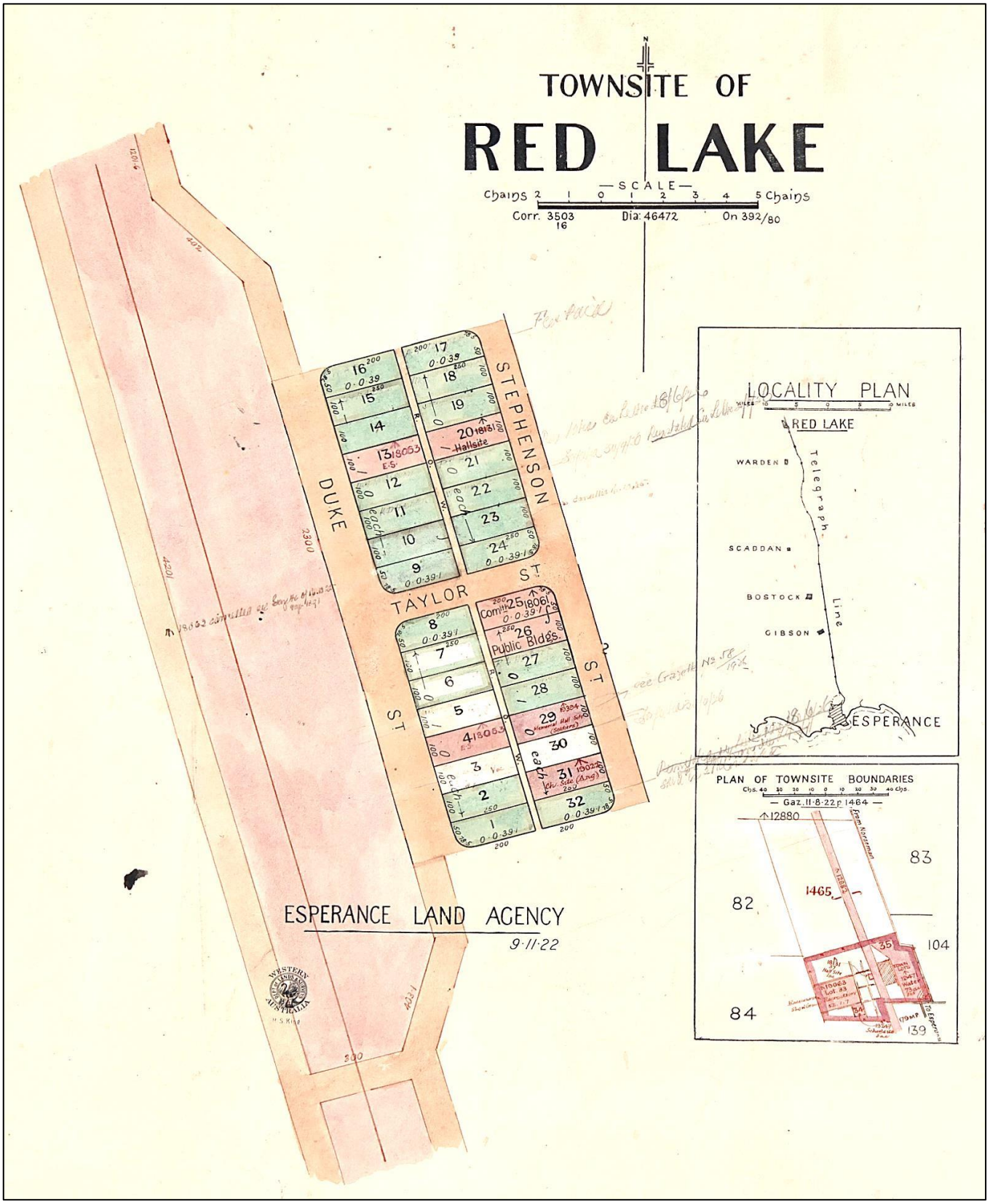
One of the early surveys of Gibson, Gazetted as a townsite in October 1921.[352] The town took its name from nearby Gibson's Soak, which itself had been named after Billy Gibson who is believed to have discovered "The Soak" in or about 1894.[353, 354]

[352] Government Gazette of Western Australia, 21 October, 1921
[353] Old Esperance Pictorial History (Don Voigt, 1996)
[354] Image Courtesy State Records Office of Western Australia (Item No. 0687 Consignment No. 5698)



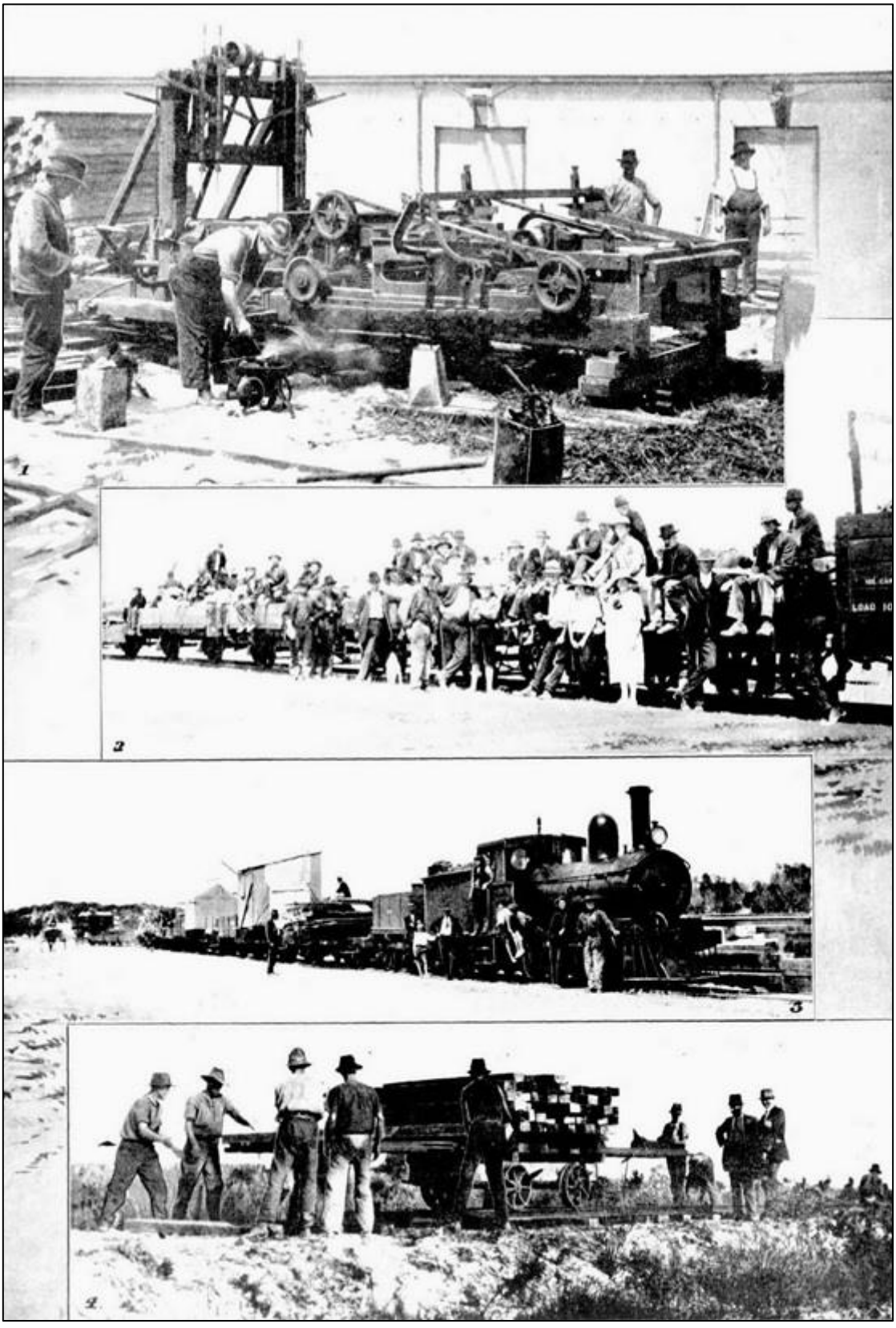
With the imminent completion of the Esperance Northwards Railway connecting the Mallee to the port and a connection through to the goldfields now thought to be inevitable, additional farming land near the surveyed rail line was thrown open for selection by the State Government, courtesy of the Esperance Land Agency. This survey shows farms on and near the famed Poverty Lane in Salmon Gums being opened for selection in April 1922.[355]

355 Image Courtesy Esperance Museum



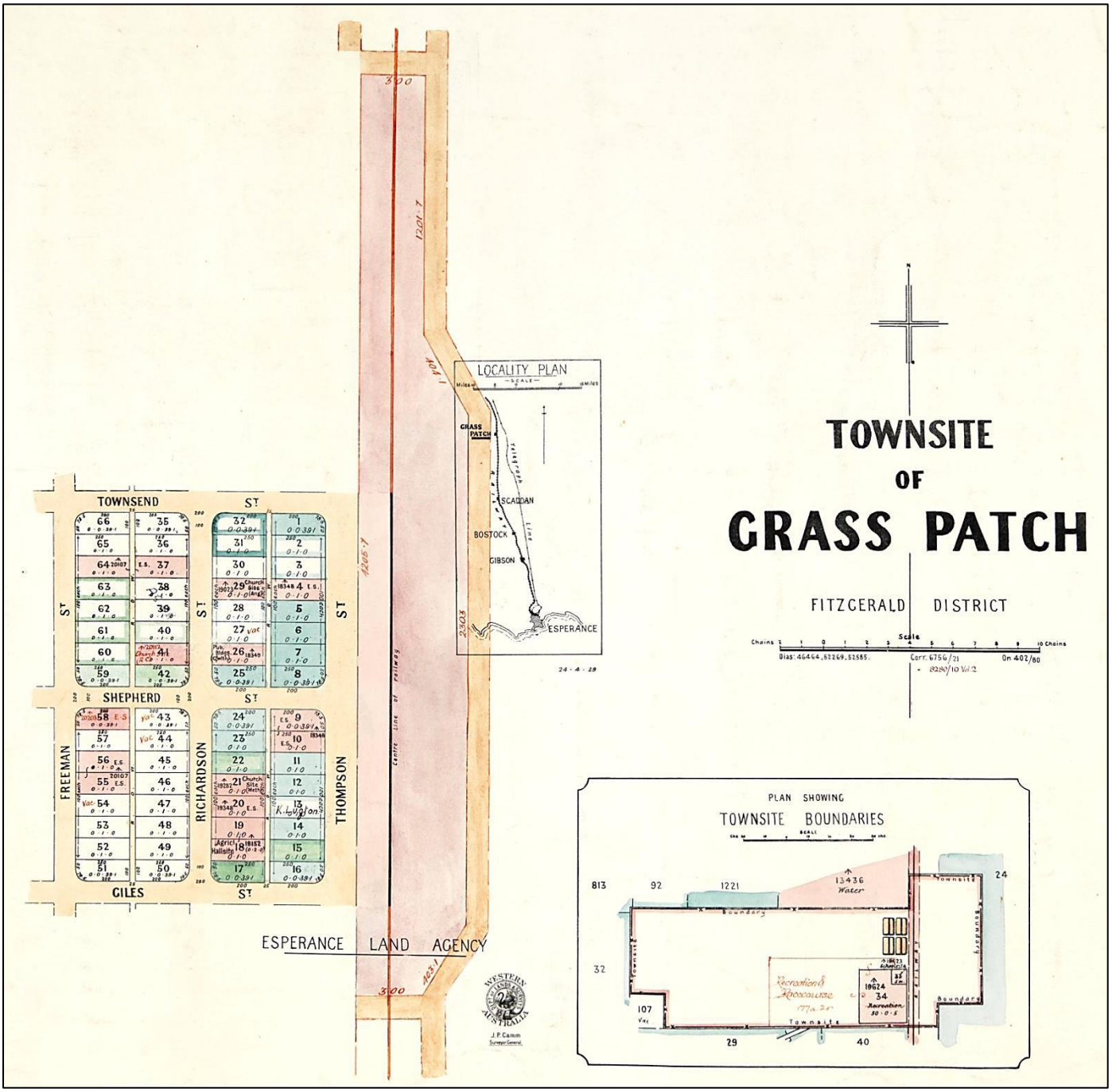
A survey dated November 9, 1922 showing the Red Lake rail siding - named after the 'Red Lake' to the north - which had been Gazetted as a townsite in August of that same year.[356, 357]

[356] Government Gazette of Western Australia, 11 August, 1922
[357] Image Courtesy State Library of Western Australia



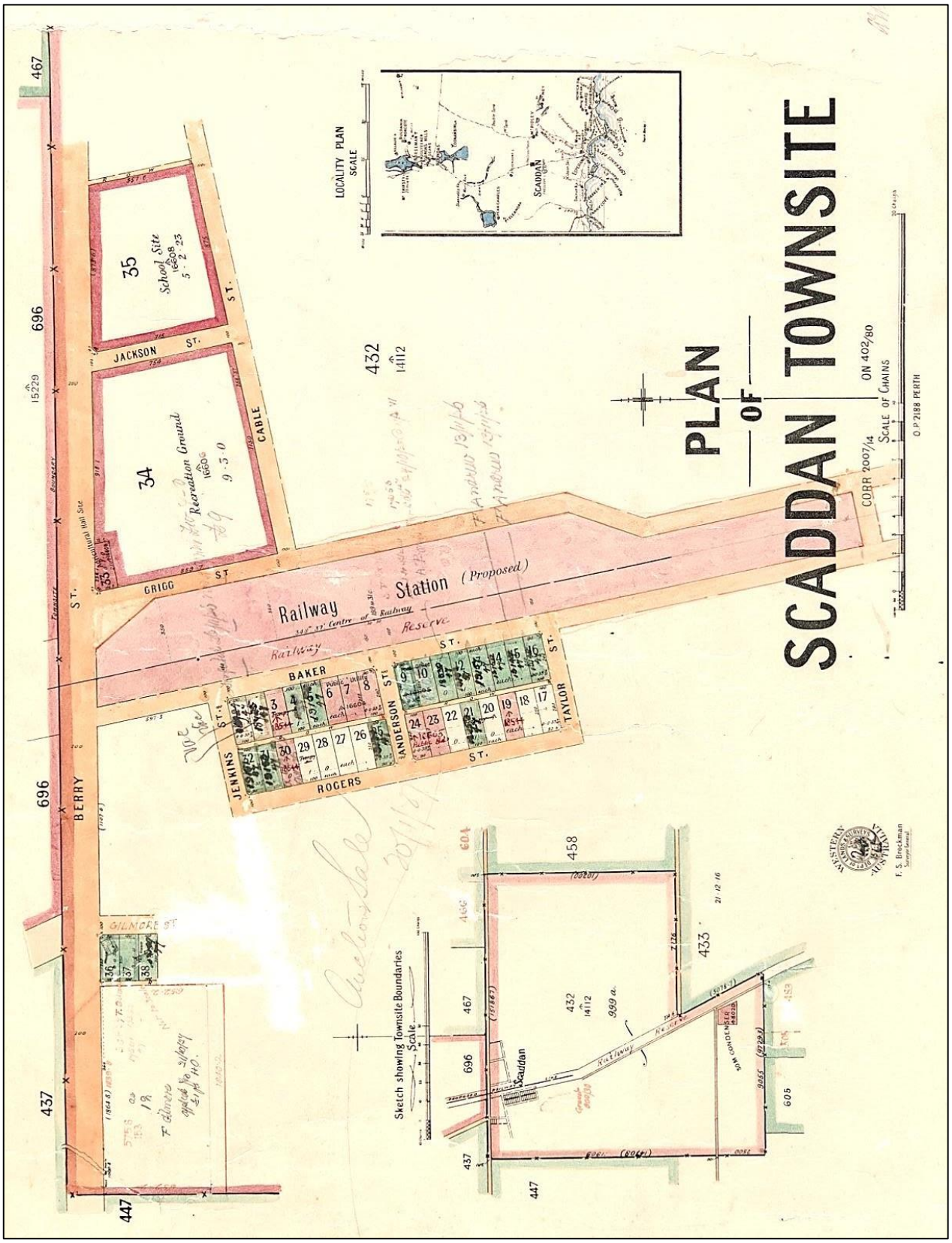
Taken in 1923, this series of photographs shows construction underway on the Esperance Northwards Railway. Outside the Bonded Store & Goods Shed in Esperance, a team can be seen preparing rail sleepers (top), while others ready themselves to leave (second from top) as their camp is shifted to the rail head (third) ten miles out of town, where men were already busily at work laying the line (bottom).[358]

[358] Photographs Courtesy The Western Mail (Perth), 22 February, 1923



An early survey of Grass Patch, Gazetted as a townsite in August 1923.[359] Although initially Gazetted as the 'Warden' townsite, the first farm in that area had been known as 'the Grass Patch' for almost three decades by that point and, by popular demand, the name of the town was soon changed accordingly.[360]

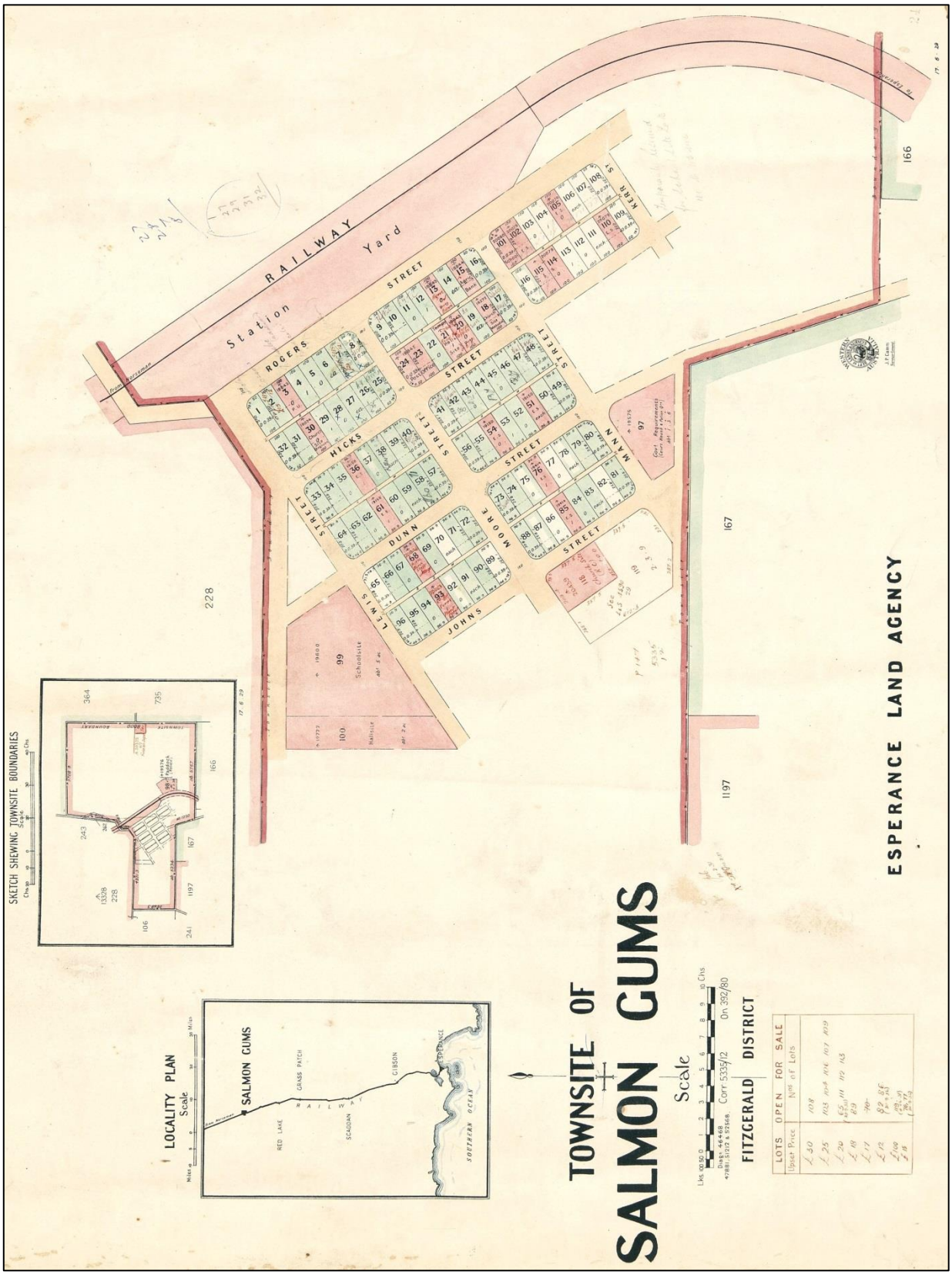
[359] Government Gazette of Western Australia, 3 August, 1923
[360] Image Courtesy State Library of Western Australia



An early survey showing the Scaddan townsite which would be formally Gazetted in February 1924.[361] Originally known as 'the 30 Mile' in reference to the nearby water condenser being 30 miles from Esperance, the name of the area was later changed to Scaddan circa 1912 to honour the Premier of the day, John 'Jack' Scaddan.[362]

361 Government Gazette of Western Australia, 15 February, 1924

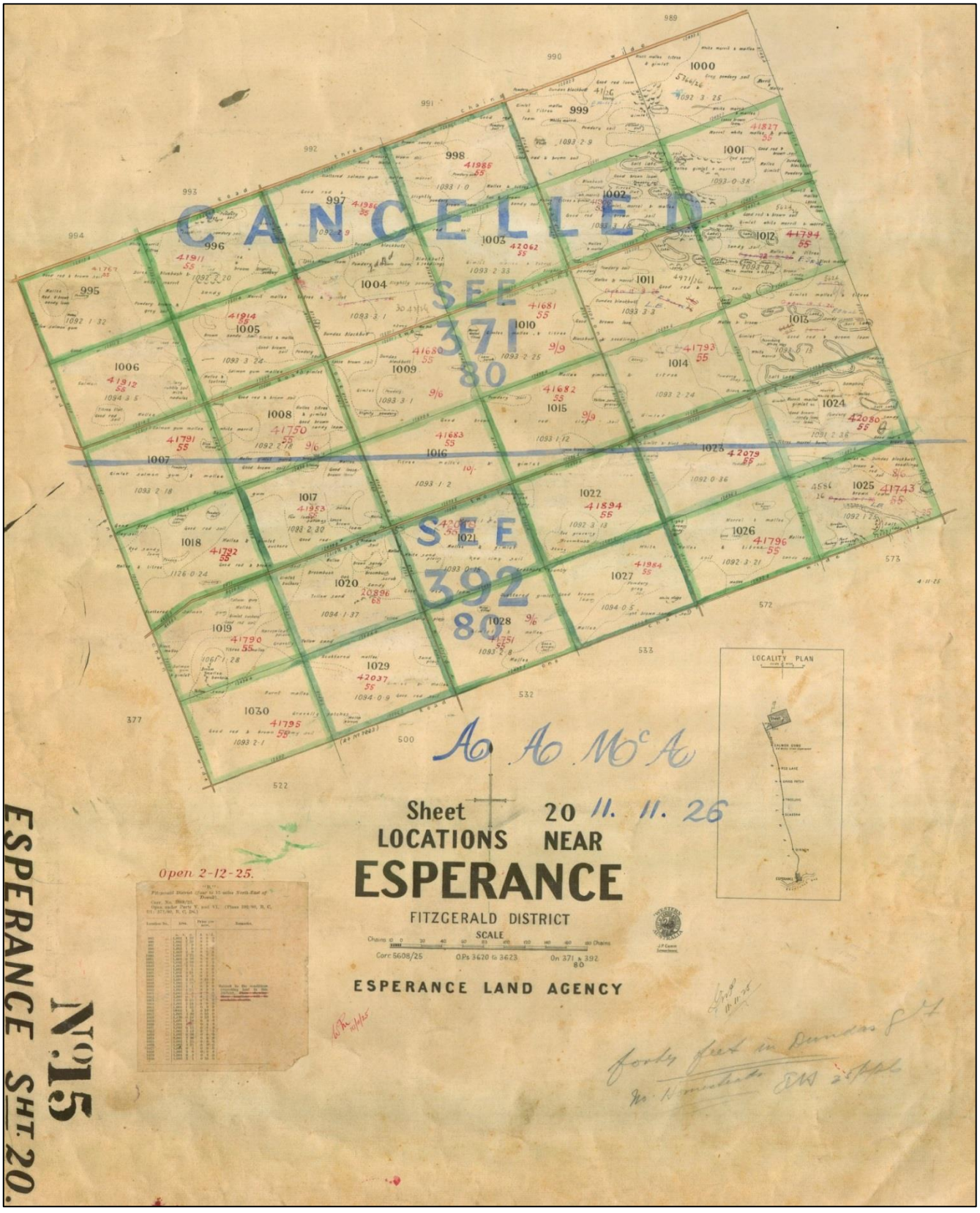
362 Image Courtesy State Library of Western Australia



An early survey dated showing Salmon Gums, Gazetted as a townsite in February 1925.[363] A prominent belt of Salmon Gums in the area created a landmark for travellers to the goldfields, and the name itself was popularised by the construction of the original Salmon Gums Hotel (wayside inn) in 1896.[364]

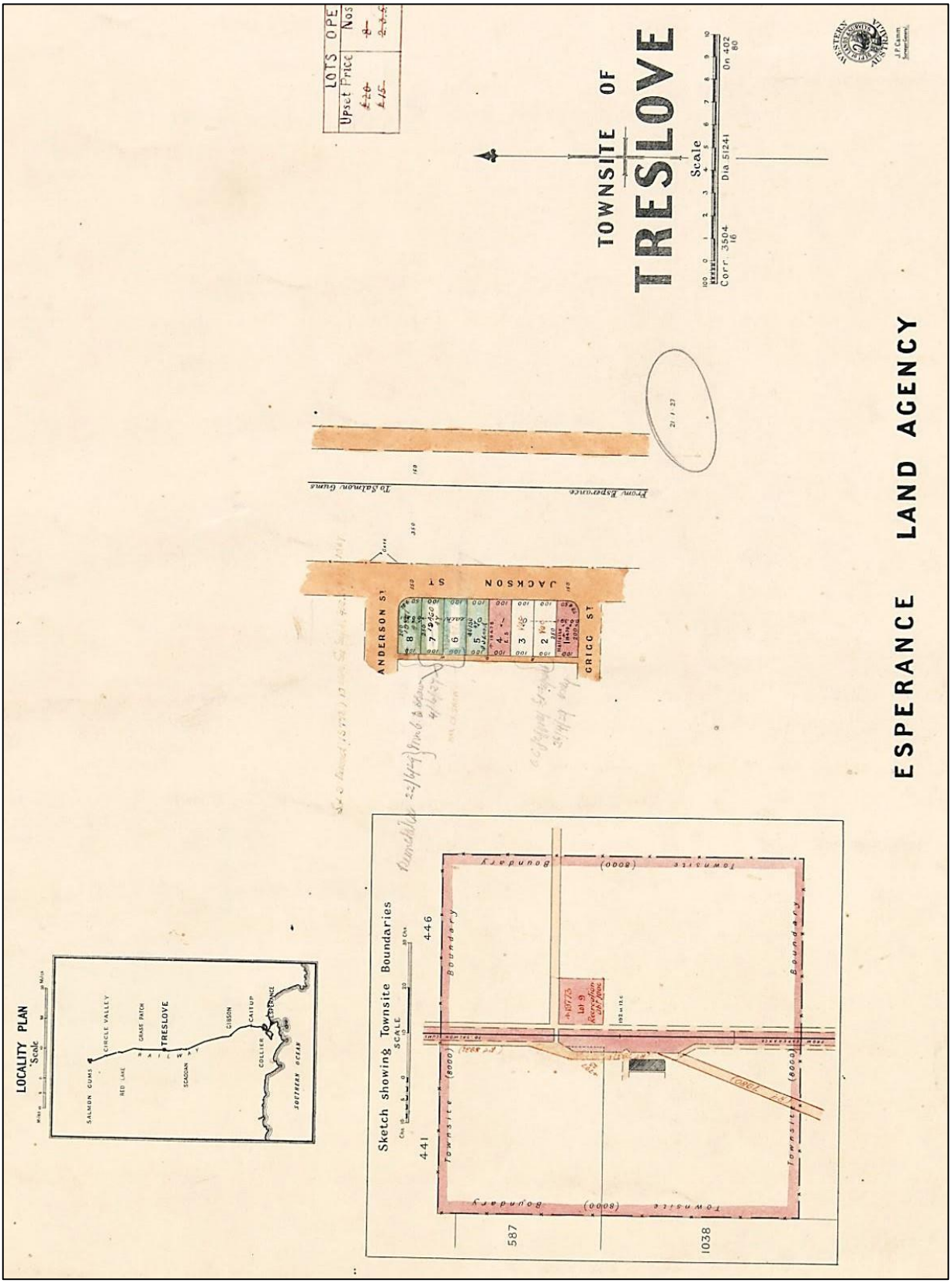
[363] Government Gazette of Western Australia, 6 February, 1925

[364] Image Courtesy State Library of Western Australia



36 new farms - Locations 995 to 1030 in the vicinity of Quast Road to the north of Salmon Gums - which opened for selection in December 1925.[365]

[365] Image Courtesy State Records Office of Western Australia (Item No. 0614 Consignment No. 5698)



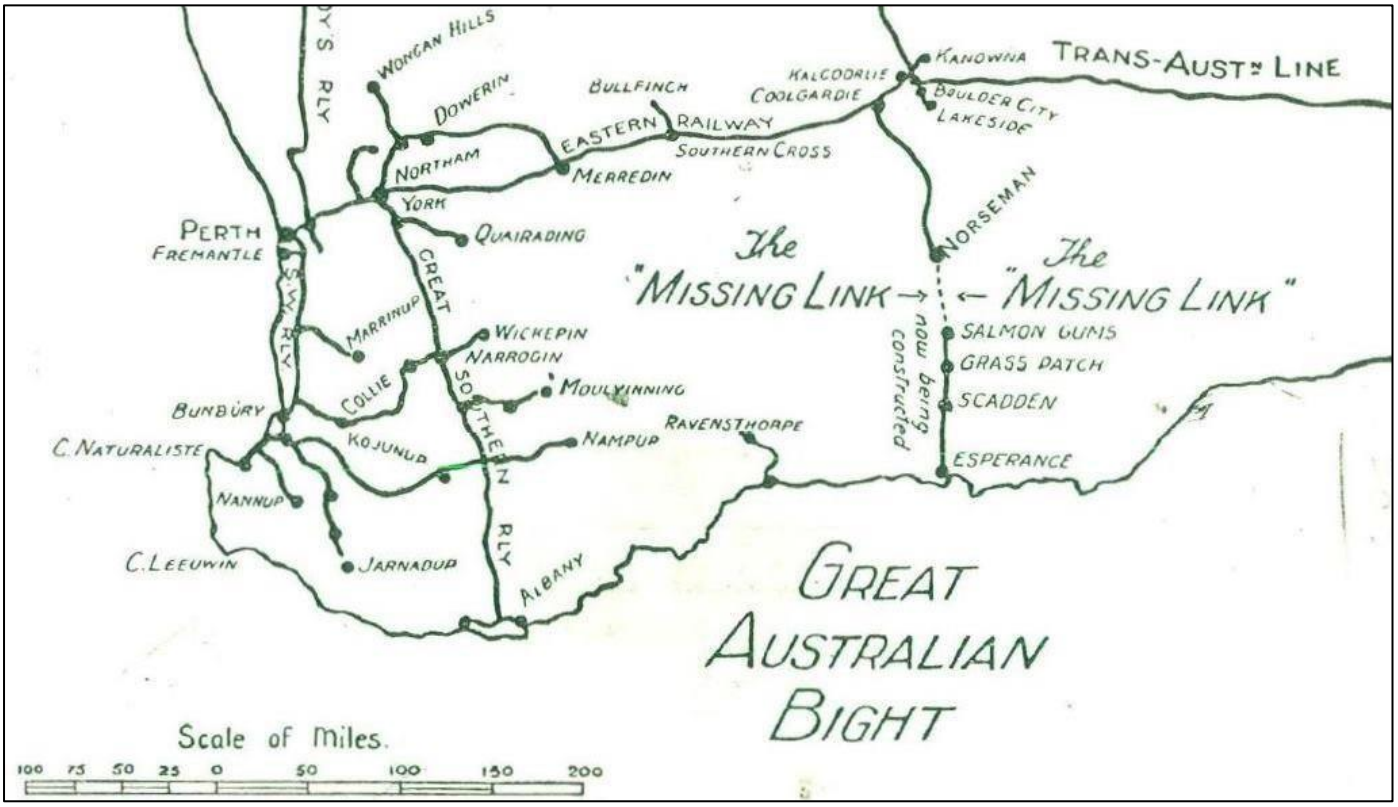
A survey dated January 21, 1927 showing the Truslove rail siding which was Gazetted as a townsite in March that same year.[366] The town was named after the first policeman in Esperance, Constable George Truslove, and the spelling error in the name of the town (as shown on the survey above) was later officially corrected in 1933.[367]

366 Government Gazette of Western Australia, 11 March, 1927

367 Image Courtesy State Library of Western Australia

Charlotte Shaw's general store in the Truslove townsite, built circa 1927. The sign above the door simply reads "C. E. Shaw & Co, Truslove" (Charlotte Elizabeth Shaw), while advertisements for "Bronze Wing" wireless radios can be seen attached to the façade of the building.[368, 369, 370]

[368] The Kalgoorlie Miner, 30 May, 1927
[369] The Kalgoorlie Miner, 10 May, 1928
[370] Photographs Courtesy Esperance Museum

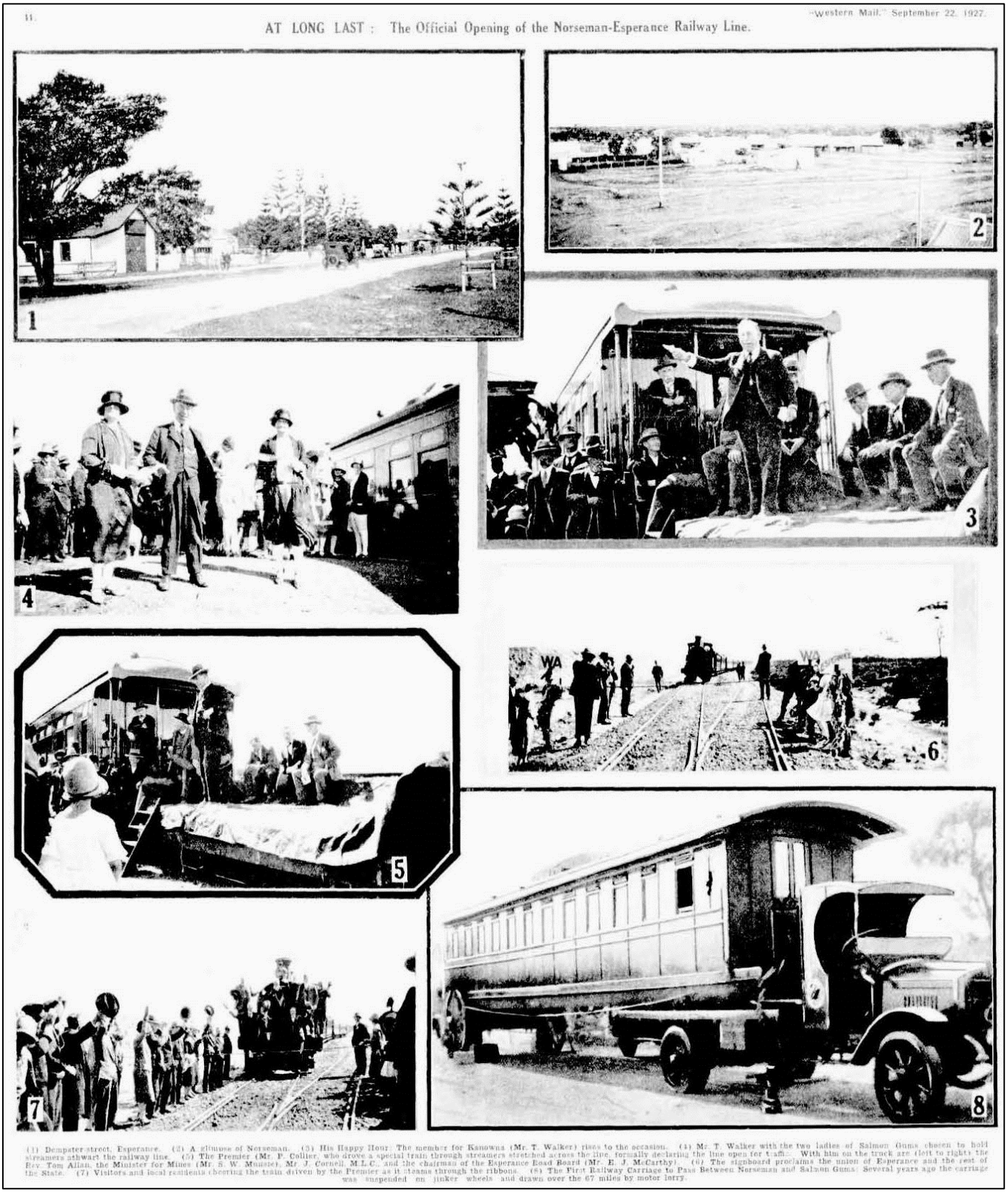


Construction underway on the “missing link” on February 4, 1927 - this section of rail would finally connect Salmon Gums to Norseman, though more broadly and perhaps more importantly, it would finally see Esperance connected to the goldfields and the rest of Western Australia.[371, 372]

[371] Image Courtesy Esperance Museum (Similar Image Published in The Australasian (Melbourne), 4 August, 1923)
[372] Photograph Courtesy Esperance Museum

"The First Through Train to Esperance" arrived in the evening of February 11, 1927 and marked a long awaited and important day in the history of Esperance, whose people had been desperately clamouring for a rail connection to the goldfields for more than thirty years. Little by little, the small station soon brought life to the town once more.[373, 374]

[373] Photograph Courtesy Mrs Beverley Riley
[374] Photograph Courtesy Esperance Museum



In September 1927, following completion of the Norseman-Salmon Gums Railway, an official opening ceremony was held to commemorate the opening of the line, which at long last connected Esperance to the goldfields.[375]

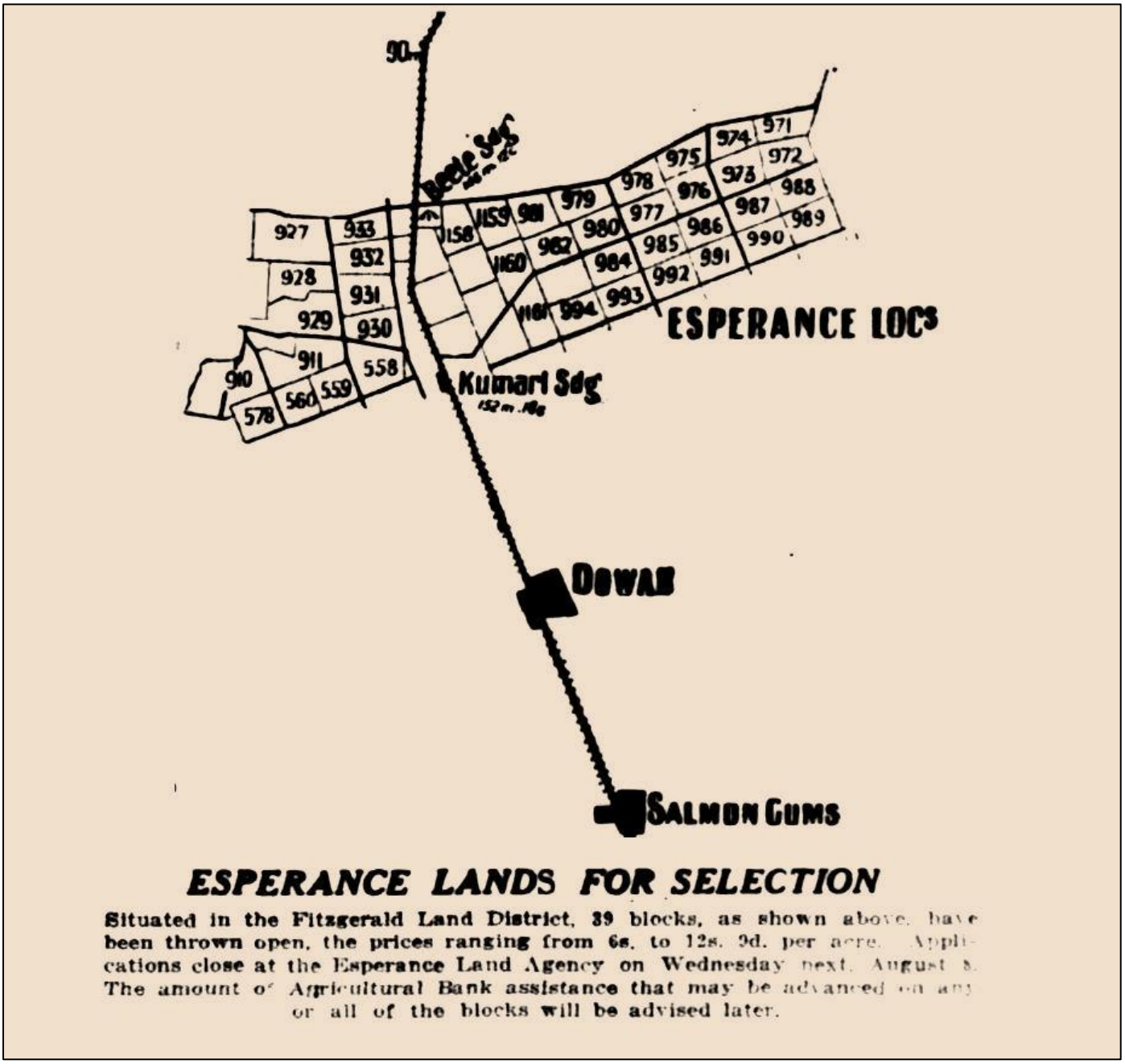
[375] Photographs Courtesy The Western Mail (Perth), 22 September, 1927

The Member for Kanowna, Mr Thomas Walker (top), delivering what was no doubt a rousing speech at the official opening of the Norseman to Esperance railway line on Saturday, September 10, 1927. Philip Collier (bottom, addressing the crowd), at that stage the Premier of Western Australia, then had the honour of driving a train through outstretched streamers laid across the track to mark the occasion and formally declare the line open.[376, 377]

[376] The Western Mail (Perth), 22 September, 1927
[377] Photographs Courtesy Esperance Museum

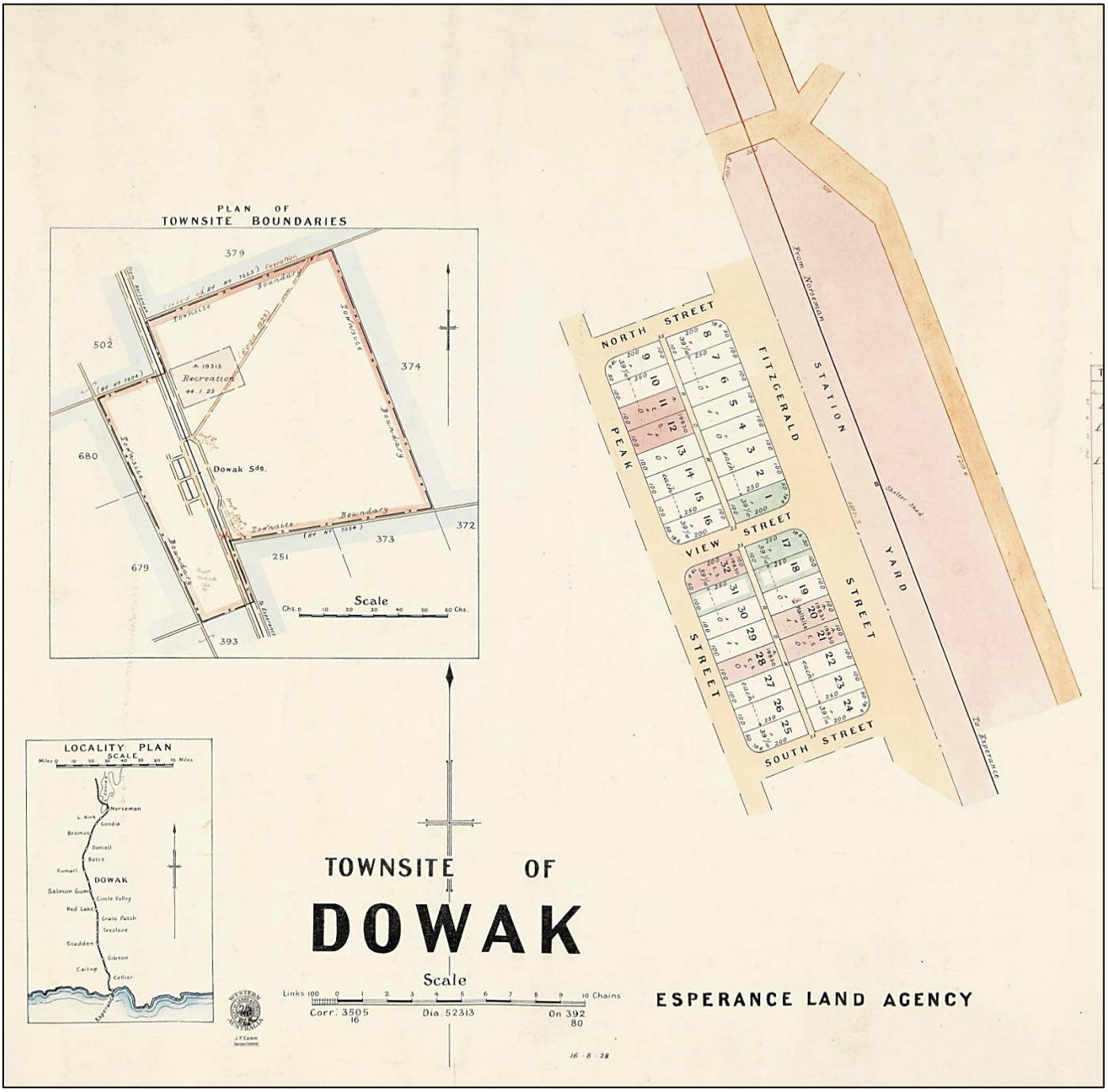
These photographs, dating from 1927 (top, also published in *The Western Mail*, September 22, 1927) and 1929 respectively, show what was then a very recent addition to the town; the revered site of the Esperance War Memorial.[378, 379]

[378] The Western Mail (Perth), 22 September, 1927
[379] Photographs Courtesy Esperance Museum



A newspaper advertisement from August 1928 showing farm land being opened for selection to the north of the Dowak and Salmon Gums townsites between the Kumarl and Beete rail sidings - today, this area forms the northernmost section of agricultural land in the Shire of Esperance.[380]

[380] Image Courtesy The Sunday Times (Perth), 5 August, 1928



An extract from a survey dated August 16, 1928 showing the Dowak townsite just to the north of Salmon Gums. Gazetted that same month, Dowak was named after the Noongar word for a waddy or throwing stick.[381, 382, 383]

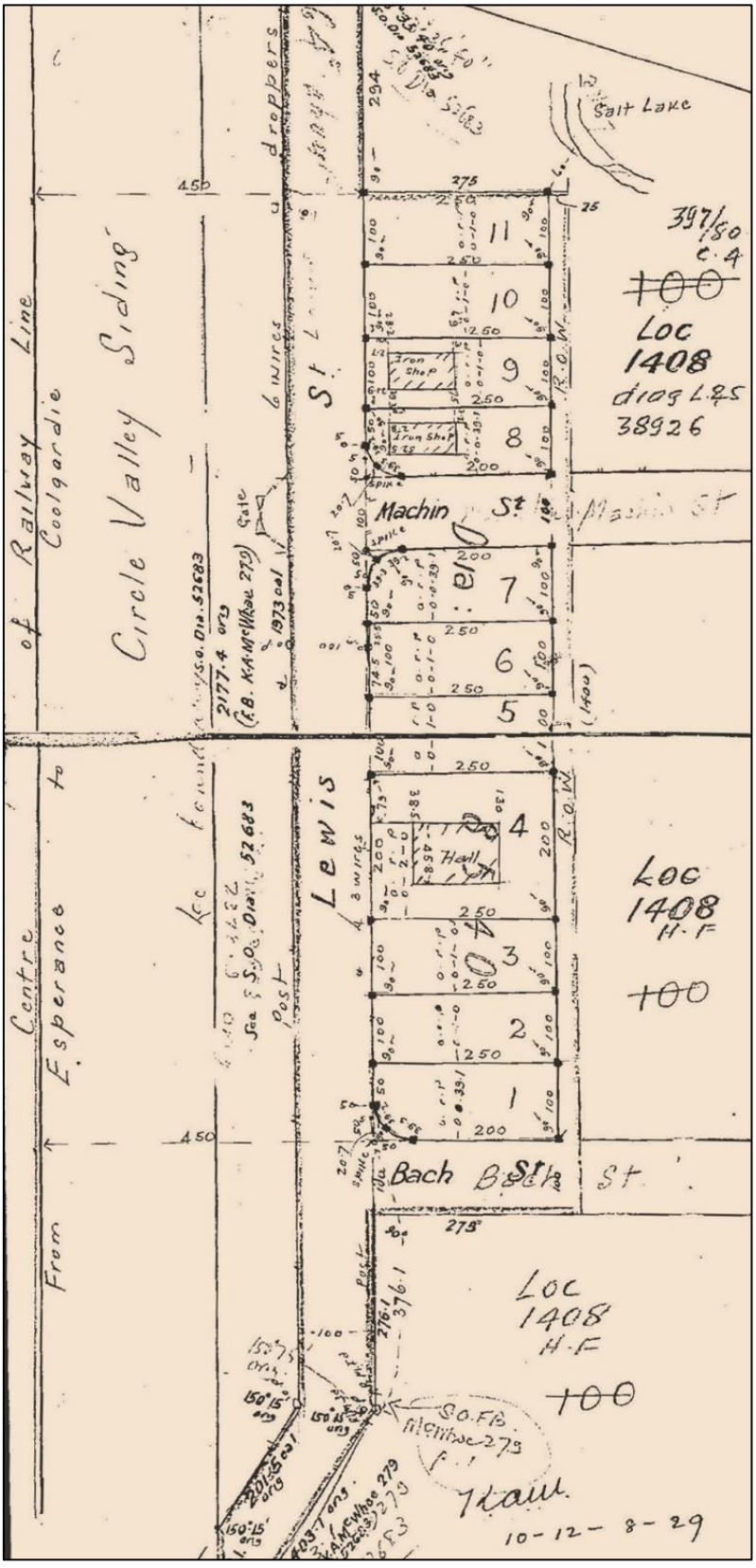
[381] Government Gazette of Western Australia, 10 August, 1928
[382] Summary of the Origins for Town Names in Western Australia (www.landgate.wa.gov.au), Retrieved 2016
[383] Image Courtesy State Library of Western Australia

Stores at the Red Lake townsite, one of which (top, circa 1929) was another of the Daw family's chain of general stores, which is advertising as a grocery, an agent for the Commonwealth Bank, Post Office and Kodak photography, and now resides in the Esperance Museum Village. The other (bottom, as signed) is Holman & Co's store a little further along the street.[384]

[384] Photographs Courtesy Esperance Museum

Emil Nulsen and Maurie Barker's general store (bottom) near the Circle Valley rail siding (top - note the buildings in the distance), which was never formally Gazetted as a townsite. One of the two signs (bottom photograph, top right) simply states Post Office, while the other advertises a bank.[385]

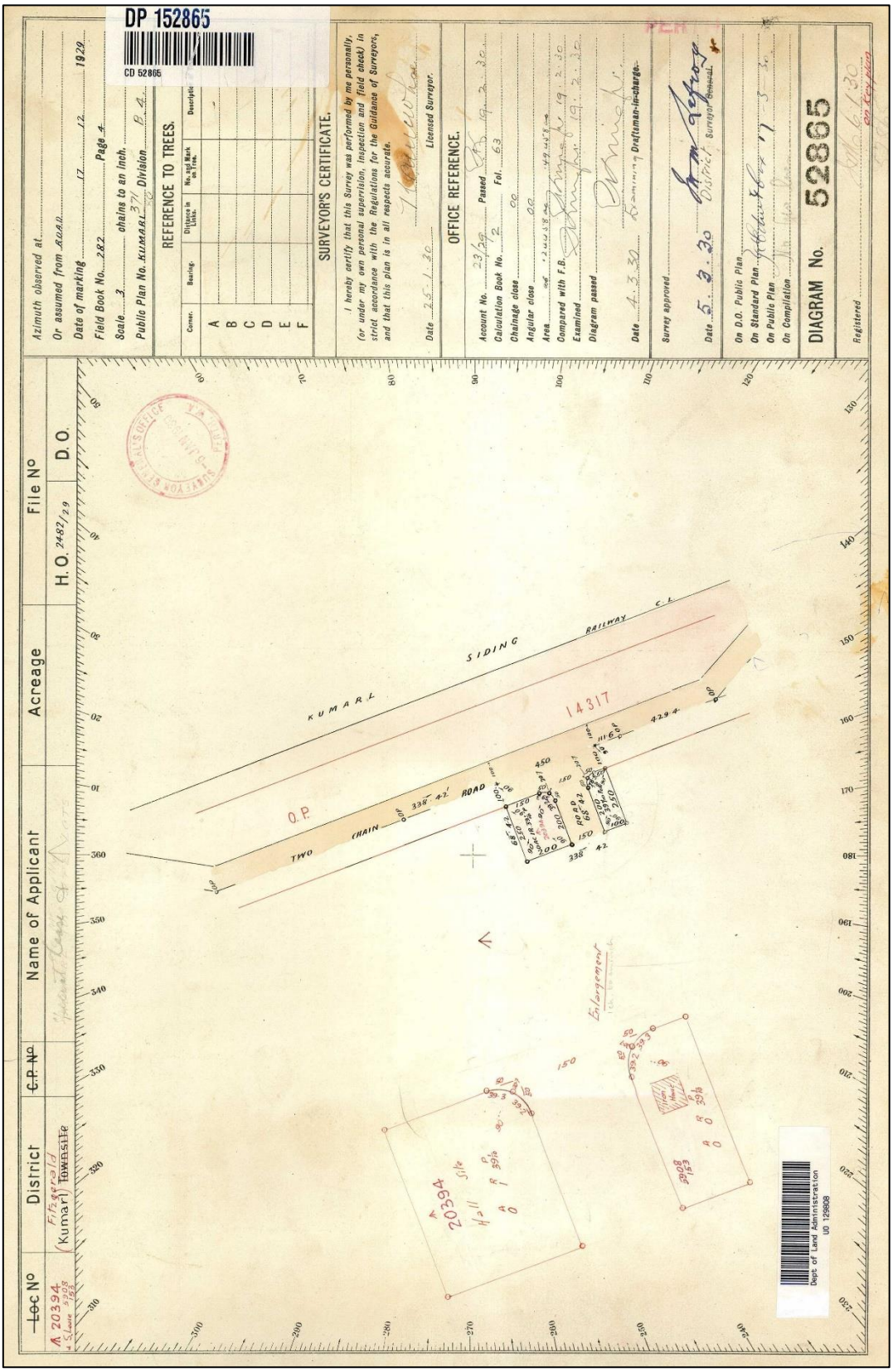
[385] Photographs Courtesy Esperance Museum



A field survey dating to August 1929 showing town lots at the Circle Valley rail siding, which, for reasons unknown, was never formally Gazetted as a townsite. Note in particular the two stores and the district agricultural hall shown on the survey, the latter of which had formally opened in January, 1929.[386, 387]

[386] The Kalgoorlie Miner, 1 February, 1929

[387] Image Courtesy Field Book No. 9492, K. A. McWhae, 1929 (Landgate, Western Australia)



A 1930 survey showing the never Gazetted “Kumarl Townsite” which comprised precisely two lots - one set aside for an agricultural hall, the other being demarcated on the plan as the site of a house.[388]

388 Kumarl Townsite - Crown Survey 52865; Approved 5 March, 1930 (Landgate, Western Australia)

The Period 1930 – 1949: The Great Depression and Second World War

While the world suffered through the worst of the Great Depression, in Esperance and the surrounding countryside, many of the locals were struggling to find employment, let alone to achieve a reasonable standard of living for themselves and their families. In lieu of cash which was becoming difficult to come by, barter became an increasingly popular necessity, and a great deal of produce began to be exchanged without any money changing hands. Bartering could not cover mortgage repayments however, and unfortunately for a great number of the early pioneering settlers, the increasing weight of debt hovering above them soon saw many families forced off their land.(389) For those determined to battle through however, rabbits, which had reached plague proportions in many parts of the country, were easily trapped or shot and often provided a cheap source of food, while their pelts occasionally held sufficient value to assist in supplementing an ailing income, if a market could be found.(390)

Times were tough across Australia, and in an attempt to counter the rising tide of unemployment which shadowed the Great Depression, the Government implemented a "sustenance work" initiative. The scheme was based on rotating unemployed individuals through a bare minimum of sufficient paid work in order to ensure that as many people as possible who were impacted by unemployment could sustain both themselves and their families for a given period or at least until they found alternative work.(391) Sustenance work itself commonly involved employment on Government infrastructure projects, and by mid 1931, 2,852 men were said to be employed under this scheme across the country, supporting an estimated 6,000 families, while in the coming years with unemployment ever on the rise, these numbers were set to explode.(392, 393) In and around Esperance, dependant on their skillsets, men from 'sustenance crews' such as these from all over the state were set to work on tasks such as road construction, seasonal wheat lumping and, perhaps most notably, construction on what would later become known as the Tanker Jetty.(394, 395, 396)

In spite of the difficult times, and although the Esperance Census District had been reduced in area to less than a quarter of what it once covered - 46,120 square miles in the 1921 census down to 11,048 square miles - by 1933 the population in the revised district had in fact risen from 713 to a total of 949. This was in spite of the fact that much of the budding and northernmost Mallee country was now counted with Dundas, inclusive of northern Circle Valley and all of Salmon Gums and Dowak, which boasted populations of 151, 255 and 141 respectively. The impact that the Great Depression was to have on Esperance would however be made vastly clearer by the following census a little over a decade later, which for the same area recorded a total of only 796 people across the district - 153 less than were recorded in the 1933 census.(397, 398, 399)

Following the completion of the railway through to Coolgardie several years prior, an agitation had been stirring in Esperance seeking construction of a new jetty off Hannett's Point, with the old jetty off James Street having since passed its prime. In 1932, the local member, Emil Nulsen, had advised Parliament that there was a strong possibility of the James Street jetty collapsing "at any moment", and in combination with a vocal public, recent large scale investment in the district, and in light of the fact that new infrastructure projects were desperately needed to bolster the struggling Western Australian economy, the Government listened. On January 29, 1934, construction on the Tanker Jetty commenced with a formal 'driving of the first pile' ceremony, and from there, works proceeded at a rapid pace, with all 2,867 feet being completed and formally opened the following year on April 13, 1935.(400, 401, 402)

Although the new jetty, the railway and wheat exports from the budding Mallee farm land were promising great things for the future of the district, during the Great Depression life was hard and most Australians were struggling, with

---

389 The Agricultural Bank Royal Commission Report (Royal Commission, 1934)
390 Bill Gurney Interview, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
391 The Kalgoorlie Miner, 28 October, 1931
392 The Kalgoorlie Miner, 1 August, 1931
393 The West Australian, 10 November, 1933
394 The Westralian Worker, 11 March, 1932
395 The Kalgoorlie Miner, 7 November, 1934
396 The Kalgoorlie Miner, 11 June, 1936
397 Census of the Commonwealth of Australia, Statisticians Report (ABS, 1921)
398 Census of the Commonwealth of Australia, Statisticians Report (ABS, 1933)
399 Census of the Commonwealth of Australia, Statisticians Report (ABS, 1947)
400 Legislative Assembly, 10 November, 1932 (Hansard Archive, Parliament of Western Australia)
401 The Kalgoorlie Miner, 30 January, 1934
402 The Kalgoorlie Miner, 15 April, 1935

Esperance residents being no exception. The ever-reliable salt works at Pink Lake continued to provide at least some employment, while the town still supported a few different stores, a flour mill, ice works, cordial factory, market gardens, dairy, hotels, boarding houses, cafes, bakeries and a garage, among other enterprises. With cash being in increasingly short supply, it was not uncommon for people to work two jobs; farmers owned butchers' shops, the undertakers were plumbers in their spare time and the picture theatre operators were auctioneers and 'wharfies', the latter of which the town had to provide to ensure that shipping could come through Esperance.[403, 404]

On September 3, 1939, as the effects of the Great Depression were beginning to dissipate, Australia once more became embroiled in conflict following the outbreak of World War II. This would act as a major catalyst for change both in the Esperance region and around the world as scores of men once more made their way to a fight on foreign shores, many of whom would never see their homes again.[405] Early the following year, with mainland defence now being a pressing concern, the ongoing war led to the site of the current Esperance Airport being developed, the concept of which had been proposed more than a decade earlier.[406, 407, 408, 409] Aircraft had been to Esperance in the years prior to the war, either landing on Pink Lake if conditions permitted or "in the landing paddock" slightly nearer to the present airport, however, in the event of an aerial invasion, this new aerodrome gave the RAAF a dedicated local site from which to base their operations.[410, 411] On the off chance that the Japanese attempted to use the new landing strip during such an invasion, iron barricades were soon installed along the runways which, in effect, rendered the new airfield unusable for landing without ground support first being in place to remove the barriers.[412, 413]

While the majority of the Australian defence forces focussed their attentions on guarding our northern shores, the prospect of an invasion from the south was indeed a possibility, with this being only lightly guarded at best.[414] The fear of invasion was not entirely unfounded either, and both Japanese and German war ships had indeed scouted the area; one famously documented case involving a submarine firing on the British merchant vessel *Katoomba* to the east-southeast of Albany in August 1942, while another Japanese vessel had come within striking distance of Esperance, with a contemporary later recalling that "…a friend of mine was telling me that he was on a Japanese ship in the Fremantle Harbour [after the war]… and one of the Japanese engineers showed him a picture and said, 'Do you know where this place is?', and he said, 'Yes, I know that, that's the islands down at Esperance', and he said, 'Yes, I took that during the war', so they [the Japanese navy] were there".[415, 416, 417]

Over the course of the war, many locals had joined up to fight, and among the larger individual contributions to the war effort was that of the Starcevich family of Grass Patch from which four sons had enlisted, with seven of the eight sons all serving in the military at various stages.[418] Perhaps the most renowned of these became the actions of Private Tom Starcevich, who, in June 1945, while engaged in combat as part of the capture of Beaufort in North Borneo, had fallen under heavy fire from well entrenched Japanese machine gun posts. With his company pinned down, and with no thought for his own safety, Private Starcevich, a Bren gunner, had counter-attacked, storming, assaulting and defeating each of these posts while under fire, and for his actions, he would later receive the Victoria Cross for bravery.[419, 420] In spite of the horrors they had faced during the war, Tom Starcevich and his brothers Joe, Ivan and George who had also

---

[403] The Kalgoorlie Miner, 10 December, 1930
[404] Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[405] World War Two (https://en.wikipedia.org/wiki/World_War_II), Retrieved 2016
[406] The Kalgoorlie Miner, 15 January, 1930
[407] Proposed Defence Department Aerodrome - Esperance Road Board Minutes, 11 October, 1939 (State Records Office)
[408] The Kalgoorlie Miner, 17 January, 1940
[409] The Kalgoorlie Miner, 23 December, 1940
[410] The Kalgoorlie Miner, 26 August, 1935
[411] The Kalgoorlie Miner, 3 February, 1937
[412] Charles Moir Interview, Ronda Jamieson, 1978 (State Library of Western Australia)
[413] The Western Mail (Perth), 20 February, 1941
[414] Esperance - Evacuation of Civilians, 1942 (State Records Office of Western Australia, Item No. 1942/0213 CSD Consignment No. 1005)
[415] The West Australian, 2 November, 1945
[416] Thelma Marion Chadwick Interview, Jean Teasdale, 1978 (State Library of Western Australia)
[417] Axis Naval Activity in Australian Waters (https://en.wikipedia.org/wiki/Axis_naval_activity_in_Australian_waters), Retrieved 2016
[418] The Starcevich Saga; Pat Morton - Faith, Hope & Reality (Penny Blumann, 1995)
[419] The Kalgoorlie Miner, 14 August, 1945
[420] Tom Starcevich (https://en.wikipedia.org/wiki/Tom_Starcevich), Retrieved 2016

served were all lucky enough to make it home alive, however many others from across the district were tragically less fortunate.[421, 422]

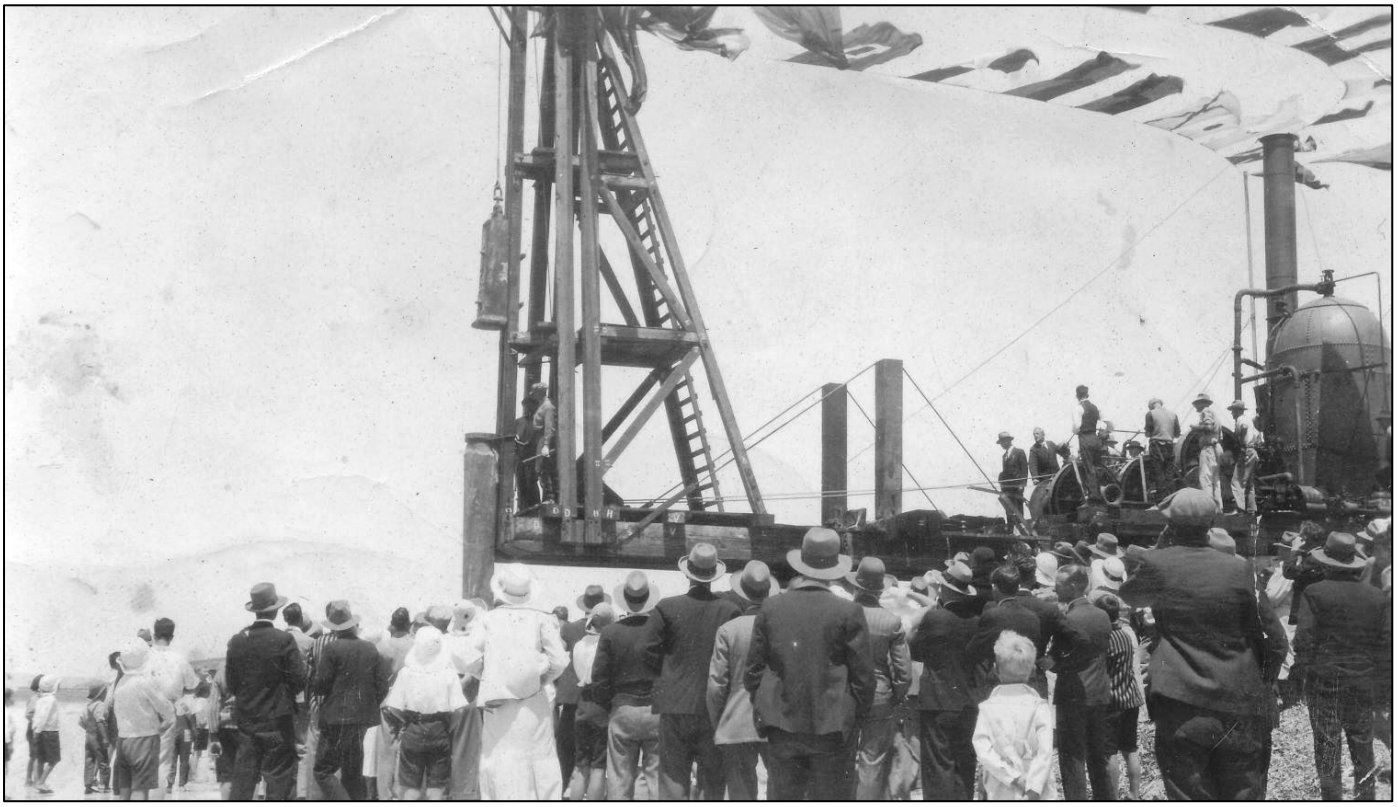
On May 8, 1945, Germany formally unconditionally surrendered in Berlin, and so ended the war in Europe while the war in Asia raged on against the Japanese.[423] After initially refusing any terms of surrender, the devastation caused by the bombing of the Japanese cities of Hiroshima and Nagasaki by the United States on August 6 and 9 respectively soon led to an informal surrender from Japan on August 15, 1945, bringing with it an imminent end to the war in Asia and signalling a complete victory to the Allied Forces.[424] With World War II now at an end, servicemen were soon returning to their homes, and repatriation and soldier settlement were again brought to the forefront of Government thinking. Locally, as had been the case following World War I, further expansion of the virgin agricultural areas surrounding Esperance was once more considered under a soldier settlement scheme, although the process would prove to be long, drawn out and slow.[425] Technology on the other hand had advanced at a rapid pace during World War II, and on the back of this, an increased level of mechanisation began to filter its way through to the country soon after the war, gradually phasing out horse and bullock teams as they were slowly made obsolete. Tractors, bulldozers and a variety of other machines, once rare sites across the district, were now clearing and working land with considerably more ease and far more efficiency than horse or hand ever had. For those who could afford these modern luxuries, this meant that it was now possible for farming families to expand their operations quite extensively.[426, 427]

In the wake of World War II, though primarily as a direct impact of the Great Depression, by 1947 the local population had fallen to only 796 people across the entire district; a drop of 153 since the previous census in 1933. With Esperance still reeling from the localised depression that had hit just before the turn of the century, this was a massive dent in an already ailing community, and for many residents, the future of the district again looked uncertain at best. While it fell outside what was then the Esperance Census District, one location that had suffered particularly badly during the Great Depression was the developing farming country around Salmon Gums, which in 1933, had recorded a healthy enough population of 255, a figure which would plummet to 118 by 1947. This pattern had been fairly typical across much of the broader region, and although the exact numbers of people who had no choice but to leave will never be known, the real low point would have occurred at some stage during the Great Depression nearly a decade prior, with the population having rebounded during the more optimistic years post World War II. For those with the ability, the finances and the fortitude to battle through these more difficult times, life went on, and better times for Esperance were waiting just around the corner.[428, 429, 430, 431]

[421] Esperance District Honour Roll and Gordon Gilmore's History of Esperance RSL (Esperance Museum)
[422] Old Esperance Pictorial History (Don Voigt, 1996)
[423] German Instrument of Surrender (https://en.wikipedia.org/wiki/German_Instrument_of_Surrender), Retrieved 2016
[424] Surrender of Japan (https://en.wikipedia.org/wiki/Surrender_of_Japan), Retrieved 2016
[425] The Kalgoorlie Miner, 19 February, 1947
[426] The Kalgoorlie Miner, 22 June, 1950
[427] Year Book Australia - A Hundred Years of Agriculture (ABS, 2000)
[428] Legislative Assembly, 29 August, 1961 (Hansard Archive, Parliament of Western Australia)
[429] Land Settlement, 1909-1949 - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[430] Census of the Commonwealth of Australia, Statisticians Report (ABS, 1933)
[431] Census of the Commonwealth of Australia, Statisticians Report (ABS, 1947)

The newly completed rail line brought with it a renewed life to Esperance and the broader district, and to this day, trade through the port via the rail network continues to be vital to the local economy. This photograph, circa 1930, shows bagged wheat being loaded onto ships from the old 'Town Jetty' off James Street, which would soon be made obsolete by the Tanker Jetty as it neared the end of its useful working life.(432)

[432] Photograph Courtesy Esperance Museum



In the midst of the Great Depression, January 29, 1934 was a red letter day for Esperance, with a formal ceremony held to mark the 'driving of the first pile' on the new Tanker Jetty, the replacement for the Town Jetty off James Street. Although hard times still lay ahead, the new jetty, the new railway and what these represented for the future of the district gave the local residents hope that better things were yet to come.[433]

[433] Photographs Courtesy Esperance Museum

The official opening ceremony (top) for the new Tanker Jetty was held on April 13, 1935, a little over a year after construction had formally commenced.[434]

[434] Photographs Courtesy Esperance Museum

Published in 1941 alongside the headline “Defying Hitler”, this cheeky sketch illustrated a broader article on the effects of World War II in Esperance which reported that “…the war, too, has played its part [in Esperance]… it has brought to the town a Royal Australian Air Force aerodrome [the Esperance Airport] which offers possibilities of future greatness when some post-war airline may be persuaded to use the excellent aerodrome which it needed a war to create.”[435]

[435] Image Courtesy The Western Mail (Perth), 20 February, 1941

Other airline companies had tried and failed, however Airlines (WA) Ltd was the first Regular Public Transport company to service Esperance on a more permanent basis. On July 16, 1943, VH-ADG, a four seater De Havilland DH 90 Dragonfly piloted by Captain John Moore flew the inaugural Airlines (WA) Ltd service from Perth to Esperance. This photograph taken at the Esperance Airport circa 1945 shows an eight seater DH 89 Dragon Rapide, VH-UZY, the plane that replaced VH-ADG on the Esperance route.[436]

[436] Photograph Courtesy Geoff Goodall Collection

Private Tom Starcevich (front row, second from right) holding his Bren gun and surrounded by men from his unit in June 1945. On or about the date that this photograph was taken, Private Starcevich's heroic actions in battle would earn him the Victoria Cross, the highest military honour in Australia.[437]

[437] Photograph Courtesy Wikipedia: Tom Starcevich Monument (https://en.wikipedia.org/wiki/Starcevich_Monument); Retrieved 2016

Looking across Pink Lake Road and over the Esperance School (left) and ‘Manual Training Room’ (right, formerly the Rich Meadows School building which stood northeast of the Grass Patch townsite) in 1947 - this was still well and truly the ‘outskirts’ of town at the time, however in the ensuing years, as the local population exploded, the rolling hills behind would gradually give way to school expansions and housing estates.[438]

[438] Photograph Courtesy Esperance Museum

An extract from a survey dated July 1947, showing the limited road networks that connected Esperance to the outside world at the time. A “second class road” (red line) connects Esperance to Norseman, while small networks of third and fourth class unsealed dirt tracks run east and west throughout the Mallee and Esperance surrounds.[439]

439 Image Courtesy Esperance Museum

In honour of the locals who lost their lives during the Second World War, a Memorial Grove or 'Memory Grove' overlooking the beach at Blue Haven was established in 1947 and formally dedicated on December 7 that year. The plaque in the centre now stands at the new site of Memorial Grove near Lake Monjingup.[440]

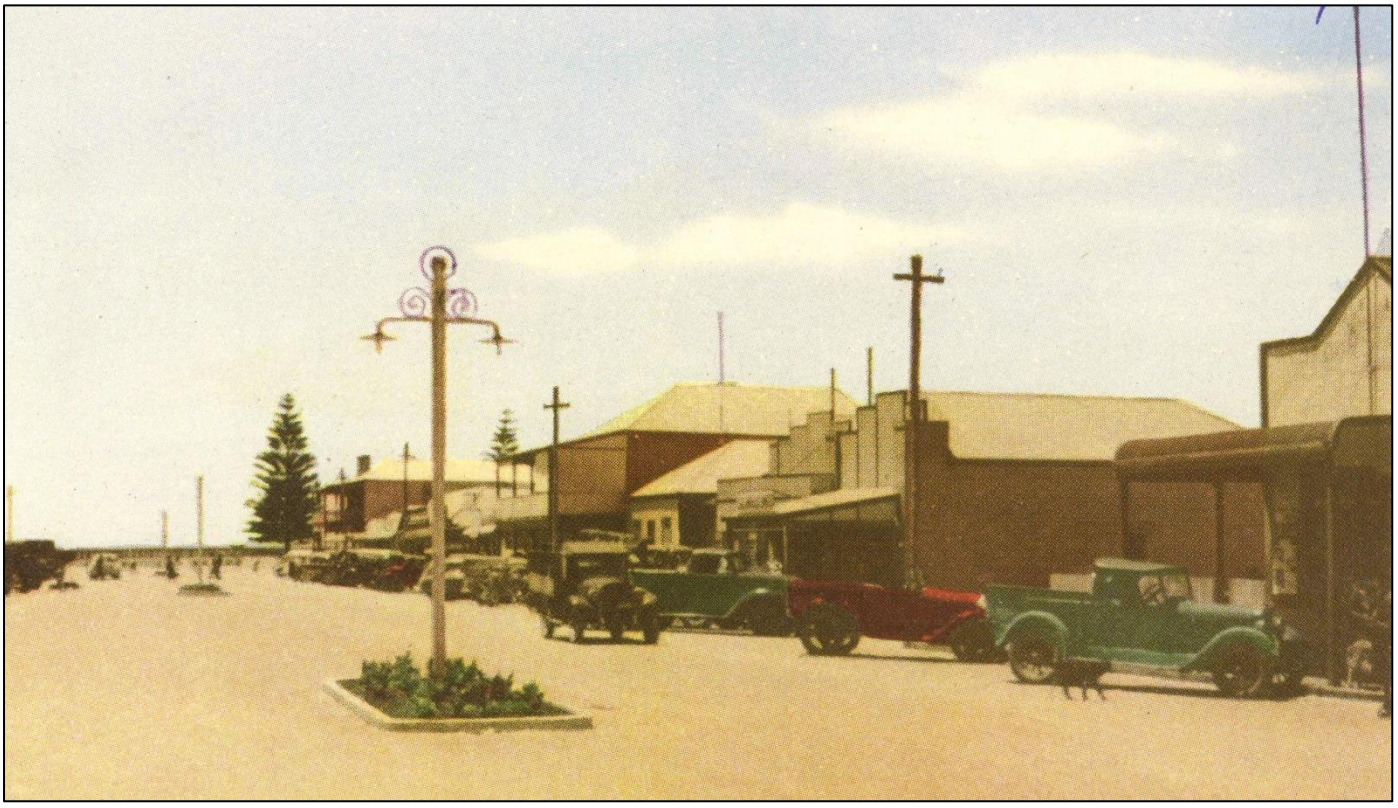
[440] Photographs Courtesy Esperance Museum

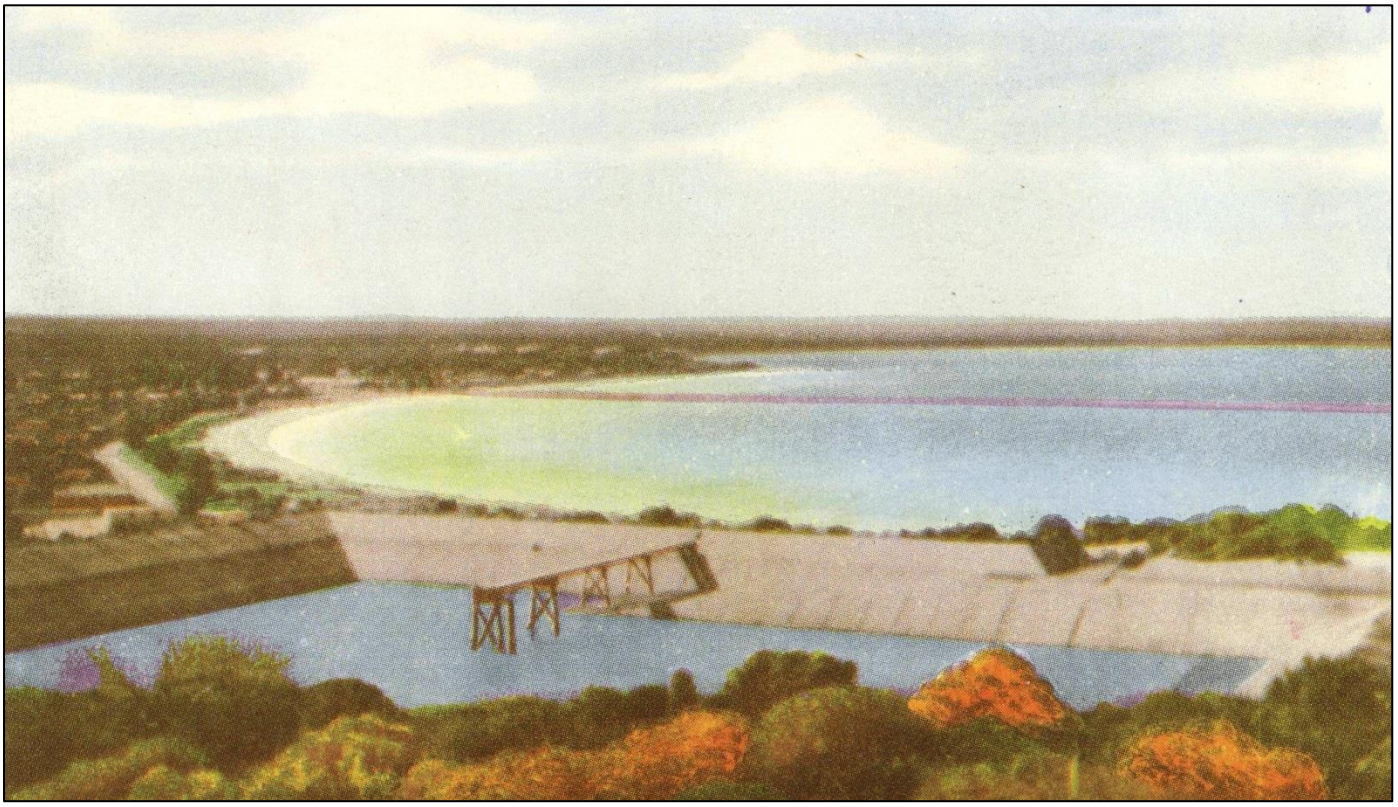
Constructed in 1948, Hunt's Cannery, now the Cannery Arts Centre, attempted to captitalise on the salmon fishery on offer surrounding Esperance, and ever so briefly, this provided a new industry for the town.[441, 442]

[441] Register of Heritage Places - Esperance Fish Cannery (State Heritage Office, 2016)
[442] Photographs Courtesy Esperance Museum

Adding colour to history - a series of rare coloured photographs produced circa the mid to late 1940's showing (top) the Fresh Air League (formally opened on January 18, 1948) and the Tanker Jetty (commenced in 1934 and completed in 1935).[443]

[443] Photographs Courtesy Esperance Museum





Rare coloured views along Andrew Street (top) and over the town of Esperance from the Railway Reservoir (bottom), produced circa the mid to late 1940's (note the absence of the Tanker Jetty in the bottom picture suggests that this image dates circa 1930, likely coloured and reproduced in the 1940's as part of the broader series).[444]

[444] Photographs Courtesy Esperance Museum

The Period 1950 – 1979: Modern Pioneers

In the years following World War II, more than four hundred properties with more than a million acres of agricultural development potential in the Esperance area were reported to have been bought and set aside under soldier settlement schemes which aimed to reassimilate ex-servicemen back into a normal life.[445] While programs such as these would see hundreds of soldiers settled across the wheatbelt in the ensuing years, little would come of them at a local level in the short term, as, prior to any larger scale land releases near Esperance, scientific research was deemed essential to ensure that those who came to the district could do so with a viable model to base their operations on. In theory, the outcome of these studies would equate to the establishment of successful farms, and thus, in 1949, the Esperance Downs Research Station was established near Gibson.[446] Research from Esperance Downs soon showed that much of the soil throughout the area was marginally deficient in small ways, and that by simply addressing these deficiencies through the application of selected fertilisers and trace elements, quality farming country could be produced from land previously condemned as unsuitable for agriculture.[447, 448, 449]

Small scale farming areas to the east and west of Esperance, including at Dalyup, Myrup and Doombup, had been released and running with varying levels of success since as early as 1896/97. In light of their steady progress and the recent findings by the Esperance Downs Research Station, extensive Government land releases to the east and west of Esperance began to follow, opening for selection from 1950 onwards.[450, 451, 452, 453, 454, 455] Lured by cheap land and a dream, new waves of settlers steadily began to arrive, and in the coming three decades alone, the population across the district was set to explode from a meagre 796 people pre 1950 to a massive 9,363 by 1981; an increase of over one thousand percent, and a boom by any standard.[456, 457] The town of Esperance itself also prospered on the back of the budding farmland, and over the same period there was a sizable spike in new housing developments and other building activity. This was initially limited to the suburb of Esperance in particular, then gradually spreading as time progressed into the suburbs of Castletown and later Chadwick, Nulsen and Sinclair.[458, 459, 460]

In the meantime however, by 1954, uptake on the new farming country had been slower than anticipated, which in turn slowed further agricultural land releases and was reflected in census data that year which recorded a grand total of only 1,087 people across the district; an increase of only 291 people since 1947.[461] By January 1956, an additional 82 new farming properties were reported to be “in the course of development” on the Esperance Plains, however this was far from the hopeful targets that locals had envisaged, and it seemed to many as though the area would never see the level of growth required to ensure the long term survival of the community. As if on cue, later that same year, an American businessman by the name of Allen Chase registered an interest on behalf of the Chase Syndicate in the development of further agricultural land within the area, and on November 19, 1956, the State Government entered into a formal agreement with the Syndicate’s company; Esperance Plains (Australia) Proprietary Limited. In effect, this agreement allowed the company to cheaply purchase and develop vast tracts of virgin farmland in the Esperance Plains, requiring only that at least half of each proposed block be cleared, cultivated and sown with pasture, while a house and water supply also had to be provided before these could be leased or purchased by prospective settlers.[462]

---

[445] The Kalgoorlie Miner, 5 September, 1949
[446] The West Australian, 13 September, 1951
[447] Soldier Settlement (https://en.wikipedia.org/wiki/Soldier_settlement_(Australia)), Retrieved 2016
[448] The West Australian, 5 December, 1952
[449] The Beverley Times, 14 July, 1960
[450] The Daily News (Perth), 17 July, 1896
[451] Open for Selection - Myrup Special Area - Government Gazette of Western Australia, 29 May, 1896
[452] Open for Selection - Dalyup Special Area - Government Gazette of Western Australia, 19 February, 1897
[453] Open for Selection - Doombup Special Area - Government Gazette of Western Australia, 24 July, 1903
[454] The Western Mail (Perth), 25 May, 1950
[455] Esperance 1627 - 1995 (Esperance Bay Historical Society, 2007)
[456] Census of the Commonwealth of Australia, Statisticians Report (ABS, 1947)
[457] Census of Population and Housing, Persons and Dwellings in Local Government Areas - Western Australia (ABS, 1981)
[458] Building Records, Book 1 (Shire of Esperance, 1953 to 1965)
[459] Building Records, Book 2 (Shire of Esperance, 1965 to 1979)
[460] Subdivision Records S18346, S26362, S25124, S31538, S32074 et al (Shire of Esperance, to 1971)
[461] Census of the Commonwealth of Australia, Statisticians Report (ABS, 1954)
[462] The Modern Era - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)

The Syndicate's scheme appeared to offer a safer and more cost effective alternative to the ongoing, though slower, Government assisted settlement programs. With their formalised agreement in place, Government energies were able to be focused elsewhere, including on the provision of rural road networks, improvements to harbour facilities and in selecting, surveying and developing agricultural townsites. Following attempts to "hurry nature" through a spate of rapid and alternative style development on the project, and with a poor season partially to blame, the 'Esperance Plains' company soon folded, and in 1960 its interests were transferred to another subsidiary of the Chase Syndicate, the Esperance Land Development Company, or E.L.D. as it became known.(463) Over the next three decades, under E.L.D. management, more than four hundred new and larger farms to the east and west would be developed, and this would bring a multitude of new settlers to the area. More than this however, the investment that they and others began to pour into Esperance quickly became the catalyst that had been so desperately needed to revive both the ailing fortunes of the broader district and the town itself.(464, 465, 466)

As had been the case with the settlement of the Mallee country to the north many years prior, as agriculture expanded in the Esperance Plains to the east and west, new townsites in several of the growing localities were deemed essential in selected districts. In the coming years, towns would be Gazetted in Coomalbidgup (Gazetted December, 1961), Dalyup (May, 1962), Condingup (May, 1963), Wharton (March, 1964), Shark Lake (March, 1967) and Cascade (November, 1976). By this stage however, significant improvements in technology, transportation and road networks meant that isolated outposts such as these were no longer as vital for the success of the new farming areas as they once had been for the developing Mallee communities, which had been heavily dependent on train services to bring machinery and supplies in, and produce out. With Esperance itself now being more readily accessible, and in the absence of rail sidings and the business brought by stopping trains, very few of these newer east to west towns - excluding the 'isolated outpost' of Condingup - would ever see any significant growth, with most of the trade from the new farming areas flowing directly through to Esperance instead, which thrived as a result.(467, 468, 469, 470, 471, 472)

By 1961, with so much happening throughout the district, the population over the past decade had more than doubled to 2,285, and major improvements to the facilities, services and infrastructure in the town of Esperance itself were now essential.(473) Although still relatively new and in good shape, one such area in need of improvement were the shipping facilities on offer at the Tanker Jetty which, similar to its predecessor at James Street, had steadily become inadequate to cater to the ever increasing frequency and volume of exports and imports, as well as the sheer size and depth of the vessels that now docked there. Offering natural protection from the sea and an in situ granite supply, Dempster Head became the obvious choice for a new harbour. In 1962, construction formally commenced on a monumental project which included dredging for a new shipping channel, blasting on the headland, the building of an extensive granite breakwater and the reclamation of land for what would become the land backed wharf, all of which came at the expense of the dilapidated Town Jetty off James Street which would gradually be removed over the coming decades.(474, 475, 476)

While works continued on the new port, Co-operative Bulk Handling (CBH) were busily developing a site that they had acquired nearer the Tanker Jetty in an effort to improve their own shipping capabilities through the town. The Co-operative had previously built bulk grain storage facilities at Grass Patch and Salmon Gums, however with agriculture in the region now constantly growing and set to expand even further in the coming years, significant investment had become vital to ensure that the majority of the local harvest could be handled and shipped locally, rather than being railed to Fremantle which had been happening since the end of World War II. With this in mind, in 1962 the Co-operative built the first of their 'horizontal storage depots' on what was then still the outskirts of town near the Tanker Jetty, and

463 The Age (Melbourne), 30 May, 1962
464 The Beverley Times, 2 March, 1962
465 An Historical Geography of Modern Australia: the Restive Fringe (Joseph Michael Powell, 1991)
466 The Coming of the Americans, 1956-1988; Blake Senior - Faith, Hope & Reality (Penny Blumann, 1995)
467 Government Gazette of Western Australia, 15 December, 1961
468 Government Gazette of Western Australia, 18 May, 1962
469 Government Gazette of Western Australia, 5 March, 1963
470 Government Gazette of Western Australia, 26 March, 1964
471 Government Gazette of Western Australia, 23 March, 1967
472 Government Gazette of Western Australia, 19 November, 1976
473 Census of the Commonwealth of Australia, Statisticians Report (ABS, 1961)
474 The New Harbour - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
475 Land-Backed Wharf - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
476 The West Australian, 20 September, 1963

from there, produce from the Mallee and developing Esperance Plains was once more able to be stored, processed and shipped locally, and this would have a significant flow on effect in the local economy.[477, 478, 479]

In the coming decade alone, the local population would more than triple, and with so much investment and so many new people now beginning to pour into the town and broader district en masse, the 1960's became a period of great expansion for what had now become the Shire of Esperance.[480, 481, 482] An immense array of new clubs, associations, services and buildings in and around Esperance were soon established, among these being hundreds of new homes, the new hospital (1960), extensions to the Esperance School (Esperance Primary School, 1962/63), the Esperance Fertiliser Works (1964), a new Agricultural Hall (Greater Sports Ground, 1964), the Traveller's Inn (1965), new Esperance Shire Council offices (1965/66), new newspapers (*Esperance News Express* commenced printing in May 1965 and was later absorbed by the *Esperance Advertiser*, which ceased publication in 1974, the year after the *Esperance Express* - 1973 to current - commenced publication), a new courthouse (1967), a new Pier Hotel (1968/69) and many, many others. Plans were also underway for the development of the Esperance Seafront Caravan Park (1963), and this would shortly see the old camping ground at what is now Port Authority Park close as construction works on the Esperance Port began nearby. In keeping with the height of popular culture around the world, two new drive-in movie theatres were built in Castletown and Sinclair ("Esperance Drive-In" and "Pink Lake Drive-In", 1965), and in tandem, these swiftly put an end to the motion pictures once enjoyed by many at the Bijou Theatre.[483, 484, 485] As the population boomed, so too did religion, and many new and larger churches became necessary to house their ever expanding flocks, among these being new Roman Catholic Churches in Esperance (1960), Grass Patch (1962), Salmon Gums (circa 1962 - both churches in Grass Patch and Salmon Gums were formally opened in 1963), Condingup (1968) and Coomalbidgup (1968). Not to be outdone, many other denominations also had their own new churches either planned or underway, including a new Church of England (Anglican Church) in both Salmon Gums (1962/63) and Esperance (1963), a Peoples Church in Esperance (1966), a new Methodist Church (Uniting Church) in Esperance (1970) a new Baptist Church in Esperance (1972), new Lutheran Churches in Gibson (1963) and Esperance (1973), new Seventh Day Adventist Churches in Grass Patch (1968) and Esperance (1973) and a new Jehovah's Witnesses Church in Esperance itself (1974/75).[486, 487, 488, 489]

Meanwhile, back in 1963, the American investment in Esperance was starting to pay off as the first of the new Esperance Land and Development Company (E.L.D.) properties began to sell, while the company was ever busily at work developing vast tracts of additional farmland.[490] With the new E.L.D. farms now selling, the port and land backed wharf starting to take shape and with so much more happening throughout the broader district, 1964 marked the centenary of settlement in Esperance - a hundred years since the Dempster Brothers had first settled in the broader area - and it seemed quite fitting that Esperance should be enjoying its single biggest period of prosperity around such an auspicious occasion.[491, 492]

By the mid 1960's, the Shire of Esperance boasted a population heading towards 5,000, and many more were still on their way.[493] With Esperance now a bustling hive of activity, works on the first land backed wharf were soon completed, and on November 19, 1965, the new Esperance Port was formally opened by then Premier of Western Australia, Sir David Brand. Esperance was once more a thriving place and, in March of the following year, the town received its first

---

[477] Co-operative Bulk Handling - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[478] The Origins of the Mallee, and Those Who Followed - Faith, Hope & Reality (Penny Blumann, 1995)
[479] Building Records, Co-operative Bulk Handling, Licence Number 67-61/62 (Shire of Esperance, 1962)
[480] Census of the Commonwealth of Australia, Statisticians Report (ABS, 1961)
[481] Census of Population and Housing, Population and Dwellings in Local Government Areas - Western Australia (ABS, 1971)
[482] Government Gazette of Western Australia, 23 June, 1961
[483] Esperance Drive-In (http://cinematreasures.org/theaters/49200), Retrieved 2016
[484] Pink Lake Drive-In (http://cinematreasures.org/theaters/49201), Retrieved 2016
[485] Register of Heritage Places - Bijou Theatre (State Heritage Office, 2012)
[486] Building Records, Book 1 (Shire of Esperance, 1953 to 1965)
[487] Building Records, Book 2 (Shire of Esperance, 1965 to 1979)
[488] Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[489] Thirty Thousand Miles a Year; Father Kevin Glover - Faith, Hope & Reality (Penny Blumann, 1995)
[490] Appendix 1 - An Esperance Timeline - Faith, Hope & Reality (Penny Blumann, 1995)
[491] The Dempster Brothers Esperance Bay Station - The Dempsters (Rica Erickson, 1978)
[492] Esperance Centenary, Souvenir Programme, 1864 - 1964 (State Library of Western Australia)
[493] Census of Population and Housing, Population and Dwellings in Local Government Areas - Western Australia (ABS, 1966)

royal visit when the Queen Mother toured Western Australia.[494] Perhaps more importantly however, at least for the immediate future of Esperance, the year 1966 also saw Western Mining Corporation commence development on a nickel mining project in Kambalda, and this would have substantial flow-on effects across the Shire, though particularly within the town of Esperance itself. A rail spur soon connected the new nickel mining operations to the Esperance railway line, and this in turn would lead to rapid and expansive development in both the town and the new Esperance Port.[495, 496, 497]

With constantly rising interest in Esperance as the centre of an expanding farming district and developing port, central town blocks had again begun to increase in value. Rather tragically, many of the older historic buildings - among these being the once iconic Post Office and the Esperance School - either had or would soon be demolished around this period in time to make way for newer and larger replacements in an effort to 'modernise' the town while seeking to better cater to the needs of the ever growing masses. The Esperance School itself had transitioned into a junior high school in 1956, however so great and so rapid was the population growth in Esperance that by the mid 1960's with more than a thousand students now on the roll, two new schools were warranted in the town. Castletown Primary School (1966) and the Esperance Senior High School (1965/66) were thus both formally opened during a series of ceremonies held on October 7, 1966, with the program for the day also including a re-opening of the Grass Patch Primary School and an additional ceremony held to mark the opening of the Jerdacuttup Primary School (Shire of Ravensthorpe) the following day.[498, 499, 500, 501, 502] With dwindling numbers, many of the Mallee schools established in the decades prior had been forced to close as the population plummeted during the Great Depression, however as Esperance and the surrounding district found itself in the midst of a revival, the mid 1960's and early 1970's would see new schools opened to take their place. The reaches of education had also started to branch out into the developing agricultural areas to the east and west, with a new primary school built in Condingup (built in 1964 to replace a small school that had opened in 1961 on Art Linkletter's nearby farm) and planning underway for others including Scaddan Primary School (built 1970, commenced operating 1973), Cascade Primary School (1974) and, back in Esperance itself, Nulsen Primary School (1972).[503, 504, 505, 506, 507, 508]

As the Shire of Esperance stepped into the 1970's, it did so with a population nudging 7,000, and in the coming decade alone more than 2,000 additional people would come to call Esperance home.[509, 510] As Esperance grew, so too did the shipping facilities on offer at the port, and works were soon underway on the construction of a second land backed berth adjoining the first. Construction on the second land backed berth was completed in 1972, and with a third berth on the horizon, each of these progressive steps began to add to and enhance the capabilities of the port which, in turn, would see the seemingly boundless potential of Esperance continue to flourish.[511]

Outside the port, development in the town of Esperance was still flying along, and the 1970's would see a continuation in the building boom required to cater to the needs of the ever growing population. Hundreds of new homes were soon built, and many buildings of local renown were soon under construction including, among others, the Public Library (opened 1971), the Scout and Guide Hall (1971/72), new premises for the Esperance Bay Yacht Club (1975/76) and many, many more. It was also during the early 1970's that the concept of the Museum Village had begun to develop on land which, until that point, had comprised the old railway yards, while the Esperance Museum (1976) would soon begin

---

494 Legislative Assembly, 9 April, 2002 (Hansard Archive, Parliament of Western Australia)
495 Kambalda, Western Australia (https://en.wikipedia.org/wiki/Kambalda,_Western_Australia), Retrieved 2016
496 Lake Lefroy (Coolgardie-Esperance Wharf) Railway Act, 1969
497 Building Records, Western Mining Corporation Nickel Storage, Licence Number 148-66/67 et al (Shire of Esperance, 1967)
498 Castletown Primary School History (http://castletownprimaryschool.wa.edu.au/page/165/History), Retrieved 2016
499 Esperance Senior High School History (http://www.esperanceshs.wa.edu.au/index.php?q=content/history), Retrieved 2016
500 Esperance Senior High School's First Twenty-Five Years; Doug Murray - Faith, Hope & Reality (Penny Blumann, 1995)
501 Barb Terrell Interview, Nicholas Kleinig, 31 May, 2016
502 The Esperance Advertiser, 30 September, 1966
503 Historic Mallee School Trail (Esperance Bay Historical Society & Esperance Museum, 2005)
504 Schooling at Condingup; John Hagon Interview, Christine Creighton - Faith, Hope & Reality (Penny Blumann, 1995)
505 Scaddan Primary School History (http://www.scaddanps.wa.edu.au/page/53/School-History), Retrieved 2016
506 Nulsen Primary School Overview (http://www.det.wa.edu.au/schoolsonline/school_list.do), Retrieved 2016
507 Building Records, Nulsen Primary School, Licence Number 43-71/72 et al (Shire of Esperance, 1967)
508 Cascade Primary School Profile (http://www.cascade.wa.edu.au/page/56/Profile), Retrieved 2016
509 Census of Population and Housing, Population and Dwellings in Local Government Areas - Western Australia (ABS, 1971)
510 Census of Population and Housing, Population and Dwellings in Local Government Areas - Western Australia (ABS, 1981)
511 Esperance Port, 1864 to Today (Esperance Port Authority, 2006)

to take shape in the old Bonded Store and Goods Shed nearby.[512, 513] Further to the north, the rail system across Australia had been steadily evolving in the years prior, and slowly but surely a standard gauge rail project stretching from coast to coast had been taking shape, while Esperance was still serviced by an older and now obsolete narrow gauge line. This time around however, Esperance had been included in the broader planning processes, and by late 1974 the new standard gauge railway line from Kalgoorlie to Esperance was now complete, thus keeping Esperance connected to the goldfields, the state and the rest of Australia. With vast amounts of investment continuing to pour into the town and broader Shire, it was now plain to see that Esperance was truly beginning to live up to its potential as "the natural port of the goldfields".[514, 515, 516]

Following the sailing of the *Enterprise* on April 14, 1977, the Tanker Jetty had played witness to the last commercial vessel ever to berth there, and from that point on, it became purely recreational in use, with all shipping traffic now being redirected through to the new Esperance Port. Trade through the Esperance Port had skyrocketed since its inception, and following the commencement of live exporting in January 1971, more than a million live sheep had reportedly been shipped through the port by 1978, while other exports including nickel in particular had quite rapidly begun to make the massive investment in the project a worthwhile venture.[517, 518, 519, 520, 521]

Back near the Tanker Jetty, the former fish cannery (Hunt's Cannery, built and operational in 1948, closed circa 1950) had commenced a gradual change towards becoming a centre for the arts. In 1978, with community backing, the proposal had received Council support, and over the coming years the old building would transition into its present and now iconic use as the Cannery Arts Centre.[522, 523, 524, 525, 526] The following year, aside from the ongoing wave of building and development that was steadily sweeping over Esperance, the brighter local news stories for 1979 primarily centred around two events; a royal visit by Prince Charles in March of that year and an unexpected encounter with the American space station 'Skylab', or at least parts thereof, in July. Prince Charles had breezed through the town during Western Australia's 150th anniversary celebrations, staying at Dempster Homestead in between official functions, while Skylab later breezed through the atmosphere, showering parts of the surrounding countryside in an assortment of debris, for which NASA was fined $400.00 for littering - a fine which was paid in good humour thirty years later.[527, 528, 529] Minor news stories aside however, the growth and development of Esperance from 1950 to 1979 had been nothing short of remarkable, and it was largely the events of this period which would lay the foundations for the Shire of Esperance that we now know today.[530]

[512] The Council Was My Life; Merv Andre - Faith, Hope & Reality (Penny Blumann, 1995)
[513] Shire of Esperance Records, Reserve 2815, Volume 1 (Shire of Esperance)
[514] Building Records, Book 2 (Shire of Esperance, 1965 to 1979)
[515] Kalgoorlie-Esperance Standard Gauge Railway, 1969-1971 et al (State Records Office of Western Australia)
[516] Legislative Assembly, 19 September, 1974 (Hansard Archive, Parliament of Western Australia)
[517] Legislative Assembly, 15 November, 1979 (Hansard Archive, Parliament of Western Australia)
[518] Land-Backed Wharf - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[519] Esperance 1627 - 1995 (Esperance Bay Historical Society, 2007)
[520] Register of Heritage Places - Esperance Railway Precinct (State Heritage Office, 2012)
[521] Legislative Assembly, 19 September, 1978 (Hansard Archive, Parliament of Western Australia)
[522] The Western Mail, 29 July, 1948
[523] The Kalgoorlie Miner, 27 December, 1948
[524] Register of Heritage Places - Esperance Fish Cannery (State Heritage Office, 2015)
[525] Adding an Extra Dimension; Penny Blumann - Faith, Hope & Reality (Penny Blumann, 1995)
[526] Committees - Old Cannery Management et al (Shire of Esperance Records, OLD/1323)
[527] Skylab - History - Newspaper Cuttings & Photos et al (Shire of Esperance Records, OLD/1896)
[528] Photograph Album - Visit by Prince Charles et al (Shire of Esperance Records, OLD/11757)
[529] Restoring the Dempster Homestead; David Wordsworth - Faith, Hope & Reality (Penny Blumann, 1995)
[530] Esperance Today - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)

A large area of Crown land near the South coast is thrown open

Esperance Lands For Selection

ANNOUNCING that special areas in the Esperance district were being made available for selection, the Under Secretary for Lands (Mr. H. E. Smith) said that these were shown on public plan 423-80.

They were offered subject to survey, classification and pricing under Part V (divisions 1 and 4) of the Land Act 1933-1948 and the relevant regulations, as modified by special conditions which he explained as follows:

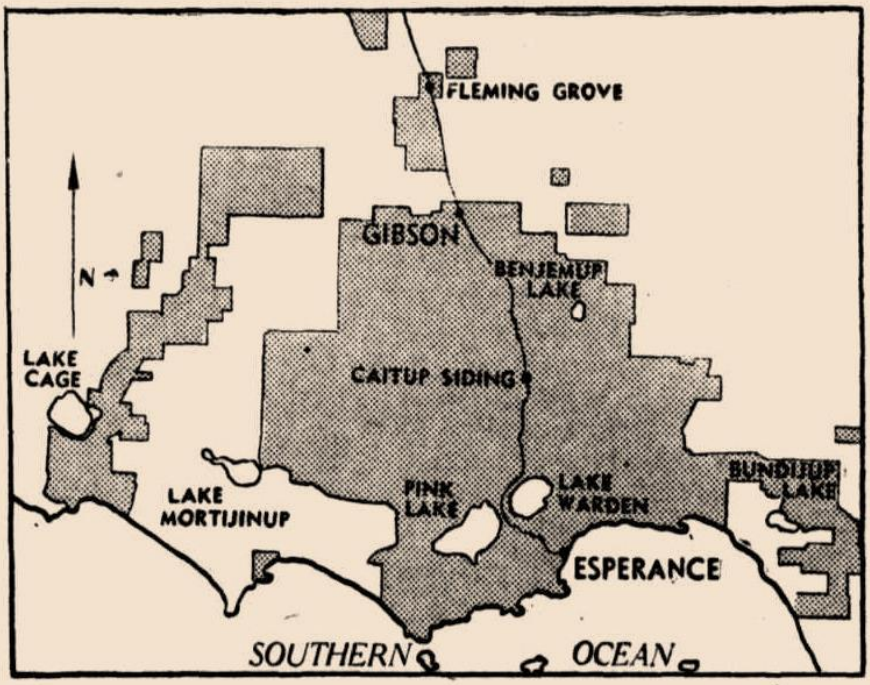
The maximum area permitted for selection by any one person was limited to 2,500 acres.

The selector or his agent must take up residence on the land within one year from the date of approval and must make it his habitual residence for the next following five years.

After the first year he must clear and cultivate and lay down in pasture 250 acres each year for the next succeeding four years, and must properly maintain the cleared land and pastures.

Where simultaneous applications are made for the same areas there will be determined by a land board in accordance with the provisions of Section 135 of the Act. All applications must be lodged at the Lands Department, Perth, on or before June 7, with a deposit of £1 to cover the lease preparation fee of 15/ and the Titles Office registration fee of 5/, with a detailed description of the area desired.

● The States and Commonwealth Governments collect more than £34,000,000 a year from registration fees and petrol tax. The motor industry also pays State railways more than £3,000,000 a year in freight on goods sent by the industry into rural areas.

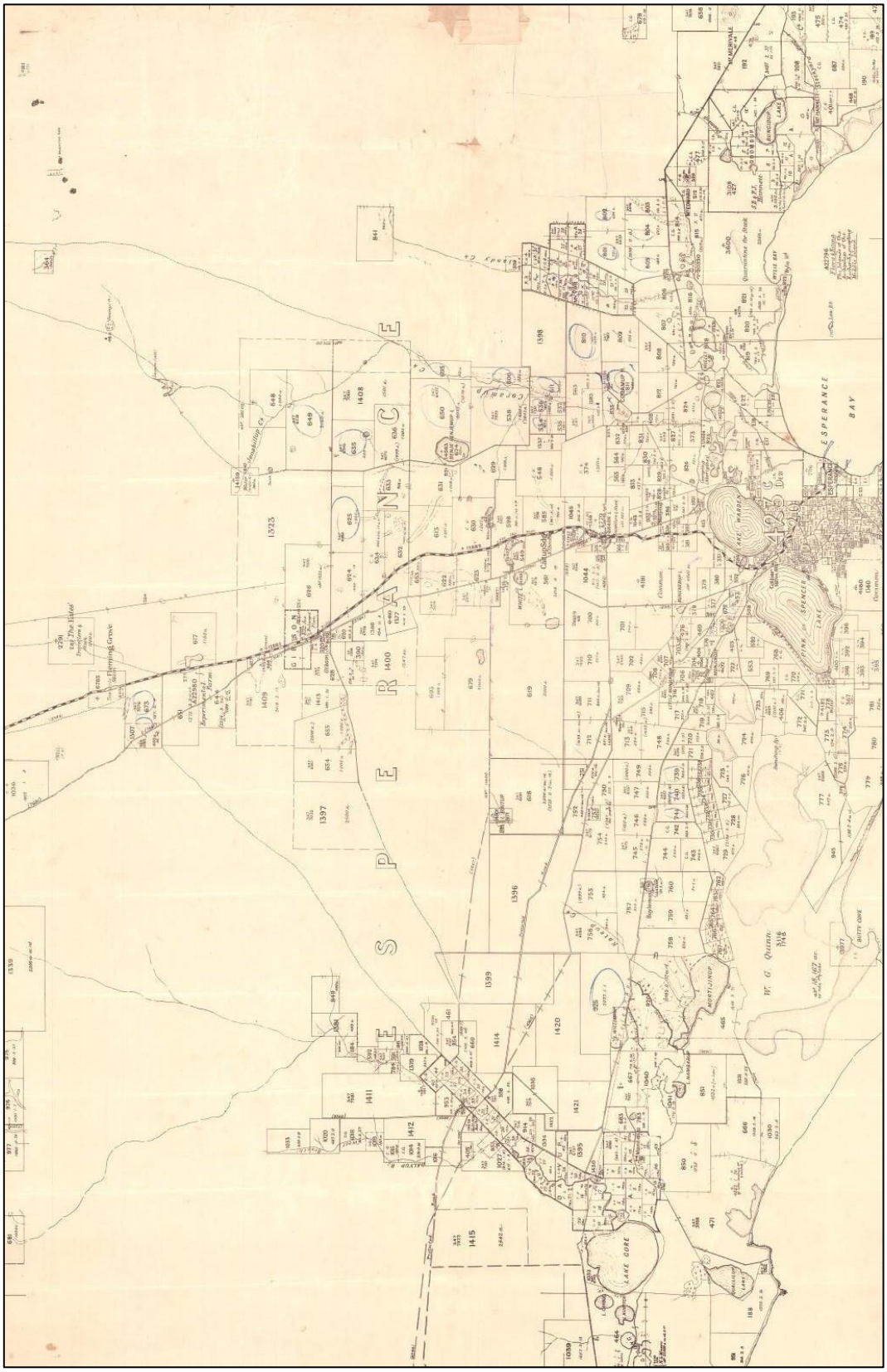


FOR SELECTION: Map of the Esperance district showing the areas of Crown land being made available for settlement. The land already selected is shaded, the unshaded portions being those now thrown open for selection.

An article published in May 1950 advertising land being made available for selection (unshaded sections) via Government assisted settlement programs in the Esperance Plains, an area that would soon see extensive agricultural expansion.[531, 532]

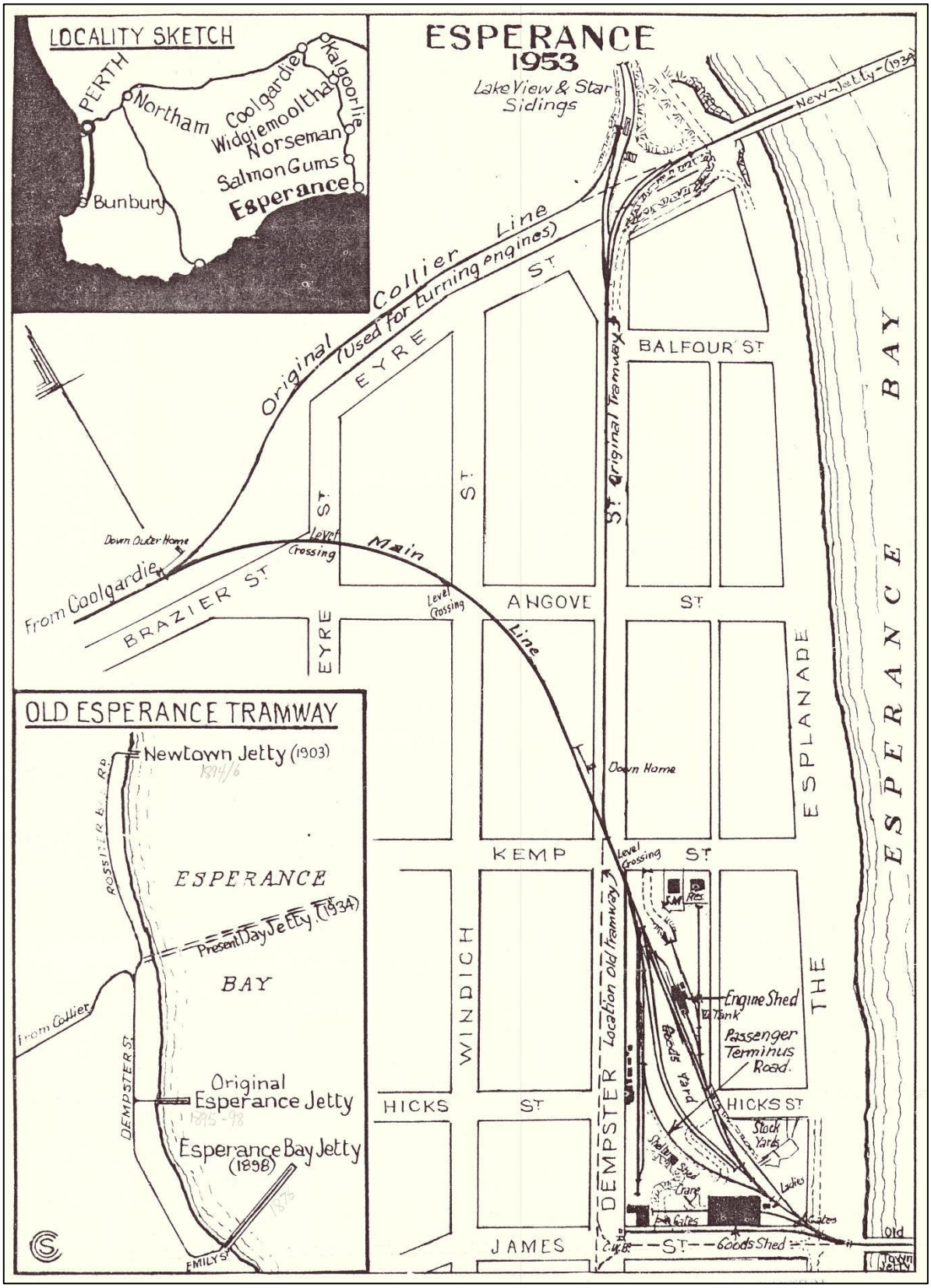
[531] Esperance 1627 - 1995 (Esperance Bay Historical Society, 2007)

[532] Image Courtesy The Western Mail (Perth), 25 May, 1950



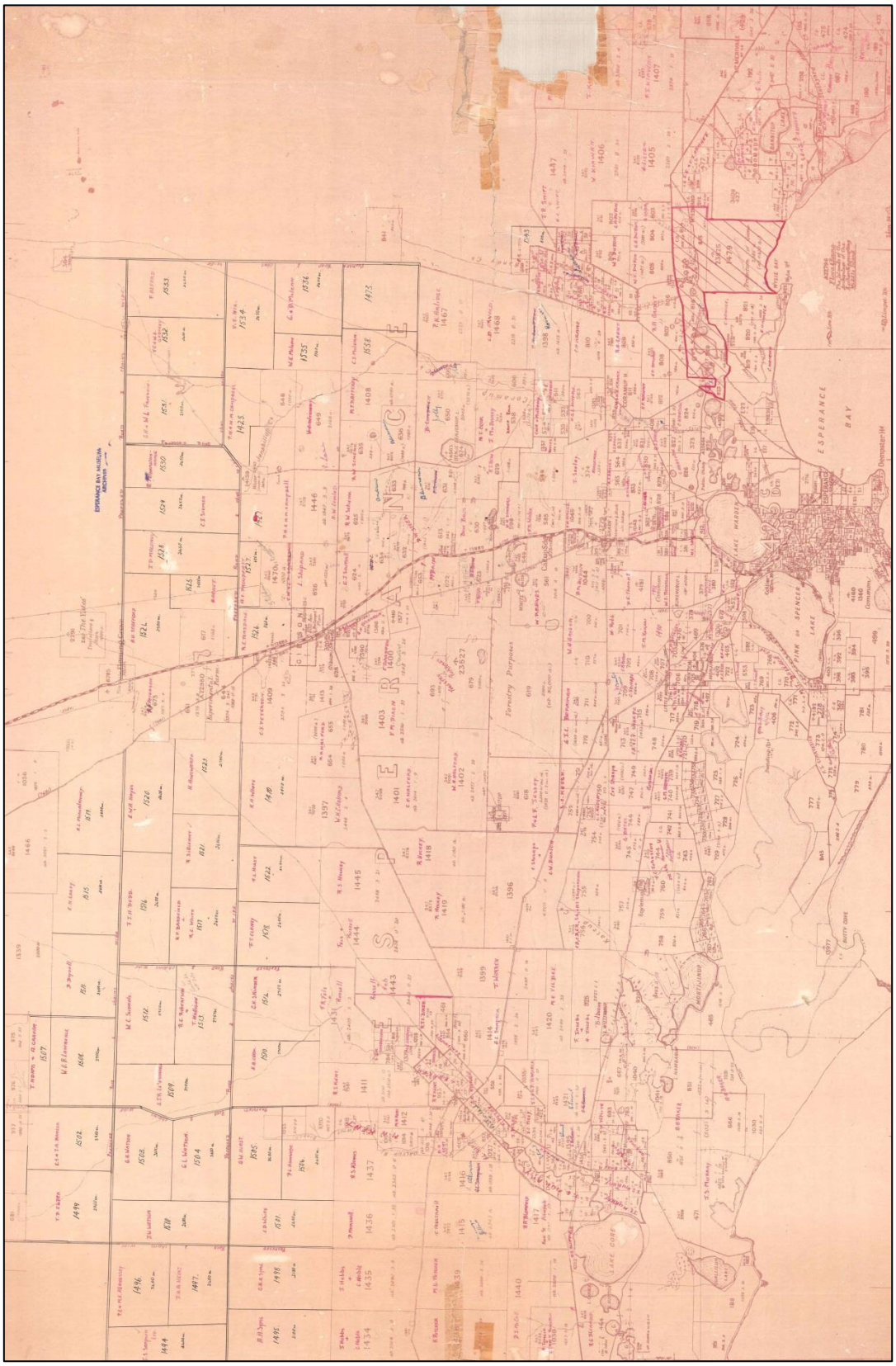
Land from Dalyup in the west to Myrup in the east per a survey from 1952. Established in 1949, the Esperance Downs Research Station proved that land previously condemned as unsuitable for agriculture on the Esperance Plains had potential to become prime agricultural country if certain trace elements were replaced in the soil substructure, and this discovery would soon see a vast expansion of agriculture to the east and west of Esperance.[533]

[533] Image Courtesy Esperance Museum



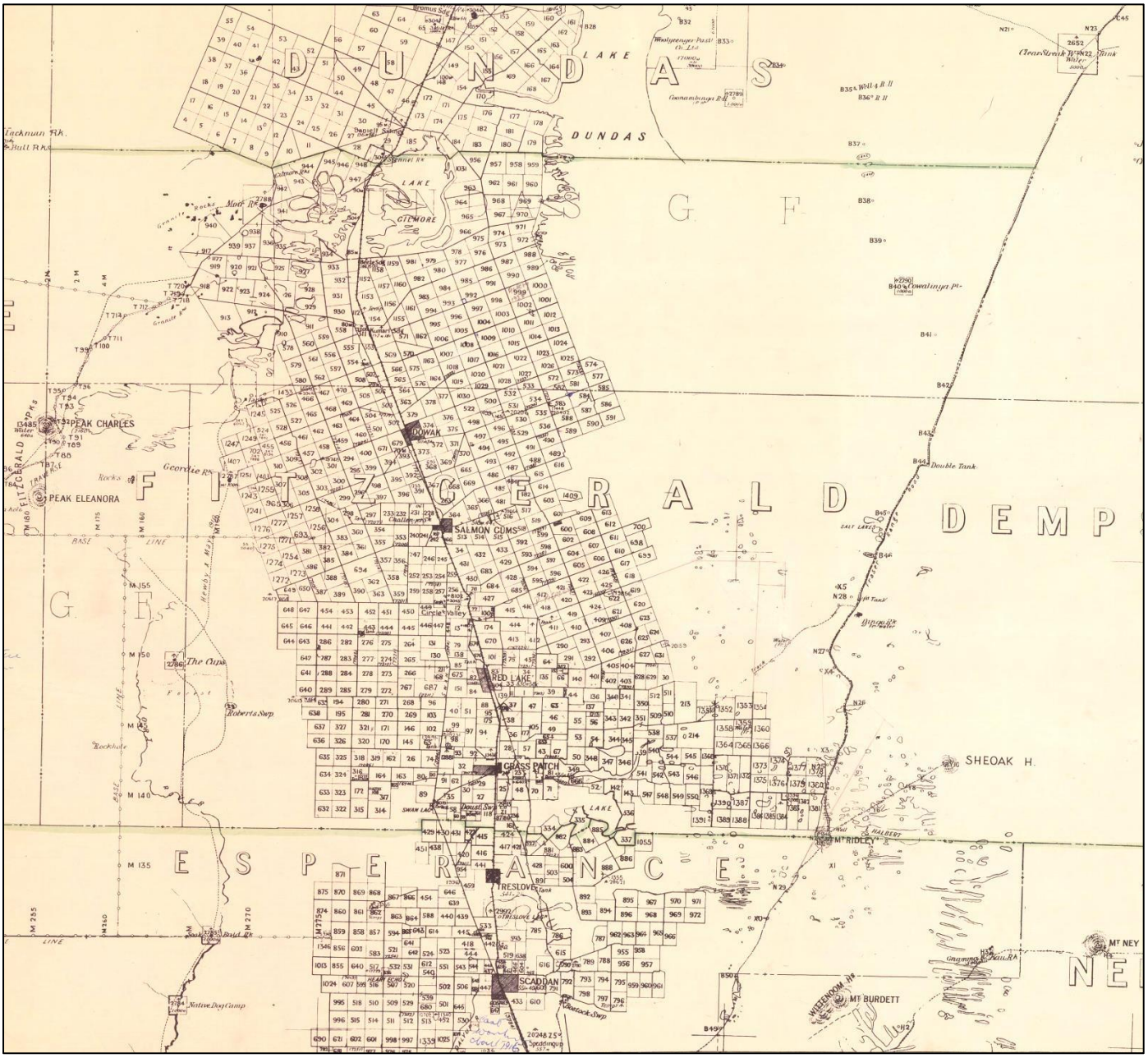
A map dated 1953 showing the railway networks in Esperance, as well as old networks of tramlines or tramways (bottom left) which once, in effect, linked each of the jetties and Pink Lake.[534]

[534] Image Courtesy The Australian Railway Historical Society, Bulletin No. 295 - May, 1962 (Esperance Museum)



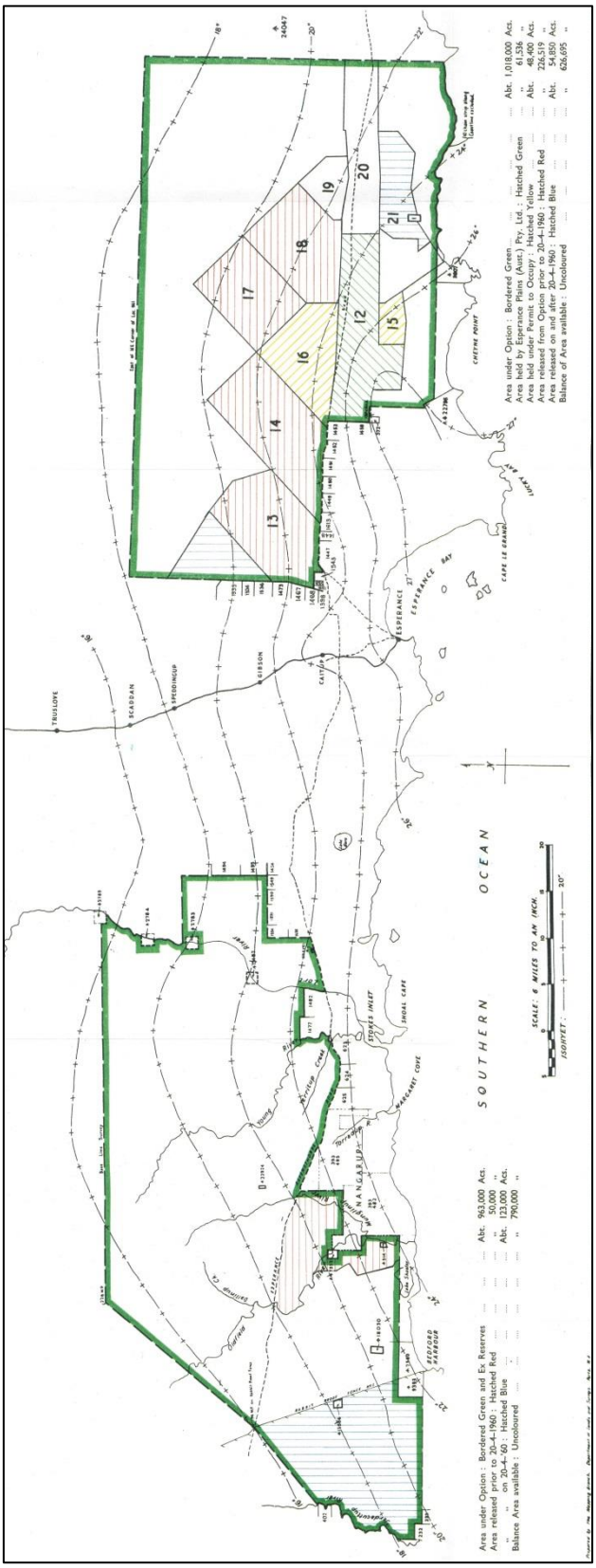
The survey above, dated February 24, 1954, shows an early part of the east to west agricultural expansion in the Esperance Plains farming country between Myrup and Dalyup as part of Government assisted settlement schemes, which would later be replaced by the works of the Chase Syndicate and E.L.D.[535]

[535] Image Courtesy Esperance Museum



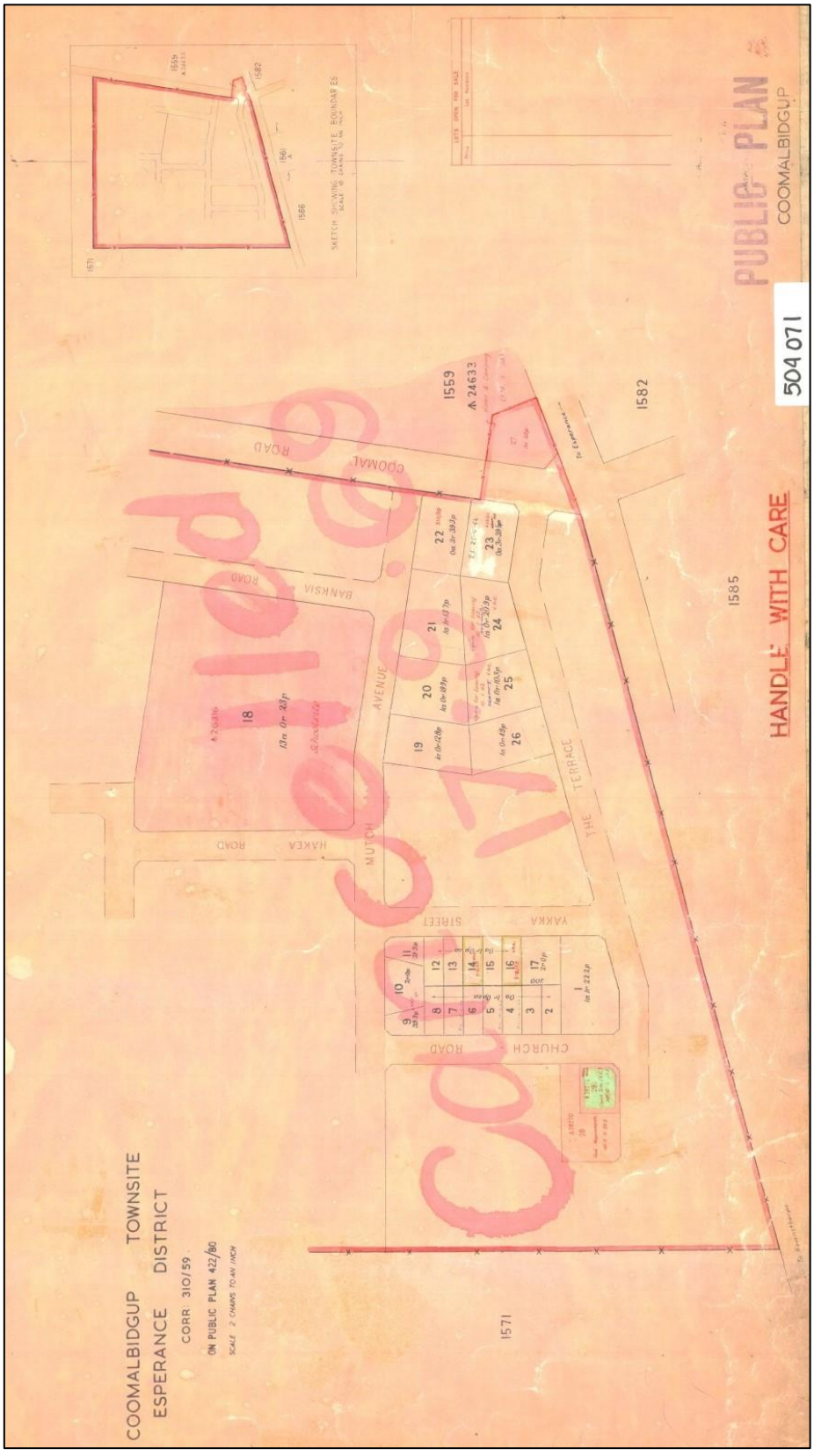
Farming country from Speddingup siding northwards to the Dowak townsite per an extract from a survey dated June 5, 1959, including the Scaddan, Truslove, Grass Patch, Red Lake, Circle Valley and Salmon Gums areas, all of which had been released through Government assisted settlement schemes.[536]

536 Image Courtesy Esperance Museum



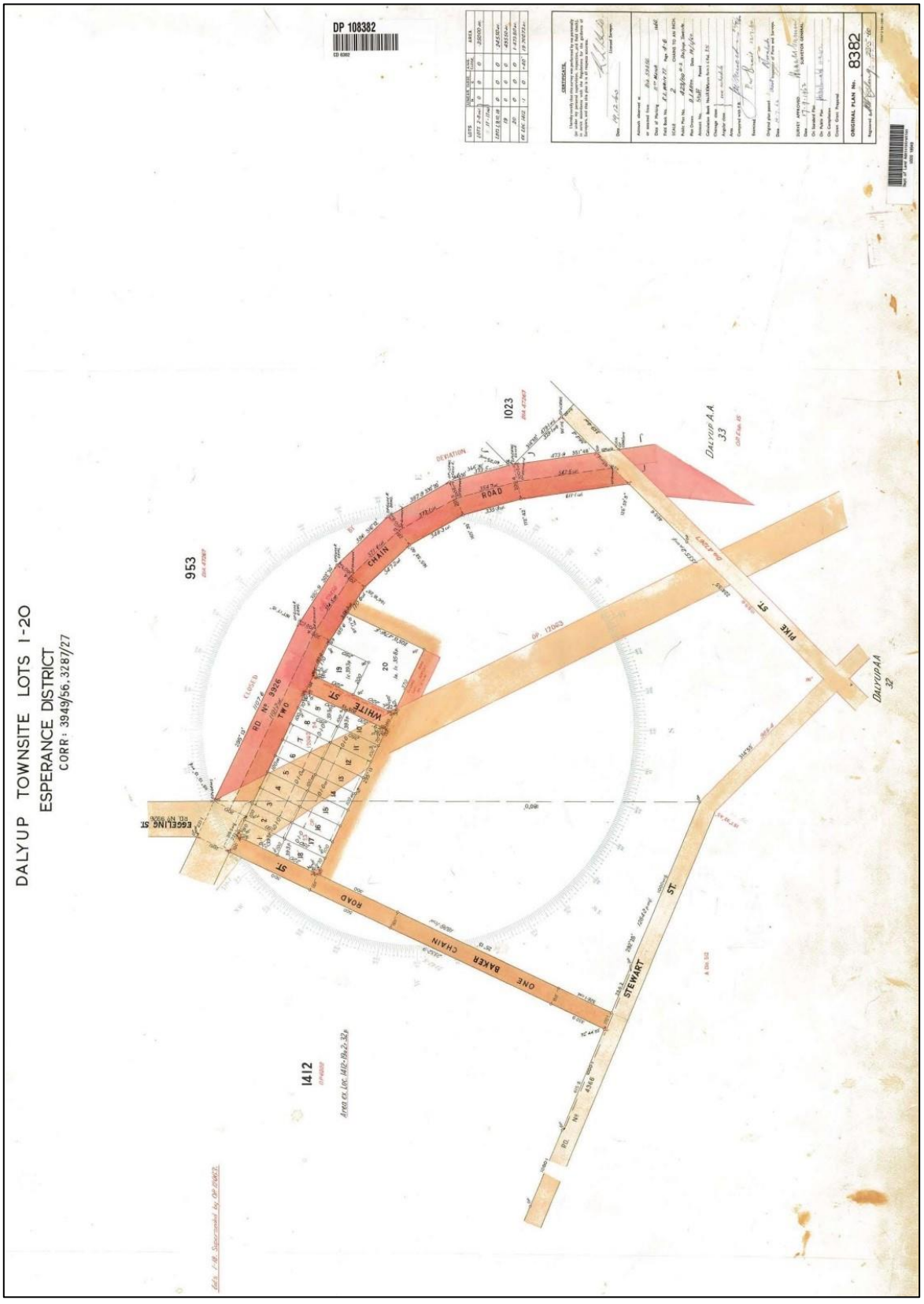
A map showing the extent of land available to the Chase Syndicate (bordered in green), whose interests were later transferred to the Esperance Land Development (E.L.D.) Company.[537]

[537] Image Courtesy Esperance Museum



As farmland to the east and west of Esperance opened up and expanded, townsites were surveyed in a handful of the new communities, including that of Coomalbidgup, which was formally Gazetted as a townsite in 1961. Named after a nearby creek, the name originates from an Aboriginal dialect, roughly translating to 'possum scratches up a tree mean that there is water nearby'.[538]

[538] Image Courtesy State Records Office of Western Australia (Item No. 0431 Consignment No. 5698)

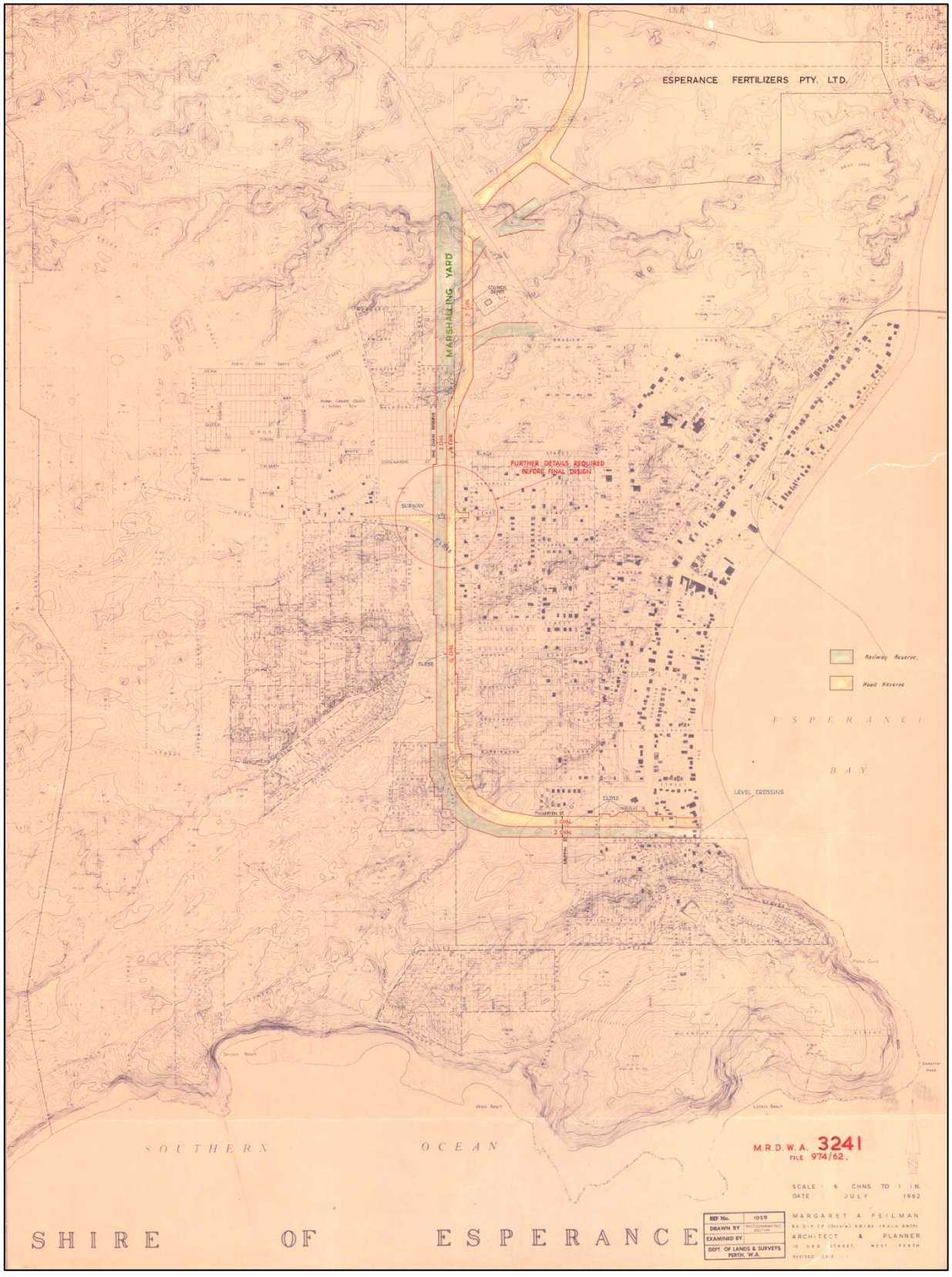


A field survey of the Dalyup townsite, formally Gazetted in 1962. The explorer, John Septimus Roe, had named the nearby river the 'Gage River' in 1848, however a later surveyor in 1875 renamed the same feature to the Aboriginal name, Dalyup, which likely originates from the Noongar word for a King Parrot or Hookbill.[539]

[539] Image Courtesy Shire of Esperance

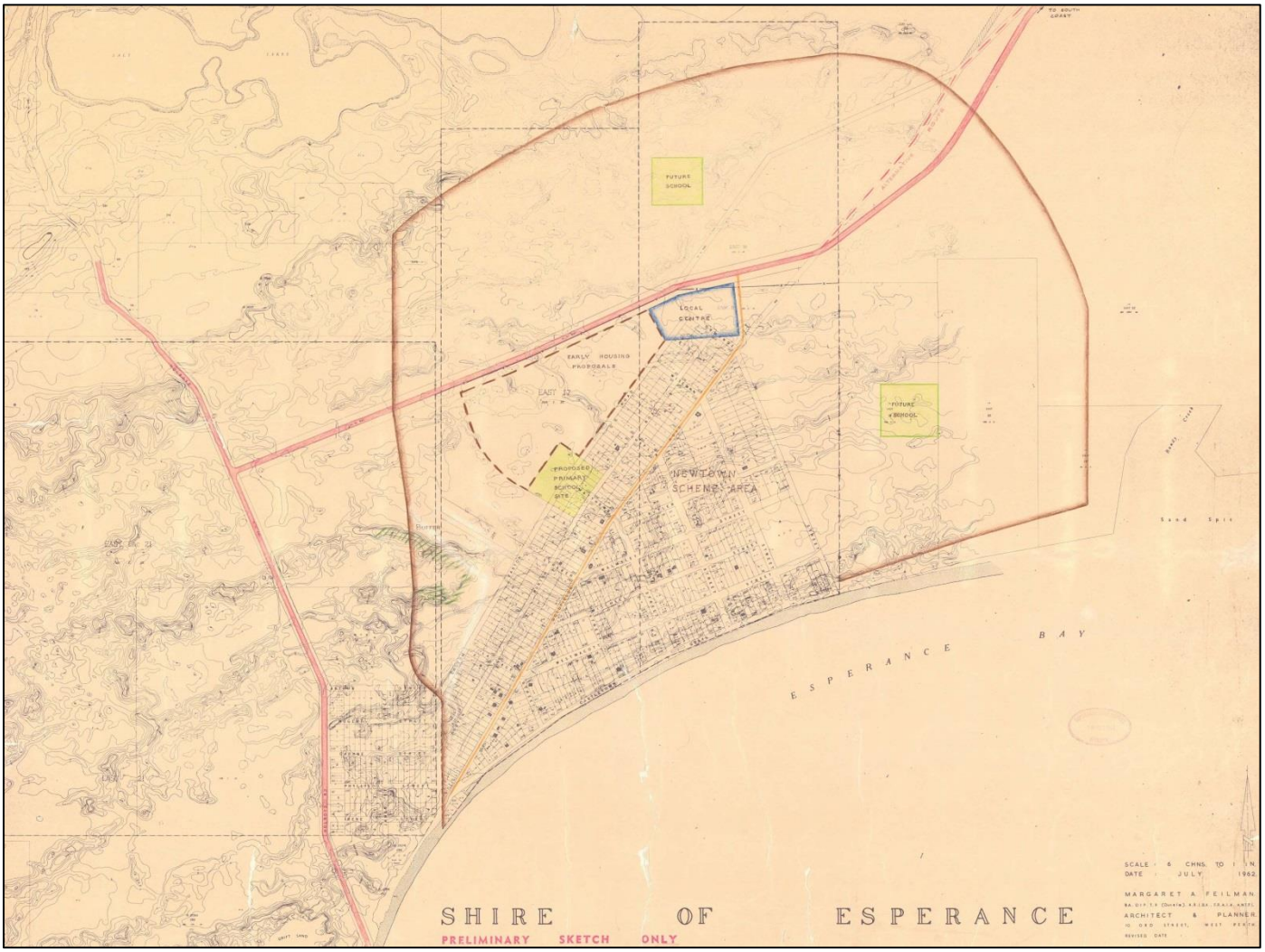
In the 1950's and on into the 1960's, a new wave of 'modern settlers' began to arrive as vast quantities of agricultural land opened for selection around Esperance. These photographs show some of their wheat produce being loaded onto a ship on the Tanker Jetty in 1962, after the opening of the Co-operative Bulk Handling depot nearby.[540]

[540] Photographs Courtesy Esperance Museum



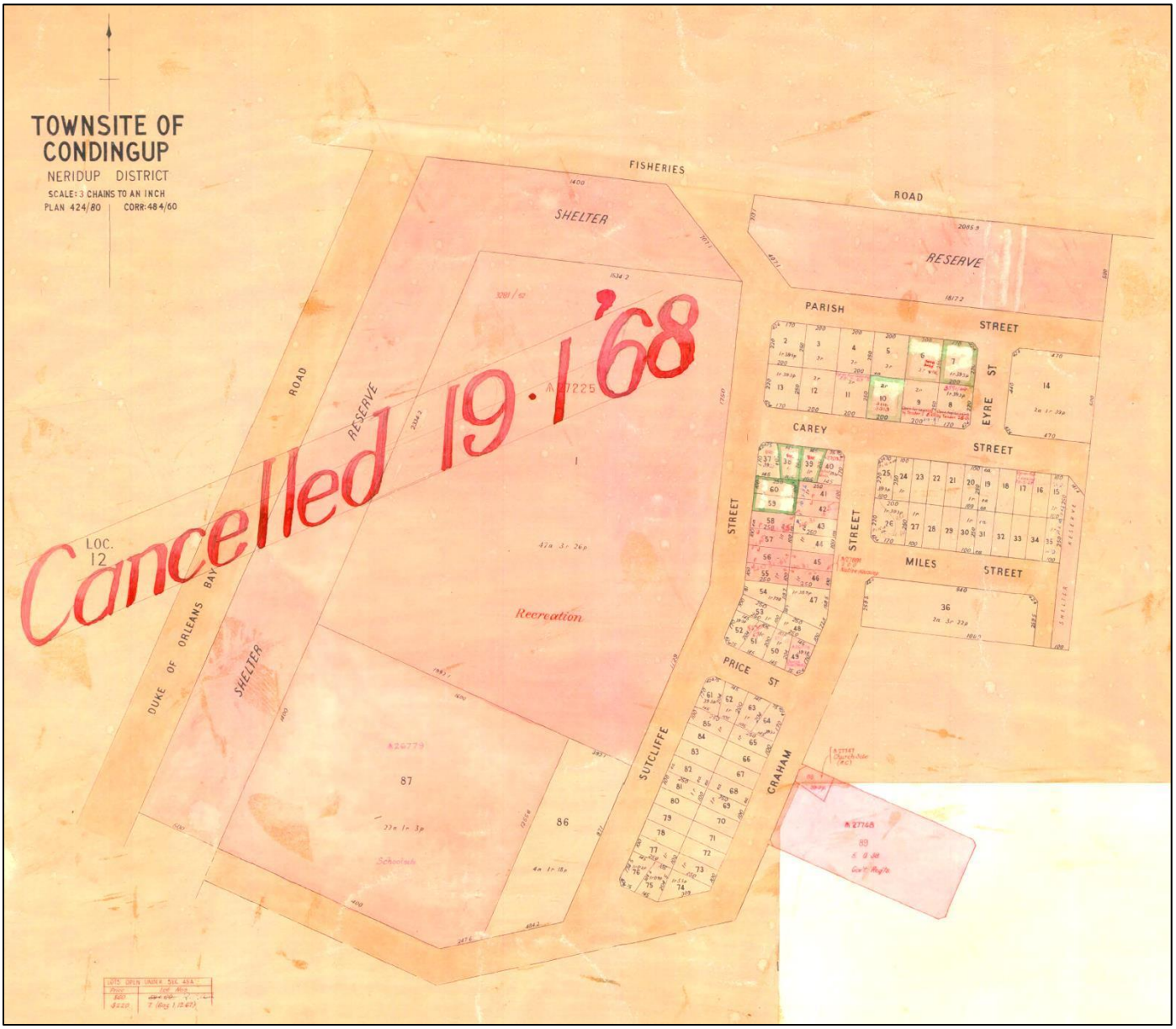
One of two surveys from July 1962 crudely showing the rough extent of building in the suburbs of Esperance, West Beach, Sinclair and Nulsen at the time, as well as the new rail and road reserves along Harbour Road to what would become the Esperance Port.(541)

541 Image Courtesy Shire of Esperance



The second in a set of two surveys from July 1962 which, a little roughly, shows the limited extent of building in the suburb of Castletown at the time, with a few minor omissions. In the coming decade alone, the population across the Shire of Esperance would more than triple, and the town of Esperance would boom accordingly, with development expanding into the suburbs of Castletown, Sinclair, Chadwick and Nulsen in particular.[542]

[542] Image Courtesy Shire of Esperance



Condingup, to the east of Esperance, was formally Gazetted as a townsite in 1963. The origins of the name itself are unclear, however it is thought that the name may have been derived from the Aboriginal word 'Kunjinup', which refers to a local wildflower.[543, 544, 545]

[543] Condingup (https://en.wikipedia.org/wiki/Condingup), Retrieved 2016
[544] Government Gazette of Western Australia, 3 May, 1963
[545] Image Courtesy State Records Office of Western Australia (Item No. 0412 Consignment No. 5698)

The Shire Clerk,
Esperance Shire Council,
ESPERANCE. W.A.

PERTH, W.A. 1st April, 1964.

Our Ref. 7584/96

Your Ref.

Dear Sir,

For your information, I wish to advise that Executive Council Approval has now been obtained to the area shown bordered red on the enclosed lithograph and described in the enclosed schedule, being set apart as "Town and Suburban Lands" and to such lands being known and distinguished as "Wharton" Townsite.

A notice to this effect was published in the Government Gazette of 26th March, 1964.

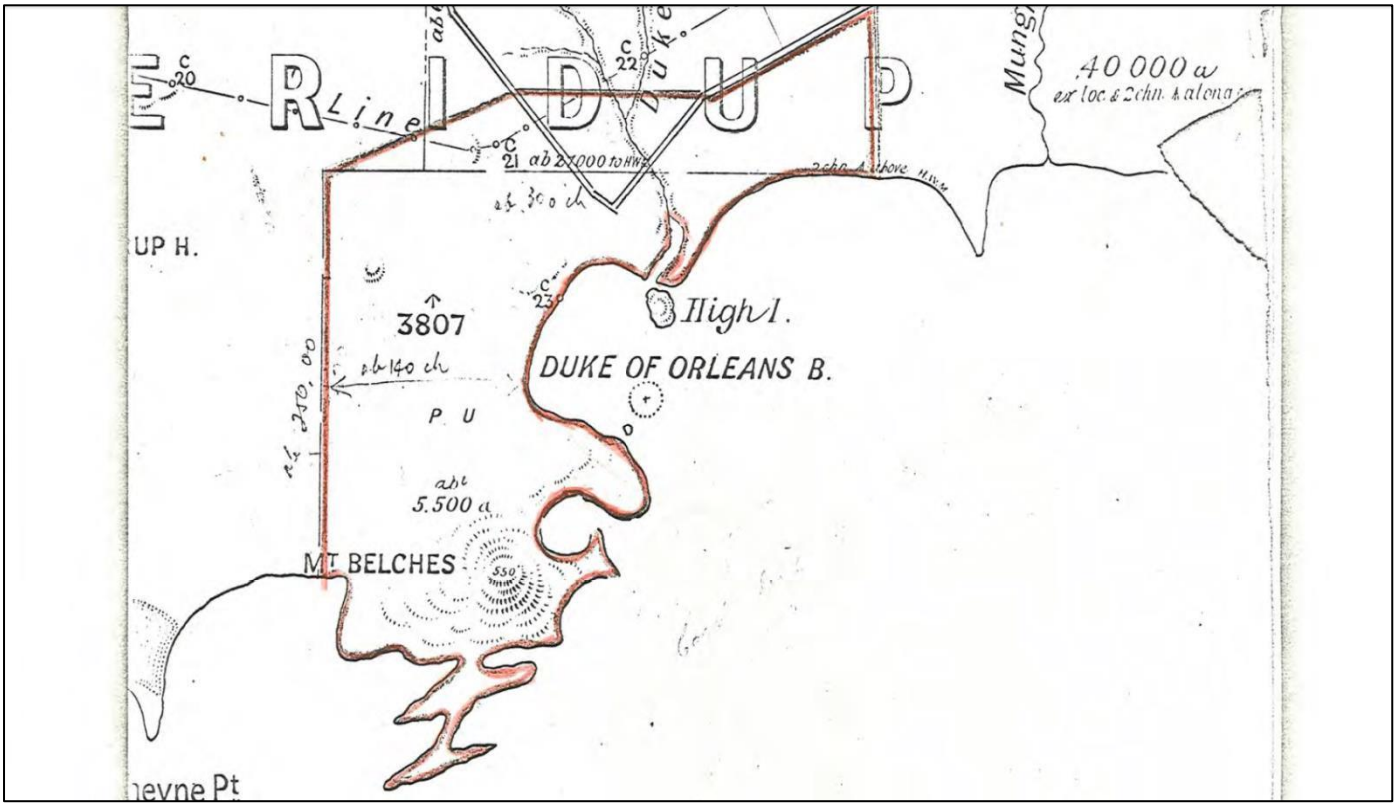
Yours faithfully,

P. S. Smythe

for UNDER SECRETARY FOR LANDS.

ESPERANCE SHIRE COUNCIL
13 APR 1964
RECEIVED

JF:GH



As the agricultural areas to the east and west of Esperance expanded, several new townsites were surveyed and Gazetted, among these being the Wharton townsite, formally Gazetted on March 26, 1964. The name was taken from nearby Wharton Island, named in honour of Admiral Sir William Wharton of the Royal Navy.[546, 547, 548]

[546] Summary of the Origins for Town Names in Western Australia (www.landgate.wa.gov.au), Retrieved 2016
[547] Government Gazette of Western Australia, 26 March, 1964
[548] Images Courtesy Shire of Esperance

The Esperance Port begins to take shape - looking towards the granite quarry on Dempster Head past a couple of lads fishing off the new breakwater (top) near the developing site of the first land backed wharf in 1964.[549]

[549] Photographs Courtesy Esperance Museum

A day at the beach, looking southwards towards the James Street ‘Town Jetty’ along The Esplanade in 1964. The following year, huge seas destroyed much of The Esplanade while flooding nearby properties.[550]

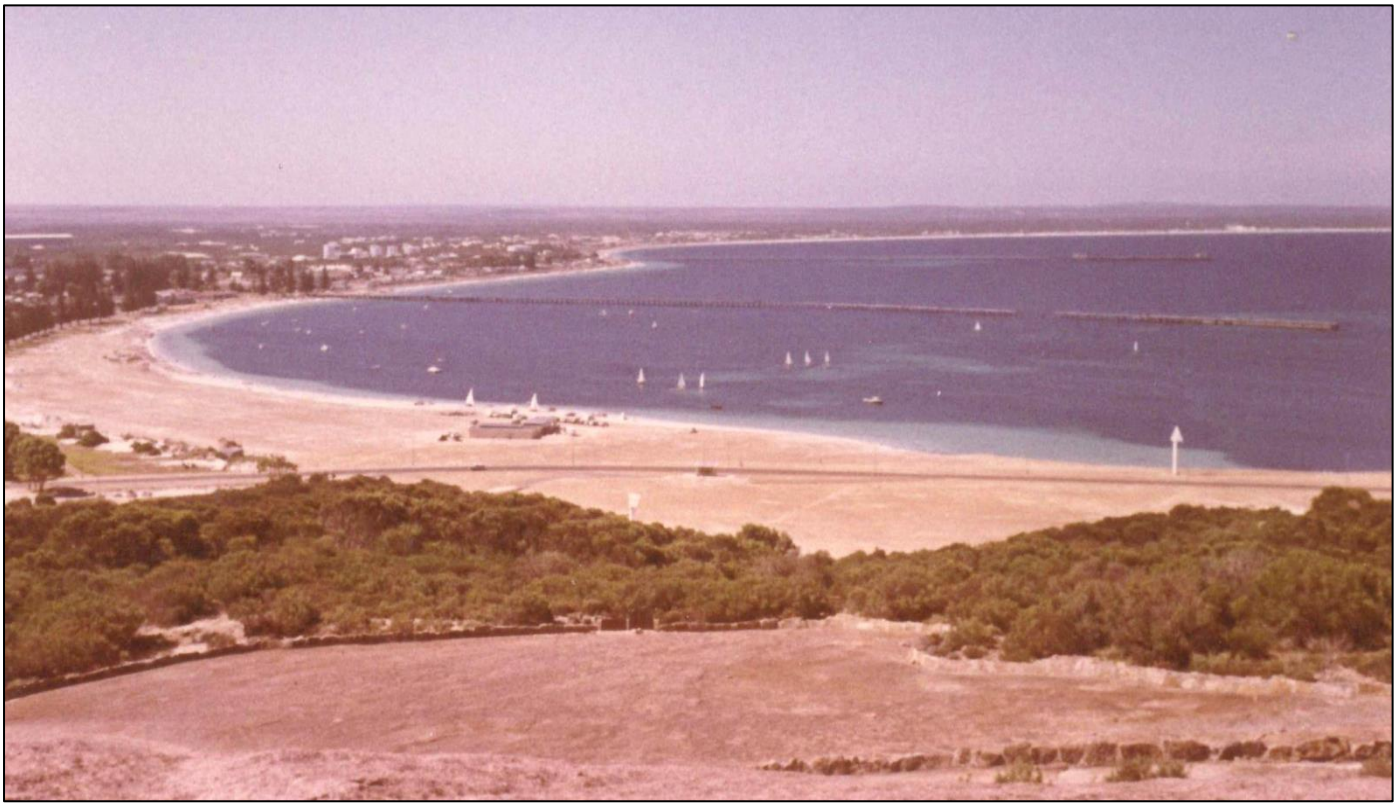
[550] Photograph Courtesy Esperance Museum

Fierce seas batter and destroy The Esplanade while flooding nearby homes and buildings near the corner of Angove Street (now Brazier Street) in the winter of 1965.[551]

[551] Photograph Courtesy Esperance Museum

Views along The Esplanade showing the aftermath of the huge seas and swell which battered the Esperance coastline in the winter of 1965. A granite sea wall was installed soon after.[552]

[552] Photographs Courtesy Esperance Museum



Views over the town past land reclamation and infrastructure works taking place at the site of the developing land backed wharf (Esperance Port) in 1965.[553]

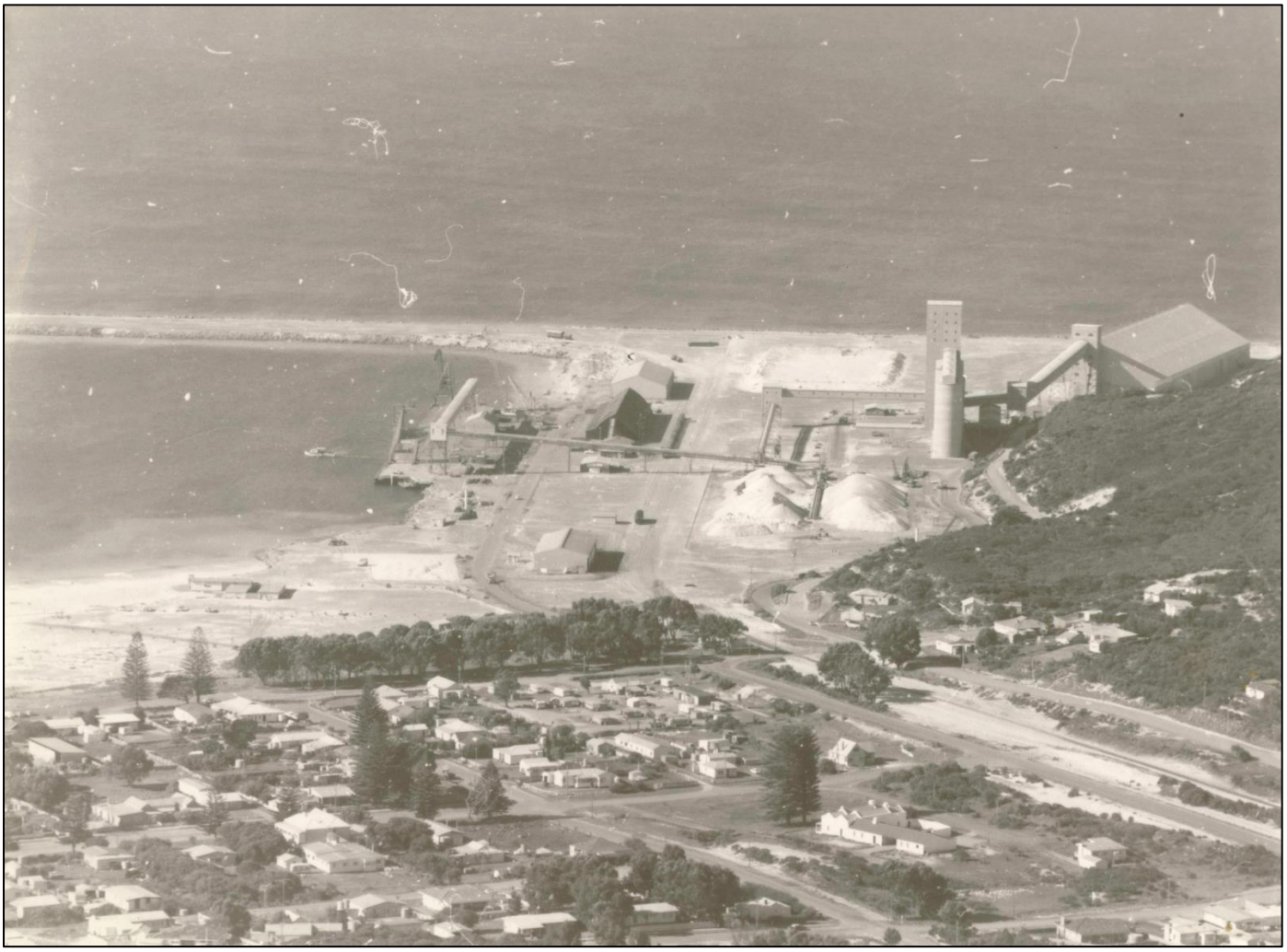
[553] Photographs Courtesy Esperance Museum

The first land backed wharf was formally opened in November 1965, and in the coming months and years this site would develop into the bustling Esperance Port we know today, now synonymous with the image of Esperance.(554)

554 Photographs Courtesy Esperance Museum

Former Shire President and Freeman of the Shire of Esperance, William (Bill) Paterson seated alongside the Queen Mother on a sweltering day during her fleeting visit to Esperance in March 1966.[555]

[555] Photograph Courtesy Esperance Museum

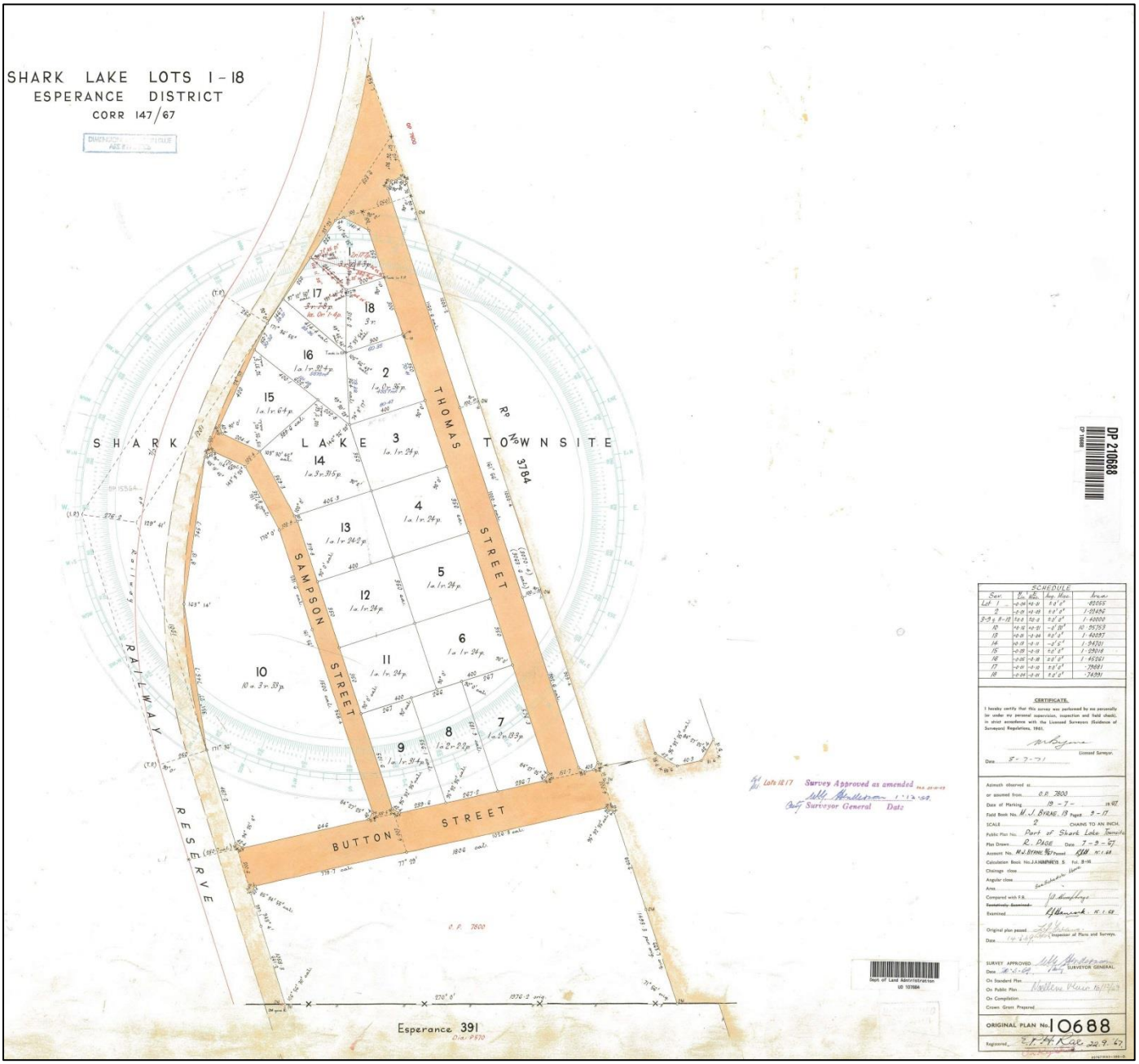


An aerial view over Dempster Homestead (bottom right) towards the breakwater and first land backed wharf in 1967 - a second land backed berth immediately adjoining the first was constructed in 1972.[556, 557]

[556] Land-Backed Wharf - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[557] Photograph Courtesy Esperance Museum

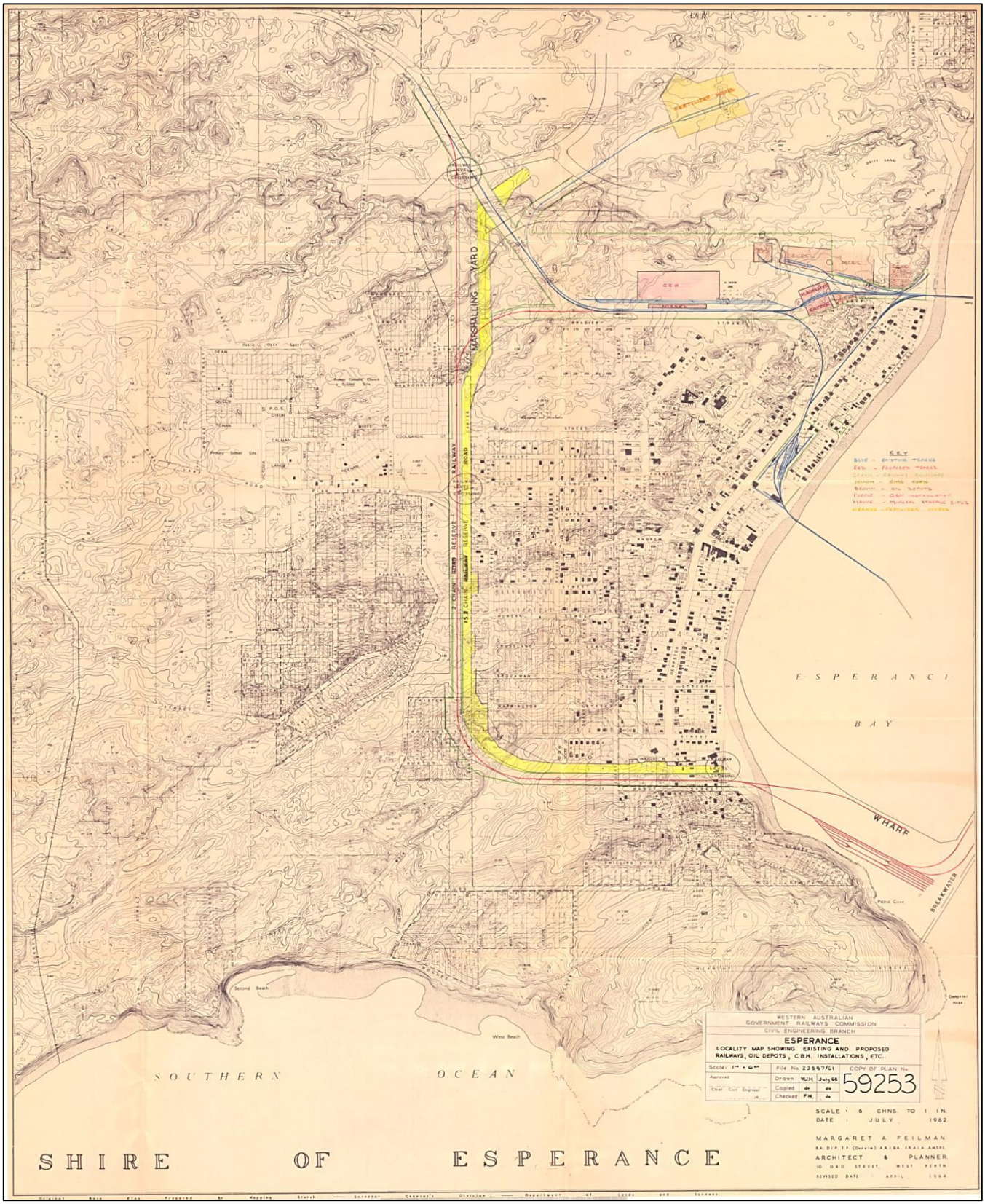
Looking towards the developing suburb of Nulsen (top right, far side of Harbour Road) in 1967, past the first land backed wharf and over the town of Esperance itself, with Pink Lake visible in the distance. Note the limits of the town at the time, basically bounded by Harbour Road, with very little development having occurred in Sinclair or West Beach (left of picture) to that date.[558]

[558] Photograph Courtesy Esperance Museum



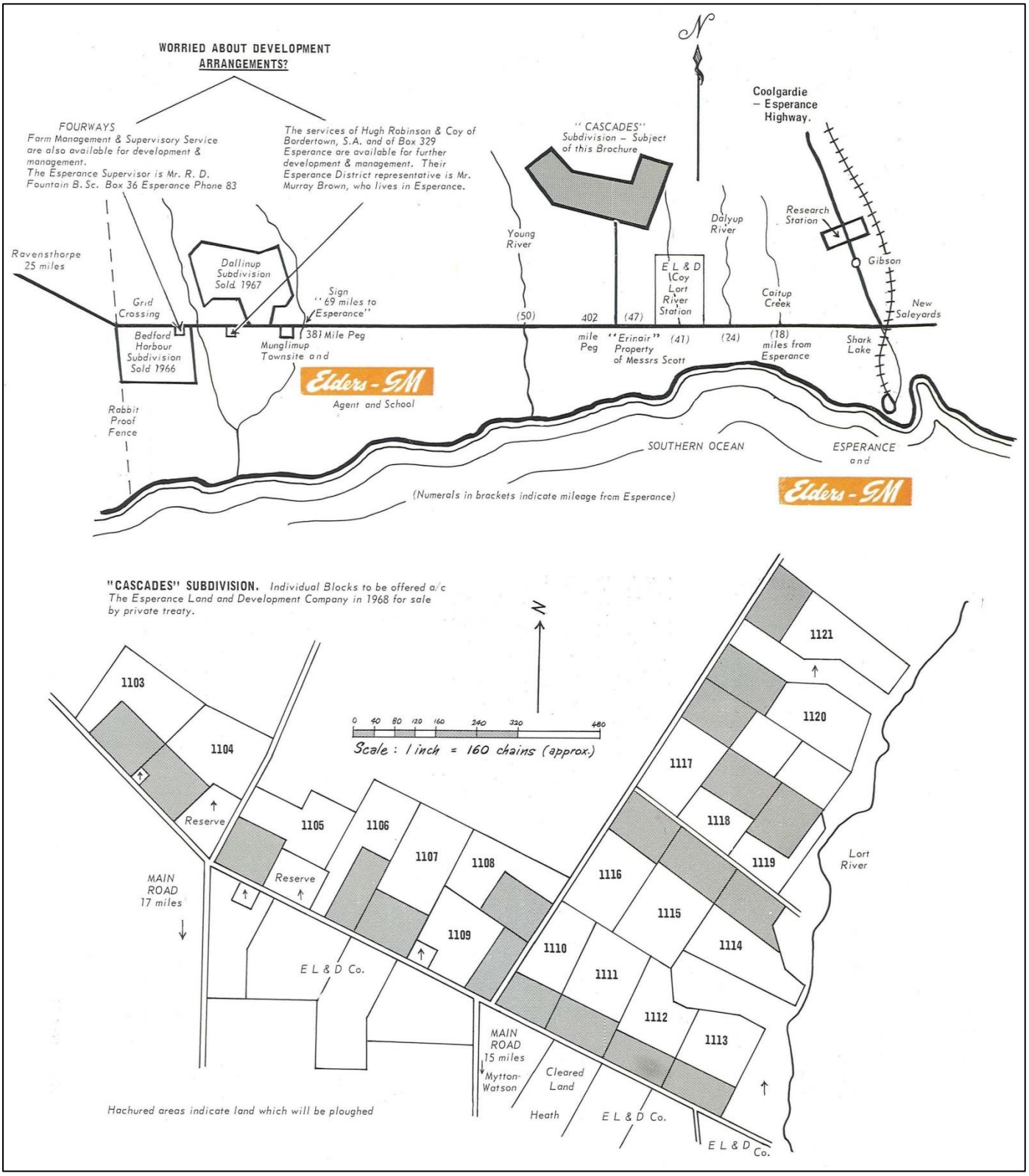
As Esperance expanded, demand for additional industrial land outside Chadwick and surrounds led to the Gazettal of Shark Lake as a townsite in March 1967. Named after the nearby freshwater lake, the origins of the name have long since been lost, however the way in which it was originally referenced as “Shark’s Lake” from 1894 onwards (as opposed to the now common name, ‘Shark Lake’) indicates association with the name of a person.[559, 560, 561, 562]

[559] Summary of the Origins for Town Names in Western Australia (www.landgate.wa.gov.au), Retrieved 2016
[560] The Daily News (Perth), 29 August, 1894
[561] Government Gazette of Western Australia, 23 March, 1967
[562] Image Courtesy Shire of Esperance



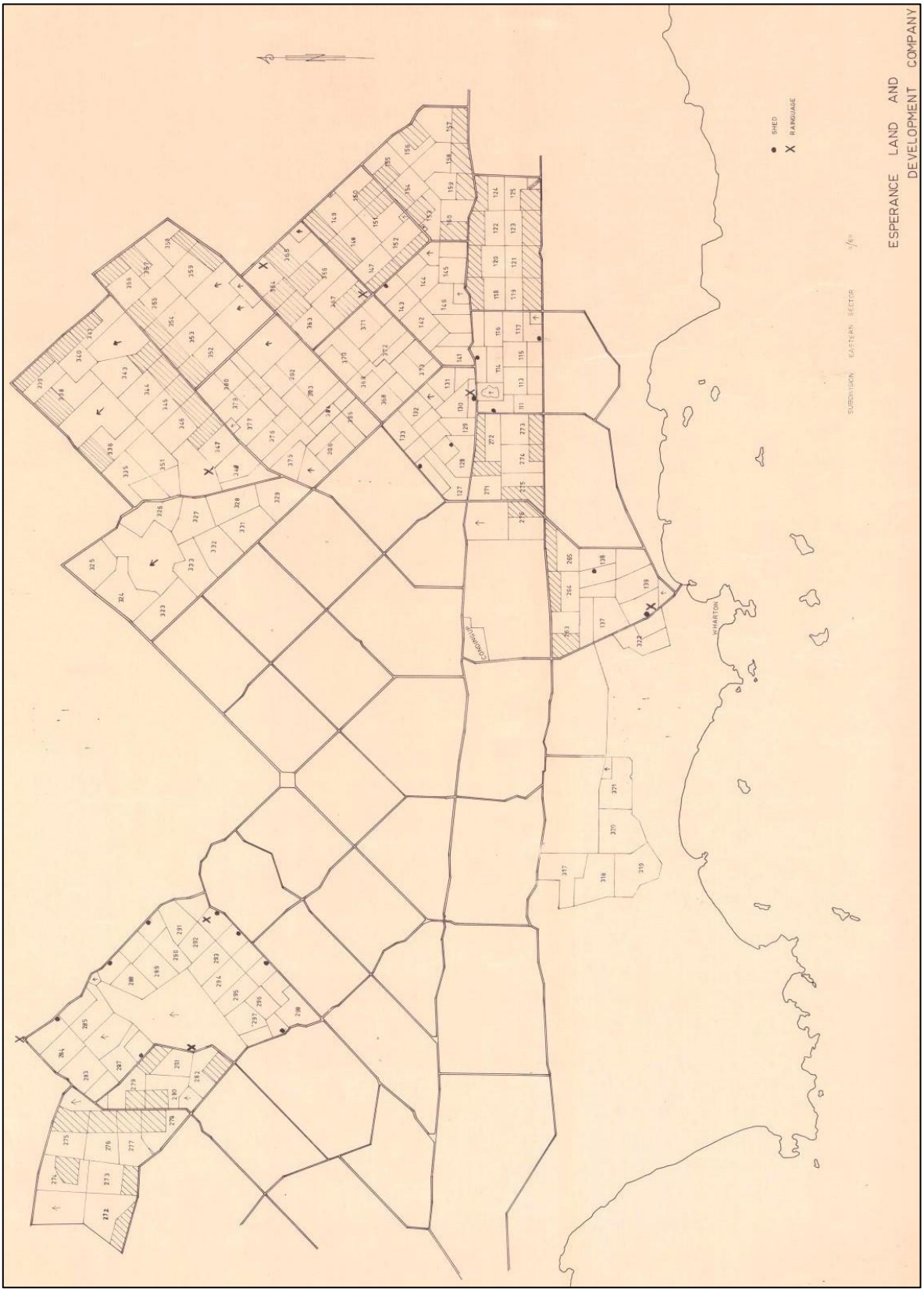
A survey of Esperance with markups dating to July 1968 (initial survey dated July, 1962) showing the land backed wharf and the extent of the existing and proposed railway networks in the rapidly expanding townsite.[563]

[563] Image Courtesy Shire of Esperance (Engineering Department Plan Archives)



Part of a sales brochure showing a small section of E.L.D. farm land in the “Cascades Subdivision” being offered for sale in 1968.[564]

564 Image Courtesy Esperance Museum



A portion of the farming country 'out east' in the process of being developed and cleared by the Esperance Land and Development Company, or 'E.L.D.' as it became more commonly known, in the vicinity of Condingup (centre of picture), Neridup, Wittenoom Hills, Beaumont, Boyatup and Howick as shown on a survey from 1969. Hatched areas indicate acreage which has already been chained, burnt and plowed in preparation for settlement.[565]

[565] Image Courtesy Shire of Esperance (Engineering Department Plan Archives)

THE LAND FOR SALE

Lot Numbers	Total Acres Approx.	Ploughed Area to be Delivered	Price $
336	2700	961	22,300
338	2700	964	22,300
339	2700	1082	23,000
340	2700	1012	22,600
341	2600	912	21,400
343	2900	1005	26,600
344	2600	890	23,800
345	2500	837	22,800
346	2600	878	23,700
347	2500	849	23,000
352	2500	868	23,000
353	2500	821	23,000
354	2500	851	22,700
355	2500	840	23,000
356	2500	874	22,000
357	2780	945	24,250
358	2500	877	25,500
359	2600	1003	27,000
363	2480	922	25,500
364	2300	869	24,000
365	2200	938	23,300
366	3030	1101	31,000
367	3080	1083	31,500

Block areas are subject to confirmation by survey approved by the Department of Lands and Surveys. Ploughed acreages are believed to be substantially correct.

DISTRICT NEIGHBOURS INCLUDE

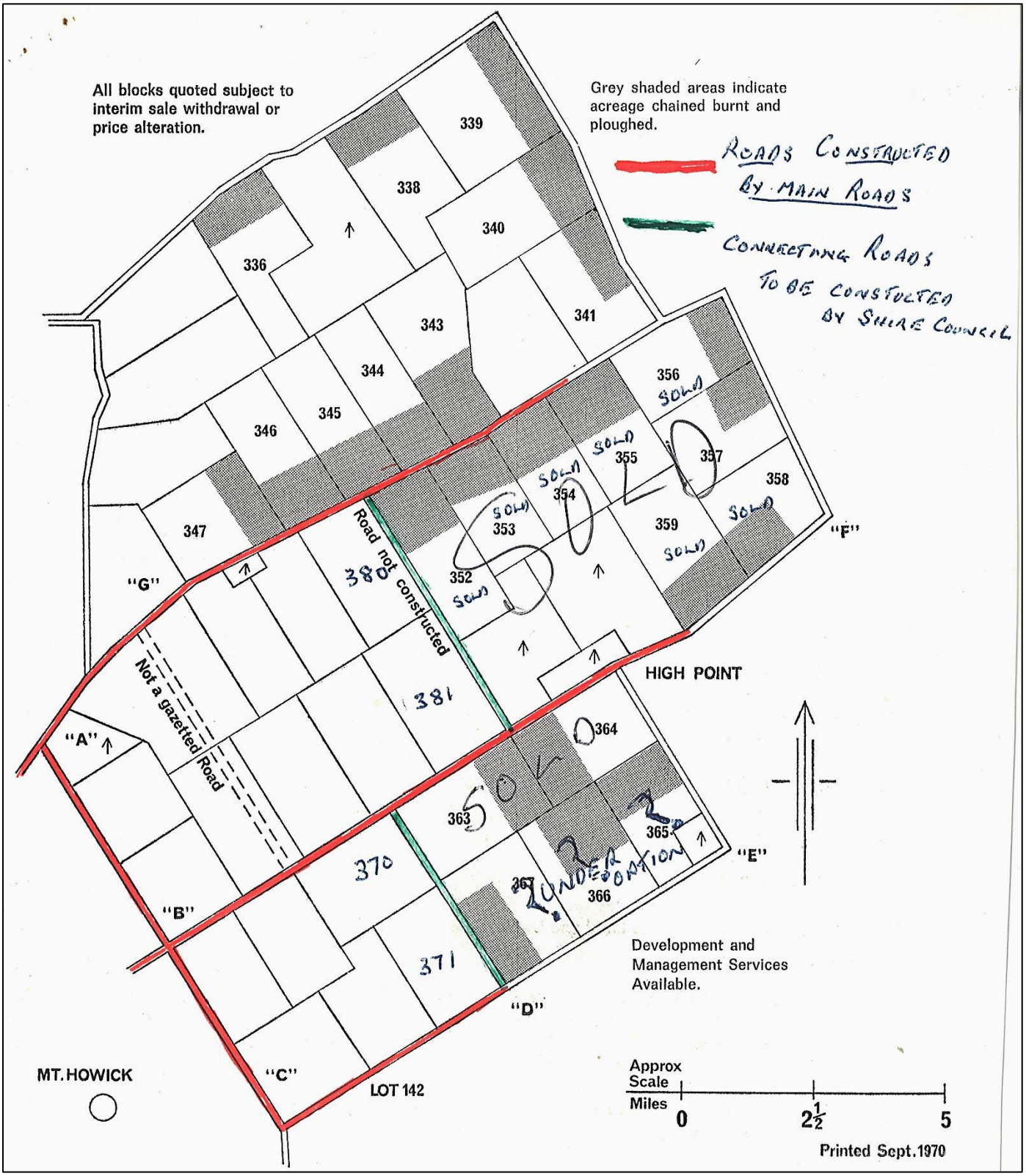
"Orleans Farms"	(Messrs. Rockefeller & Schmidt)
"Shao-Lu Farms"	(Messrs. Sharbough & Luce)
"Aroona Farms"	(Sir Philip McBride)
"Linkletters Place"	(Mr. Art Linkletter)
"Epasco Farms"	(Esperance Pastoral Co. Pty. Ltd.)
"Howick Station"	(Esperance Land and Development Company)

PAYMENT

The purchase price to be paid by a deposit of 10% (including any option consideration paid) of the purchase price upon execution of an 'Offer and Acceptance' farm, then a sum equal to 80% of the purchase price within 30 days and the balance of the purchase price within 14 days of the Vendors giving notice in writing that they are in a position to transfer an estate in fee simple to the land purchased provided that such date shall not before the 1st day of July, 1971. All documents to be done by the Vendor's solicitors at the expense of the purchaser.

An advertisement for a portion of the land being sold by E.L.D. in 1970, inclusive of Locations 336 to 367 in the Beaumont and Howick localities. A list of famous celebrity investors (as shown above) stirred a media interest in the development of the area, and included, among others, radio and television personality Art Linkletter and the Australian politician, Sir Philip McBride.[566]

[566] Image Courtesy Shire of Esperance (OLD/1230 - Esperance Land and Development Company)



An area of new farming land being offered for sale (per previous image) by E.L.D. in the localities of Beaumont and Howick in September 1970.[567]

[567] Image Courtesy Shire of Esperance (OLD/1230 - Esperance Land and Development Company)

An aerial view over the town towards the first and second land backed berths at the Esperance Port, circa 1972.[568]

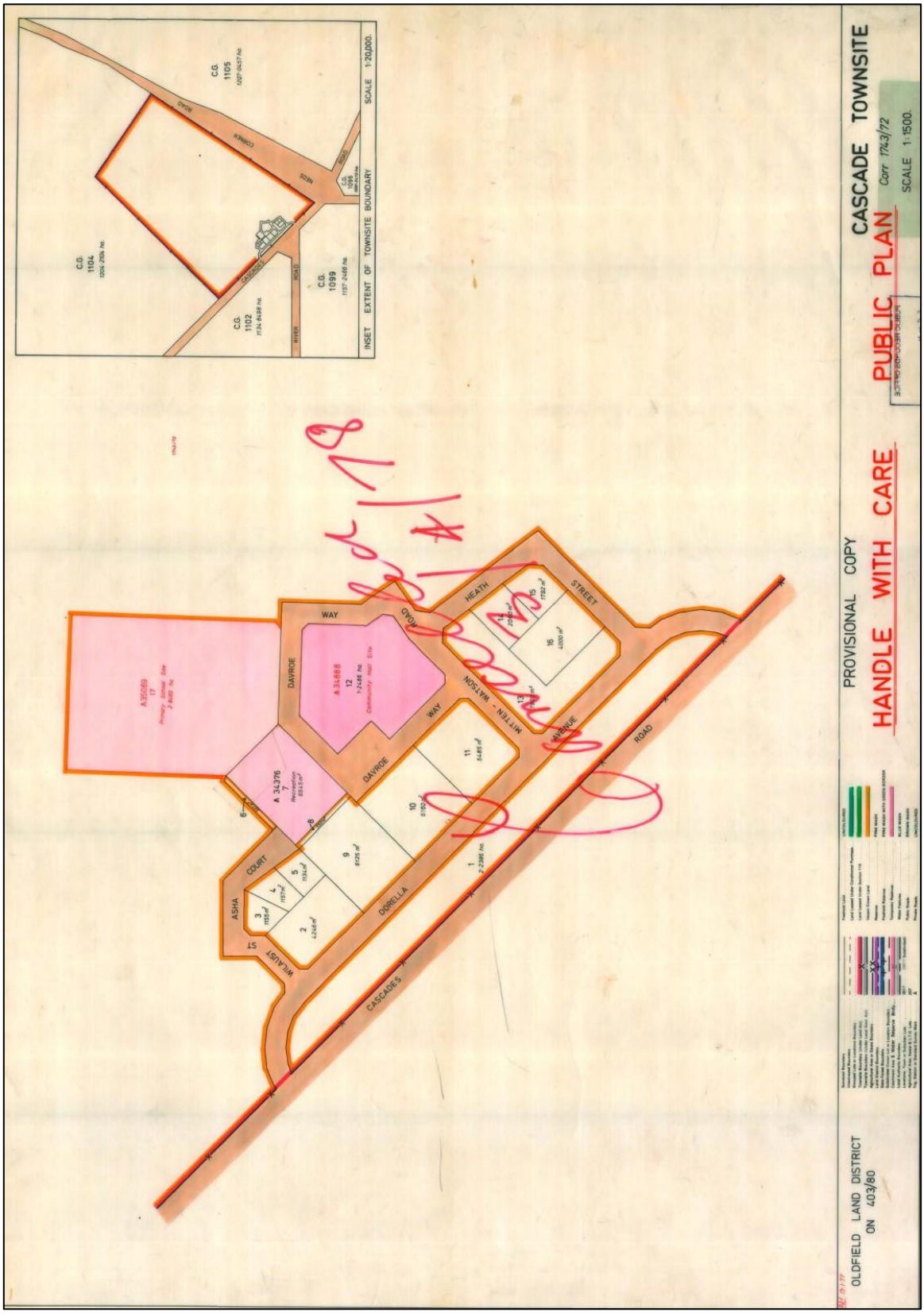
[568] Photograph Courtesy Esperance Museum

A large crowd gathers to celebrate the formal opening of the Esperance Museum, October 9, 1976.[569]

[569] Photograph Courtesy Esperance Museum

Repurposed in 1976, the former Bonded Store and Goods Shed survives today as the Esperance Museum.[570]

[570] Photograph Courtesy Esperance Museum



A survey of the Cascade townsite to the west of Esperance, Gazetted in 1976. The exact origins of the name have been lost over time, however it is thought that the name simply refers to the nearby Cascade Falls and the 'cascade' of water that can be seen during or after heavier rains.[571]

[571] Image Courtesy State Records Office of Western Australia (Item No. 0355 Consignment No. 5698)

Locals flock to the Esperance Airport hoping to catch a glimpse of Prince Charles, March 12, 1979.[572]

[572] Photograph Courtesy Esperance Museum

In July 1979, Skylab disintegrated upon re-entry into the earth's atmosphere, and debris from the American space station rained down in the countryside surrounding Esperance. NASA was subsequently issued with a $400.00 fine for littering, and although they refused to pay at the time, the fine was eventually paid thirty years later in good humour by Highway Radio host Scott Barley.[573]

[573] Image Courtesy Wikipedia: Skylab (https://en.wikipedia.org/wiki/Skylab); Retrieved 2016

The Period 1980 – 1995: Building on Progress

By 1980, the population across the Shire of Esperance had tipped the 9,000 mark, and year by year the little town seemed to be gaining ever more popularity as a tourist destination, while ever increasing demand for residential land had steadily begun to push development onto and over Dempster Head and into the growing suburb of West Beach.[574, 575] Holiday accommodation was becoming an increasingly valuable industry, and new parks and facilities to accommodate the masses were soon either underway or completed, while some of the existing tourist sites looked to expand. Tourism aside, agricultural expansion and trade through the Esperance Port were still however the major driving forces behind development in the region, and many Esperance locals continued to profit on the back of these two industries, as the wealth they generated poured into the town and broader district through the sale of land, the building of homes and the establishment of new businesses.[576, 577, 578]

Among the more iconic developments constructed at the time, the early 1980's would see a new Seventh Day Adventist Primary School built (1980, now known as Esperance Christian Primary School) in the steadily growing suburb of Sinclair, while the Esperance Civic Centre would open its doors for the first time on May 30, 1981.[579, 580, 581, 582, 583] On a larger scale, works on developing a new commercial and recreational boating facility had also commenced that same year, and in November 1983 the Bandy Creek Boat Harbour was formally opened.[584] The following year, a kilometre to the north in a quest for larger and more modernised facilities, the Esperance Bay Turf Club took up residence in a new location along Fisheries Road (current site), having made the move from an older though well-established and once well-patronised track on the northern side of nearby Lake Road.[585] Nearer to the centre of town, development continued to be a major theme of the period, and on September 10, 1986 the brand new Boulevard Shopping Centre was formally opened in its present position, while the iconic Taylor Street Tea Rooms would find a new home on freshly reclaimed land near the Esperance Port the following year.[586, 587]

With the Esperance coastline being well known to harbour a fairly persistent breeze, an exposed site at nearby Salmon Beach became the home of Australia's first commercial wind farm when it formally commenced electricity production in March 1987. The Salmon Beach operation soon proved a successful model, saving an estimated three million litres of fossil fuel over its limited lifespan, and in the years following, larger wind farms would be constructed near Ten Mile Lagoon (1993) and Nine Mile Beach (2003). Five of the six original turbines from the Salmon Beach Wind Farm were later removed when the site was decommissioned (2002) due to urban encroachment, however a picturesque walking trail off Stewart Street in West Beach now leads past the one remaining turbine as a tribute to the significance of the site, while another turbine has been relocated to form a permanent display at the Esperance Museum.[588, 589]

One year later, on March 31, 1988, a twenty-eight year old tie to the Shire of Esperance ended when the American interests in the Esperance Land and Development Company (E.L.D.) were sold to a Melbourne based firm, however not before the investment that E.L.D. had poured into the district - a number estimated to exceed $95,250,000.00 over the period - had changed the face of Esperance as we know it today. Under E.L.D. management, a total of 436 brand new farms to the east and west had been built from the ground up since 1960, however, as invaluable as the E.L.D. investment had been to the district, in the bigger picture, much broader reaching than the release and settlement of the new farm land, the sheer volume of people brought to the area by the chain of events started by the Esperance Downs Research Station and initially perpetuated in the works of the State Government, the Chase Syndicate and later carried

---

574 Census of Population and Housing, Population and Dwellings in Local Government Areas - Western Australia (ABS, 1981)
575 Deposited Plans 10022 to 10024 (1972), 12765 (1979), 13543 (1981), 13886 (1982) et al (Landgate, Western Australia)
576 Orleans Bay Caravan Park; Penny & David Smallwood - Faith, Hope & Reality (Penny Blumann, 1995)
577 The Woody Island Development; Joan Colliver - Faith, Hope & Reality (Penny Blumann, 1995)
578 Building Records, Book 3 (Shire of Esperance, 1979 to 1995)
579 Building Records, Esperance Seventh Day Adventist Primary School, Licence Number 3474 (Shire of Esperance, 1980)
580 The Civic Centre - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
581 Town Hall - Civic Centre - Opening & Speeches et al , 1981 (Shire of Esperance Records, OLD/5842)
582 Souvenir Programme - Opening of the Esperance Civic Centre et al, 1981 (Shire of Esperance Records, OLD/5867)
583 The Esperance Express, 3 June, 1981
584 Boat Harbour - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
585 About Us - Esperance Bay Turf Club (http://ebtc.com.au/about-esperance-bay-turf-club/), Retrieved 2016
586 Development Update, 1986 - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
587 History of the Wellard Hospital - The Rockingham Historian; August, 2008 (State Library of Western Australia)
588 Salmon Beach Wind Farm - Reserve 44887 et al (Shire of Esperance)
589 Nine Mile Beach & Ten Mile Lagoon Wind Farms - Reserve 44701 et al (Shire of Esperance)

on by E.L.D. had shaped the future of Esperance and given the district the means it so desperately needed not only to ensure survival, but to make it thrive.[590, 591]

From about the mid 1980's, with Esperance now coming into its own as the centre of a thriving and expanding agricultural industry, an agitation had been stirring to have the country from around Salmon Gums and northward annexed from the Shire of Dundas in an effort to better align the services on offer to the community to those of their neighbours to the south. A line in the sand delineating the Esperance Road Board boundaries from nearly a century prior, well before the majority of these Mallee farms had been surveyed or taken up, had later unintentionally left a vast number of residents to the north of this line isolated from their southern compatriots, and accordingly there was a commonly held sentiment among these residents that they had the means to support their own Local Government independently of the Shire of Dundas which seemed to have a greater focus on mining rather than agriculture.[592] The Department of Local Government was however unwilling to create a new Shire based on that premise alone, and the people of Salmon Gums were thus given the choice of staying in the Shire of Dundas or joining the Shire of Esperance. Accordingly, by popular consensus and Ministerial command, effective as of July 1, 1989, Salmon Gums and the surrounding farming country formally became a part of the Shire of Esperance.[593, 594]

While cropping had always played its part, in and around Esperance, and similarly across the entire country, farming from the very beginning had been "built on the sheep's back", a sentiment common throughout the history of agriculture in Australia.[595] Over the next two years however, the Australian wool industry "…self-destructed like a blazing comet", with 'political deception, flawed policy and leadership failures' being blamed, and among many other rural communities in Australia, this hit Esperance farmers hard.[596] For many farmers in the surrounding area, this coincided with what had already been an extended dry spell, and with no market for the sale of their sheep, the reserve price of wool crashing, similar conditions prevailing across much of Australia and an "oversupply" of sheep in the country, as farms began to turn to dustbowls, many were presented with two unenviable choices; watch and wait while stock slowly starved to death in bare paddocks, or take the most humane option available. With no value, no one buying and nowhere to send starving stock even when given away, many Australian farmers soon had no choice but to reduce numbers in the only way possible, with one local farmer having to shoot and bury 1,200 of his own sheep and later 12,000 more across the Shire.[597, 598] Tragic as this was, it was however part of a much bigger picture which would see thousands upon thousands more killed throughout the Shire of Esperance, and an estimated ten and a half million sheep shot and buried in mass graves across Australia by mid 1991 as part of a Government scheme to reduce sheep numbers by up to sixty-six million.[599, 600, 601] As a direct result of these factors, many local farmers soon made the permanent switch from sheep to cropping, and to this day, cropping continues to be the larger of the two industries within the Shire of Esperance.[602, 603]

As this situation continued to play out across the Shire of Esperance and the rest of Australia, to the south of the town of Esperance itself, the waters of the Recherche Archipelago would claim one of their more famous victims, when, in the early hours of February 14, 1991, the *Sanko Harvest* struck a reef near Hood Island.[604] The stricken vessel later released just over 30,000 tonnes of its fertiliser cargo and around 700 tonnes of diesel and fuel oil into the ocean, directly impacting approximately two hundred seals and at least two of the fur seal breeding colonies nearby as the spill began to foul the sea to the east of the wreck site, while many of the beaches surrounding the Cape Le Grand National Park were stained black. The unfortunate case of the *Sanko Harvest* - now resting on the ocean floor - was not without

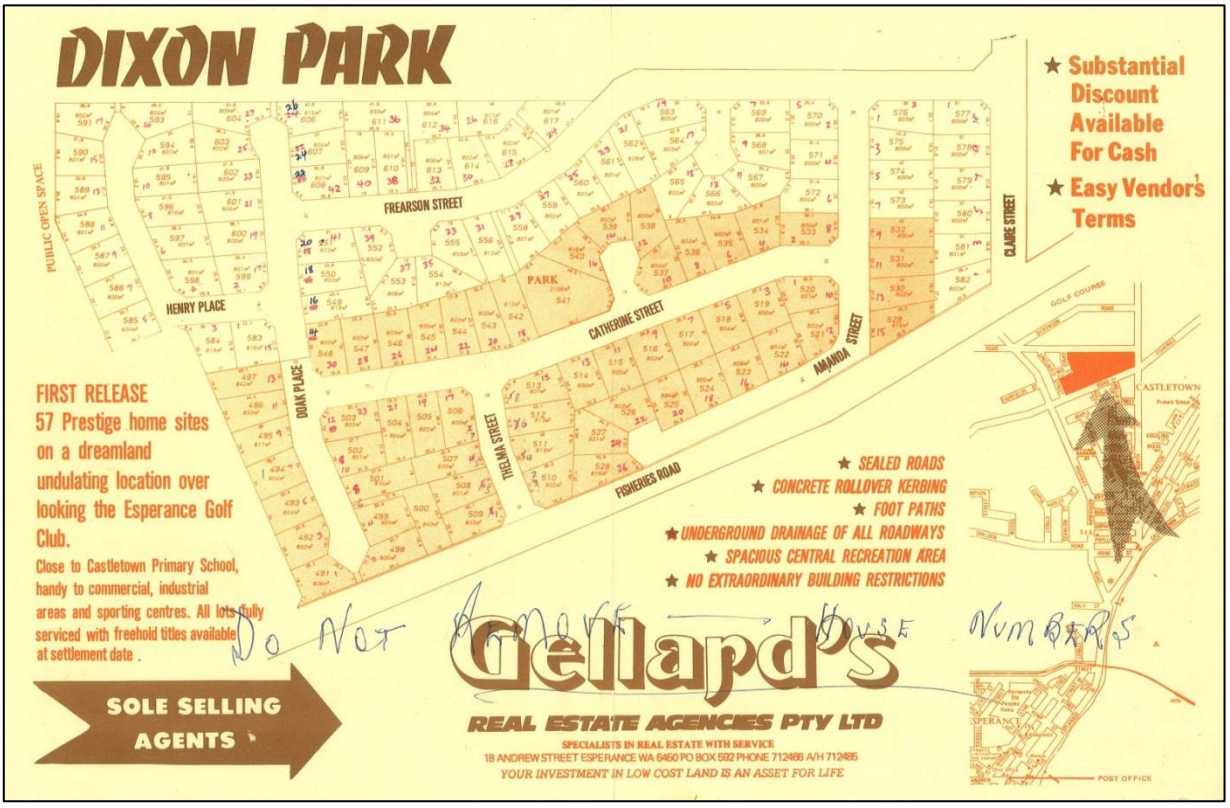
[590] The Coming of the Americans, 1956-1988; Blake Senior - Faith, Hope & Reality (Penny Blumann, 1995)
[591] Appendix 1 - An Esperance Timeline - Faith, Hope & Reality (Penny Blumann, 1995)
[592] Government Gazette of Western Australia, 13 September, 1895
[593] Government Gazette of Western Australia, 30 June, 1989
[594] Annexation of the Agricultural Area of Dundas to the Shire of Esperance, 1989 (Shire of Esperance Records, OLD/6688)
[595] The Dempster Brothers Esperance Bay Station - The Dempsters (Rica Erickson, 1978)
[596] The Australian, 30 July, 2011
[597] Greg Kleinig Interview, Nicholas Kleinig, 14 March, 2016
[598] Shooting Sheep - ABC News Segment, 12 September, 1990 (ABC Television Archives Database)
[599] The Los Angeles Times, 14 July, 1991 (http://articles.latimes.com/1991-07-14/news/mn-3156_1_wool-prices), Retrieved 2016
[600] Landline - Wool Bale Out, 7 August, 2011 (http://www.abc.net.au/landline/content/2010/s3287468.htm)
[601] New Woolgrowers are Followers of Fashion, 3 January, 2002 (http://www.farmweekly.com.au/news/agriculture/sheep/wool/new-woolgrowers-are-followers-of-fashion/59346.aspx) Retrieved 2016
[602] Australian Senate, 18 June, 1991 (Hansard Archive, Parliament of Australia)
[603] The Economic Importance to Western Australia of Live Animal Exports, 13 July, 2011 (Department of Agriculture, 2011)
[604] The Esperance Express, 14 February, 1991

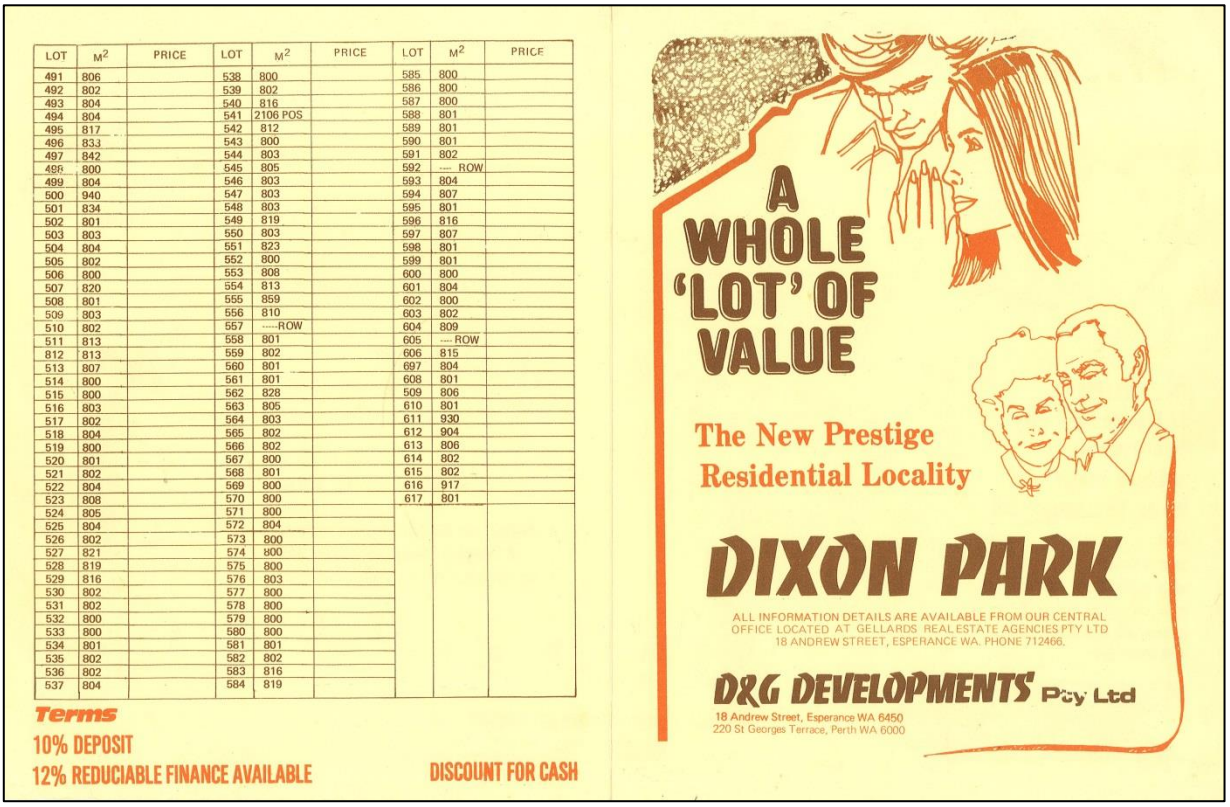
historical precedent either, and with 105 islands and more than 1,200 “obstacles to shipping” in the Recherche Archipelago, shipwrecks in the area had been an all too common story in the decades prior, with the list famously including the *Mountaineer* (wrecked 1835), the *Batoe Bassi* (1880), the *Rodondo* (1894) and the *Penguin* (1920), while the waters of the Archipelago are known to be the final resting place of dozens more vessels still which are known to have shared a similar fate, though each with its own secrets and story to tell.[605, 606, 607, 608]

Meanwhile however, somewhere in or about the year 1991, the population within the Shire of Esperance had ticked over the 10,000 mark, with more than 7,000 of these residents now calling the townsite of Esperance home.[609] In order to better provide for the needs of the expanded population, the new and current offices of the Shire of Esperance had formally opened to the public on February 8, 1992, while off to the south, to cater to the ever increasing demand for residential land, developments in a series of new subdivisions were taking shape throughout the suburb of West Beach in particular.[610, 611] As the latter of these had progressed, building works on a new school nearby had commenced later in the same year, opening in 1993 as the Our Lady Star of the Sea Catholic Primary School.[612, 613] The year 1993 had also marked the hundredth anniversary of the Gazettal of the Esperance townsite itself, and rather appropriately, the ever peaceful seaside town was still going from strength to strength.[614] At the same time, tradesmen at the continually evolving Esperance Port had been busily at work installing a bulk minerals loader on the second land backed berth, and on the back of this, nickel shipments through the port had finally recommenced after a fifteen year hiatus, while it was also around this period that the potential of the Esperance Port being used in the shipping of iron ore was being investigated. Despite community concerns, conditional approvals were soon granted, and the first shipments of iron ore began to arrive in Esperance in September 1994, while a formal opening ceremony for the new handling facilities at the Esperance Port was later held in November of the same year.[615, 616, 617, 618]

Late in 1995, an array of celebrations throughout the town marked the official centenary of the Municipality of Esperance and the Esperance Road Board, both of which had been Gazetted exactly one hundred years prior.[619, 620] Included in the formal programme of events were opening ceremonies for both the newly completed Sound Shell and Adventureland Park, a Centenary Ball, the launch of the local historical publication Faith, Hope & Reality and an open day in the Council Chambers. As a ‘grand finale’, the programme culminated in a formal Centenary Dinner with a list of invitees including former Councillors and well-known locals from years gone by, many of whom, through their contributions as a collective had forged the direction of modern Esperance.[621, 622]

[605] Grounding of MV Sanko Harvest (Australian Transport Safety Bureau, 1991)
[606] Sanko Harvest - Oil Spill (Shire of Esperance Records, OLD/6351)
[607] Shipwreck Records - Recherche Archipelago & Surrounds (Esperance Museum)
[608] Esperance and Recherche Parks and Reserves - Draft Management Plan (Department of Environment and Conservation, 2012)
[609] Census of Population and Housing, Census Counts for Small Areas - Western Australia (ABS, 1991)
[610] Council Administration Centre Official Opening, 8 February, 1992 (Shire of Esperance Records, OLD/5867)
[611] Building Records, Shire Administration Centre & Council Chambers, Licence Number 6761 (Shire of Esperance, 1990)
[612] Building Records, Our Lady Star of the Sea Catholic Primary School, Licence Number 7475 (Shire of Esperance, 1992)
[613] History - Our Lady Star of the Sea Catholic Primary School (http://www.olsots.org.au/our-school/history), Retrieved 2016
[614] Government Gazette of Western Australia, 15 December, 1893
[615] Esperance Port, 1864 to Today (Esperance Port Authority, 2006)
[616] Iron Ore Export Proposal - Special Council Meeting Minutes, 13 May, 1993 et al (Shire of Esperance, 1993)
[617] Media Statement - Official Opening of Esperance Iron Ore Export Facility, 18 November, 1994 (Government of Western Australia, 1994)
[618] The Esperance Port Authority; Ralph Bower - Faith, Hope & Reality (Penny Blumann, 1995)
[619] Government Gazette of Western Australia, 13 September, 1895
[620] Government Gazette of Western Australia, 27 September, 1895
[621] The Esperance Express, 31 August, 1995
[622] Centenary of Local Government in Esperance et al, 1995 (Shire of Esperance Records, OLD/7256)



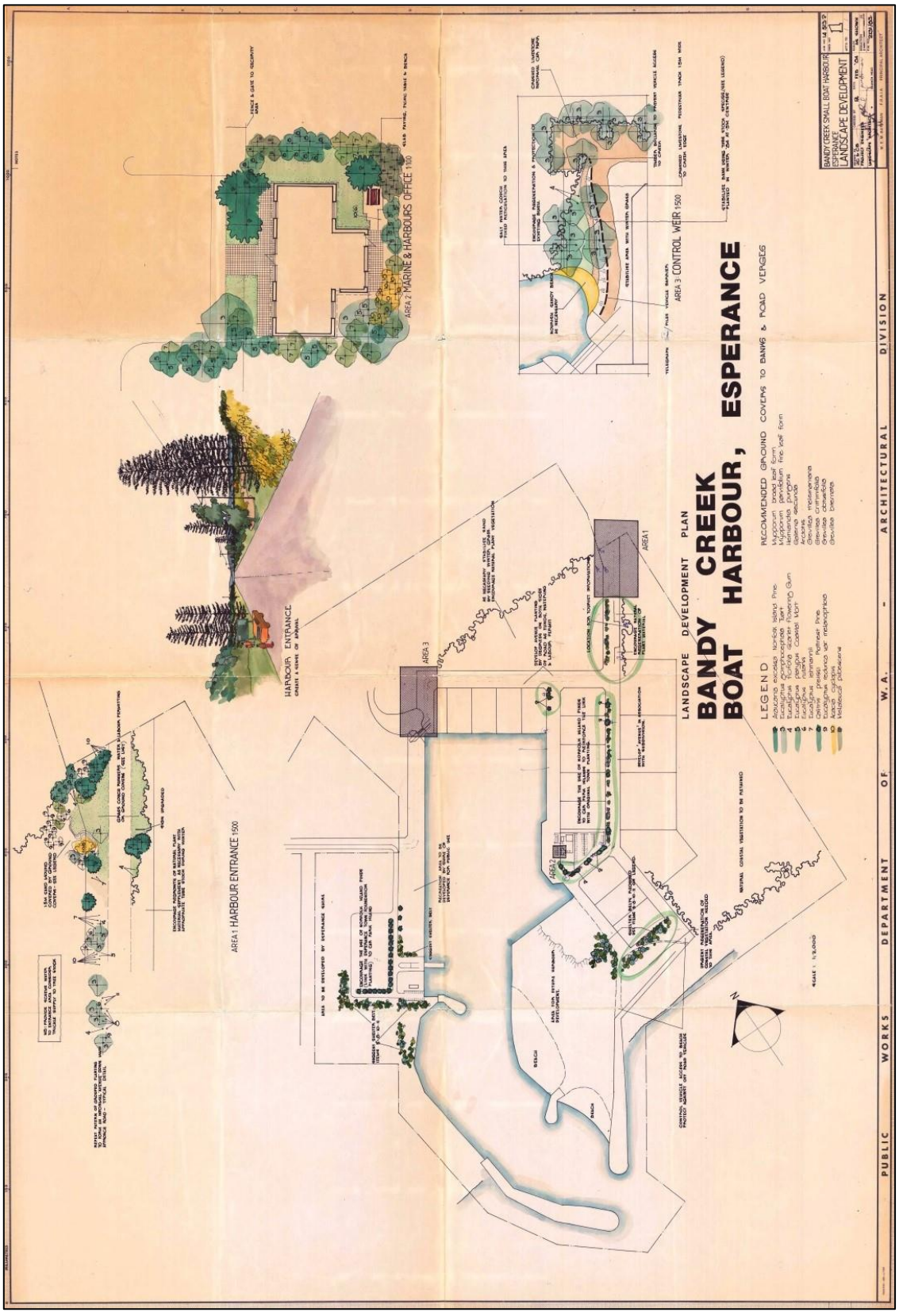


LOT	M²	PRICE	LOT	M²	PRICE	LOT	M²	PRICE
491	806		538	800		585	800	
492	802		539	802		586	800	
493	804		540	816		587	800	
494	804		541	2106 POS		588	801	
495	817		542	812		589	801	
496	833		543	800		590	801	
497	842		544	803		591	802	
498	800		545	805		592	---- ROW	
499	804		546	803		593	804	
500	940		547	803		594	807	
501	834		548	803		595	801	
502	801		549	819		596	816	
503	803		550	803		597	807	
504	804		551	823		598	801	
505	802		552	800		599	801	
506	800		553	808		600	800	
507	820		554	813		601	804	
508	801		555	859		602	800	
509	803		556	810		603	802	
510	802		557	----ROW		604	809	
511	813		558	801		605	---- ROW	
812	813		559	802		606	815	
513	807		560	801		697	804	
514	800		561	801		608	801	
515	800		562	828		609	806	
516	803		563	805		610	801	
517	802		564	803		611	930	
518	804		565	802		612	904	
519	800		566	802		613	806	
520	801		567	800		614	802	
521	802		568	801		615	802	
522	804		569	800		616	917	
523	808		570	800		617	801	
524	805		571	800				
525	804		572	804				
526	802		573	800				
527	821		574	800				
528	819		575	800				
529	816		576	803				
530	802		577	800				
531	802		578	800				
532	800		579	800				
533	800		580	800				
534	801		581	801				
535	802		582	802				
536	802		583	816				
537	804		584	819				

Terms
10% DEPOSIT
12% REDUCIABLE FINANCE AVAILABLE
DISCOUNT FOR CASH

'Dixon Park - The New Prestige Residential Locality' - A sales brochure dating circa 1981 advertising properties for sale in what was then a brand new residential subdivision in Castletown.[623, 624]

[623] Deposited Plan 13433, P. Meleng, 1981 (Landgate, Western Australia)
[624] Images Courtesy Shire of Esperance (OLD/1161 - Dixon Park)



Development of the Bandy Creek Boat Harbour (plan above dates to February, 1984) had begun in 1981, and a little over two years later, on November 6, 1983, the new harbour was formally opened.[625, 626]

[625] Boat Harbour - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)

[626] Image Courtesy Shire of Esperance (Engineering Department Plan Archives; Harbour & Railways)

Looking over the bay from Dempster Head in March 1986 - among the noteworthy absentees from this picture is the iconic 'Tea Rooms' at the Taylor Street jetty (groyne, left of centre), which would be relocated to the newly reclaimed site the following year, though initially used as offices for the Esperance Port.[627, 628]

[627] History of the Wellard Hospital - The Rockingham Historian; August, 2008 (State Library of Western Australia)
[628] Photograph Courtesy Esperance Museum

A view over West Beach towards the Salmon Beach Wind Farm - Australia's first commercial wind farm - which commenced operating in 1987 (top, photographs taken in 1995 and 2013). The site was later decommissioned in 2002, leaving one turbine standing as part of a scenic walk trail, the base of another as a lookout with spectacular views and the top section and blades of another as a feature at the Esperance Museum.[629, 630]

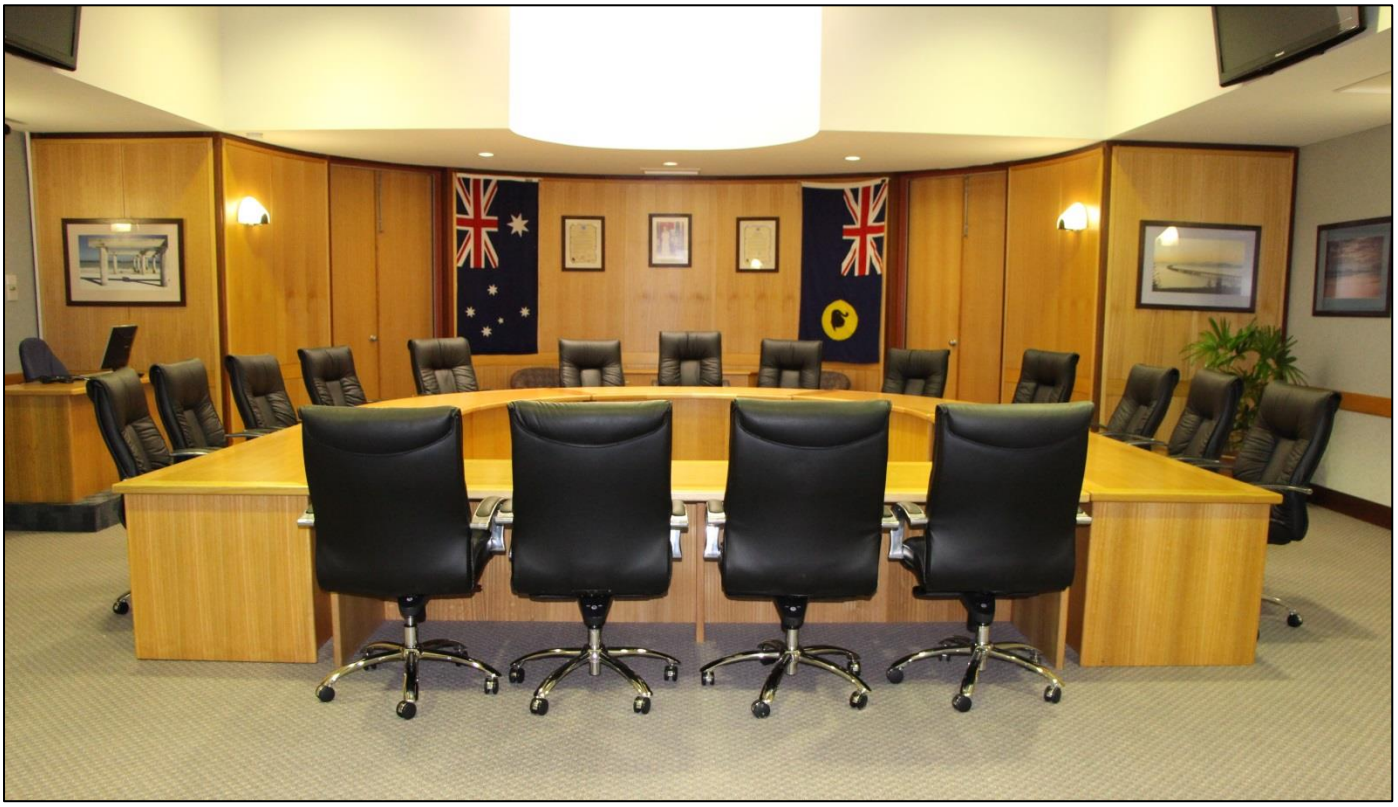
[629] Photograph Courtesy State Library of Western Australia
[630] Photograph Courtesy Nicholas Kleinig

The former offices of the Esperance Shire Council in March 1990, shortly before being demolished to make way for the present building.[631]

631 Photographs Courtesy Shire of Esperance (OLD/2398 - Photographs - Council Office)

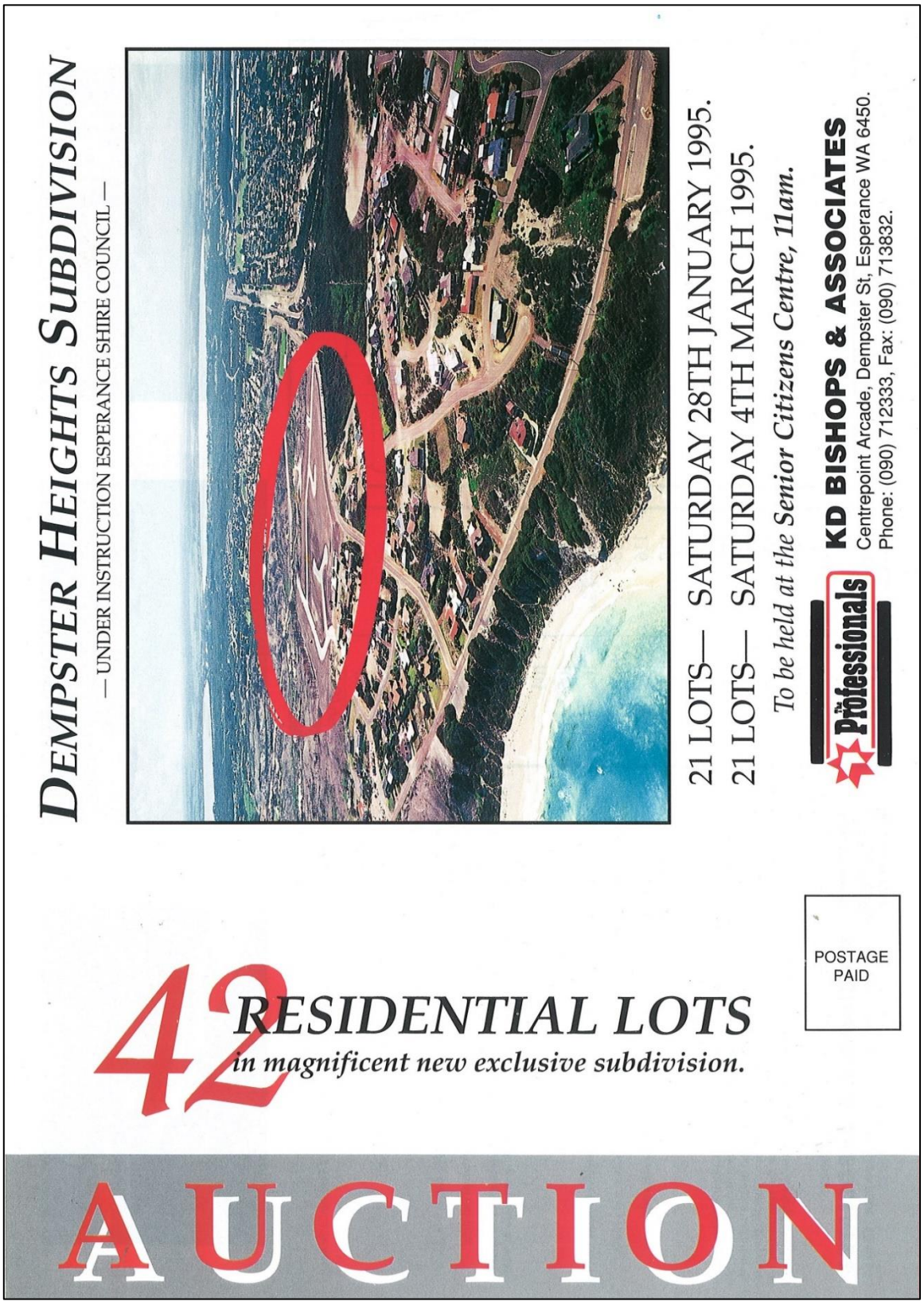
Going, going, and now sitting pleasantly at the bottom of the sea - the Sanko Harvest sinks on Valentine's Day, 1991 after striking a reef near Hood Island to the south-southeast of Esperance.[632]

[632] Photographs Courtesy Esperance Museum



The new and present offices and chambers of the Esperance Shire Council, formally opened on February 8, 1992 (photographs taken 2013).[633]

[633] Photographs Courtesy Shire of Esperance



The cover of a sales brochure from early 1995 showing Stage 1 of Dempster Heights Estate, one of many similar sized subdivisions in West Beach from around and prior to this date, with this particular auction including selected properties on Johns Street, Eagle Court, Springfield Street and Amelia Circuit.[634]

[634] Image Courtesy Shire of Esperance (OLD/9810 - Dempster Heights Estate - Johns Street Subdivisions Stage 1)

The Period 1996 – 2020: Esperance Today

By 1996, the Shire of Esperance was now home to almost 12,000 people, and with the agricultural expansion having all but reached capacity several years prior, the coming two decades would begin to see a steadier and more sustainable population growth throughout the town and broader surrounding districts.[635, 636, 637] As the town had grown in years gone by, the very essence of Esperance had gradually begun to change as the built façade and coastline were slowly but surely modified, forever changing the image of the town. The latest technology in modern sea walls, vital to protect coastal properties against flooding and erosion, now adorned strategic sections of the windswept coastline in the bay, while throughout the town, many of the older historic buildings and homes had been steadily removed and replaced in the name of progress.[638, 639, 640]

One such historic building, thankfully still standing and lovingly cared for by the Esperance Theatre Guild, was the Bijou Theatre, which, now a hundred years old, was still a focal point for community entertainment, in spite of other sites now hosting the movies and social events that had once, in effect, been almost solely its property.[641] Elsewhere about the town however, very few of the buildings from the period surrounding the early gold rushes a hundred years prior remained, and what little still existed rather sadly formed a very short list, including a few scattered homes, the Bijou Theatre itself, the Bonded Store and Goods Shed (Museum), Sinclair's House (Museum Village), Stewart's House (Lot 3 No. 83 The Esplanade), Elston's Stationery and Novelty Bazaar (Museum Village), the Municipal Council Offices (Museum Village), the Old Hospital (Museum Village), first Government School (RSL), the Wesleyan Church (Museum Village) and Dempster Homestead itself, which, in any case, pre-dated this period. Many of these had been offered salvation through relocation to the Museum Village in the years and decades prior, however many others from the mid 1890's had simply been demolished and discarded.[642, 643]

Elsewhere about the Shire, 1996 had seen the establishment of some of the first commercial blue gum plantations throughout Esperance and the southwest of Western Australia, and as time passed and the trees grew, their widespread distribution had begun to alter the image of the broader district, particularly in areas of coastal farmland which had once been primarily focussed on sheep, cattle and cropping.[644] In the years following, the collapse of the companies responsible for developing the plantations would leave many of these 'tree farms' in limbo, however, two decades later, at least some parts of the broader scale operation were able to be salvaged.[645, 646] Back in town, the sense of a renewed identity within Esperance was growing as ever, and led by members of the local community, planning for a new and iconic event completely unique to Esperance had been underway from as early as 1996.[647] Embracing the infamous local breeze as its theme, the aptly named inaugural Festival of the Wind was held a little over two years later from October 30 to November 1, 1998, and for the next two decades, this highly popular event would continue to celebrate everything that makes Esperance uniquely Esperance.[648, 649, 650]

Only a matter of months later, January 1999 saw the Shire of Esperance hit by an almighty deluge described as a 'one in a hundred year event' - the heaviest local rainfall event at that time since records began in 1889 - during which as much as 200mm of rain fell in some areas over two days, wiping out bridges, roads and highways with an estimated

---

[635] Census of Population and Housing, Basic Community Profile - Esperance, Local Government Area (ABS, 1996)
[636] Census of Population and Housing, Basic Community Profile - Esperance, Local Government Area (ABS, 2011)
[637] The Coming of the Americans, 1956-1988; Blake Senior - Faith, Hope & Reality (Penny Blumann, 1995)
[638] Photographs - Esperance Foreshore - Sea Wall Construction et al (Shire of Esperance Records, OLD/11585)
[639] Building Records, Book 3 (Shire of Esperance, 1979 to 1995)
[640] Building Records, Book 4 (Shire of Esperance, 1995 to 2007)
[641] Register of Heritage Places - Bijou Theatre (State Heritage Office, 2012)
[642] The Council Was My Life; Merv Andre - Faith, Hope & Reality (Penny Blumann, 1995)
[643] Demolition Records, 1993-2003 (Shire of Esperance Records, OLD/3048)
[644] Media Release - Launch of Plan Outlining Structure of Esperance Agroforestry Industry, 28 May, 1996 (https://www.mediastatements.wa.gov.au/Pages/Court/1996/05/Launch-of-plan-outlining-structure-for-Esperance-agroforestry-industry.aspx), Retrieved 2016
[645] Farmers Question Future of Blue Gums in WA - ABC News (http://www.abc.net.au/news/2013-10-18/trees-mis-esperance/5031492), Retrieved 2016
[646] The Esperance Express, 10 July, 2014
[647] Festival of the Wind - Finance & Administrative Services Committee Meeting Minutes, 22 May, 1996 (Shire of Esperance, 1996)
[648] Festival of the Wind - Health & Community Services Committee Meeting Minutes, 21 January, 1998 (Shire of Esperance, 1998)
[649] Festival of the Wind - Ordinary Council Meeting Minutes, 24 November, 1998 (Shire of Esperance, 1998)
[650] About - Festival of the Wind (http://www.festivalofthewindesperance.org.au/about/), Retrieved 2016

damage bill of $1.7 million to road infrastructure alone.[651, 652] However rare it may have been at the time, this 'one in a hundred year' feat then repeated only a year later, albeit to a slightly lesser extent, though with similarly destructive effects, and then again in early 2017.[653] In the meantime, 1999 had also seen an 'enduring' icon of Esperance, 'Sammy the Seal' immortalised in a bronze sculpture at the base of the Tanker Jetty, while elsewhere about the Shire, another local icon, the immense home and surgery of the legendary Doctor John Fenwick (built 1954/55 for Doctor Alfred Samuel) in Dempster Street would be demolished that same year, later replaced with a cinema named in his honour.[654, 655, 656, 657]

In 2001, national Census data revealed a population of 12,752 across the Shire of Esperance, an increase of just under a thousand people since 1996.[658] Although population growth had clearly steadied, 2001 and the coming decade in particular would see Esperance and the Esperance Port continue to expand in massive ways which included further land reclamation and infrastructure developments at the port itself, while off to the north, the expanded population base would begin to see 'urban sprawl' fill the outer reaches of Castletown over the same period, soon spreading into the suburb of Bandy Creek.[659, 660, 661, 662, 663] The following year, 'urban sprawl' in and around West Beach was given as sufficient reason to close down the Salmon Beach Wind Farm, and accordingly, between April and May 2002 this historically significant site was thus decommissioned when, barring one, all of the turbines were removed from the site.[664]

For a short period thereafter life in Esperance ticked along per usual, however a new boost to the local economy, town and broader district was just on the horizon. Although a hundred miles away and outside the western border of the Shire of Esperance, the flow on effects created by the Ravensthorpe Nickel Mine - a project reported to cost a whopping US $2.2 billion dollars to build - would be broad reaching, including within the Shire of Esperance. Construction had commenced shortly after formal approvals had been granted in 2004, and in the ensuing years, many of the transient 'fly-in, fly-out' workforce and their families became based in Esperance, which in turn led to a renewed spike in building and investment at a local level. Operations at the Ravensthorpe Nickel Mine had commenced late in 2007, however just over a year later, 1,800 jobs were cut as the mine closed. This of course devastated the Ravensthorpe community, while the repercussions from the shock wave created would also be felt in Esperance as many families were uprooted and forced to leave in search of work. Under new ownership, the Ravensthorpe Nickel Mine recommenced production in 2011 at a reduced scale, and to this day, their operations continue to contribute to the local economy as well as the broader prosperity of the surrounding region.[665, 666, 667]

Meanwhile, back in December 2006, a series of unexplained and mysterious 'canary in a coalmine' bird deaths had signalled that something was amiss within the local environment, though particularly within sections of the townsite of Esperance itself.[668] By early 2007, autopsies and further testing had revealed that excess lead levels were the culprit, and it quickly became evident that a build-up of lead dust from certain recent lead exports through the port were at fault.[669] Lead exports were immediately suspended through the Esperance Port, and a large scale clean-up program -

---

[651] The Esperance Express, 30 December, 1999
[652] Record Rainfall Brings Flooding et al (http://www.australianweathernews.com/news/1999/news9901.html), Retrieved 2017
[653] Flooding Continues in WA et al (http://www.australianweathernews.com/news/2000/03/20000312.html), Retrieved 2017
[654] The Esperance Express, 28 October, 1999
[655] Building Records, Doctor Samuels' Residence, Licence / Record Number 43-54/55 (Shire of Esperance)
[656] Demolition Records, 1993-2003 (Shire of Esperance Records, OLD/3048)
[657] Building Records, Fenwick 3 Cinema Complex, Licence Number 11749 (Shire of Esperance, 2002)
[658] Census of Population and Housing, Basic Community Profile - Esperance, Local Government Area (ABS, 2001)
[659] Le Grande Estate - Deposited Plan 25594 et al; Approved 15 February, 2001 (Landgate, Western Australia)
[660] Le Grande Estate - Deposited Plan 29315 et al; Approved 29 November, 2001 (Landgate, Western Australia)
[661] Flinders Estate - Deposited Plan 40414 et al; Approved 29 June, 2004 (Landgate, Western Australia)
[662] Minutes - Ordinary Council Meeting, 18 December, 2001 (Shire of Esperance)
[663] Esperance, Western Australia (https://en.wikipedia.org/wiki/Esperance%2C_Western_Australia), Retrieved 2017
[664] The Esperance Express, 2 May, 2002
[665] Ravensthorpe Nickel Mine (https://en.wikipedia.org/wiki/Ravensthorpe_Nickel_Mine), Retrieved 2016
[666] Ravensthorpe Nickel Operation, Australia (http://www.mining-technology.com/projects/bhp-ravensthorpe/), Retrieved 2016
[667] The Australian, 21 January, 2009
[668] The Esperance Express, 28 December, 2006
[669] The Esperance Express, 2 September, 2004

1,775 homes and buildings at a reported cost of $25.7 million - then ensued throughout the town for several years thereafter, finally being formally declared as completed in 2012.[670]

In the midst of the local lead issue, though thankfully completely unrelated, the other big news item for 2007 came in the form of the Esperance Anglican Community School, with building having commenced that year and the school itself then formally opening in 2008.[671, 672] For a short while in and surrounding 2009, lignite deposits - a form of coal that can be converted into petroleum - in Scaddan and Salmon Gums were the talk of the town, with both still promising great things for Esperance to this date.[673, 674] That same year, the industrial area on Norseman Road had seen its largest addition to date with the opening of a new Bunnings Warehouse, the fine issued to NASA for littering when Skylab had crashed back in 1979 had finally been paid - albeit not by NASA - while in the broader reaches of the Shire, a proposal to build a new wild dog fence to protect remote farmland was beginning to create headlines, though this would soon be overshadowed by another proposal of a very different nature.[675, 676, 677]

Early in 2010, a local service club floated a concept seeking support for the construction of a replica Stonehenge in any one of a select few locations within the Shire, and this quickly became a hot topic within the local community.[678, 679] Soon after, a privately owned site was settled on along Merivale Road and early in 2011 construction began, with Esperance Stonehenge being completed a mere nine months later.[680, 681] Stonehenge aside, 2011 had been a busy year in many other ways for the Esperance community, with the opening of a brand new FESA Collocation Facility (Esperance Collocated Emergency Facility) on Brazier Street, construction of a sizable overpass at the Sims Street rail crossing, a Leopard Tank being installed near the RSL, and much to the dismay of many locals, an icon of the Esperance foreshore, Beryl's Eats, finally closing after almost five decades.[682, 683, 684, 685, 686]

From about that time onwards, though particularly towards the end of 2012 as works commenced on the first, two semi-concurrent multi-million dollar infrastructure projects began to take over the local talk, gossip and news, and this remained so for several years thereafter. The first of these to get underway was the $120 million dollar Esperance Port Access Corridor project that had formally commenced in November 2012 and was later officially completed in April 2014 which aimed to improve access to and productivity through the Esperance Port. The second of these major projects came in the form of the modified and beautified Esperance Waterfront; a $23.8 million dollar project which, with significant funding from Royalties for Regions, had commenced with construction on a seawall in February 2013. This project sought to thoroughly enhance the vibrancy and appearance of the Esperance foreshore, creating a world-class icon that the town could be proud of, part of which included the now renowned 'Whale Tail' centrepiece off the end of James Street which was installed on site in May 2014 and unveiled the following month, prior to the formal opening of the whole Esperance Waterfront in November of that same year.[687, 688, 689, 690, 691, 692]

---

[670] The Esperance Express, 22 August, 2012
[671] Building Records, Esperance Anglican Community School, Licence Number 13529 (Shire of Esperance, 2007)
[672] The Esperance Express, 8 February, 2008
[673] The Esperance Express, 16 January, 2009
[674] The Esperance Express, 2 December, 2009
[675] The Esperance Express, 7 April 2009
[676] The Esperance Express, 17 April, 2009
[677] The Esperance Express, 18 December, 2009
[678] The Esperance Express, 14 April, 2010
[679] The Esperance Express, 28 April, 2010
[680] The Esperance Express, 19 January, 2011
[681] The Esperance Express, 4 November, 2011
[682] The Esperance Express, 9 April, 2010
[683] The Esperance Express, 29 June, 2011
[684] The Esperance Express, 23 September, 2011
[685] The Esperance Express, 21 April, 2011
[686] The Esperance Express, 4 May, 2011
[687] The Esperance Express, 21 November, 2012
[688] The Esperance Express, 21 February, 2014
[689] The Esperance Express, 4 April, 2014
[690] Media Release - Waterfront Project to Begin, 21 December, 2012 (Shire of Esperance)
[691] Media Release - Sea Wall Complete, 25 October, 2013 (Shire of Esperance)
[692] Media Release - Esperance Waterfront Opens, 1 December 2014 (Shire of Esperance)

Although fires and bushfires within the Shire of Esperance and all around Australia have always been and will always be a natural, constant and given threat in any dry season, 2015 would see a series of local infernos so severe and so broad reaching that the entire local community would feel their impact. The first of the three localised major events that year had been big enough in its own right, with fires in January burning around 200 hectares in and surrounding Lake Monjingup and decimating buildings and park infrastructure within the Reserve itself.[693] The second, another suspected arson attack, had destroyed the administration centre at the Condingup Primary School while also damaging other nearby buildings to the tune of a million or more dollars.[694] Then, only a matter of months later, November 2015 brought with it isolated lightning strikes and horrific weather conditions with strong, changing winds which, in combination with dry paddocks ready for harvest, led to some of the worst and broadest sweeping fires ever recorded within the Shire of Esperance, and in spite of monumental efforts to bring each of the blazes under control, four lives, three homes, four and a half thousand head of livestock and an estimated 331,112 hectares in total were lost across the three main fronts.[695, 696, 697, 698, 699]

In the aftermath of what had been an immensely trying period within the local community, December 2015 eventually ticked around, and while the bushfire recovery process began across the Shire, back in town, a series of severe structural failures and the best interests of public safety had finally and rather sadly seen the Tanker Jetty being closed from that time onward.[700, 701, 702] In brighter news, that same month had seen Lucky Bay Brewing - the first local brewery in Esperance for over a century - hold their official launch, signifying the culmination of a project that had been five years in the making.[703, 704, 705]

Aside from the ongoing bushfire recovery process, the opening of a new skate park with 'Edge of the Bay' festivities and the more usual array of happenings about the district, 2016 in Esperance bore witness to one particular 'main event' that was well out of the ordinary.[706] Back in 1998, the HMAS *Farncomb*, a Collins Class Submarine, had been formally commissioned by the Royal Australian Navy with Esperance nominated as its 'affiliated town', however with naval commitments it would be almost two decades before the vessel could visit its port. In November 2016, the HMAS *Farncomb* was finally welcomed into Esperance to an elaborate though traditional ceremony which, among other formalities, included the crew parading through the town centre, the local constabulary challenging their parade and the HMAS *Farncomb* being granted official 'Freedom of Entry' into Esperance.[707, 708]

In the years following, talk about the town frequently focussed on the future of the Tanker Jetty as the aging icon suffered significant structural collapses in 2017, 2018 and 2019 before finally being deconstructed and replaced in 2020 then formally opened the following year.[709, 710, 711, 712, 713] As big as that issue was at a local level, elsewhere about Australia and the world the global COVID-19 pandemic swiftly stole the headlines in 2020, and the devastation that followed will forever be etched in human history. While the worldwide battle against COVID-19 raged on, international, state and regional borders were closed in an effort to stop the spread of the disease, and in combination with the disease itself, this created broader economic flow on effects both locally and around the globe. Citing COVID-19 as a contributing

693 The Esperance Express, 30 January, 2015
694 The Esperance Express, 8 July, 2015
695 The Esperance Express, 18 November, 2015
696 The Esperance Express, 20 November, 2015
697 The Esperance Express, 25 November, 2015
698 2015 Esperance Bushfires (https://en.wikipedia.org/wiki/2015_Esperance_bushfires), Accessed 2017
699 Data Courtesy Shire of Esperance
700 Minutes - Special Council Meeting, 2 February, 2016 (Shire of Esperance)
701 Media Release - Closure of the Tanker Jetty, 1 December, 2015 (Shire of Esperance)
702 Media Release - Esperance Tanker Jetty, 3 February, 2016 (Shire of Esperance)
703 The Esperance Express, 11 December, 2015
704 Event Invitation - Official Launch of Lucky Bay Brewing, 17 December, 2015
705 The Esperance Express, 6 January, 2016
706 The Esperance Express, 9 December, 2016
707 Schedule - HMAS Farncomb Freedom of Entry Parade (Shire of Esperance)
708 The Esperance Express, 18 November, 2016
709 The Esperance Express, 15 September, 2017
710 Media Release - Tanker Jetty Deterioration, 20 June, 2018
711 Partial Jetty Collapse (Shire of Esperance Records, D19/24321)
712 Media Release - Construction Starts on New Jetty, 15 April, 2020 (Shire of Esperance)
713 Media Release - Esperance Jetty Officially Opened, 28 March, 2021 (Shire of Esperance)

factor, one such impact was soon felt in Australian print media, and after 47 years the Esperance Express - among many other regional Australian newspapers - would cease publication in 2020.[714]

In spite of the broader happenings around the globe, the Shire of Esperance is currently home to 14,236 people, with agricultural and associated industries still the primary providers for local employment, followed by the retail, transport, health care, construction and education sectors.[715] Today, in combination with a largely self-sufficient economy driven by the booming agricultural sector, the ever growing Esperance Port, a thriving mining industry and the tourism created as ever more people discover just how special this seaside jewel that we call home is, the future of Esperance has never been so bright.[716]

[714] ABC Goldfields Esperance Interview, Esperance Express Closing, 16 April, 2020 (Shire of Esperance Record Reference D20/9186)
[715] Australian Bureau of Statistics
[716] Esperance Region Economic Development Strategy, 2015 (AEC Group Pty Ltd C/- Goldfields Esperance Development Commission et al - Shire of Esperance Record Reference D15/28104)

Prime Minister Julia Gillard tours the Esperance Port (top) and views plans for the proposed Esperance Waterfront during a visit to the town in August 2011. Works on the Esperance Waterfront began a little under two years later in February 2013.[717]

[717] Photographs Courtesy Shire of Esperance

A concept plan (top) and aerial view (bottom, photograph taken February, 2014) showing sections of the Esperance Port Access Corridor prioject which officially opened in April, 2014.[718, 719]

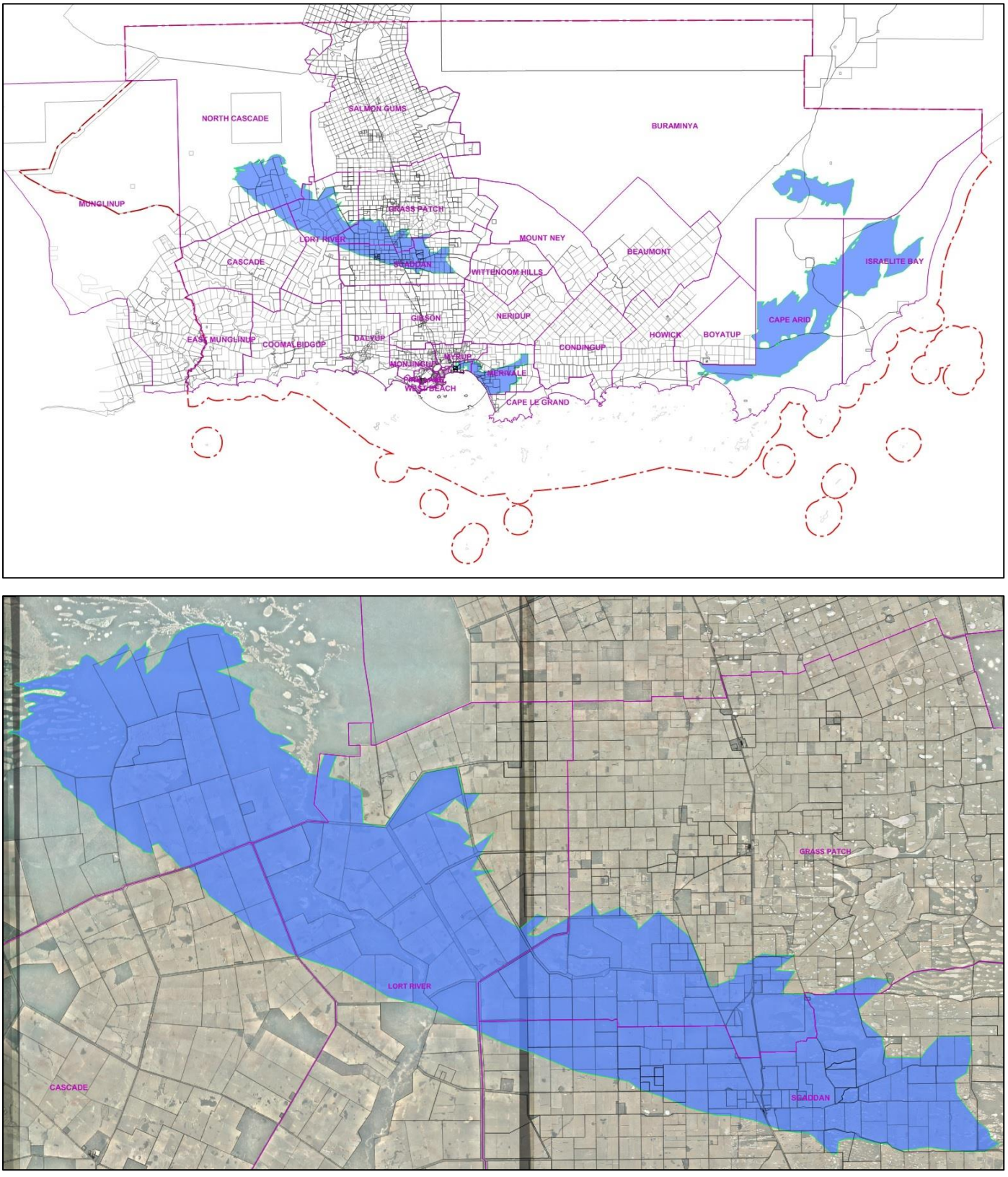
[718] Image Courtesy John Holland
[719] Photograph Courtesy Shire of Esperance

‘Turning the First Sod’ - Doctor Graham Jacobs MLA, Premier Colin Barnett and Shire President Malcolm Heasman officially mark the commencement of the Esperance Waterfront project (top, photograph taken February, 2013) which then formally opened on November 30, 2014 (bottom, photograph taken October, 2014).[720]

[720] Photographs Courtesy Shire of Esperance

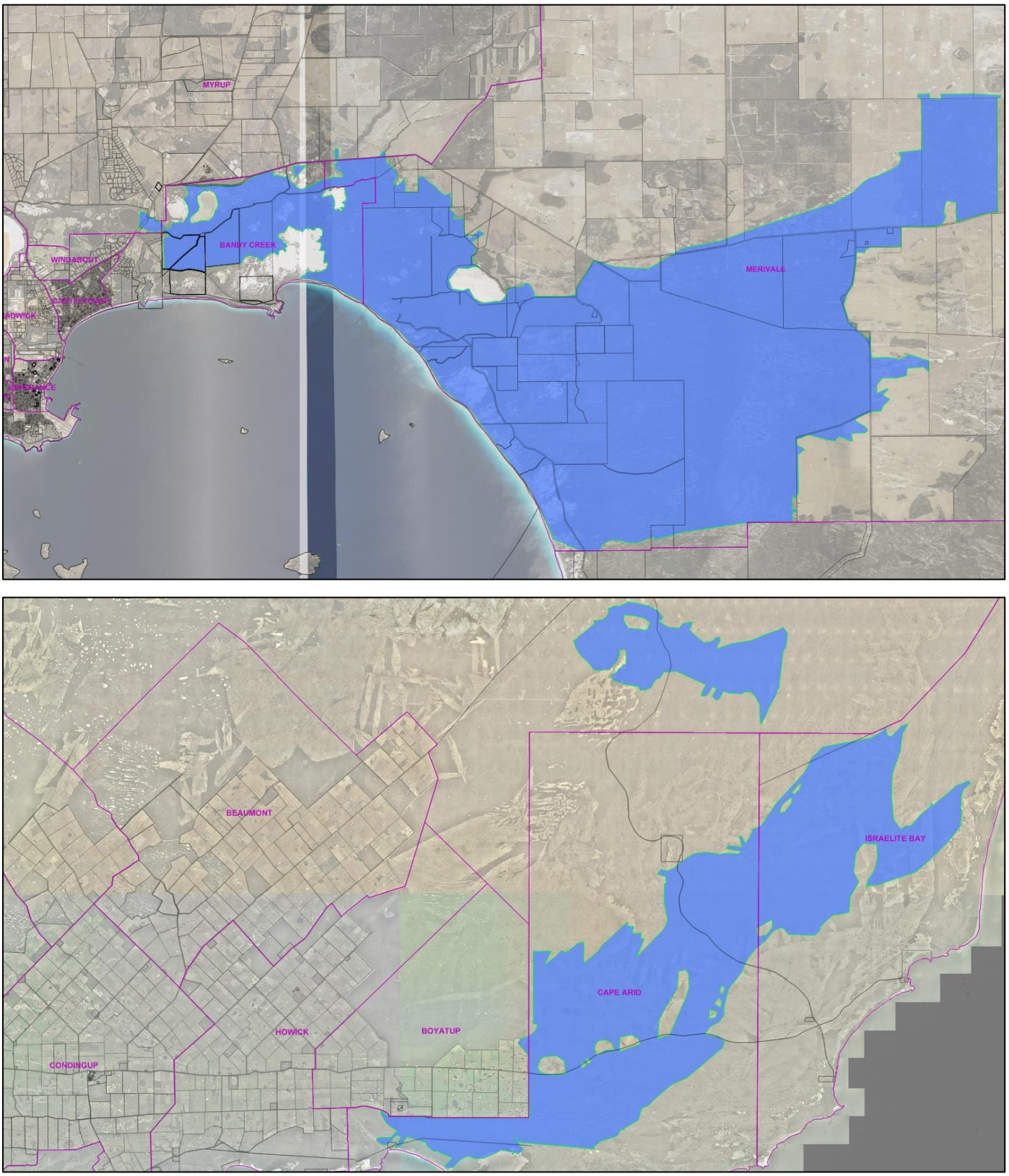
The now renowned and iconic ‘Whale Tail’ centrepiece off the end of James Street, part of the broader Esperance Waterfront project, installed and unveiled (top) in 2014.[721]

[721] Photographs Courtesy Shire of Esperance



'Fire scars' from the November 2015 bushfires (top) which, cumulatively, covered 3,312 square kilometres - just under 7.8 percent of the total area of the Shire of Esperance. The 'Cascade Fire' (bottom) burned 1,280 square kilometres (127,969 hectares) alone, and turned into one of the single most devastating fires in the history of the Shire of Esperance in terms of impact and loss.(722)

722 Images & Data Courtesy Shire of Esperance



The same conditions that had started and spread the Cascade Fire led to two others at or about the same time, the 'Merivale Fire' (top) and the 'Cape Arid Fire' (bottom), each of which burned 186 and 1,846 square kilometres (18,551 and 184,592 hectares) respectively.[723]

[723] Images & Data Courtesy Shire of Esperance

Commissioned in 1998, the HMAS Farncomb was formally granted ‘Freedom of Entry’ - a rare symbolic and historic privilege - to the town of Esperance in November 2016.[724, 725]

[724] Photograph Courtesy Shire of Esperance
[725] Photograph Courtesy Royal Australian Navy

As the structure began to significantly fail, the Tanker Jetty was closed to the public in 2015, with construction on a replacement “Esperance Jetty” commencing in 2020 and officially opening (per above) on March 28, 2021.[726]

[726] Photographs Courtesy Shire of Esperance

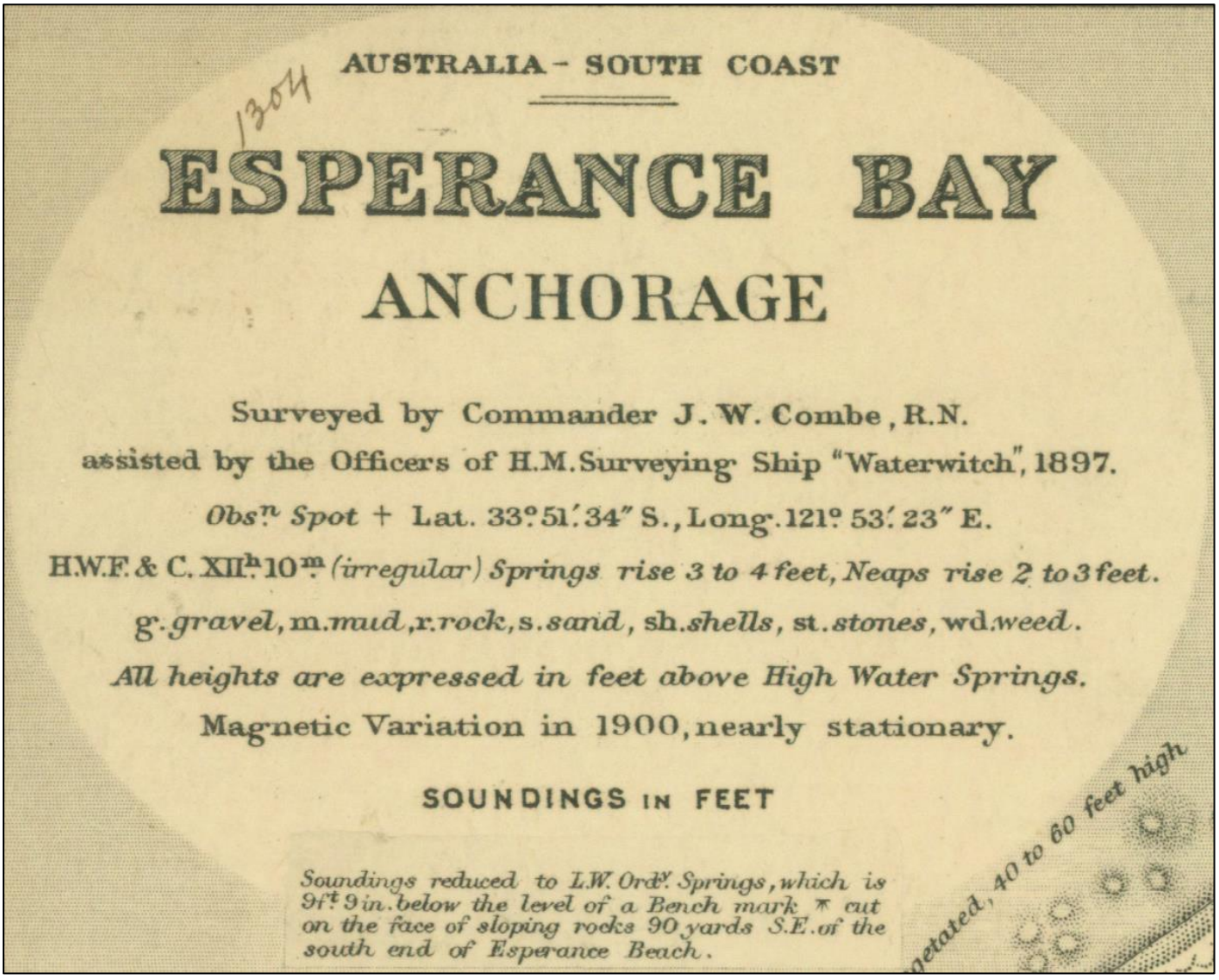
5. Place Record Forms

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 01

ADMIRALTY BENCH MARK



The "Admiralty Bench Mark" (in the fine print, bottom right of picture), a small notch in the granite face on Dempster Head, once used as a survey reference point in conjunction with the Waterwitch Obelisk near what is today the corner of Jane Street and Black Street during the *HMS Waterwitch* surveys of Esperance Bay in 1897.[727]

[727] Image Courtesy Esperance Museum

Place Name(s):	Admiralty Bench Mark
Use(s):	Original: Survey Mark, Present: Unused / Abandoned
Address:	Lot 729 on Plan 181403, Hughes Road, West Beach Reserve No. 33636
Ownership:	Crown Land - Management Order to Esperance Port Authority
State Heritage Listing:	N/A

Original Date of Construction:	1897.[728]
Construction Materials:	Carved into granite
Builder / Designer:	Commander James William Combe and the crew of the *HMS Waterwitch* in 1897.[729, 730]

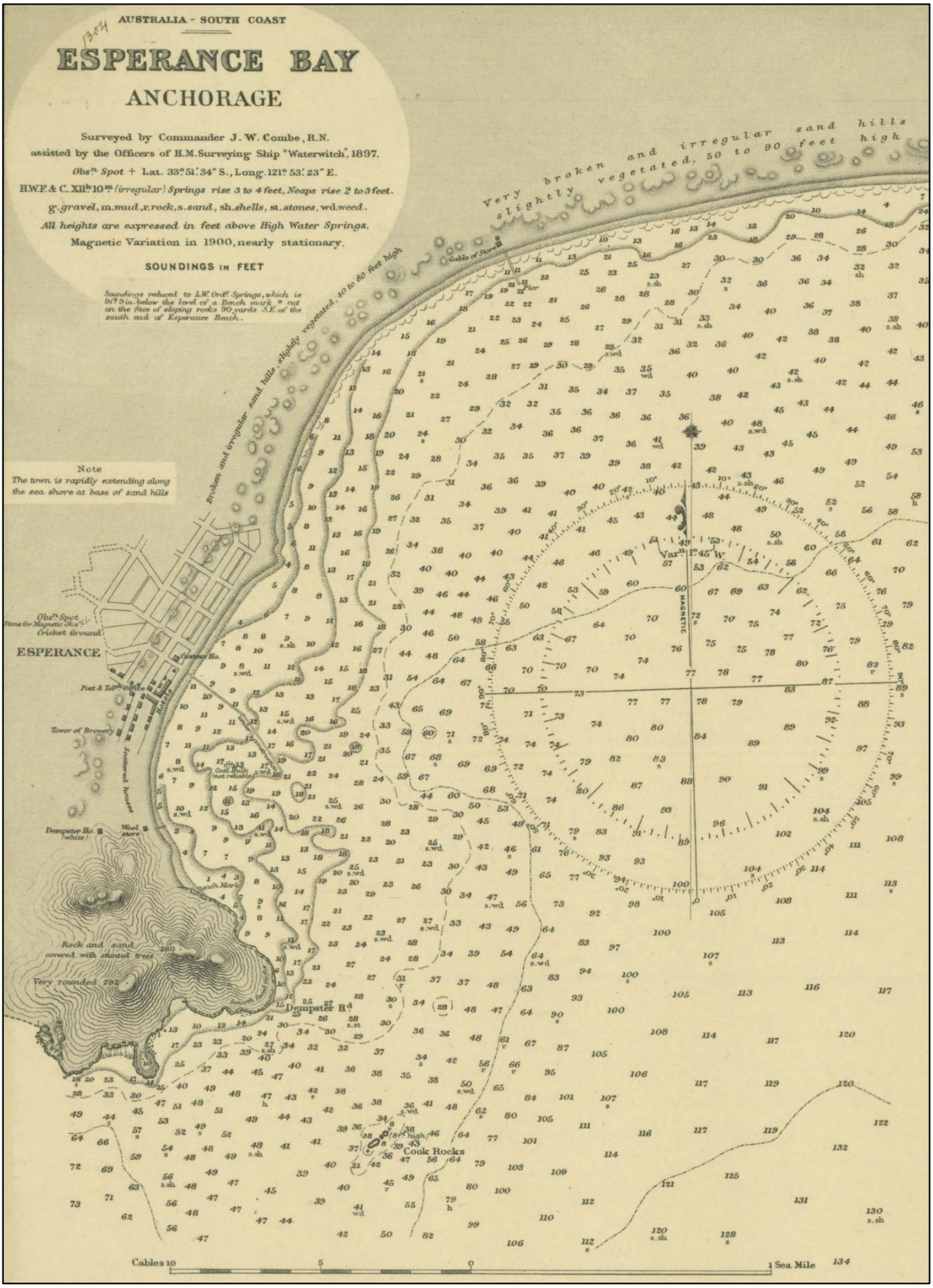
Nature of Significance:	It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Poor. Integrity: Low. Authenticity: Low. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[728] The South Australian Register, 8 February, 1897
[729] The Kalgoorlie Miner, 13 December, 1949
[730] Admiralty Bench Mark, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

HISTORY & DESCRIPTION

This site demonstrates both historic and scientific value as one of the earliest known datum points used to produce the first detailed surveys of Esperance Bay, and was established by Commander James William Combe and the crew of the *HMS Waterwitch* in or about February 1897.[731] Although speculative, some sources infer a possible connection to Captain Matthew Flinders and the crew of the *Investigator* (1802), however this is simply not the case, which becomes particularly apparent when the highly detailed nature of the *Waterwitch* soundings are compared to the broader scale surveys by Flinders. The Waterwitch Obelisk (near the corner of Jane Street and Black Street) appears to have functioned as a geographic reference point to assist in triangulating the exact position of each sounding recorded, while the Admiralty Bench Mark appears to have set a standard height reference for these soundings while the surveys were being carried out in order to negate the impacts of a changing tide on the precision of the final product. With the development of the Esperance Port in and since the 1960's, the Admiralty Bench Mark was later buried approximately two metres below ground level.[732, 733, 734]

[731] The Navigators, 1627-1840 - Esperance, Yesterday & Today (John Rintoul, 1986)
[732] Admiralty Bench Mark, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[733] The South Australian Register, 8 February, 1897
[734] The Kalgoorlie Miner, 13 December, 1949



With a significant increase in shipping through the port in the preceding years, the first detailed surveys and soundings of Esperance Bay itself were undertaken by the *HMS Waterwitch* between February and March 1897.[735]

[735] Image Courtesy Esperance Museum

Place No: 02

BALBINIA STATION

A photograph over John Paul Brooks' Balbinia Station as it stood circa the early part of the 20th century.[736]

Place Name(s):	Balbinia Station (alternatively referred to as Balbinya, Balbania, Balbinia Rock or Ray's Rock)
Use(s):	Original: Pastoral Station, Present: Unused / Abandoned
Address:	Lot 4 on Plan 152894, Unnamed Road, Buraminya
Ownership:	Crown Land
State Heritage Listing:	N/A

Original Date of Construction:	Station taken up in 1883, settled in 1884.[737]

[736] Photograph Courtesy Esperance Museum
[737] Taking up the Land, 1875-1884 - Challenge in Isolation (John R. Bridges, 2004)

Construction Materials:	Walls: Granite Corners, Limestone Infill, Roofing: Steel, Bush Timber, Other: Timber Lintels
Builder / Designer:	Fred Stein and John Paul Brooks

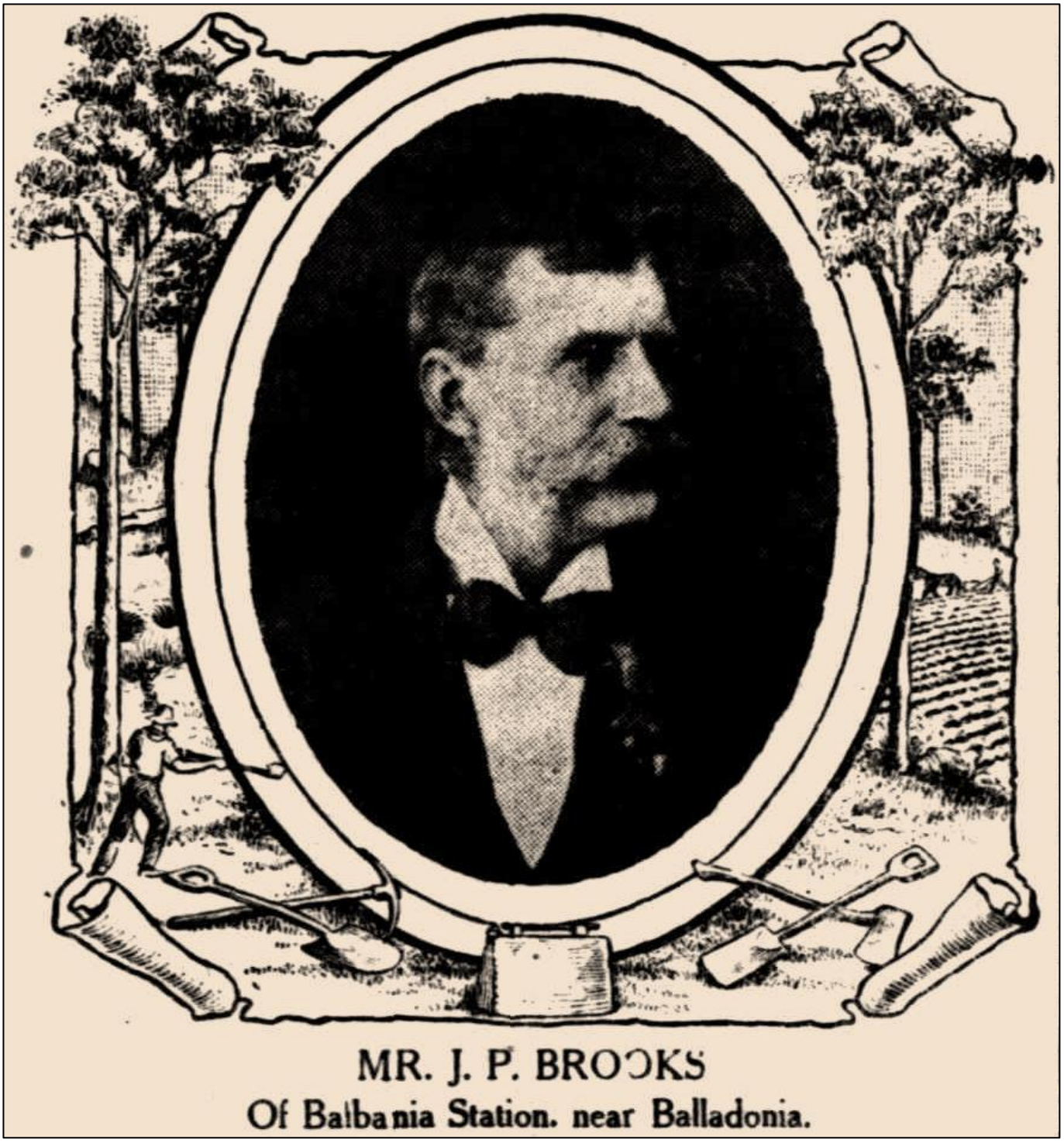
Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Fair. Integrity: N/A. Authenticity: Medium. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

HISTORY & DESCRIPTION

John Paul Brooks, formerly a linesman at the Israelite Bay Telegraph Station, took up the lease for Balbinia Station in 1883 and settled nearby the following year. More than a decade prior, on October 10, 1871 as part of an expedition looking for new pastoral country, the renowned explorer Alexander Forrest, the brother of John Forrest, had marked one of his campsites nearby with a stone cairn, and although his exploration was regarded as a failure at the time, it's likely that the same features that had presented this as an attractive campsite would later lead to John Paul Brooks settling Balbinia Station and building nearby. Situated in the middle of a wide open expanse, the homestead itself, perhaps more aptly described as a small cottage, is thought to have been built well away from the nearby scrub due to fear of attack by Aborigines, and it is known that Sarah Theresa Brooks (John Paul Brooks' sister) on occasion had reason to stand by the front door armed with a rifle for just such an event. The homestead, a cosy little building measuring only five metres by four metres, was home to John Paul Brooks' mother Emily and sister Sarah, and in spite of its tiny size, it reportedly held their two single beds as well as a piano and dresser. For the sake of modesty, John Paul Brooks lived separately from his mother and sister, and contained in the larger ten metre by ten metre shed nearby were three sections, one for a water tank, another used for storage and as a work station and finally a small bedroom for John Paul himself, partially furnished with wreckage from the *Batoe Bassi* which had sunk near Alexander Point in 1880. John Paul Brooks ran the station until his death at the homestead on May 20, 1930, and after that Balbinia was used as an outstation by the Dimer family until the late 1940's.[738, 739]

Today, the Balbinia Homestead lot comprises 160 acres, with a restored cottage and shed, several dams, an orchard, two mulberry trees, a fig tree, rose bush and Alexander Forrest's cairn, as well as the two gravesites of John Paul Brooks and his mother, Emily Henrietta Brooks, both buried in the orchard.[740]

[738] The Esperance Express, 4 January, 2005
[739] End of an Era, 1980-2002 - Challenge in Isolation (John R. Bridges, 2004)
[740] Balbinya Station, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)



John Paul Brooks, noting a minor error in the spelling of Balbinia, per a photograph published a little over two years before his death in 1930.[741]

[741] Photograph Courtesy The Sunday Times (Perth), 27 November, 1927

Views towards the homestead and shed at Balbinia Station, November 2014. Inside the shed was John Paul Brooks' humble abode, while his mother Emily and sister Sarah lived together in the smaller homestead (bottom).[742]

[742] Photographs Courtesy John Baas (http://www.exploroz.com/Places/107716/WA/Balbinia.aspx), Accessed 2016

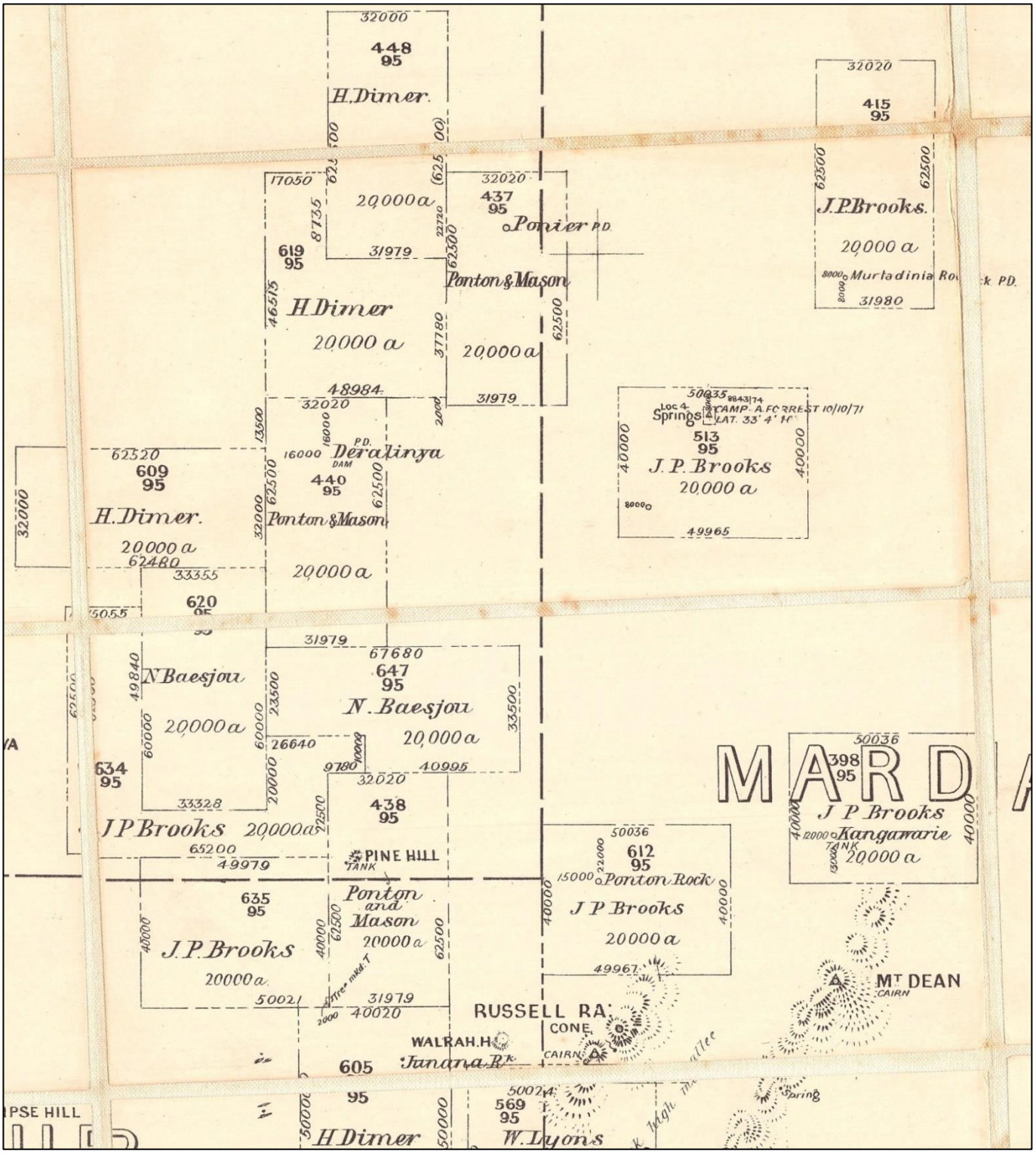
Views of the shed at Balbinia Station (photographs taken November, 2014), once the home of John Paul Brooks.[743]

[743] Photographs Courtesy John Baas (http://www.exploroz.com/Places/107716/WA/Balbinia.aspx), Accessed 2016

Dry stone fencing (top) overlooking a dam near the Balbinia Homestead and Alexander Forrest's cairn (bottom) - built 1871 - circa 1990. As well as controlling access to water points, features such as the fence above often served as a blind for hunting ducks, a welcomed supplement in any remote diet.[744, 745]

[744] Photograph Courtesy Esperance Museum

[745] Photograph Courtesy Balbinia Station, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)



John Paul Brooks' Balbinia Station (isolated, right of centre) as shown on a survey from 1915 relative to landmarks such as Kangawarrie, Murtadinia, Pine Hill and Deralinya - 'Location 4' contains the homestead, shed, dams and gravesites, as well as the cairn built by Alexander Forrest during his explorations on October 10, 1871.[746]

[746] Image Courtesy Esperance Museum

Place No: 03

BAY VIEW HOUSE

Bay View House, or the “Fairhaven Native Girls Hostel” as it would have been at this point in time, circa 1965.[747]

Place Name(s):	Bay View House (originally referred to as Bay View or Bayview House, later known as the Fairhaven Hostel or Fairhaven Native Girls Hostel)
Use(s):	Original: Private Dwelling, Present: Private Dwelling, Previous: Hostel / Boarding House
Address:	Lot 68 No. 141 on Plan 919, Dempster Street, Esperance
Ownership:	Private
State Heritage Listing:	N/A

[747] Photograph Courtesy Find and Connect (https://www.findandconnect.gov.au/guide/wa/WE00073), Accessed 2016

Original Date of Construction:	1903.[748]
Construction Materials:	Walls: Limestone & Granite, Roofing: Corrugated Iron
Builder / Designer:	Built by Josiah 'Joe' Norman of the Norman Brothers (Albany), architect unknown.[749, 750]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It is significant in demonstrating a high degree of technical innovation or achievement.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Good. Integrity: High. Authenticity: High. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Considerable Significance - Very important to the heritage of the locality. High degree of integrity / authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

[748] The West Australian, 11 February, 1903
[749] The Albany Advertiser, 21 January, 1903
[750] Draft Register Entry - Register of Heritage Places - Bay View (State Heritage Office, 2008)

HISTORY & DESCRIPTION

Fred Douglas, the famed captain of the *Grace Darling*, commissioned the building of Bay View House in 1903, awarding the tender for construction to Josiah Norman of the Norman Brothers in Albany.[751] At the time, a project of this scale would have been a sizable investment for the town of Esperance, where the population had quite recently and quite drastically fallen on the back of a localised depression which had followed in the wake of Esperance being left isolated from the state railway networks, particularly the links from Fremantle to Coolgardie and Kalgoorlie which had been completed in late 1896.[752] Local limestone for the walls and granite from the islands of the Recherche Archipelago for the foundations had been quarried, cut and collected by Fred Douglas and his brother Jim from as early as 1899, while the large bay windows were brought in from England, and in combination with exquisite stonework and high quality finishes, the end product was a spectacular house with a vastly more regal appearance than any other home in the town at the time, comparable only to Dempster Homestead. By the end of 1903, construction on the house had finished, and the first references to the name “Bay View” or “Bayview” began to appear shortly thereafter.[753, 754] The home remained in the ownership of the Douglas family until 1931, after which time the property transferred hands several times until being purchased by The Churches of Christ Federal Aborigines Mission Board in 1965, who renamed the local icon the “Fairhaven Native Girls Hostel” or simply “Fairhaven”. Fairhaven eventually closed its doors in 1987, and the following year the property again changed hands, prior to being bought by the current landowners in 1989. To this day, now well beyond its centenary, Bay View House remains standing as one of the most beautiful architectural landmarks of early Esperance.[755]

[751] The Coolgardie Miner, 17 February, 1903
[752] The West Australian, 9 September, 1896
[753] The Kalgoorlie Miner, 3 August, 1903
[754] The West Australian, 8 July, 1911
[755] Draft Register Entry - Register of Heritage Places - Bay View (State Heritage Office, 2008)

Bay View House, only very recently completed, per a photograph published in the *Kalgoorlie Western Argus* in December 1903.[(756)]

[756] Photograph Courtesy Esperance Museum, Published in The Kalgoorlie Western Argus, 15 December, 1903

The view over Dempster Street towards Bay View House, the home of the renowned Captain Fred Douglas, circa 1915.[757]

[757] Photograph Courtesy Thomas Edwards Collection

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 04

BIJOU THEATRE

The Bijou Theatre, built in 1896 and now a much loved and enduring icon of Esperance, as it stood in 2009.[758]

Place Name(s):	Bijou Theatre (alternatively referred to simply as “The Bijou”, later known as the R.A.O.B. Hall after the local branch of the Royal Antediluvian Order of Buffaloes)
Use(s):	Original: Theatre, Present: Theatre, Previous: Meeting Place
Address:	Lot 23 No. 115 on Plan 51885, Dempster Street, Esperance
Ownership:	Private
State Heritage Listing:	State Heritage Listed - Registered Heritage Place No. 828

[758] Photograph Courtesy Dan Paris (Shire of Esperance Records, D13/1787)

Original Date of Construction:	1896.[759]
Construction Materials:	Walls: Timber, Roofing: Corrugated Iron
Builder / Designer:	Designed and built by E. J. (Edward James) McCarthy & Co.[760, 761]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Good. Integrity: High. Authenticity: Medium. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Exceptional Significance - Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved. Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (where applicable).

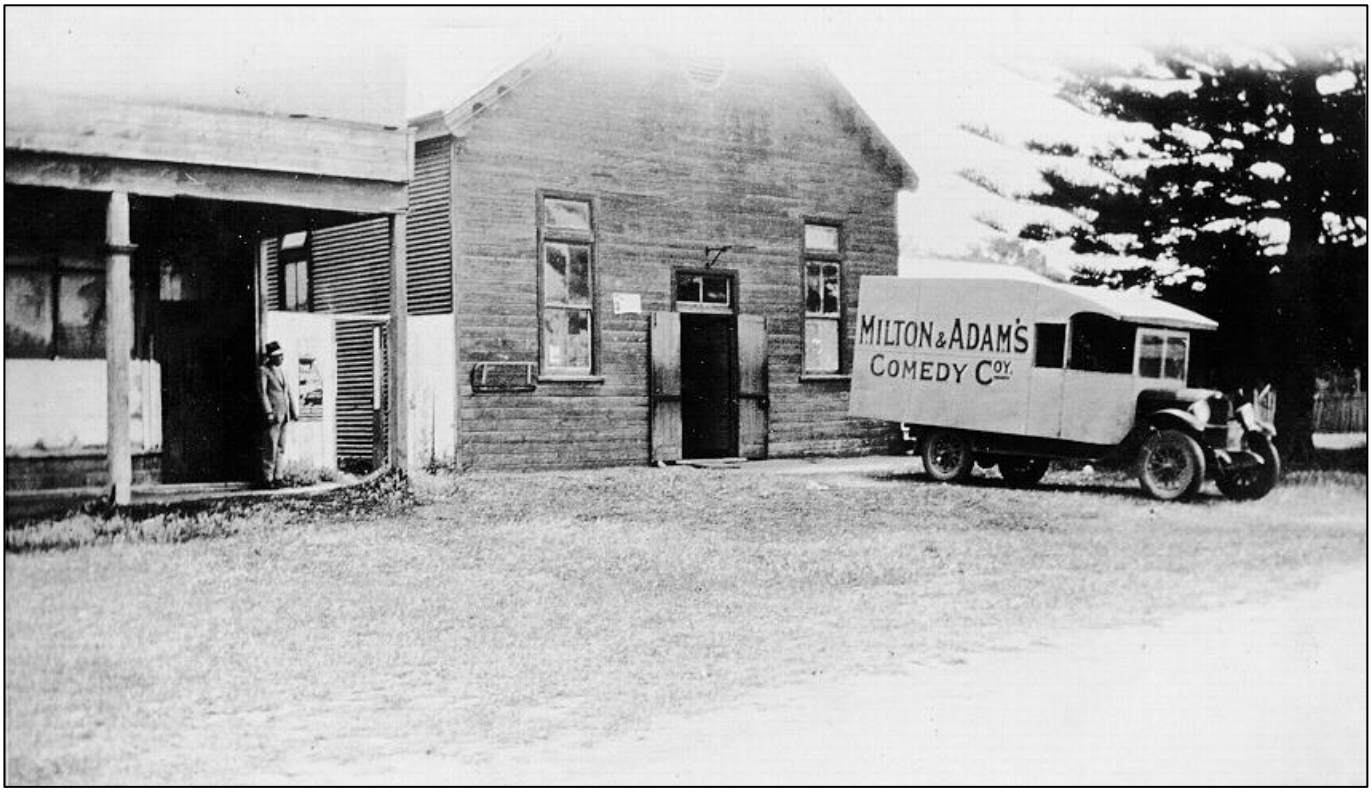
[759] The West Australian, 8 September, 1896
[760] The Esperance Times, 12 September, 1896
[761] Register of Heritage Places - Bijou Theatre (State Heritage Office, 2012)

HISTORY & DESCRIPTION

Designed and built by Edward James McCarthy of E. J. McCarthy & Co. in 1896, the Bijou Theatre quickly became a popular site for social gatherings and entertainment in the growing Esperance community. In July 1896, plans for the Bijou had been presented to the Esperance Municipal Council, and a mere six weeks later, construction was complete. On a Wednesday afternoon, September 9, 1896, the Bijou Theatre was formally opened by Thomas Edwards, the Mayor of Esperance, and to mark the occasion, a free concert and ball then followed, both of which were "…largely attended and thoroughly enjoyed… [by] all classes of the community".[762]

For many years, the Bijou Theatre continued to cater to entertaining the people of Esperance, however on September 6, 1948 the property - former Lot 57 - was transferred to the Royal Antediluvian Order of Buffaloes (R.A.O.B.) to serve as a meeting place for their local branch, though the Bijou still saw some use as a picture theatre in the interim. In 1971, following the building of the R.A.O.B hall to the rear of the site, the Esperance Theatre Guild leased the neglected R.A.O.B Hall and restored its name back to the Bijou Theatre, holding an official 'reopening' on October 21 that year. Having agreed to purchase the site, members of the Guild soon set about restoring and renovating the building, and in 1977 the property was officially mortgaged by the Esperance Theatre Guild who have taken care of the Bijou Theatre ever since. To this day, the Bijou continues to see regular use by the Esperance Theatre Guild and the people of Esperance and still serves as a focal point for community entertainment.[763]

[762] A Few Biographies - McCarthy - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[763] Register of Heritage Places - Bijou Theatre (State Heritage Office, 2012)



The Bijou Theatre next door to E. J. McCarthy's general store circa 1896 (top). In spite of a few hiccups along the road, Milton & Adam's Comedy Company eventually made it to Esperance and put on a show at the Bijou Theatre in January 1930 (bottom), much to the delight of the locals.[764, 765, 766]

[764] The Western Argus (Kalgoorlie), 4 February, 1930
[765] Photograph Courtesy State Library of Western Australia
[766] Photograph Courtesy Bijou Theatre History (https://www.thebijoutheatre.org.au/index.php/history), Accessed 2016

Place No: 05

BONDED STORE & GOODS SHED

The Bonded Store (former H M Customs shed, as painted on the roof) and Goods Shed circa 1903 - today these buildings form the site of the Esperance Museum.[767, 768]

Place Name(s):	Bonded Store, Goods Shed and James Street Jetty (alternatively referred to as Esperance Museum, Customs Shed and H M Customs Building - closely linked to the former Town Jetty or James Street Jetty)
Use(s):	Original: Customs Building, Bonded Store and Goods Shed, Present: Museum
Address:	Lot 103 No. 68 on Plan 5742, Dempster Street, Esperance Reserve No. 2815
Ownership:	Crown Land - Management Order to Shire of Esperance
State Heritage Listing:	N/A

[767] Draft Register Entry - Register of Heritage Places - Esperance Railway Precinct (State Heritage Office, 2012)
[768] Photograph Courtesy Daw Collection

Original Date of Construction:	1895, noting later additions.[769]
Construction Materials:	Walls: Corrugated Iron, Roofing: Corrugated Iron, Frame: Timber (Bonded Store and Goods Shed)
Builder / Designer:	Initially designed by or on behalf of the Public Works Department. Tender for "Esperance Bay Goods Store and Jetty" - Built by F. W. S. Reid & Co., the tender was issued in December 1894 and works were completed by June 1895. Jetty 440 feet in total length.[770, 771] Tender for "Extensions of Present Jetty at Esperance Bay" - Awarded to A. B. Wright, the tender was issued in March 1896, and works were completed by January 1897. Jetty extended to 2,015 feet in total length.[772, 773, 774] Evidence suggests that an additional contract was entered into with A. B. Wright at or about this time to again extend the jetty, however the State Government then took over the project in mid 1897 due to slow progress, with this section being completed by February 1898. Jetty extended to 2,810 feet in total length.[775, 776, 777] Tender for "Esperance Goods Shed and Bonded Store Extension" - Awarded to A. B. Wright, the tender was issued in July 1896.[778, 779] A third bay was added to the Goods Shed circa early 1898 under the supervision of Raymond John Sharkey after the State Government took over the contract in mid 1897 due to slow progress by A. B. Wright.[780 , 781, 782] Since becoming the Esperance Museum in 1976, a fourth bay has been added to accommodate the machinery display, while, more recently, additions comprising the front entrance and pilot boat display have been completed.[783, 784, 785]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district.

[769] Plans - Esperance Goods Shed & Bonded Store (State Records Office of Western Australia, Item No. 05135 Consignment No. 1647)
[770] The Western Mail (Perth), 22 December, 1894
[771] Annual Report of the Public Works Department, 30 June, 1895
[772] The West Australian, 10 October, 1895
[773] Government Gazette of Western Australia, 28 January, 1896
[774] Government Gazette of Western Australia, 20 March, 1896
[775] Town Jetty, Esperance - Maritime Heritage Site Inspection Report (Western Australian Maritime Museum, 1994)
[776] The Western Mail (Perth), 16 July, 1897
[777] The West Australian, 16 February, 1898
[778] Government Gazette of Western Australia, 7 August, 1896
[779] The West Australian, 16 January, 1897
[780] The Esperance Times, 25 December, 1897
[781] The Western Mail (Perth), 24 June, 1898
[782] The Western Argus (Kalgoorlie), 19 November, 1901
[783] Shire of Esperance Building Records (Ref: Files B143-01 and B143-02)
[784] The Council Was My Life; Merv Andre - Faith, Hope & Reality (Penny Blumann, 1995)
[785] Shire of Esperance Records, Reserve 2815, Volume 1 (Shire of Esperance)

	It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Good. Integrity: Medium. Authenticity: High. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Exceptional Significance - Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved. Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (where applicable).

Sections from a panoramic series of photographs taken in February 1896 looking towards the original Esperance "Goods Store" or "Bonded Store", visible in the distance directly above the chimneys of the Post & Telegraph Office. To the east, a ship berthed alongside the James Street Jetty gives an indication as to the small size of the jetty and Bonded Store at that time.[786]

As the Dundas and Coolgardie goldfields started to lure fortune seekers in their droves from about 1892/93 onwards, down to the south, the town of Esperance would rapidly begin to thrive as the nearest port serving both of these areas.[787, 788, 789] The geographic position of Esperance relative to both of these goldfields had created a perceived inevitability that the small town would soon become a major port, and with shipping ever increasing, tenders for the construction of the "Esperance Bay Goods Store and Jetty" were advertised from October 1894.[790]

In December 1894, the tender for construction was awarded to F.W.S. Reid & Co. at an all-inclusive cost of just under £1,759, and by June of the following year it was reported that the jetty "…extended for a distance of 440 feet from the shore" - basically the length of the granite groyne which marks the site today - and that it was probable that additional extensions would be necessary.[791, 792]. In July 1895, the Government Gazette of Western Australia proclaimed "…the Government Jetty, at the foot of James Street, in the Port of Esperance Bay, to be a proper place for the lading and unlading of Goods", which, in a way, signalled the completion of the initial contract, but also made this the only officially authorised way of getting goods in to or out of Esperance, effectively making it illegal to ship goods through the Newtown Jetty to the northeast, a fact which likely contributed to the gradual demise of Newtown or "Hampton Town" as it was known.[793, 794]

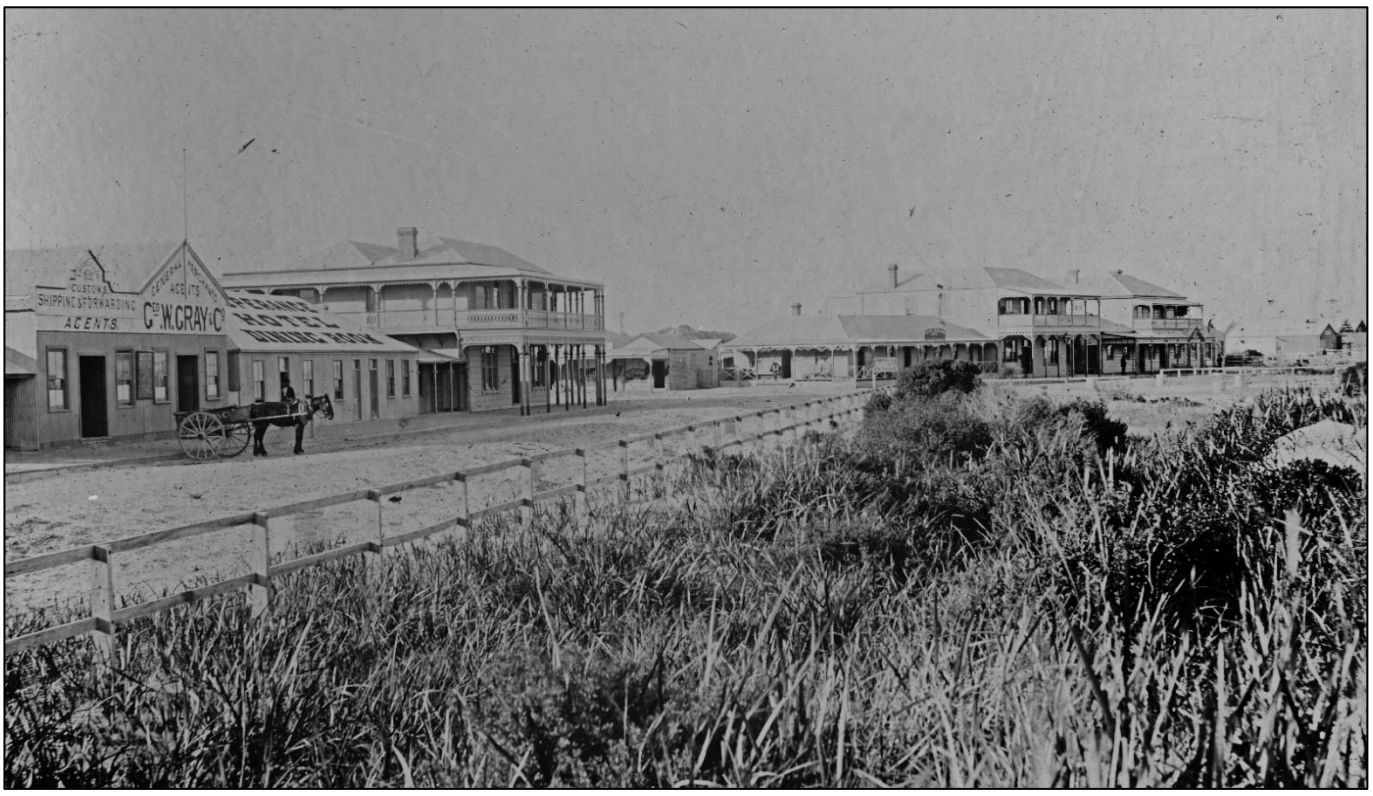
Esperance however was booming, and the inadequacies of the small Goods Store and short Government Jetty were quickly realised, necessitating hurried further extensions to both.[795] By August 1895, plans for extensions to the Government Jetty had been drawn up, and tenders, closing in October, were advertised in September, though this was later re-advertised.[796, 797, 798] In March 1896, A. B. Wright's tender for just over £4,997 was accepted, and works on extending the jetty to a total of 2,015 feet were soon underway.[799] The following month, tenders for the "Esperance Goods Shed and Bonded Store Extension" were also advertised, and on July 14, 1896, the tender for the extensions to the Goods Shed and Bonded Store was also awarded to A. B. Wright at a cost of just under £3,260.[800, 801, 802] In functionality, the Goods Shed or Goods Store was exactly that; a place to store incoming and outgoing freight, all of

[786] Photograph Courtesy Esperance Museum
[787] The Western Mail (Perth), 19 November, 1892
[788] Coolgardie - Eastern Goldfields Historical Society (http://www.kalgoorliehistory.org.au/coolgardie.html), Retrieved 2016
[789] Kalgoorlie - Eastern Goldfields Historical Society (http://www.kalgoorliehistory.org.au/kalgoorlie.html), Retrieved 2016
[790] Government Gazette of Western Australia, 26 October, 1894
[791] The Western Mail (Perth), 22 December, 1894
[792] Annual Report of the Public Works Department, 30 June, 1895
[793] Government Gazette of Western Australia, 5 July, 1895
[794] The Coolgardie Miner, 30 December, 1895
[795] The West Australian, 8 July, 1895
[796] The West Australian, 14 August, 1895
[797] The West Australian, 10 October, 1895
[798] Government Gazette of Western Australia, 28 January, 1896
[799] Government Gazette of Western Australia, 20 March, 1896
[800] Government Gazette of Western Australia, 24 April, 1896
[801] Annual Report of the Public Works Department, 30 June, 1896
[802] Government Gazette of Western Australia, 7 August, 1896

which incurred handling fees and storage charges, while other more specialised goods which required the payment of an excise duty tax at the time, such as alcohol and tobacco, were kept in the Bonded Store (alternatively known as the Bond Store or the H M Customs building) prior to being released. Further extensions to the jetty, commenced at about the same time as the Goods Shed and Bonded Store extensions, were later completed by the State Government in February 1898, and this would see the jetty reach an overall length of 2,810 feet with a depth at the end of 17 feet at the lowest known tide.[803, 804]

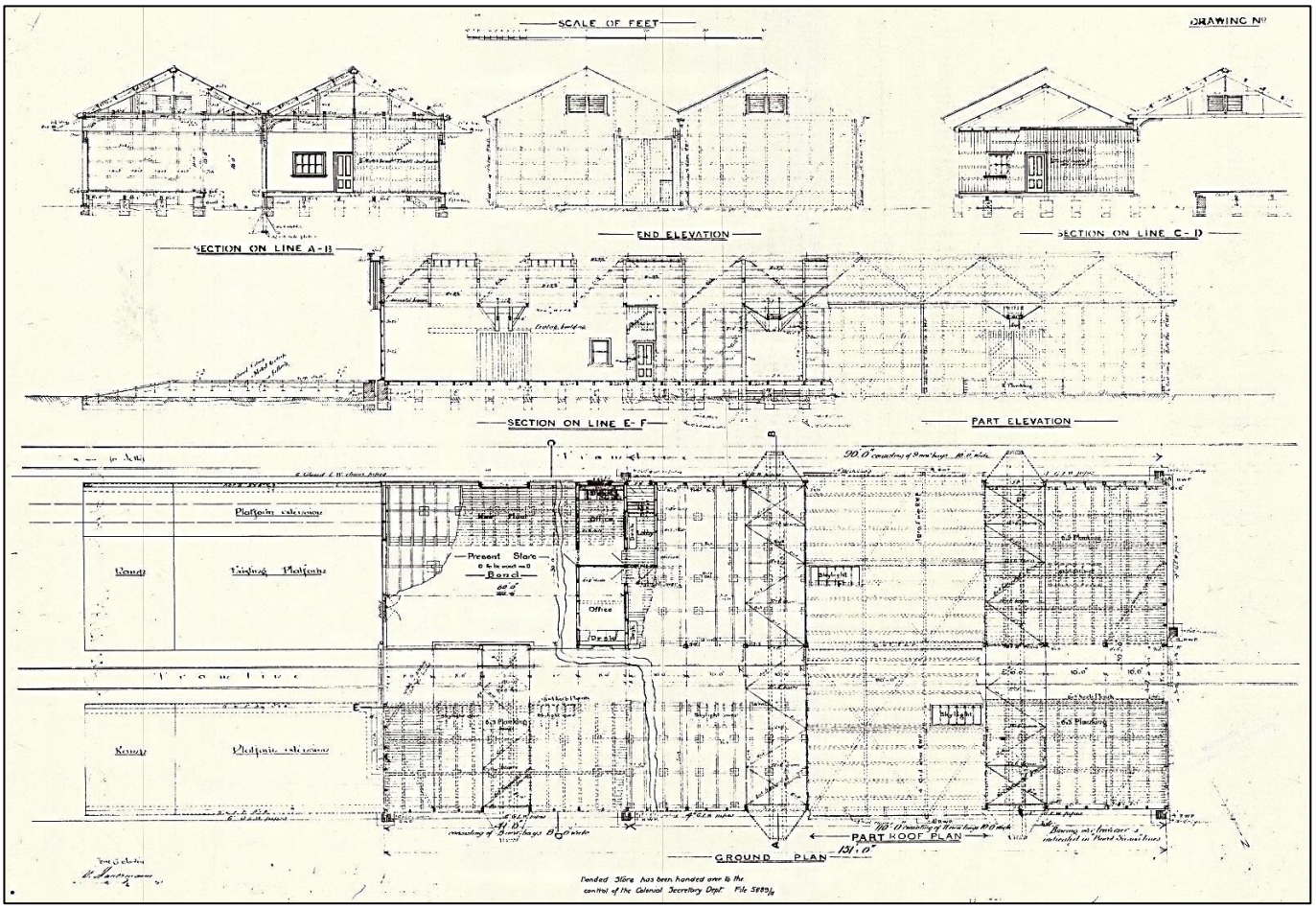
In 1927, rail lines connecting Esperance to the goldfields had finally been completed, and this system continued to utilise the Goods Shed and Bonded Store in conjunction with the Government Jetty at James Street. In 1934/35 however, the completion of the Tanker Jetty to the north signalled the beginning of the end for both the James Street Jetty and the Goods Shed and Bonded Store, although both would remain in use in the short term. In the years following, the old Government Jetty began to see increased use as a recreational pier until its staged demolition circa the late 1960's and on into the early 1970's as part of the construction of the nearby land backed wharf. Nothing of this jetty remains noticeably visible on location today, however pile stumps from the original structure, cut down to the seabed, are still present below the surface of the sea. Replaced by a bus service, passenger trains using the old line to James Street had ceased to operate in 1962, and in November 1965, the brand new Esperance Port had formally opened, both of which, complemented by a new rail line skirting the town limits, soon led to the Bonded Store and Goods Shed becoming completely disused. The Bonded Store and Goods Shed thus became obsolete for rail purposes, and following efforts by the Shire of Esperance and the Esperance Bay Historical Society to preserve the old buildings, in 1976 the building formally reopened as the Esperance Museum, a use which continues to this day. Although the James Street "Town Jetty" or "Government Jetty" no longer exists above the seabed, both this and the Bonded Store and Goods Shed were once vital to the prosperity of Esperance, and the important role that these sites played in the development of the town and broader district should never be forgotten.[805, 806, 807, 808, 809, 810]

[803] The West Australian, 16 February, 1898
[804] Draft Register Entry - Register of Heritage Places - Esperance Railway Precinct (State Heritage Office, 2012)
[805] Town Jetty, Esperance - Maritime Heritage Site Inspection Report (Department of Maritime Archaeology, 1994)
[806] Shire of Esperance Building Records (Ref: Files B143-01 and B143-02)
[807] The Council Was My Life; Merv Andre - Faith, Hope & Reality (Penny Blumann, 1995)
[808] Shire of Esperance Records, Reserve 2815, Volume 1 (Shire of Esperance)
[809] Railway Development in the Esperance District, 1961 (Esperance Museum)
[810] The Museum - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)



Photographs of the Bonded Store as it originally stood in 1895 (top) and as viewed across the Esplanade in early 1898. The first three bays of the Bonded Store, evidently still under construction, are clearly visible on the far right (bottom).[811]

[811] Photographs Courtesy Esperance Museum, Bottom Image Published in The Western Mail (Perth), 24 June, 1898



In April 1896, tenders for the “Esperance Goods Shed and Bonded Store Extension” were advertised, and on July 14, the tender was awarded to A. B. Wright at a cost of just under £3,260.[812, 813] By January 1897, works on the extensions, in essence a one and a half bay ‘L’ shaped expansion wrapped neatly around the existing Goods Store, had been completed.[814, 815]

[812] Government Gazette of Western Australia, 24 April, 1896
[813] Government Gazette of Western Australia, 7 August, 1896
[814] The West Australian, 16 January, 1897
[815] Image Courtesy Esperance Museum

The modified entrance to what is now the Esperance Museum, formerly the Bonded Store and Goods Shed, in 2011.[816]

[816] Photographs Courtesy Shire of Esperance

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 06

BURRABURINYA DAM

The view across the rock towards the catchment that forms Burraburinya Dam on part of Heinrich Dimer's lease known as "The Westward".[817]

Place Name(s):	Burraburinya Dam (alternatively spelled Bouberinya, Bououborinia, Boouberinya, Breeborinia or referred to as 'The Westward')
Use(s):	Original: Water Point
Address:	Vacant Crown Land, Parmango Road, Buraminya
Ownership:	Crown Land
State Heritage Listing:	N/A

[817] Photograph Courtesy Burraburinya Dam, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

Original Date of Construction:	1885.[818]
Construction Materials:	Walls: Earth
Builder / Designer:	Built by Heinrich Dimer

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Fair. Integrity: High. Authenticity: High. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

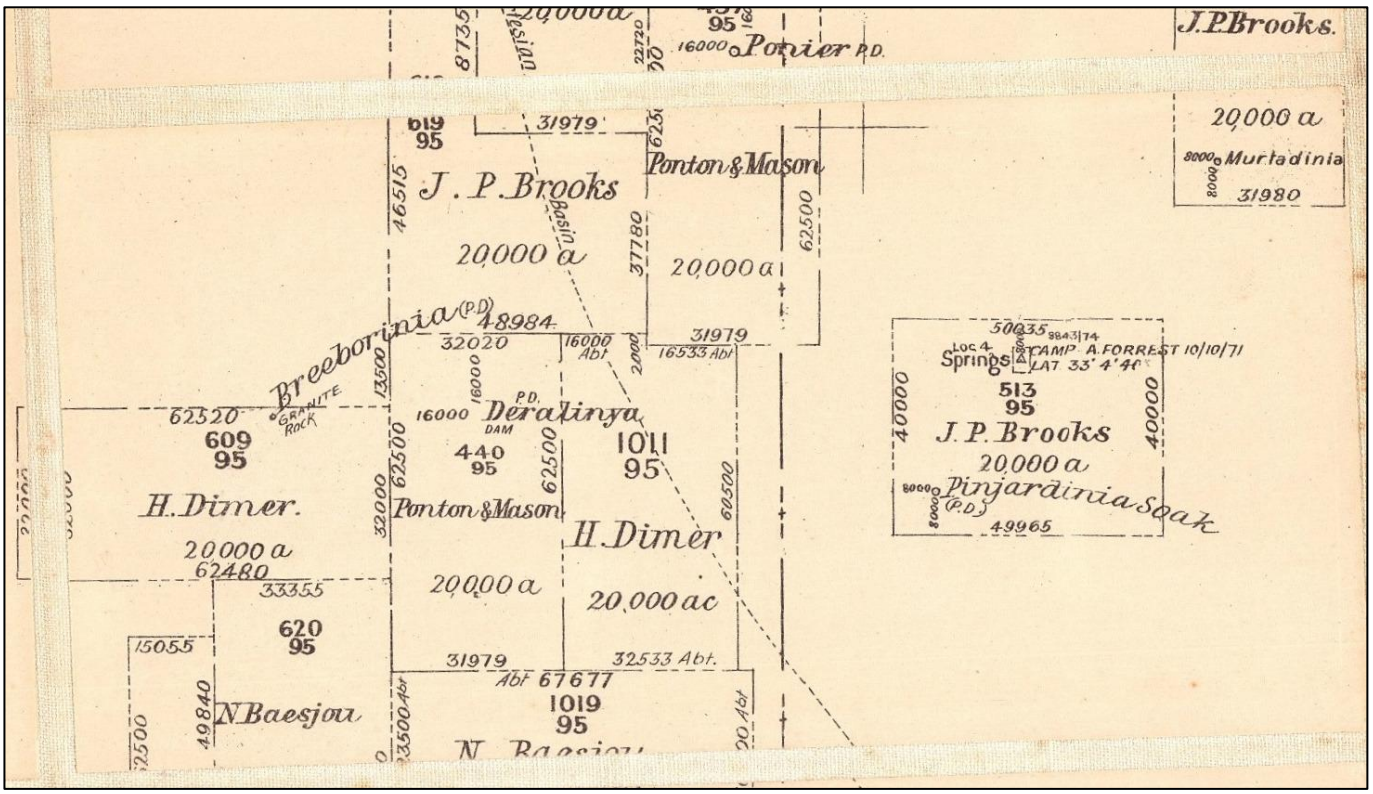
[818] Burraburinya Dam, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

HISTORY & DESCRIPTION

Reported to have been built by Heinrich Dimer in 1885, Burraburinya Dam, more commonly referred to as "Bouberinya", "Breeborinia" or "The Westward" was originally created to serve as a watering point for sheep. Towards the end of 1885, Heinrich Dimer, or Henry as he became known, was employed as a shepherd by John Paul Brooks who had taken up lease areas nearby, and the dam thus served Brooks' sheep initially, prior to Heinrich Dimer being able to lease the broader area many years later. In 1884, Heinrich Dimer had come to Australia on board an American whaler, and having unlawfully absconded while at anchor in Albany, a warrant had been issued for his arrest, so it would be many years before he was comfortable enough to take up land in his own right, thereby surfacing both in his eyes and indeed those of the law. Having shepherded Brooks' sheep in and around Burraburinya for several years, Heinrich Dimer had developed a sound first-hand knowledge of the area, and from about the turn of the 20th century onwards, he took up more than half a million acres of leases, including, among others, Burraburinya and, more famously, his homestead lot to the north at Nanambinia.[819, 820, 821]

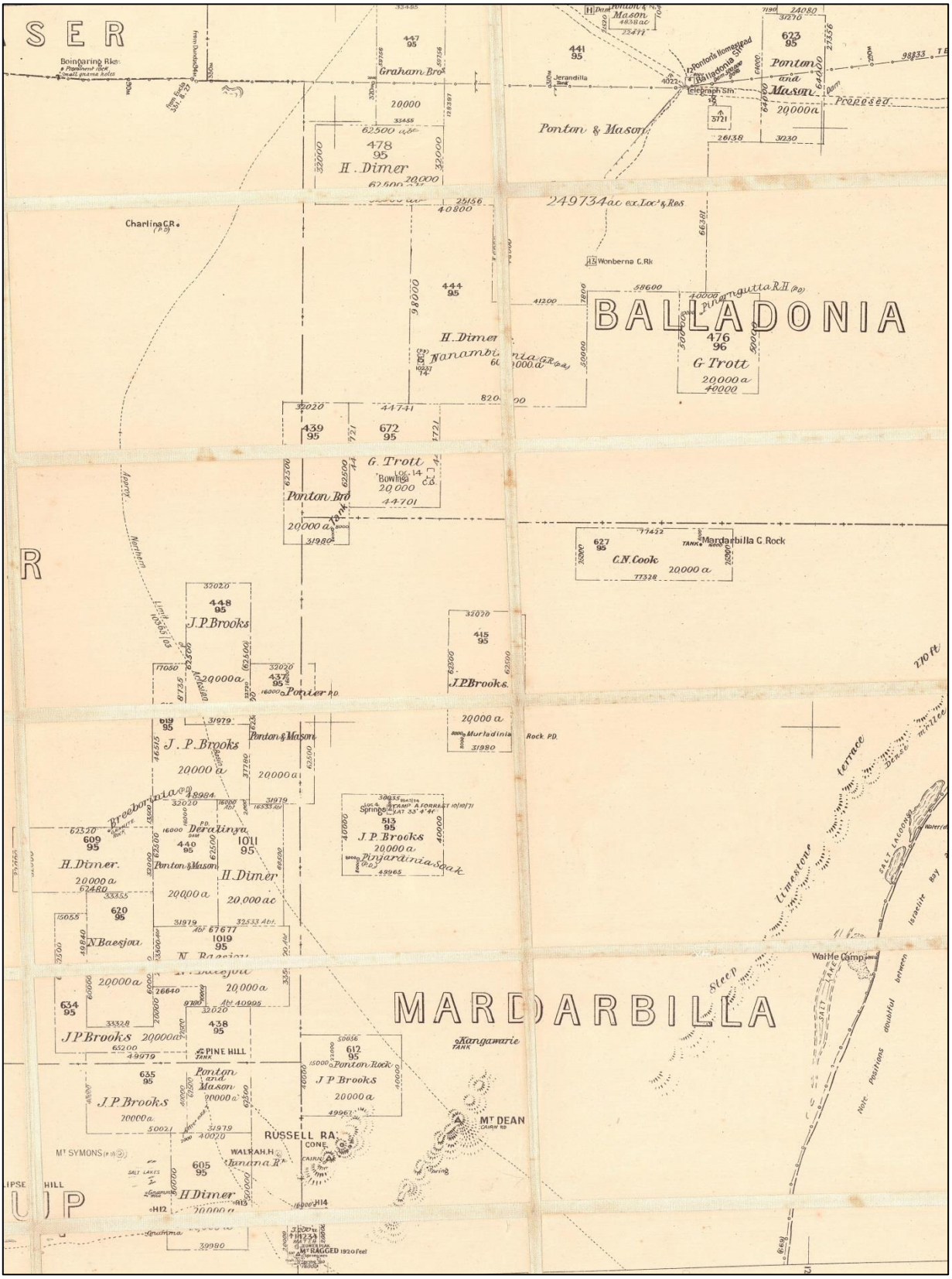
The broader surrounds at Burraburinya, once used in part as a breeding site for horses, contains a large granite rock of Aboriginal significance, remnants of an orchard, two fenced paddocks (initially rabbit proofed and used to grow hay from 1927 to 1944), one main dam and a smaller dam, while a series of old tracks lead to and from other dams in the area. Fruit trees in the orchard on site have long since died, and now abandoned and largely unmarked but for a bend in Parmango Road, Burraburinya has since reverted to the Crown, however it is rumoured that descendants of the horses once bred there can still be found nearby to this day.[822]

[819] Butcher to Whaler, 1699 -1884 - Elsewhere Fine (Karl Dimer, 1989)
[820] Jumping Ship, 1884-1894 - Elsewhere Fine (Karl Dimer, 1989)
[821] Landholder, 1900 -1908 - Elsewhere Fine (Karl Dimer, 1989)
[822] Burraburinya Dam, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)



Part of the catchment at Burraburinya circa 1990 (top) and an extract from a survey dated July 12, 1921 showing the position of Burraburinya Dam (shown as “Breeborinia”, left of picture) on one of Heinrich Dimer’s “Westward” leases.[823, 824]

[823] Photograph Courtesy Burraburinya Dam, Shire of Esperance Municipal Heritage Inventory (O’Brien Planning Consultants, 1996)
[824] Image Courtesy Esperance Museum



Heinrich Dimer's series of holdings towards Israelite Bay ranged from north of the Nanambinia Homestead (top) down to Mount Ragged in the south.[825]

825 Image Courtesy Esperance Museum

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 07

CANNERY

Built in 1948, the Esperance Cannery on Norseman Road formed part of a chain of canneries along the Western Australian coastline, including sites at Albany, Hopetoun and Geraldton.[826]

Place Name(s):	Cannery (alternatively referred to as the Esperance Fish Cannery, The Cannery, Hunt's Cannery, Cannery Arts Centre, Youth Centre)
Use(s):	Original: Fish Cannery, Present: Arts Centre, Previous: Youth Centre, Machinery Sales, Steel Fabrication and Drycleaner.
Address:	Lot 1018 on Plan 28537, Jetty Road, Chadwick Reserve No. 34219
Ownership:	Crown Land - Management Order to Shire of Esperance

[826] Photograph Courtesy Esperance Museum

State Heritage Listing:	State Heritage Listed - Registered Heritage Place No. 5056

Original Date of Construction:	1948.[827]
Construction Materials:	Walls: Brick, Roofing: Corrugated Iron
Builder / Designer:	Built for Daniel Samuel Hunt, Designed by Alan Adams.[828]

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Good. Integrity: N/A. Authenticity: Medium. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[827] The Kalgoorlie Miner, 25 August, 1948
[828] Register of Heritage Places - Esperance Fish Cannery (State Heritage Office, 2016)

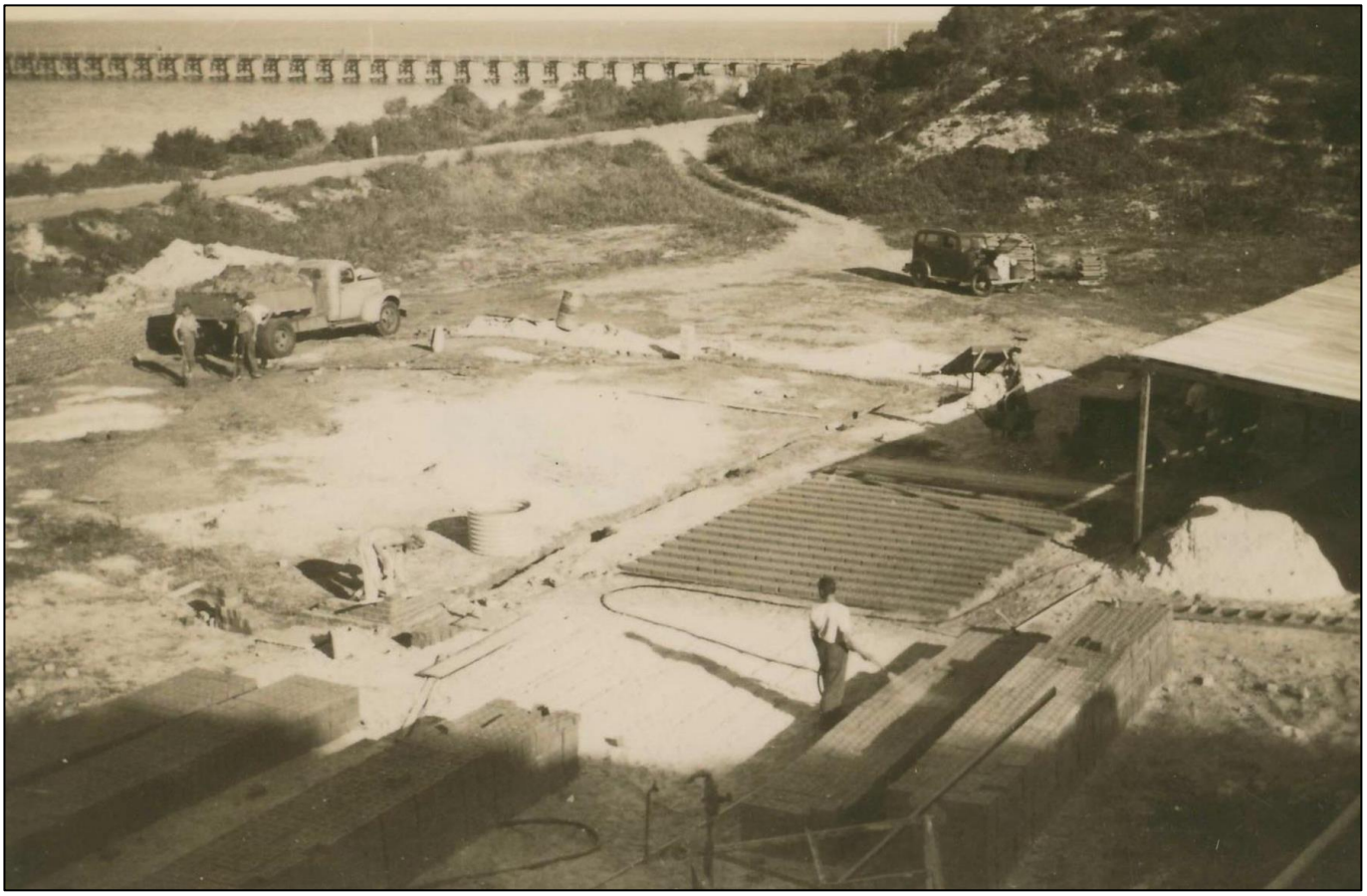
HISTORY & DESCRIPTION

In late 1946, Daniel Hunt established a fish cannery business in Albany to capitalise primarily on the local Western Australian salmon fishery, with this particular cannery formally opening in March 1947. With his Albany business doing well, Hunt soon looked to expand, and in 1948, new canneries were opened in Hopetoun, Geraldton and Esperance. Being of simple design, construction on the Esperance Cannery was reported to have been finished within a week, and the site was soon operational. Schools of salmon were spotted from the air with the aid of a Tiger Moth plane flown by Robert Cooper, a former RAAF pilot, and their position was then relayed to the fishing boat crews via radio, who would then offload their catch to a waiting ground crew nearby to be driven back to the Esperance Cannery for processing. In spite of some massive hauls - 24 and 23 tons of salmon were caught in single days in January and July 1949 respectively - evidence suggests that the Esperance Cannery closed permanently shortly before the end of 1950, with Hunt choosing to focus his efforts on Albany. In the ensuing years, the Esperance Cannery building sat vacant for some time, and later played host to a variety of tenancies prior to formally transitioning into the Cannery Arts Centre in 1984, a use which continues to this day.[829, 830, 831, 832, 833, 834]

[829] The West Australian, 1 March, 1946
[830] The West Australian, 30 April, 1948
[831] The West Australian, 9 August, 1948
[832] The West Australian, 29 August, 1950
[833] The West Australian, 31 July, 1954
[834] Register of Heritage Places - Esperance Fish Cannery (State Heritage Office, 2016)

A 1947/48 advertisement for Hunt's Canning Company and "King Sound Salmon Cutlets". Daniel Hunt expanded this operation in 1948 to include canning sites in Hopetoun, Geraldton and, of course, "The Cannery" in Esperance.[835]

[835] Image Courtesy The Golden West, 1947-48 (State Library of Western Australia)



Construction underway on Daniel Hunt's Esperance Fish Cannery near the Tanker Jetty in 1948.[836]

[836] Photograph Courtesy Esperance Museum

Hunt's Cannery, repurposed and now known as the Cannery Arts Centre, as it stood in March, 2015.[837]

[837] Photograph Courtesy Shire of Esperance

Place No: 08

CEMETERIES & LONELY GRAVES

The final resting place of Charles Henry Staker; exhumed from the 'Old Esperance Cemetery' - now Esperance Oval - and reburied in the current Esperance Cemetery site on July 27, 1897, one of fourteen such exhumations that took place in that same month.[838, 839, 840]

Place Name(s):	Cemeteries & Lonely Graves (alternatively referred to as Esperance Cemetery, Old Esperance Cemetery, Grass Patch Cemetery, Salmon Gums Cemetery, Scaddan Cemetery - incorporates Tommy Windich's Grave and other known lonely graves within the Shire of Esperance)
Use(s):	Original: Cemeteries & Burial Sites, Present: Cemeteries, Burial Sites & Sporting Ground

[838] The Esperance Chronicle, 4 August, 1897
[839] Register of Burials in the Parish of Esperance (Anglican Church 1896, Courtesy Shire of Esperance Records, D14/20609)
[840] Photograph Courtesy Nicholas Kleinig

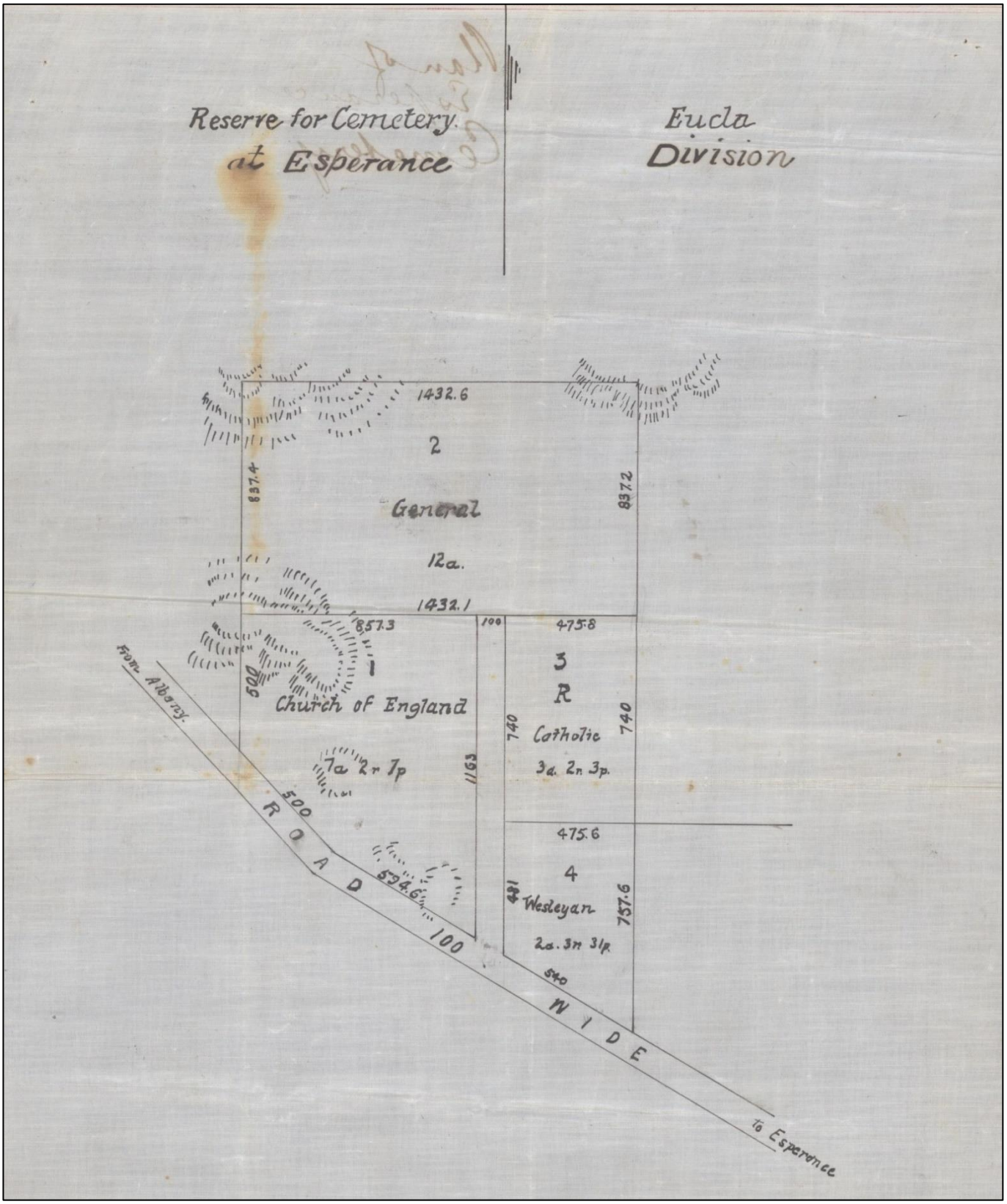
Address:	Lot 955 on Plan 193019, Sims Street, Nulsen (Reserve 9677, Old Esperance Cemetery); Lot 1 on Plan 255099, Pink Lake Road, Pink Lake et al (Reserve 3473, Current Esperance Cemetery) Lot 235 on Plan 90274, Ridley Road, Grass Patch (Reserve 16407, Grass Patch Cemetery); Lot 655 on Plan 146467, Salmon Gums East Road, Salmon Gums (Reserve 20647, Salmon Gums Cemetery); Lot 462 on Plan 90306, Wilson Road, Scaddan (Reserve 16595, Scaddan Cemetery) Refer to table following for the physical addresses of known 'Lonely Grave' sites outside registered cemeteries, including the grave site of Tommy Windich.
Ownership:	Cemeteries - Crown Land Lonely Graves - Private / Shire of Esperance / Crown Land
State Heritage Listing:	N/A

Original Date of Construction:	Old Esperance Cemetery (Esperance Oval) - Never Gazetted as a cemetery, however known to have been used as a cemetery from 1894 to 1896.[841] Esperance Cemetery - Gazetted August 7, 1896.[842] Grass Patch Cemetery - Gazetted June 9, 1916.[843] Salmon Gums Cemetery - Gazetted March 6, 1931.[844] Scaddan Cemetery - Gazetted December 22, 1916.[845] Refer to table following for the dates associated with known 'Lonely Grave' sites outside registered cemeteries, including the grave site of Tommy Windich.
Construction Materials:	N/A
Builder / Designer:	N/A

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district.

[841] Register of Burials in the Parish of Esperance (Anglican Church 1896, Courtesy Shire of Esperance Records, D14/20609)
[842] Gazettal Notice - Reserve 3473 - Government Gazette of Western Australia, 7 August, 1896
[843] Gazettal Notice - Reserve 16407 - Government Gazette of Western Australia, 9 June, 1916
[844] Gazettal Notice - Reserve 20647 - Government Gazette of Western Australia, 6 March, 1931
[845] Gazettal Notice - Reserve 16595 - Government Gazette of Western Australia, 22 December, 1916

	It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Varies. Integrity: Varies. Authenticity: Varies. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Considerable Significance - Very important to the heritage of the locality. High degree of integrity / authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.



Religious and non-denominational divisions within the 'new' Esperance Cemetery per a survey dating circa 1896.[846]

[846] Image Courtesy Archives of the Anglican Diocese of Perth

Esperance Oval & Esperance Cemetery

The current Esperance Oval (Reserve 9677, formerly known as Reserve 3442) was once used as the town cemetery until approximately June 1, 1896 when the first burial took place in what is now the current Esperance Cemetery. Exact details of eleven of the fourteen people exhumed from the old Esperance Cemetery (Esperance Oval) and subsequently reburied in the current Esperance Cemetery in July 1897 are recorded in the 'Register of Burials in the Parish of Esperance' maintained by the Esperance Anglican Church, however the details of the remaining three (two Roman Catholic and one Wesleyan) are not known.[847, 848]

The events surrounding the use of the old Esperance Cemetery, the cessation of this use and details relating to the exhumations and re-burials from what is now the Esperance Oval are best summarised chronologically as follows:

August 8, 1896: The *West Australian* of Saturday August 8, 1896 published a notice of the Gazettal of the current Esperance Cemetery site dated August 7, 1896 (being Reserve 3473) for the purpose of "cemeteries". The current Esperance Oval, (former Reserve 3442, now Reserve 9677), was also formally Gazetted in the same notice for the purpose of "public utility". Landgate records show that Reserve 3442 for the Esperance Oval was later cancelled - likely as a method of changing the purpose of the Reserve to "recreation ground" - on March 31, 1905, to be replaced by the current Reserve (Reserve 9677) which was vested in "the Mayor and Councillors of the Municipality of Esperance" on April 4, 1906 and formally Gazetted on April 13, 1906.[849, 850, 851]

July 8, 1897: A little less than a year after the current Esperance Cemetery was Gazetted, on Thursday July 8, 1897, a telegram was published in the *West Australian* which stated verbatim:[852]

> Cemetery or Cricket Ground
>
> The town of Esperance affords a somewhat remarkable instance of the use to which a cemetery may be put. It appears that when the town was being formed, a piece of ground was set apart for a cemetery by the residents. From that time onwards it was used as a cemetery, and a number of burials took place there. Recently, however, a cemetery reserve was declared by the Government, and the site of the old cemetery seems to have been acquired by the cricket clubs, who, recent telegrams state, will shortly commence to clear it, in order that it may be better adapted for cricket. No arrangement, it is said, is known to have been made by the Government for the disinterment and removal of the bodies, and the result is that steps have been taken to ascertain what are the intentions of the Government in the matter, and about which, at present, there is a good deal of doubt.

July 14, 1897: The *Esperance Chronicle* published the following article verbatim:[853]

> The New Cricket Ground
>
> The old cemetery [now Esperance Oval, former Reserve 3442, current Reserve 9677] which has been granted to the Cricket Association as a cricket ground, has been cleared, and arrangements are now being made for levelling the ground near the pitch and for enclosing the whole of the reserve with a fence. The area of the plot is about 8 ½ acres. It is proposed to enclose this with a wire fence with a top rail. The land is said to be very suitable for cricketing purposes and with careful management should provide a good cricket ground in the near future. On Monday the Secretary of the Association, Mr. R. H. Dean, received the following communication from the Under Secretary for Lands: - "When [the] old cemetery was set apart for recreation the department was not aware of it having been used as a cemetery. The Resident Magistrate has been instructed to arrange for the removal of the bodies. The ground must not be used for recreation purposes until this removal has taken place.

847 The Esperance Chronicle, 4 August, 1897
848 Register of Burials in the Parish of Esperance (Anglican Church 1896, Courtesy Shire of Esperance Records, D14/20609)
849 The West Australian, 8 August, 1896
850 Gazettal Notice - Reserve 3473 - Government Gazette of Western Australia, 7 August, 1896
851 Vesting Order - Reserve 9677, 4 April, 1906 (Courtesy Shire of Esperance, CT09-83)
852 The West Australian, 8 July, 1897
853 The Esperance Chronicle, 14 July, 1897

July 16, 1897: The *Inquirer & Commercial News* of Friday July 16, 1897 quotes the Commissioner for Crown Lands, Mr G. Throssell, MLA, as saying:[854]

> "…that the land referred to [the old Cemetery, now Esperance Oval, former Reserve 3442 and current Reserve 9677] was originally granted for the purposes of a cemetery and that subsequently an application was received from that quarter [Esperance Cricket Association] for a recreation ground. The old cemetery site [Esperance Oval, Reserve 9677] was given, the Government being unaware that any bodies had been interred there, a new cemetery reserve [current Esperance Cemetery, Reserve 3473] having only lately been granted [Reserve 3473, Gazetted August 7, 1896]. Now that the attention of the Government had been called to the matter, the necessary authority for the removal of the bodies from the old [Esperance Oval, Reserve 9677] to the new cemetery [current Esperance Cemetery, Reserve 3473] had been given, and the work would be carried out as soon as the customary legal process had been gone through."

July 17, 1897: The *Esperance Chronicle* published the following article verbatim:[855]

> Removal Contract
>
> Tenders will be received at this office up to noon on Tuesday, July 20, for removal of bodies from the Cricket Association Reserve [Reserve 9677, formerly known as Reserve 3442] to the Cemetery. Plans of Cemetery, &c., and conditions may be seen at the office of the Treasury Cashier. Tenders must be marked as above and addressed to the Resident Magistrate. The lowest or any other tender will not necessarily be accepted.
>
> Ernest Black, R.M.
>
> Resident Magistrate's office, July 16.

July 21, 1897: The *Esperance Chronicle* published the following article verbatim:[856]

> Cricket or Recreation Ground
>
> The Perth daily papers have recently had several paragraphs concerning the old cemetery at Esperance being used as a recreation ground. One of the journals said the Esperance people were playing cricket matches in the cemetery. The Minister for Lands has taken some pains to explain to them that the Department was not aware that any bodies were buried in the discarded cemetery and that prompt steps were taken to remove them. As a matter of fact the cemetery has not been used for the purposes of recreation yet, and is not likely to be for some time. These papers which are fond of making jokes about the climate here might find food for their wit in the knowledge that our doctor has gone away, the undertakers have left and the cemetery is being cleared of its bodies so that it can be used as a cricket ground.

July 24, 1897: The *Esperance Chronicle* published the following article verbatim:[857]

> The New Cricket Ground
>
> The old cemetery which has been granted to the Esperance Cricket Association is being enclosed. On the Albany Road side of the land a five wire and top rail fence has been erected and [on] the other sides a five wire and barbed fence on top. The fencing is nearly completed. There are about sixteen graves [sic; fourteen graves were exhumed] in the land, and the Resident Magistrate has accepted the tender of Richard Nichols for the removal of the bodies to the new cemetery. The contract price for the removal is £5 9s. 3d. each. Tenders are also called in this issue for levelling the oval in sections. It is proposed to commence the levelling at the side of the pitch and continue outwards as the funds will permit.

854 The Inquirer & Commercial News, 16 July, 1897
855 The Esperance Chronicle, 17 July, 1897
856 The Esperance Chronicle, 21 July, 1897
857 The Esperance Chronicle, 24 July, 1897

August 4, 1897: The *Esperance Chronicle* published the following article verbatim:[858]

The New Cricket Ground

The bodies have been removed to the new cemetery. There were fourteen altogether, of these 11 have been interred in the Church of England, 2 in the Roman Catholic, and one in the Wesleyan portions of the new cemetery.

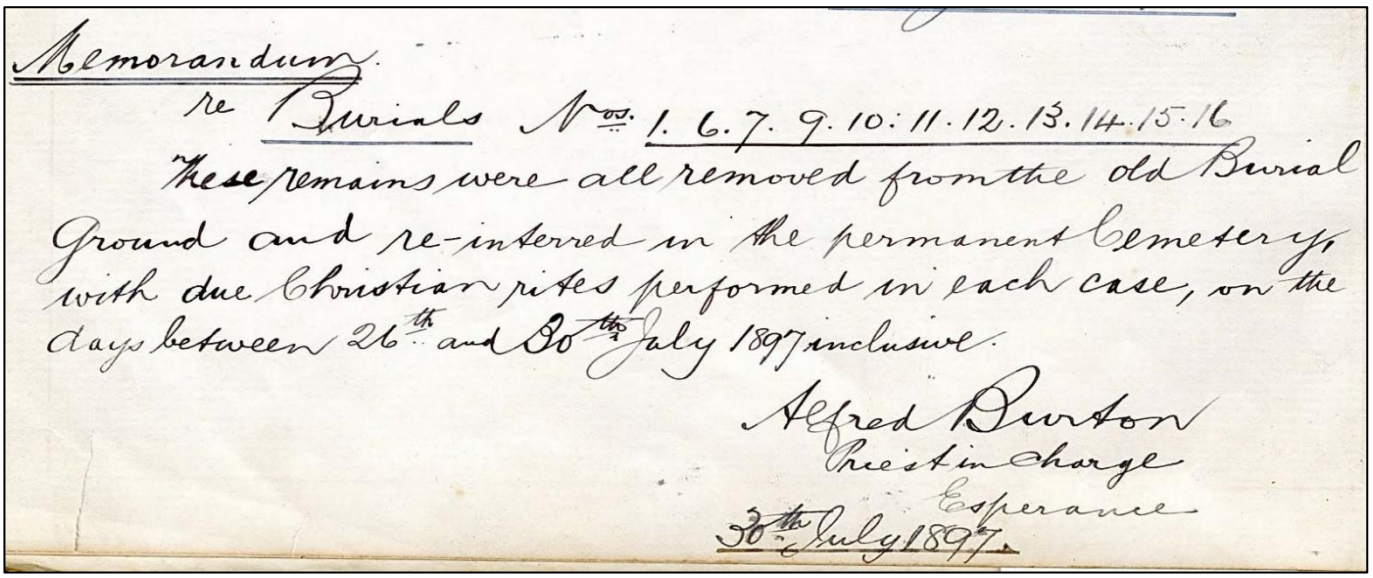
…

Esperance Cricket Association - Tenders

Tenders are invited up till 4 p.m. THIS AFTERNOON (Wednesday, August 4) for levelling Cricket Oval on Reserve No 3442 for Cricket Association, viz. - For a radius of 2 ½ chains from centre post. No tender necessarily accepted. Further particulars can be obtained from ROBT. H. DEAN. Hon Secretary.

[858] The Esperance Chronicle, 4 August, 1897

The Register of Burials in the Parish of Esperance, maintained by the Anglican Church from March 1896 onwards, records details relating to eleven (11) of the people exhumed from the old and reburied in the current cemetery site per the following extracts:[859]

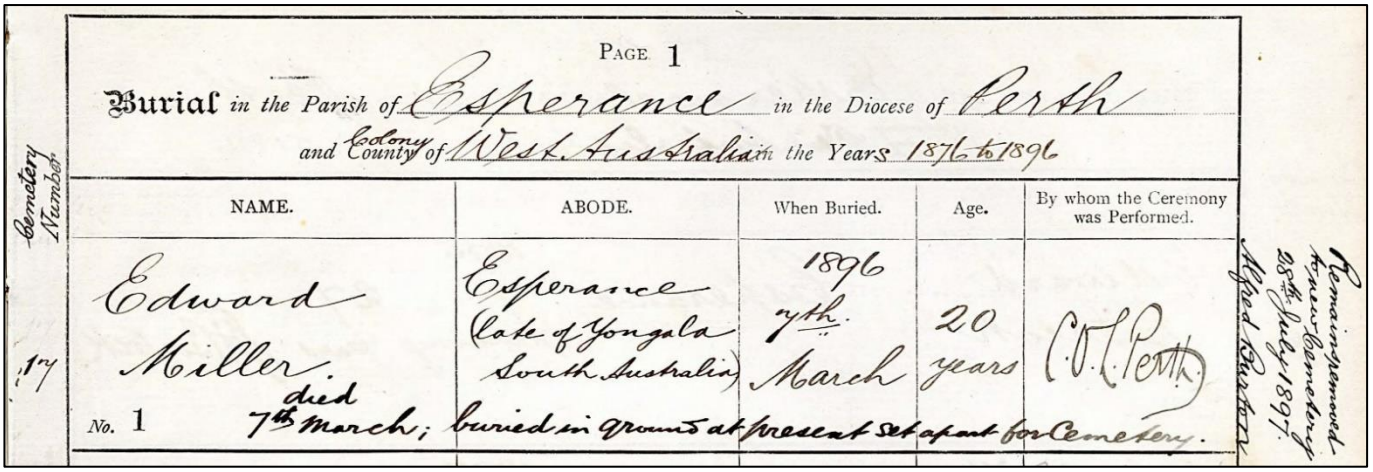


Memorandum.

re Burials Nos. 1. 6. 7. 9. 10: 11. 12. 13. 14. 15. 16

These remains were all removed from the old Burial Ground and re-interred in the permanent Cemetery, with due Christian rites performed in each case, on the days between 26th and 30th July 1897 inclusive.

Alfred Burton
Priest in Charge
Esperance
30th July 1897.



PAGE 1

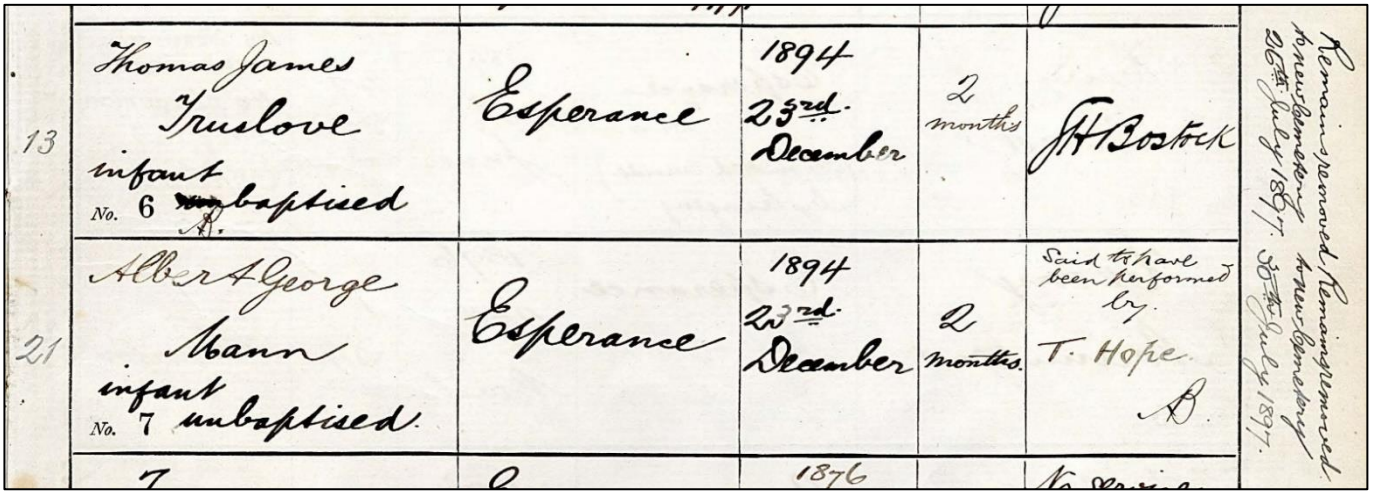
Burial in the Parish of Esperance in the Diocese of Perth and Colony of West Australia in the Years 1876 to 1896

Cemetery Number

NAME.	ABODE.	When Buried.	Age.	By whom the Ceremony was Performed.
17 Edward Miller. No. 1 died 7th March;	Esperance (late of Yongala South Australia)	1896 7th. March	20 years	C.O.L. Perth.

buried in grounds at present set apart for Cemetery.

Remains removed to new Cemetery 28th July 1897. Alfred Burton

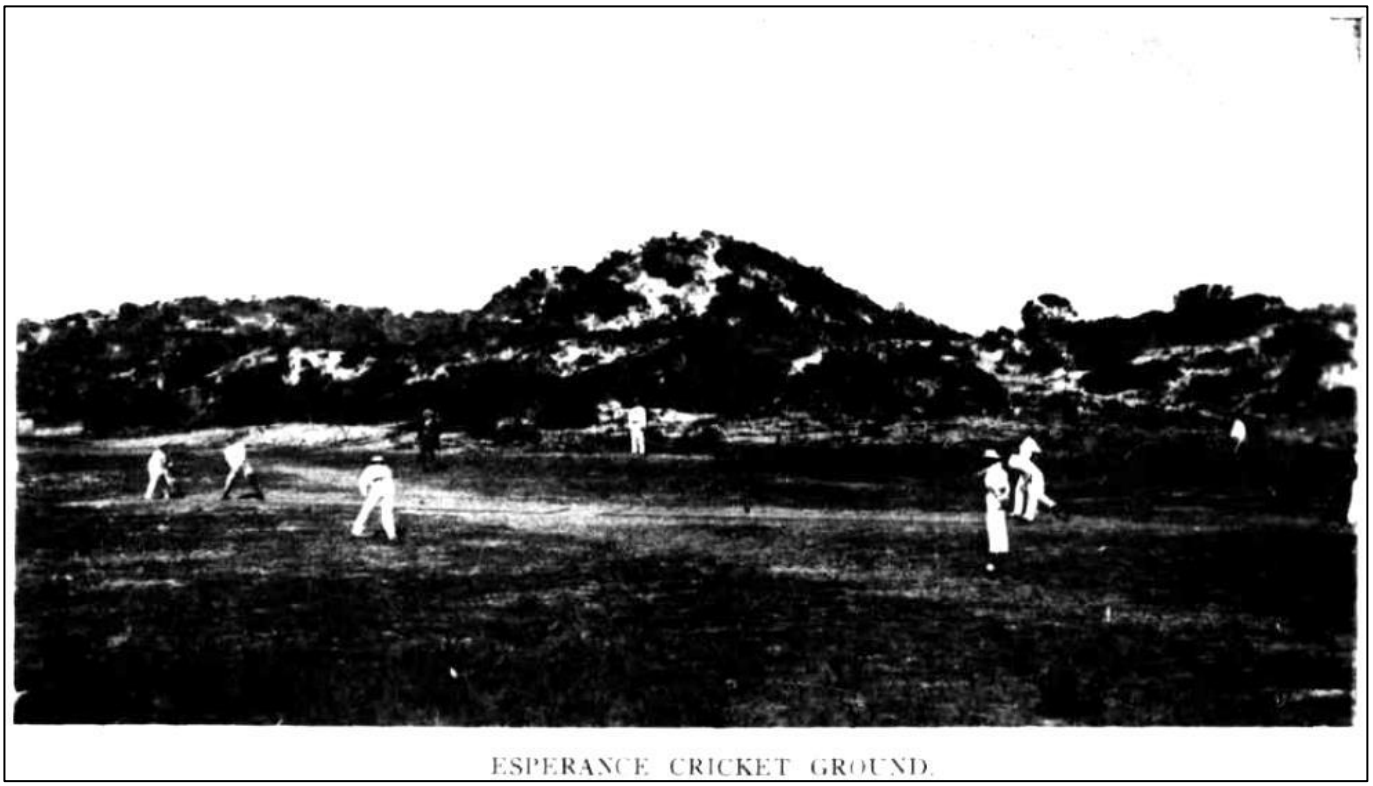


13	Thomas James Truslove infant No. 6 unbaptised	Esperance	1894 23rd. December	2 months	J.H. Bostock
21	Albert George Mann infant No. 7 unbaptised.	Esperance	1894 23rd. December	2 months.	Said to have been performed by. T. Hope.
	7	0	1876		

Remains removed. Remains removed to new Cemetery 26th July 1897. to new Cemetery 30th July 1897.

859 Register of Burials in the Parish of Esperance (Anglican Church 1896, Courtesy Shire of Esperance Records, D14/20609)

18	Edward Trick No. 9	Esperance	1895 January	27 years	J.H. Bostock.	Removed to the new Cemetery 30th July 1897
20	Charles Henry Staker No. 10	Esperance	1895 22nd November	26 years	R. Newbold.	Removed to the new Cemetery 29th July 1897
19	Alfred Houghton No. 11	Esperance (found drowned)	1896 26th January	43 years	C. McMurray	Removed to the new Cemetery 29th July 1897
14	Hans Schmidt No. 12	Esperance formerly of Port Adelaide South Australia (found drowned)	1896 15th March	62 years	A. Burton	Removed to the new Cemetery 29th July 1897
15	James (or Henry?) Manning Correct name not certainly known No. 13	Esperance (found drowned.)	1896 15th March	32 years (or 25?)	A. Burton	Removed to the new Cemetery 29th July 1897
12	Henry Hesse No. 14	Esperance (committed Suicide) by hanging	1895 28th June	47 years (about)	No Service was read, No clergyman being in Esperance. Burton	Removed to the new Cemetery 26th July 1897
11	Henry Saunders No. 15	Esperance late of London	1896 29th March	34 years	A. Burton	Removed to the new Cemetery 26th July 1897
16	Edward Davies No. 16	Esperance late of Adelaide (committed suicide by shooting)	1896 22nd April	74 years	A. Burton	Removed to the new Cemetery 29th July 1897



ESPERANCE CRICKET GROUND.

The Esperance Cricket Ground, formerly the Esperance Cemetery less than a decade prior, as it appeared in the *Kalgoorlie Western Argus* on June 21, 1904.[860]

Grass Patch Cemetery:

This site was formally Gazetted as a cemetery on June 9, 1916, and still sees occasional use today, particularly from local pioneering families with a strong tie to the area.[861, 862]

Salmon Gums Cemetery:

This site was formally Gazetted as a cemetery on March 6, 1931, and still sees occasional use today, particularly from local pioneering families with a strong tie to the area.[863]

Scaddan Cemetery:

This site was formally Gazetted as a cemetery on December 22, 1916.[864] To date, one (1) burial is alleged to have taken place in the Scaddan Cemetery, however no formal records of this have been located despite extensive research, which either raises questions about the authenticity of the claim or the identity of the person. One local believes the unknown person buried therein to have been a French man, possibly engaged in "the raising of white stone" for road construction or maintenance as a sustenance worker. If engaged under the Government "sustenance work" program of the time as indicated by the same source, this places the death at an unknown point circa the 1930's. In 1965, railing around this unknown gravesite was reportedly "still intact", however intense and extensive bushfires in November 2015 have since removed any remaining trace of the site.[865, 866]

Tommy Windich:

Formerly an individual site under the original Shire of Esperance Municipal Heritage Inventory (1996), the gravesite of Tommy Windich has been incorporated into this section in this modified edition under the definition of 'lonely grave'.

---

860 Photograph Courtesy The Kalgoorlie Western Argus, 21 June, 1904
861 Grass Patch Cemetery (http://www.australiancemeteries.com/wa/esperance/grasspatchtrans.htm), Accessed 2016
862 Gazettal Notice - Reserve 16407 - Government Gazette of Western Australia, 9 June, 1916
863 Gazettal Notice - Reserve 20647 - Government Gazette of Western Australia, 6 March, 1931
864 Gazettal Notice - Reserve 16595 - Government Gazette of Western Australia, 22 December, 1916
865 Letter - Arthur (John Arthur) Daniel C/- Scaddan Settlers Association, 24 May, 1965 (Shire of Esperance Records, D14/20973)
866 Arthur (John Arthur) Daniel Interview, Nicholas Kleinig, 24 September, 2014 (Shire of Esperance Records, D14/20987)

Today, the gravesite of Tommy Windich (formerly MHI Site 54) is a hallowed site, not only because of what he helped to achieve in terms of exploration and the east-west telegraph line, but also for the hard-won reputation forged through his deeds which led to him being very highly revered and respected amongst his peers. Born circa 1840, Tommy Windich led nothing short of a remarkable and fascinating life, and in 1865 his unique skills had been famously put to use in the tracking and re-capture of the famed bushranger 'Moondyne Joe', then known more commonly as Joseph Johns, although, being Moondyne Joe, he escaped from Fremantle Prison the next year. Early in 1866, the services of Tommy Windich were again put to use in the capture of three men wanted for murder, during which Tommy took a spear to the arm, and from that point on his growing reputation as a tracker and guide saw his skills reach a constant and high demand. On the trail of the lost explorer Ludwig Leichhardt, Tommy Windich had first partnered with John Forrest in 1869, and in 1870 and 1871, separate expeditions had taken the Forrest brothers, John and Alexander, together with Tommy Windich and a small party through the country surrounding Esperance.

Early in 1876, having previously accompanied the Forrest expeditions in and around Esperance, Tommy Windich had been engaged as a guide during the construction of the east-west telegraph line, however while so employed he fell fatally ill with pneumonia. In his final days, Tommy Windich was nursed at the Dempster Homestead by Caroline Hannett until he eventually passed away. Buried by Ben Hannett at the foot of Dempster Head, Tommy Windich was described by John Forrest as a "well-tried companion and friend", and so great was the respect held for him that a special monument was erected at the expense of the Forrest brothers which read, "Erected by John and Alexander Forrest in Memory of Tommy Windich. Born near Mount Stirling, 1840. Died at Esperance Bay, 1876. He was an Aboriginal of Western Australia of great intelligence and fidelity, who accompanied them on four expeditions into the interior of Australia, two of which were from Perth to Adelaide. Be Ye Also Ready".(867, 868, 869, 870, 871)

The lonely gravesite of Tommy Windich in 1938, looking toward the old James Street 'Town Jetty' from its perch in the foothills of Dempster Head.(872)

867 The Western Australian Times, 8 September, 1876
868 The Inquirer and Commercial News (Perth), 15 March, 1876
869 The West Australian, 12 July, 1935
870 Moondyne Joe (https://en.wikipedia.org/wiki/Moondyne_Joe), Accessed 2016
871 Tommy Windich (https://en.wikipedia.org/wiki/Tommy_Windich), Accessed 2016
872 Photograph Courtesy Esperance Museum

Lonely Graves:

The first known European burial within the Shire of Esperance, that of Charles Douglas, took place on Middle Island in May 1803, and prior to the area being colonised and developed, it was common practice to bury the dead more or less where they fell. Following is a list of basic details relating to known "lonely graves" within the boundaries of the Shire of Esperance, exclusive - for obvious privacy reasons - of known recent burials and burials at sacred sites:

Name:	Date of Death:	Notes & Address:
Anderson, John	Circa December 25, 1836	The renowned sealer John 'Black Jack' Anderson is believed to have been murdered on Mondrain Island - not Middle Island - circa Christmas Day, 1836. On March 29, 1837, vague details inferring this were released by former crewman Robert Gamble in a statement made to Justice of the Peace Patrick Taylor in Albany.[873, 874] Address: Mondrain Island, Recherche Archipelago
Bakee, Lilly	October 25, 1898	Recorded in some sources as a lonely grave possibly buried at the Hampton Plains townsite aged 2 days, alternatively recorded as Lilly Baker. Daughter of Abdul Bakee (not Baker) and Agnes Grocer who had married in 1897.[875] Address: Unknown, most likely to actually be buried in the old "General" section of the current Esperance Cemetery.[876]
Boyle, Peter	May 30, 1899	Buried at "Nangarup", 70 miles west of Esperance.[877, 878] Address: Lot 711 Springdale Road, East Munglinup
Brass, Thomas	February 13, 1916	Buried at Israelite Bay Telegraph Station.[879] Address: Lot 7 Reserve 26002 Fisheries Road, Israelite Bay
Brenton, John	March 12, 1926	"Buried by his father [Samuel Brenton] at Swan Lagoon." A plaque at the Grass Patch Cemetery commemorates "an unknown baby."[880, 881] Address: Unknown - Possibly Swan Lagoon itself, though the name 'Swan Lagoon' also applied to the broader surrounding area at that time.
Brooks, Emily Henrietta	May 28, 1911	Buried in the orchard at Balbinya Station. Emily's son, John Paul Brooks was later buried next to her grave.[882] Address: Lot 4 Unnamed Road, Buraminya
Brooks, John Paul	May 20, 1930	Buried on May 21, 1930 in the orchard at Balbinya Station, next to his mother, Emily Henrietta Brooks.[883] Address: Lot 4 Unnamed Road, Buraminya
Bullenbuck, Mrs	Unknown	Buried at Location 192, wife of Joey Bullenbuck (alias Bullen).[884, 885] Address: Lot 501 (former Location 192) Merivale Road, Merivale
Cook, John	October 14, 1912	Buried at Israelite Bay Telegraph Station.[886] Address: Lot 7 Reserve 26002 Fisheries Road, Israelite Bay

873 Albany Court House Records, 1837 (State Records Office of Western Australia, Item No. 003 Consignment No. 348)
874 John Anderson; The Perth Gazette and Western Australian Journal, 8 October, 1842
875 Lilly Bakee (http://www.australiancemeteries.com/wa/esperance/esperancelonedata.htm), Accessed 2016
876 Lilly Bakee; Cemetery Record Book (Shire of Esperance, 1929)
877 Peter Boyle; The Kalgoorlie Western Argus, 8 June, 1899
878 Peter Boyle; Cemetery Record Book (Shire of Esperance, 1929)
879 Thomas Brass; Cemetery Record Book (Shire of Esperance, 1929)
880 John Brenton; Cemetery Record Book (Shire of Esperance, 1929)
881 John Brenton; More Lonely Graves of Western Australia (Yvonne and Kevin Coates, 2000)
882 Emily Henrietta Brooks; Cemetery Record Book (Shire of Esperance, 1929)
883 John Paul Brooks; End of a Pioneering Family - Challenge in Isolation (John R. Bridges, 2004)
884 Mrs Bullenbuck; Lonely Graves Records (Courtesy Esperance Museum)
885 Mrs Bullenbuck; Len Hannett Interview, Nicholas Kleinig, 20 September, 2018
886 John Cook; Cemetery Record Book (Shire of Esperance, 1929)

Dab, Joe	1930	Buried at Newtown (Castletown).[887, 888] Address: Unknown
Daniels, Charles	February, 1890	"Buried at Menbenup 25 miles west of Esperance" (Mainbenup), if not on, then, vicinity of Dempsters' Mainbenup Homestead.[889] Address: Vicinity of Lot 1378 Murray Road, Dalyup
Davies, David Michael	Circa late 1897	Believed to be buried near Thomas River. Davies' body was found lying in shallow water in Thomas River near the same spot that Allan McDonald had been found earlier, however Davies was believed to have died before McDonald.[890, 891, 892] Address: Unknown, vicinity of Thomas River
Dimer, Johanna	July 5, 1900	Buried near Dimer's house at the Israelite Bay Telegraph Station.[893] Address: Vicinity of Lot 7 Reserve 26002 Fisheries Road, Israelite Bay
Douglas, Charles	May 17, 1803	Buried on Middle Island on May 18, 1803.[894] Address: Part Reserve 22796 Middle Island, Recherche Archipelago
Dunn, Dennis	March 28, 1890	Buried at Lynburn Station.[895] Address: Lot 5 Merivale Road, Boyatup
Francis, John	Circa July 15, 1920	Buried at Israelite Bay Telegraph Station (alias John Frances).[896, 897] Address: Lot 7 Reserve 26002 Fisheries Road, Israelite Bay
Hannett (infant)	Circa 1880's	Buried 100m from Stockyard Creek, site once marked with bottles.[898, 899] Address: Lot 401 Sainty Road, Merivale
Hatton, Henry	May 22, 1924	Buried at Dunns' Boyatup Farm.[900] Address: Lot 372 Merivale Road, Condingup
Harris, George Keys	March, 1929	Buried 17 miles west of Circle Valley rail siding, died on or about March 11, 1929, later found and buried. In aerial photographs, this position seems to be marked by a very distinct bend in the track.[901] Address: Vacant Crown Land, Cups Road, Salmon Gums
Healy, John Patrick	November 2, 1890	Buried at Israelite Bay Telegraph Station (alias John Healey).[902] Address: Lot 7 Reserve 26002 Fisheries Road, Israelite Bay
Hillier, William	May, 1803	Buried at sea by Matthew Flinders after leaving Middle Island.[903] Address: Southern Ocean, vicinity of Middle Island, Recherche Archipelago
James, Valerie Loraine	April 17, 1927	"Buried at Grass Patch by her father." A plaque at the Grass Patch Cemetery commemorates "an unknown baby."[904] Address: Unknown, the term 'Grass Patch' applies to a broad area.

[887] Joe Dab; Lonely Graves Records (Courtesy Esperance Museum)
[888] Department of the Attorney General - Births, Deaths and Marriages Register, Joe Dab, 1930
[889] Charles Daniels; Register of Burials in the Parish of Esperance (Anglican Church 1896, Courtesy Shire of Esperance Records, D14/20609)
[890] Davis (David Michael Davies); The West Australian, 29 August, 1898
[891] Davis (David Michael Davies); The Inquirer and Commercial News (Perth), 9 September, 1898
[892] Department of the Attorney General - Births, Deaths and Marriages Register, David Michael Davies, 1898
[893] Johanna Dimer; Dimer Family Records, Esperance Museum
[894] Charles Douglas; A Voyage to Terra Australis, Volume 2 (Matthew Flinders, 1814)
[895] Denis Dunn; Thomas River Station East Esperance Conservation Plan (Heritage Council of Western Australia et al, 2000)
[896] John Francis; Israelite Bay Post Office and Telegraph Station Conservation Plan (National Trust, 1995 - Shire Reserve File R36002)
[897] John Francis; The Sunday Times (Perth), 12 September, 1920
[898] Hannett; Lonely Graves Records (Courtesy Esperance Museum)
[899] Hannett; Len Hannett Interview, Nicholas Kleinig, 20 September, 2018
[900] Henry Hatton; Cemetery Record Book (Shire of Esperance, 1929)
[901] George Keyes Harris; The West Australian, 2 April, 1929
[902] John Healy; Israelite Bay Post Office and Telegraph Station Conservation Plan (National Trust, 1995 - Shire Reserve File R36002)
[903] William Hillier; A Voyage to Terra Australis, Volume 2 (Matthew Flinders, 1814)
[904] Valerie Loraine James; More Lonely Graves of Western Australia (Yvonne and Kevin Coates, 2000)

Jaundi	Circa 1883	"The grave is situated off Fisheries Road south of Yackinup Hill or Boyatup Hill as it is now known."[905] Address: Vacant Crown Land, Fisheries Road, Buraminya.
Jones	1920	An elderly prospector, known simply as 'Jones', "Buried on the side of Cape Paisley [Pasley] hill".[906] Address: Lot 478 Reserve 24047 Fisheries Road, Cape Arid
Keenan, John	March 12, 1895	Died "at Fanny's Cove", little else is known or recorded. Possibly buried near Catherine Mazzini and Polly Munro.[907] Address: Lot 1961 Reserve 32601 Stokes Inlet Road, Coomalbidgup
Kenny, Thomas	January, 1878	"Died at or near Esperance Bay", little else is known or recorded.[908] Address: Unknown
Kenworthy, Samuel	July 25, 1891	"Died at Cowerup on Oldfield River 70 miles west of Esperance on July 25 1891". Buried at Cowerup on July 30, 1891.[909] Address: Vicinity of Lot 1515 Reserve 31759 Springdale Road, East Munglinup
Kolodzeit, August	April, 1895	Buried at Pine Hill near Jim McCoy.[910, 911] Address: Lot 478 Reserve 24047 Balladonia Road, Cape Arid
Leecount, John Charles	December 18, 1922	Died after an accident at the "Paisley [Pasley] Mica Mine, Israelite Bay", buried near Israelite Bay Telegraph Station under the alias John Smith. Leecount's death was reported to the constable in Esperance using the name "Charles Smith", however the Police Occurrence Book then records "…re death of Chas. Smith. Vide occurrences 19/12/22. PC Ryan ascertained that his correct name was John Charles Leecount."[912, 913] Address: Lot 7 Reserve 26002 Fisheries Road, Israelite Bay
Lewis, Annie	May 31, 1913	Buried east of Circle Valley rail siding.[914] Address: Lot 1408 Coolgardie-Esperance Highway, Salmon Gums
Marchant, William	December, 1886	Buried "in a small graveyard near the [Dempster] homestead."[915, 916] Address: Vicinity of Lot 1 No 155 Dempster Street, Esperance
Mazzini, Catherine	May 22, 1887	Buried near Moirs' Homestead, possibly in the vicinity of Polly Munro who is reported to be buried "on the next sand hill from John Moir".[917] Address: Lot 1961 Reserve 32601 Stokes Inlet Road, Coomalbidgup
McCoy, Jim	February, 1895	Buried at Pine Hill near August Kolodzeit. Note no one by this name is registered with Births, Deaths and Marriages, the closest match being James McKey or perhaps Joseph McOid.[918] Address: Lot 478 Reserve 24047 Balladonia Road, Cape Arid

[905] Jaundi; Lonely Graves Records (Courtesy Esperance Museum)
[906] Jones; More Lonely Graves of Western Australia (Yvonne and Kevin Coates, 2000)
[907] John Keenan; The Coolgardie Miner, 26 March, 1895
[908] Thomas Kenny; The Inquirer and Commercial News, 24 April, 1878
[909] Samuel Kenworthy; Register of Burials in the Parish of Esperance (Anglican Church 1896, Courtesy Shire of Esperance Records, D14/20609)
[910] Department of the Attorney General - Births, Deaths and Marriages Register, August Kolodzeit, 1895
[911] August Kolodzeit; The West Australian, 20 July, 1895
[912] John Charles Leecount; The West Australian, 28 December, 1922
[913] John Charles Leecount; Esperance Police Station Occurrence Book, 1922-1927 (State Records Office of Western Australia, Item No. 1 Consignment No. 3750)
[914] Department of the Attorney General - Births, Deaths and Marriages Register, Annie Lewis, 1913
[915] William Marchant; The Dempsters (Rica Erickson, 1978)
[916] Warrant Issued - William Marchant - Police Gazette, Western Australia, 3 November, 1886
[917] Catherine Mazzini; The West Australian, 16 August, 1887
[918] Jim McCoy; Future Settlers Jump Ship - Challenge in Isolation (John R. Bridges, 2004)

McDonald, Allan	Circa January 1, 1898	Buried near Thomas River. A second man, David Michael Davies, was later found and buried under similar circumstances in the same area.[919] Address: Unknown, vicinity of Thomas River
McIvor, Frederick Parker	February 20, 1913	Buried at Poison Creek, near the creek itself.[920] Address: Vicinity of Lot 471 Reserve 518 Tagon Road, Cape Arid
Moir, John	Circa March 27, 1877	Buried at Moirs' Homestead.[921] Address: Lot 1961 Reserve 32601 Stokes Inlet Road, Coomalbidgup
Munro, John De Burross	June 2, 1883	Buried "in a small graveyard near the [Dempster] homestead."[922] Address: Vicinity of Lot 1 No 155 Dempster Street, Esperance
Munro, Polly	Unknown	Believed to be buried near Moirs' Homestead "on the next sand hill from John Moir".[923, 924] Address: Lot 1961 Reserve 32601 Stokes Inlet Road, Coomalbidgup
Ponton, William	June 8, 1909	Buried at Hill Springs.[925] Address: Lot 8 Reserve 24047 Merivale Road, Cape Arid
Reece, Edward	November 24, 1885	Buried "in a small graveyard near the [Dempster] homestead."[926, 927] Address: Vicinity of Lot 1 No 155 Dempster Street, Esperance
Rowse (infant)	January 20, 1901	Buried by his parents at their farm in Dalyup, near the fence line adjoining what is now the Dalyup Pioneer Reserve.[928] Address: Lot 54 Murray Road, Dalyup
Stewart, Sarah Ann	July 7, 1933	Buried at Stewarts' Park Farm, Dalyup.[929, 930] Address: Lot 3 Murray Road, Dalyup
Taylor, Montegue Talbert	November 21, 1866	The undated death of "Montagu Taylor" is recorded in the local Anglican Church Burial Register with notes by the Reverend Alfred Burton stating "Not buried in the Cemetery - Ask Campbell Taylor - Enquiry made of District Registrar at Albany 10/03/1896", however no further details are recorded. "Montegue Talbert Taylor" is listed with Births, Deaths and Marriages as having died in 1866 at the age of 22 at "Messrs Dempsters Station, Esperance Bay". Dempsters were still at Mainbenup (Dalyup) at that time.[931, 932] Address: Unknown, possibly vicinity of Lot 1378 Murray Road, Dalyup.
Thompson, George	December 25, 1928	Buried at the Grass Patch Farm.[933, 934] Address: Lot 23 Tom Starcevich V.C. Road, Grass Patch

[919] Allan McDonald; The Kalgoorlie Western Argus, 17 March, 1898
[920] Fred McIvor; Death, Marriage & War, 1911-1929 - Challenge in Isolation (John R. Bridges, 2004)
[921] John Moir; The Western Australian Times, 6 April, 1877
[922] John De Burross Munro; The Dempsters (Rica Erickson, 1978)
[923] Polly Munro - Accession ID P673 (Esperance Museum)
[924] Unknown Aboriginal Woman; Cemetery Records (Shire of Esperance)
[925] William Ponton; New Century Brings Joy and Woe, 1900-1910 - Challenge in Isolation (John R. Bridges, 2004)
[926] Edward Reece; The Dempsters (Rica Erickson, 1978)
[927] Department of the Attorney General - Births, Deaths and Marriages Register, Edward Reece, 1885
[928] Rowse, Unnamed; The Baker and Rowse Families of Esperance, Western Australia (Ivor Baker, 2001)
[929] Sarah Ann Stewart; The West Australian, 31 July, 1933
[930] Sarah Ann Stewart; Cemetery Record Book (Shire of Esperance, 1929)
[931] Montagu Taylor; Register of Burials in the Parish of Esperance (Anglican Church 1896, Courtesy Shire of Esperance Records, D14/20609)
[932] Department of the Attorney General - Births, Deaths and Marriages Register, Montegue Talbert Taylor, 1867
[933] George Thompson; Register of Burials in the Parish of Esperance (Anglican Church 1896, Courtesy Shire of Esperance Records, D14/20609)
[934] George Thompson; Cemetery Record Book (Shire of Esperance, 1929)

Unknown	Unknown	Found buried near Cape Le Grand in 1941. The body was found wrapped in tarp and neatly buried with a “slab of granite placed to resemble a headstone”, thought to possibly be the body of a dead whaler.[935] Address: Vicinity of Lot 2058 Reserve 22795 Cape Le Grand Road, Cape Le Grand
Unknown	Circa 1860	Found buried near the Duke of Orleans Bay. A report from 1898 states that “…they reached the Duke of Orleans Bay… [and] met with the grave of a man who was buried there between 30 and 40 years ago. A heap of stones and a large whale-bone mark the lonely resting place.”[936] Address: Vicinity of Lot 509 Reserve 41097 Orleans Bay Road, Condingup
Unknown	Circa 1880	Aboriginal child, killed in an accident at Moirs Homestead, “buried at the homestead.”[937] Address: Lot 1961 Reserve 32601 Stokes Inlet Road, Coomalbidgup
Unknown	Circa December 25, 1836	On March 29, 1837, vague details regarding the murder of John ‘Black Jack’ Anderson were released by former crewman Robert Gamble in a statement made to Justice of the Peace Patrick Taylor in Albany. Later references state that an unknown Aboriginal woman was also murdered alongside John Anderson, and if so, it is possible that she shares the same grave.[938, 939] Address: Mondrain Island, Recherche Archipelago
Vickers, William	March 24, 1899	Buried “at the outstation Callenup”.[940, 941] Address: Vicinity of Lot 8 Jacobs Road, Dalyup
Wifuheat	November 26, 1928	Buried at Bandy Creek (alias Wynbert, Wynheat or Wynheart).[942, 943] Address: Unknown, vicinity of Lot 881 Reserve 39635 Daw Drive, Bandy Creek
Williamson, Elizabeth	October 5, 1908	Buried at Stewarts’ Park Farm, Dalyup.[944] Address: Lot 3 Murray Road, Dalyup
Windich, Tommy	Circa February 20, 1876	Buried by Dempster Head, near what is today the Esperance Port.[945] Address: Lot 728 Reserve 33637 Hughes Road, West Beach
Winnie	January 6, 1929	Buried “in the bush near Esperance”.[946] Address: Unknown
Yates, Richard	June 20, 1899	Buried at “Dalyup”, no further details given. Possibly in the vicinity of Dempsters’ Mainbenup Homestead.[947] Address: Unknown, possibly vicinity of Lot 1378 Murray Road, Dalyup

935 Unknown; The West Australian, 11 June, 1941
936 Unknown; The Esperance Chronicle, 12 February, 1898
937 Unknown; Moir Homestead Conservation Plan (National Trust, 2000 - Shire Reserve File R32601)
938 Unknown; Albany Court House Records, 1837 (State Records Office of Western Australia, Item No. 003 Consignment No. 348)
939 Unknown; The Perth Gazette and Western Australian Journal, 8 October, 1842
940 William Vickers; The West Australian, 11 August, 1900
941 William Vickers; Cemetery Record Book (Shire of Esperance, 1929)
942 Wifuheat; Lonely Graves (Yvonne and Kevin Coates)
943 Wifuheat; Cemetery Record Book (Shire of Esperance, 1929)
944 Elizabeth Williamson; Cemetery Records (Shire of Esperance)
945 Tommy Windich; The Western Australian Times, 8 September, 1876
946 Winnie; Cemetery Record Book (Shire of Esperance, 1929)
947 Charles Daniels; Register of Burials in the Parish of Esperance (Anglican Church 1896, Courtesy Shire of Esperance Records, D14/20609)

Place No: 09

CONDENSER SITES

A horse and driver stopping for a drink of water at the 30 Mile Condenser near Scaddan on the Esperance to Dundas track, circa 1905.[948]

Place Name(s):	Condenser Sites (alternatively referred to as Water Condenser Sites)
Use(s):	Original: Water Points, Present: Unused / Abandoned
Address:	Multiple addresses, primarily on or in the vicinity of Fraser Range Road, Coolgardie-Esperance Highway and Swan Lagoon Road - see table following.
Ownership:	Private and Crown Land.
State Heritage Listing:	N/A

Original Date of Construction:	1894 to 1896
Construction Materials:	Constructed using a variety of different methods, generally comprising one or more purpose built steel boilers which were encased in a stone oven, with a long series of galvanised pipes above to collect and condense the purified steam into drinkable water which was then commonly stored in steel shipping containers in the absence of purpose built water tanks.

[948] Photograph Courtesy State Library of Western Australia

Builder / Designer:	Some designed and built by or on behalf of the State Government, others designed and built by local ironmongers and private enterprise.

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Poor. Integrity: N/A. Authenticity: Low. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

A team of 'Afghan cameleers' loading up from the Goods Shed in Esperance (now the Esperance Museum) circa 1896 in preparation for a journey to the goldfields.[949]

In the early to mid 1890's, as the rush to the southern goldfields began to hit in earnest, scores of fortune seekers came by sea to Esperance, then set out on foot for the goldfields. At the time, the country northward of Esperance was almost entirely undeveloped, uncleared and unsettled and, in the absence freshwater creeks, rivers and swamps, 'condensed' drinking water was a valuable and scarce commodity.

Through the processes of evaporation and condensation, condensers were able to extract fresh water from salt or sullied water, and thus proved invaluable to the men and women pushing inland into inhospitable country. The construction of the condenser units themselves often varied depending on available materials, manufacturer or ironmonger, technological advances and the scale required, however the method of operation was more or less universal; large steel boiler tanks, often around 400 to 500 gallons in size, would be placed above a fire usually on or encased in a stone furnace of sorts, filled with undrinkable or salt water from the nearest available source and boiled, with the condensation collecting in long lengths of galvanised pipe and draining into large receiving tanks, thereby leaving the salt and other residue in the steel boiler tanks and creating a drinkable fresh water supply.[950]

Condenser sites themselves in the Esperance region, particularly the privately owned sites, were operated as businesses in a manner not dissimilar to petrol stations today, with a price per gallon of water dictated by supply and demand, generally ranging from a high of about one shilling (ten cents in equivalency terms, though about $7.20 today) in the mid 1890's to a low of about one and a half pence (about ninety cents today, with inflation) in 1898.[951] Travellers fortunate enough to own horses, camels or the like were often charged at a set rate per animal per drink, rather than at a charge in volumetric terms.[952] Government condensers along the route had a more standardised

[949] Photograph Courtesy Daw Collection
[950] The Municipality of Esperance, 1895-1908 - Esperance, Yesterday & Today (John Rintoul, 1986)
[951] The West Australian, 10 May, 1898
[952] The Inquirer & Commercial News, 17 January, 1896

system however, and initially charged a flat rate of four pence per gallon, though this was later halved in mid 1898 to two pence per gallon.[953, 954]

Trace amounts of gold had been discovered in the Dundas district by William Moir of Fanny's Cove in or about 1890, however later exploration by the South Australian Elder Exploration Expedition in 1891 created increased interest in the area and, in 1892, Mawson and Kirkpatrick discovered the 'Great Dundas' goldfield. Subsequently, on August 31, 1893, the Dundas goldfield was 'officially declared'. By this stage, fresh water in Esperance town itself was readily available, however on leaving Esperance, early travellers to the goldfields via Fraser Range Road had to rely on a few limited natural and man-made fresh water sources as well as on good seasonal rains, while the earliest condenser on the track (Fraser Range Road) was not established until late 1894.[955, 956]

On October 21, 1893, the Western Australian Premier John Forrest sent a telegram to *The Advertiser* which stated "…the route to Coolgardie by Esperance Bay is not the easiest or safest, and there is no certainty of getting to Coolgardie by that route". Forrest then continued by advocating Fremantle as the best route, followed very distantly by Albany, stating "only trouble and disaster may be anticipated if my advice is not taken". This of course riled many Esperance locals, with one person stating in response, "The 'warning' by Sir John Forrest… should be taken with a large pinch of salt. The policy of the Government of Western Australia, having large vested interests at its back, is to force all the anticipated traffic through the capital of the colony… and the Government will block, so far as it is able, the road between Esperance Bay and the goldfields." Fortunately for Esperance at the time, Sir John Forrest's warning went relatively unheeded, and men continued to flock to Esperance Bay as the nearest and most convenient port to the southern goldfields.[957, 958]

Water stages along the Esperance to Dundas track and beyond thus became of great importance, and equipment for the first Government condensers along Fraser Range Road was soon thereafter shipped to Esperance Bay via Captain Douglas' schooner the *Grace Darling* in or about November 1894.[959] Erection of the earlier Government condenser sites on Fraser Range Road then commenced in late 1894 and on into early 1895, though these condensers were relocated only a matter of months later to a newer and much more direct track that cut many miles off the original journey.[960] The first of the condensers erected along Fraser Range Road was the 100 Mile (later moved to the 88 Mile mark on a newer and more direct track to Dundas, though it kept 'the 100 Mile' name until re-surveyed in early 1896), closely followed by the 35 Mile (later moved to the 30 Mile mark on the new track) and the 70 Mile (later moved to the 58 Mile mark on the new track), all being placed at intervals of roughly thirty miles to accommodate a good day of travel between stops on the road to Dundas. Many more condensers, both privately and Government owned and operated, were later built between 1895 and 1896 along the newer networks of tracks in an effort to reduce the long stretches between water points, and the Fraser Range Road which added many miles to the trek quickly became redundant.[961, 962, 963]

In May 1898, Premier John Forrest and a small deputation travelled the newer and more direct track to Dundas and beyond - basically the Coolgardie-Esperance Highway of today - where it was noted that "…the most interesting features of the journey were the condensers. These had been erected at various points along the water track, and showed the enterprise of the Government in opening up the track. These Government condensers are erected at the 58 Mile, 78 Mile and 88 Mile points, while there is also one at Dundas. At one time there were condensers at the 30 Mile [Scaddan, later reinstated] and the 45 Mile [Doust's Swamp], but these were removed as the supply of salt water gave out. There were signs along the road of many private condensers having been erected, but these were all abandoned with the exception of two. When these condensers were first erected, the rush on the water supply was tremendous, and men were kept at work day and night to supply teams, the water not even being allowed time to cool

[953] The South Australian Register, 11 February, 1896
[954] The Sydney Morning Herald, 27 June, 1898
[955] Municipal Heritage Inventory - Shire of Dundas (Hocking Planning and Architecture, 1995)
[956] The Western Mail, 8 December, 1894
[957] The Advertiser, 23 October, 1893
[958] The South Australian Chronicle, 28 October, 1893
[959] The Western Mail, 17 November, 1894
[960] The Western Mail, 8 December, 1894
[961] The Advertiser, 8 May, 1895
[962] The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896
[963] The South Australian Register, 27 March, 1895

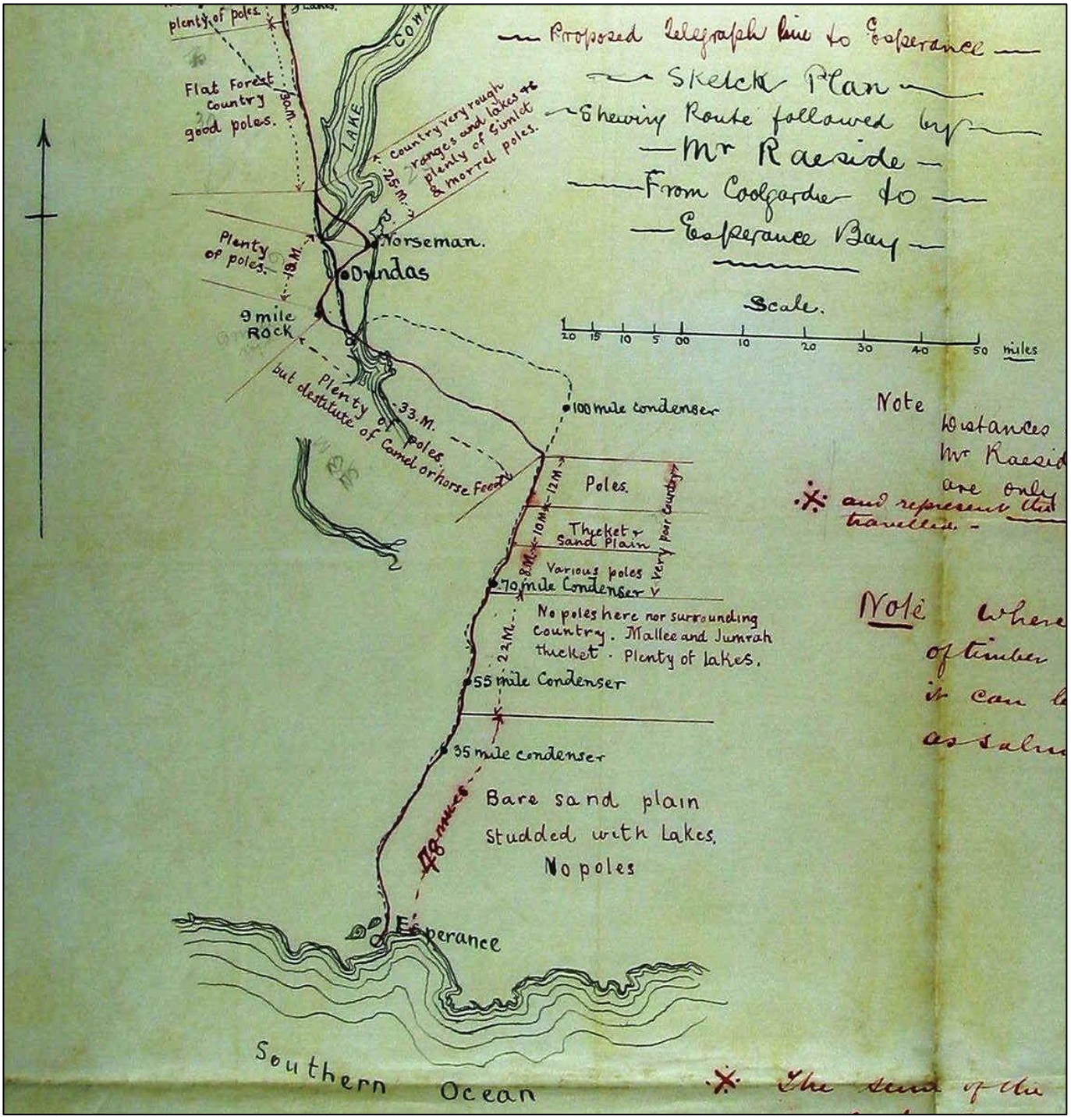
before it was sold. Then however, there were 100 teams on the road. Now there is practically no sale for the water. The Premier during the trip went into the question of the price of water, and seemed to think that 3d [three pence] per gallon was too great. Conversation with teamsters elicited the fact that the cost should be reduced to 2d [two pence], or that the condensers should be leased to private individuals. The cost of keeping a condenser is £200 a year, which is very much greater than the receipts".[964]

On May 11, 1898, in 'Krakouer's Royal Hall' in Norseman, Premier Forrest delivered a speech to the gathered masses, with the *Norseman Times* recording that "…£1000 pounds a year was being spent on the [Government] condensers on the track to Esperance, but the water was very little used in consequence of the high prices charged by the Government in order not to compete with private enterprise, "and yet," said he, "if the Government condensers were closed, your fellow men of the working class who own condensers would immediately raise the price on you" - a remark which was loudly cheered".[965] Following Premier Forrest's visit, in June 1898 the State Government made the decision to halve the cost of water at their condensers between Esperance and Norseman from four pence to two pence per gallon.[966] As these condensers were already running at a loss and traffic was minimal, it was not long before the Government sites were either closed permanently or their running was transferred to private businessmen. By 1902, many of the Government condenser plants along the tracks had reportedly either been leased by or sold to the private sector, however a handful still remained in the ownership of the Government.[967]

By the early 1900's, traffic on the Norseman track had all but slowed to a halt, largely as a result of the convenience of the direct rail link between Coolgardie and Perth, which had been completed back in March 1896.[968, 969] A rail line was later completed to Kalgoorlie in September 1896, and then from Coolgardie to Norseman in February 1909, however the line from Norseman to Esperance would not be completed until early 1927. The ease of access into the goldfields via the early rail networks from Perth rapidly diminished traffic on the Esperance to Norseman track and, in combination with many new Government dams reducing dependence on these sites, several of the condensers operating on the track were thus relocated or closed. Due to the value, scarcity and usefulness of condenser plants at the time, much of the steel from the existing sites was relocated as business in the area slowed, in many instances leaving only a dismantled pile of rocks and an assortment of discarded steel components where once the boilers stood.[970, 971, 972]

A list of known condenser locations and a few of the associated and more reliable fresh water sites on the tracks from Esperance Bay to Dundas follows.

[964] The Inquirer & Commercial News, 13 May, 1898
[965] The Norseman Times, 14 May, 1898
[966] The Sydney Morning Herald, 27 June, 1898
[967] The Western Mail, 1 March, 1902
[968] The West Australian, 24 March, 1896
[969] Recollections of Lake View (Gordon Gilmore, 1983 - Courtesy Esperance Museum)
[970] The West Australian, 9 September, 1896
[971] The West Australian, 10 February, 1909
[972] The Sunday Times (Perth, 13 February, 1927



A map dating to February 1895 by Allan Raeside showing the route to the Dundas Goldfields via Fraser Range Road. A newer and more direct route had only recently opened, and these condensers were soon relocated to provide water along the shorter track. Allan Raeside, who had been associated with the construction of these condensers, drowned off West Beach while fishing in Esperance in February 1895, the same month he had surveyed each of these sites, thus parts of his survey were edited posthumously to continue his work.[973, 974]

[973] The Kalgoorlie Miner, 20 May, 1950
[974] Image Courtesy Journal of Surveyor Allan Raeside, 1895

Tracks to the Dundas Goldfields from Fanny Cove and Esperance per an enormous map dated February 19, 1897, which details several, not all, of the condensers on the newer and more direct track at the time, including those at Swan Lagoon, Doust Swamp (Reserve '2993'), Keyser's Hotel, 58 Mile ('Old 70 Mile', relocated from Fraser Range Road) and the 92 Mile.[975]

975 Image Courtesy Esperance Museum

Fraser Range Road Government Condensers - 35 Mile, 55 Mile, 70 Mile & 100 Mile

In the early gold rush days, Fraser Range Road was the only route available direct from Esperance Bay to Dundas, and having been used as a stock route by the Dempsters since 1872/73 it had the added advantage of pre-existing water points for stock along the way which would prove invaluable to the earliest travellers.[976] Between December 1894 and February 1895 however, condensers were installed along Fraser Range Road to reduce reliance on the existing water supplies, and somewhere in or about mid 1895, all four of these Government condensers were relocated to a more direct route from Esperance to Dundas, each of which is described separately following:[977]

35 Mile Condenser - Relocated, see "30 Mile Government Condenser, Scaddan (Reserve 8020)" following;

55 Mile Condenser - Relocated, location unknown, though likely moved to the "45 Mile Government Condenser, Grass Patch (land-locked Reserve 3582)";

70 Mile Condenser - Relocated, see "58 Mile Government Condenser, Salmon Gums (Reserve 3043)" following; and

100 Mile Condenser - Relocated, see "88 Mile Government Condenser, Salmon Gums (north of Reserve 3044)"

These four Government owned and operated condensers are grouped together as they only existed in their initial locations on Fraser Range Road for a matter of months, prior to being relocated to more permanent locations along the new track from Esperance to Dundas, each of which are described separately following.

[976] The Dempsters (Rica Erickson, 1978)
[977] The Barrier Miner (Broken Hill), 9 April, 1896

Shark Lake, Monjingup - Fresh Water (Reserve 31197)

A tranquil scene at Shark Lake - a natural source of fresh water - in late March 2014.[978]

On August 31, 1893, the Dundas goldfield was officially declared and, by October of the same year, a long track of about 160 miles connecting Dundas with Esperance Bay via Mount Ridley and Clear Streak Well via the Dempsters' pre-existing 1872/73 track to Fraser Range had been surveyed.[979, 980, 981] A more direct track, reducing the distance to Dundas to 115 miles, was later pushed through by August 1894, and this new route took travellers along much of what is now the Coolgardie-Esperance Highway via landmarks including Shark Lake, The Yates, Bostock's Swamp, Stevenson's Lakes (Salmon Gums), Stennet's Rocks, McPherson's Rocks and then on to the Dundas town site. Later variations to the west of this windy track, made possible through the provision of condensers, further reduced the overall distance to Dundas in early 1896 by a few miles.[982, 983]

The 1893 track to Dundas via Mount Ridley and the Clear Streak Well followed the existing and fairly reliable water supply along the Dempsters' well-established track to Fraser Range, now known as Fraser Range Road.[984, 985] This was however, a long and indirect route, and when newer routes were surveyed and pushed through to the west, the numbers of men bound for the Dundas goldfields and beyond via Fraser Range Road reduced, and the water condensers along this track were soon relocated accordingly in about mid 1895.[986] The more direct routes to the goldfields established from late 1894 to 1896 soon became the more commonly travelled, with Shark Lake generally being the first rest and watering point after leaving Esperance Bay for many travellers around this time.[987, 988]

Although Shark Lake was never the site of a condenser, it was nonetheless an important and frequently used fresh water source connected with the beginning of the tracks from Esperance to the goldfields. The origins of the name "Shark's Lake" have long since been lost, however the way in which it was referenced in the 1890's (as opposed to the now common name, "Shark Lake") indicates association with a person more so than a toothy predator, possibly relating to the contemporary local identity, Raymond J. Sharkey.

[978] Photograph Courtesy Phil Jones
[979] Municipal Heritage Inventory - Shire of Dundas (Hocking Planning and Architecture, 1995)
[980] The Daily News, 20 October, 1893
[981] The Dempsters (Rica Erickson, 1978)
[982] The Daily News, 29 August, 1894
[983] The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896
[984] The Daily News, 20 October, 1893
[985] The Dempsters (Rica Erickson, 1978)
[986] The Inquirer & Commercial News, 5 January, 1894
[987] The Daily News, 29 August, 1894
[988] The West Australian, 25 August, 1896

Gibson Soak, Gibson - Fresh Water (Reserve 3041)

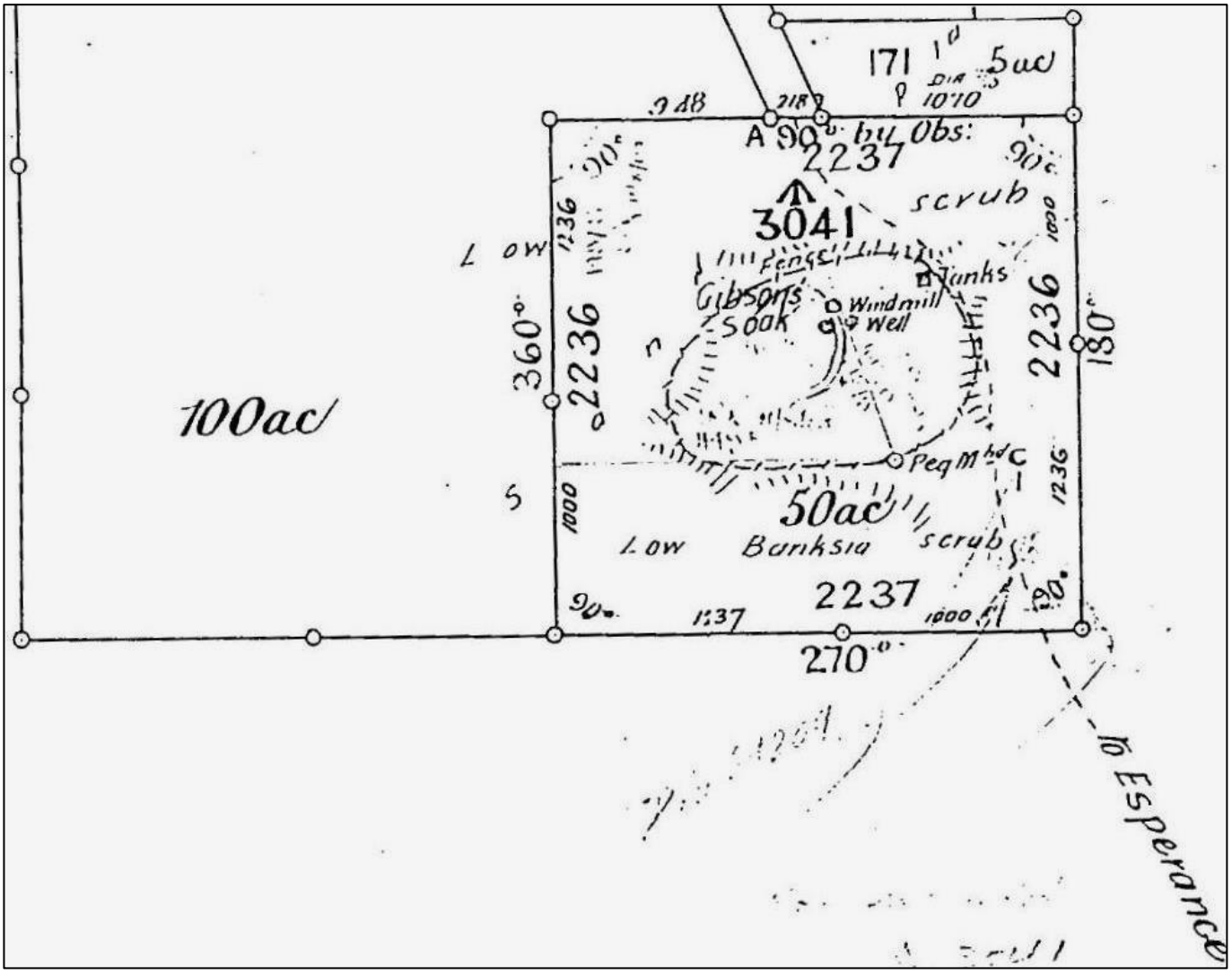
Gibson Soak - the actual soak hidden deep in the scrub, long since covered by re-growth - in 2014.[989]

On leaving Shark Lake, the next drinking water readily available to early travellers on the Norseman track was to be found at Gibson Soak, or “Gibson’s Soak” as it was then known, sixteen miles to the north of Esperance. Gibson Soak, a naturally existing fresh water source, had reportedly been discovered by a teamster named William Henry ‘Billy’ Gibson while searching for stock in or about 1894.[990] A later reference states however that Gibson Soak was known and used as early as 1893, while the earliest reliable references to the name date from 1895.[991, 992]

Whatever the case, by February 1896, water at Gibson Soak was still provided free of charge, however later Government improvements to the supply in the same year came at a cost to the travelling public, some of whom were clearly less than pleased at the prospect of having to both pay for and pump water for their animals, believing this to be the role of the Government caretaker.[993, 994, 995] Henry and Sarah Jenkins, who had established the nearby Gibson Soak Hotel, later took over the lease of Gibson Soak itself in or about July 1902, at which time they also leased the 30 Mile Condenser in Scaddan.[996, 997]

Although Gibson Soak was not the site of a condenser, it was nonetheless an important fresh water source linked with the beginning of the trails to Dundas and beyond. After Gibson Soak, barring recent rain and a small number of known isolated soaks and swamps, reliable fresh water supplies were almost non-existent in the early 1890’s, while the country was littered with abundant though undrinkable saltwater lakes. It was on these lakes that water condensers were set up, some by the Government and many more through private enterprise.

[989] Photograph Courtesy Phil Jones
[990] Old Esperance Pictorial History (Don Voigt, 1996)
[991] The South Australian Register, 21 November, 1895
[992] The Western Mail, 16 December, 1898
[993] The South Australian Register, 11 February, 1896
[994] The Norseman Pioneer, 7 November, 1896
[995] The Esperance Chronicle, 26 August, 1896
[996] Recollections of Lake View (Gordon Gilmore, 1983 - Courtesy Esperance Museum)
[997] The Kalgoorlie Western Argus, 8 July 1902



A photograph of 'The Soak' circa 1900 (top) and a survey of the site dated November 26, 1896; the larger sign on the tanks reads "P.W.D. [Public Works Department], ↑ [Government Reserve symbol], W.S.B. [Water Supply Board], Gibson's Soak".[998, 999]

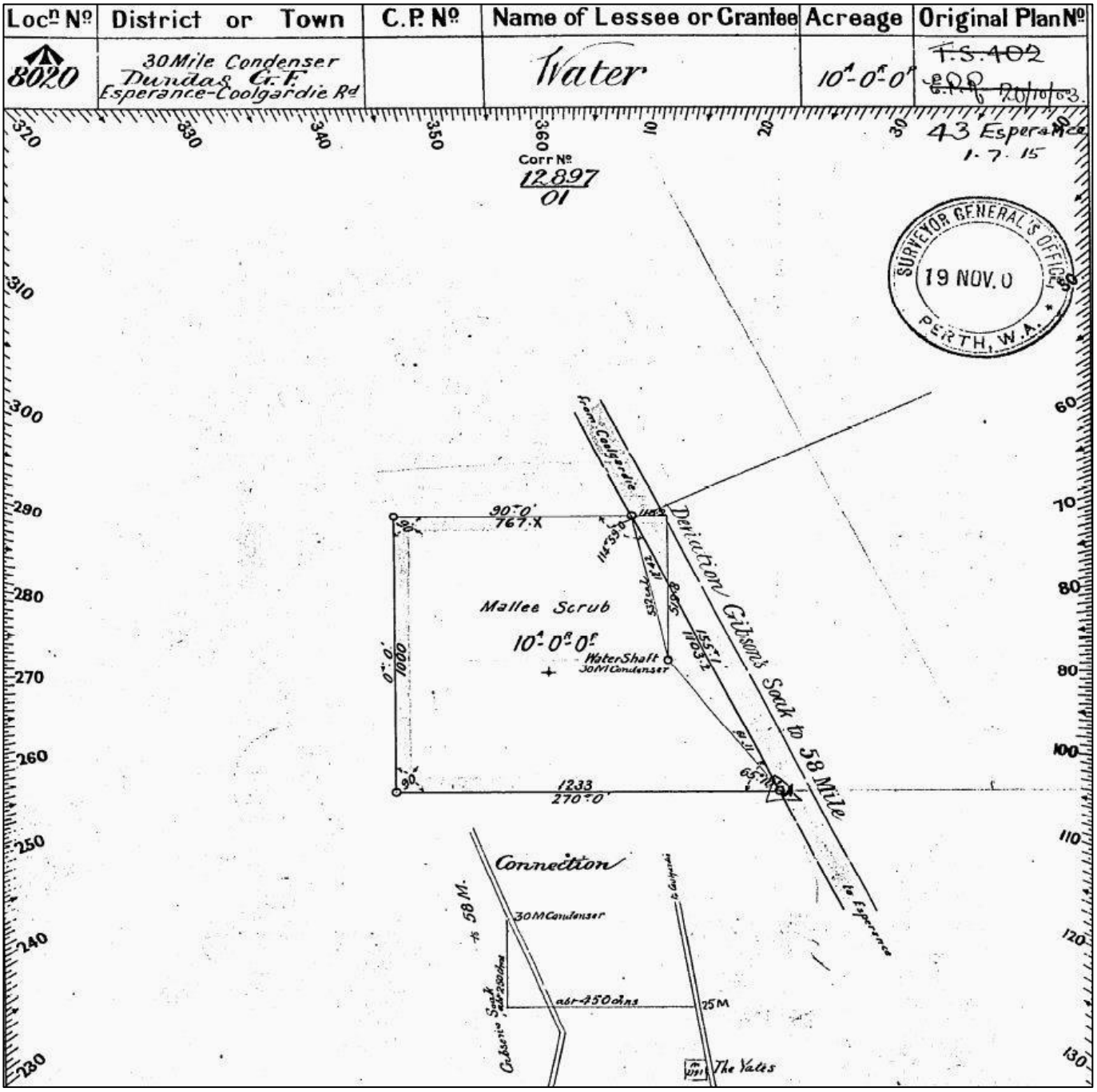
[998] Photograph Courtesy Edwards Family Collection
[999] Image Courtesy Shire of Esperance

30 Mile Government Condenser, Scaddan (Reserve 8020)

The 30 Mile Condenser in Scaddan circa 1905, as published in an article entitled “The Farm Water Supply” in 1925, was one of the last condensers operating on the Esperance to Norseman road - note the iron boiler tanks encased in stone appear to be of similar design to those remaining at Swan Lagoon.[1000, 1001]

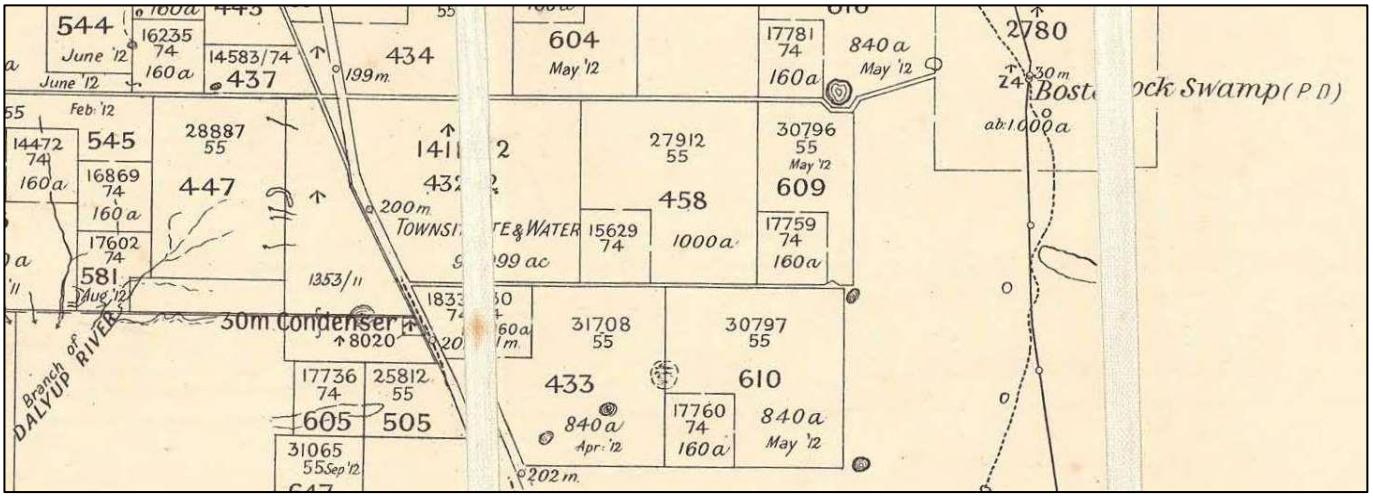
Initially erected in early 1895 at the 35 Mile mark along Fraser Range Road, the 30 Mile Condenser was soon relocated to the more commonly known site somewhere in or about the middle of that same year. Also known as Major Slane’s and the Thirty Miler, the 30 Mile Condenser was the first recognised water condensing point along the track after Gibson Soak.[1002, 1003] In 1896, on one day alone, it was reported that 108 men had passed the 30 Mile Condenser, while another report at around the same time records 80 horses being camped there overnight. Initially established as a Government condenser, the price of water at the 30 Mile was fixed at four pence a gallon in 1896, later reduced at the persistent request of teamsters to two pence in 1898.[1004, 1005, 1006]

[1000] Photograph Courtesy State Library of Western Australia
[1001] Journal of Agriculture - The Farm Water Supply (George L. Sutton, Director of Agriculture, 1925)
[1002] The South Australian Register, 27 March, 1895
[1003] Municipal Heritage Inventory - Shire of Dundas (Hocking Planning and Architecture, 1995)
[1004] The South Australian Register, 11 February, 1896
[1005] The Nepean Times, 4 July, 1896
[1006] The Sydney Morning Herald, 27 June, 1898



Reserve 8020, the site of the 30 Mile Condenser, per an early survey dated June 25, 1901.[1007]

[1007] Image Courtesy Shire of Esperance



An extract from a survey dated October 11, 1912 showing the proximity of the 30 Mile Condenser relative to nearby Bostock's Swamp and the surrounding farm country.[1008]

In early 1896, the Government owned and run 30 Mile Condenser was reported to be in the charge of a man by the name of Chris Provis, however his time at the condenser was limited and another caretaker soon took his place.[1009 1010] The colloquial name "Major Slane's" relates to a Sergeant Major James Slane, a very well-known ex-military and local identity along the Esperance to Norseman track who had reportedly held charge of the 30 Mile Condenser for several years until his departure to Coolgardie in or about July 1902.[1011] Henry and Sarah Jenkins, who had established the Gibson Soak Hotel 14 miles to the south (which later led to the 30 Mile being occasionally referred to locally as the '14 Mile') then took up the lease of the 30 Mile Condenser from 1902 onward, and Mr Jenkins still had charge of the 30 Mile Condenser by 1912.[1012, 1013, 1014, 1015]

In August 1896 an official party consisting of the mayor, councillors and press called in at the 30 Mile Condenser, commenting that "…this is the neatest, the most compact and best kept plant seen, everything being in capital order. The caretaker has a tent and office, there are storerooms, stables, the officer's tent, stacks of timber carefully piled, and a neat little garden… There are four steel boilers capable of turning out 1,000 gallons in 24 hours." The party further recorded that the boilers were serviced by two large wells which, in turn, were fed by a canal.[1016]

In or about February 1897, the supply of salt water reportedly gave out at 30 Mile and the Government thus made the decision to remove the condenser plant from both here and the 45 Mile to sites where the need was greater nearer to Norseman.[1017, 1018, 1019] This was however only to be a short term solution, as condensing plant at the 30 Mile was later reinstated - using plant from the 88 Mile Government Condenser - in or about March 1899, while the 45 Mile was to remain out of action permanently.[1020] Although once profitable, reports from the Department of Mines per the following extracts show that the 30 Mile Condenser had been losing money from at least January 1904 - though likely much earlier - to the end of 1908, facts which would likely have led to the closure of the 30 Mile, if not for the area being settled as farming country in the ensuing years.

1008 Image Courtesy Esperance Museum
1009 The Esperance Chronicle, 23 January, 1896
1010 The Kadina and Wallaroo Times, 14 March, 1896
1011 Municipal Heritage Inventory - Shire of Dundas (Hocking Planning and Architecture, 1995)
1012 Recollections of Lake View (Gordon Gilmore, 1983 - Courtesy Esperance Museum)
1013 The Kalgoorlie Western Argus, 8 July 1902
1014 The Kalgoorlie Western Argus, 7 March, 1911
1015 The Kalgoorlie Western Argus, 27 February, 1912
1016 The Esperance Chronicle, 26 August, 1896
1017 The Esperance Chronicle, 17 February, 1897
1018 The Esperance Chronicle, 3 March, 1897
1019 The Inquirer & Commercial News, 13 May, 1898
1020 The Norseman Times, 11 March, 1899

Mines Water Supply Branch - 30 Mile Condenser - Return of Revenue and Expenditure

Period:	Revenue:			Expenditure:		
	£	s.	d.	£	s.	d.
January to December, 1904	-	-	-	78	8	9
January to December, 1906	-	-	-	84	17	0
January to December, 1907	-	-	-	78	4	5
January to December, 1908	-	-	-	71	15	7

After the rail opened from Perth to Coolgardie and Kalgoorlie, trade via Esperance to these goldfields came to a standstill. This table shows the cost of maintaining condenser plant at the 30 Mile, and that there was little point in keeping the condenser open as it was no longer profitable.[1021, 1022, 1023, 1024]

The 30 Mile Condenser, still operated by Henry and Sarah Jenkins, later saw service as an important water point for the new farmers in the district "at a price [by then costing 6d "per drink per beast"] higher than the settlers could well afford" in and around 1912 as the area was settled.[1025, 1026] George Sutton, then Director of Agriculture, recorded in 1925 that "…the illustration [see photograph under main heading] shows one of the last condensers to be superseded. It was situated on the Esperance-Norseman road, and was known as the "Thirty-mile" condenser, so called because it was thirty miles from the last camping place at which there was a well [sic; name relates to distance from Esperance]. With the two boilers continually going it had a production of 2,500 gallons per week."[1027]

Almost nothing remains of the 30 Mile Condenser today, however limited evidence of collapsed stone furnaces, fragments of steel water tanks and a long since collapsed well can still be found on site.

In or about April 1896, a re-surveyed and more direct track from Esperance to Norseman led to the mileage of several of the condenser sites being reduced and adjusted, thus references prior to this date call the 30 Mile Condenser the '35 Mile Condenser', though the site is separate to that owned and operated by Mr Standish at the new 35 Mile mark.[1028]

[1021] Report of the Department of Mines for the Year 1904 (Department of Mines, 1905)
[1022] Report of the Department of Mines for the Year 1906 (Department of Mines, 1907)
[1023] Report of the Department of Mines for the Year 1907 (Department of Mines, 1908)
[1024] Report of the Department of Mines for the Year 1908 (Department of Mines, 1909)
[1025] The Kalgoorlie Western Argus, 27 February, 1912
[1026] Royal Commission on the Mallee Belt and Esperance Lands (Royal Commission, 1916)
[1027] Journal of Agriculture - The Farm Water Supply (George L. Sutton, Director of Agriculture, 1925)
[1028] The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896

35 Mile Condenser, Scaddan - 'W. Standish' (Location Unknown)

In April 1896, the *Esperance Chronicle* ran the following advertisement:

"Cheap Water. Having started a condenser on the New Road [to Swan Lagoon], six miles from the Government Condenser, at 35 Mile [30 Mile], the undersigned is prepared to supply teamsters and others at the rate of 22s per 100 gallons. Stores and fodder obtainable. W. Standish. Proprietor." This condenser is assumed to have been at the resurveyed 35 or 36 mile point north of the 30 Mile Condenser, though the exact location is unclear.[1029, 1030]

In July 1897, an advertisement for Mr Keyser's condenser at the Grass Patch Hotel directly references at least one of the two Standish Condensers, inferring that it had been removed to and was now working from the Grass Patch Hotel, though it is unclear whether this related to one or both of the sites. Neither this nor the Standish Condenser at the 40 Mile mark (via Bostock Swamp) seem to be referenced directly after 1896, nor do they appear on any of the early maps, thus it is likely that both were closed, sold or relocated to more profitable locations in or about the same year that they commenced operating.[1031] Vague reference to a condenser in this vicinity appears in the *Esperance Times* in August of 1897 which links the site to Thomas Jarrett and his wife, indicating that they may have bought this condenser from W. Standish.[1032]

[1029] The Esperance Chronicle, 10 April, 1896
[1030] The West Australian, 25 August, 1896
[1031] The Esperance Times, 7 July, 1897
[1032] The Esperance Times, 21 August, 1897

40 Mile Condenser, Scaddan - 'T. Standish' (Reserve 27985)

In May 1896, the *Esperance Chronicle* ran the following advertisement:

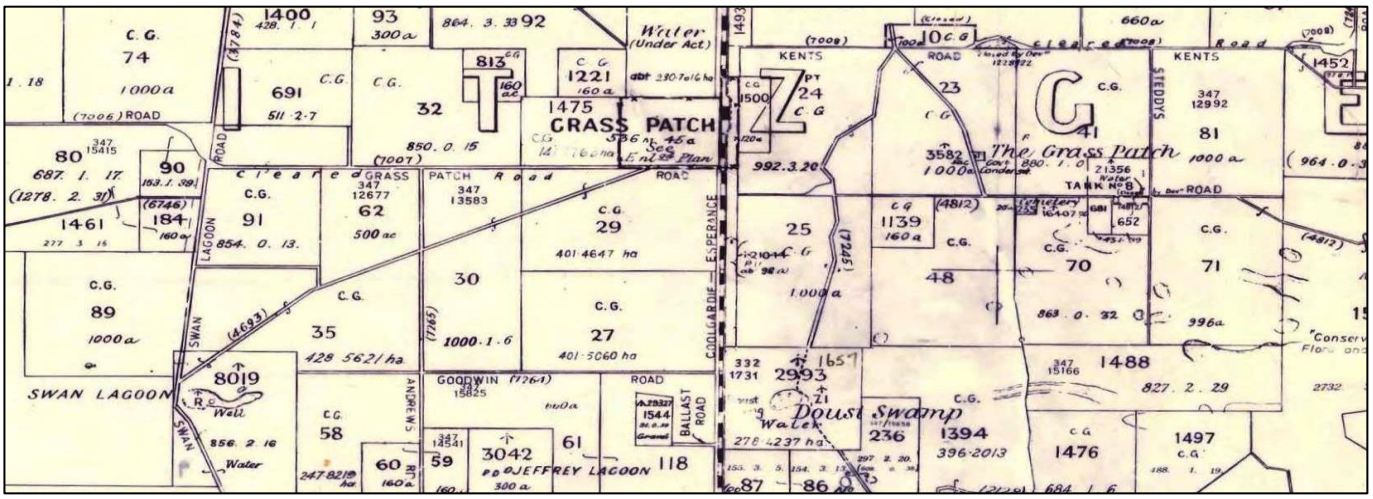
"Standish Condenser. Cheap Water. On the old road [via Bostock Swamp], 40 miles from Esperance, the undersigned is prepared to supply teamsters and others at the following rates - 22s per 100 gallons, 11s per 50 gallons, general public 3d per gallon. Fodder obtainable. T. Standish. Proprietor."[1033] In August 1896, following the completion of Swan Lagoon Road, a deputation consisting of the local mayor, councillors and press undertook a circuitous journey to compare the 'old road and the new'. On passing the Standish's Condenser on the "old road", it was noted that "…this machine has been erected and is worked by private enterprise, having been erected by Mr Standish, who has his wife and family located near. We met the first team on this rocking road and the driver reported having gone up the new road and considered it heavier than the present one, without the good supply of water possessed by the old road. Mr Standish on being interrogated was of the opinion that the new track would prove a good winter road but would be useless in the summer while the scarcity of timber would militate against the supply of water. He had been on the new track and asserted that before long traffic would return to the old road."[1034]

In July 1897, an advertisement for Mr Keyser's condenser at the Grass Patch Hotel indicates that at least one of the two Standish Condensers - more likely being that from the 40 Mile due to convenience - had been removed to and was working from the Grass Patch Hotel, though it is unclear whether this related to one or both of the sites. Neither this nor the related 35 Mile Condenser due west seem to be referenced directly outside the 1896 *Esperance Chronicle* advertisements, nor do they appear on any of the early maps, thus it is likely that both were closed, sold or relocated to more profitable locations in or about the same year that they commenced operating.[1035]

Evidence of stone furnaces and human occupation circa 1896 is still apparent in the area.

[1033] The Esperance Chronicle, 1 May, 1896
[1034] The Esperance Chronicle, 26 August, 1896
[1035] The Esperance Times, 7 July, 1897

Doust Swamp Condenser, Grass Patch (Former Reserve 2993, Private Property)



An extract from an undated map showing Doust Swamp relative to Keyser's Hotel (Location 10), the Government Condenser on the Grass Patch Farm and Swan Lagoon.[1036]

Discovered in or about May 1895, Doust Swamp, occasionally referenced as 'George's Lagoon', 'Doust's Lagoon' and later 'the 45 Mile', was one of only a handful of known reliable fresh water supplies available to travellers on the road to the Dundas goldfields and beyond.[1037] In October 1895, a Government caretaker, William Meadows, was placed in charge of Doust Swamp, and by January 1896 the swamp had been fenced off with a charge imposed to access the natural supply of fresh water available.[1038, 1039, 1040] While travellers on foot were not charged for water here, there was a price of one shilling per horse per drink in January 1896, which was then raised in March of the same year to two shillings per horse as the water supply began to fail.[1041, 1042]

In May 1896, Mr Meadows reported that the water supply at Doust Swamp had all but given out, and that he was soon to move to the recently discovered Swan Lagoon where there was still a considerable quantity of water holding out.[1043] By August 1896, a new road had been constructed to Swan Lagoon, leaving the old road north of the 30 Mile and re-joining near the 58 Mile Condenser, thus completely bypassing the rapidly diminishing Doust Swamp.[1044]

As the supply of fresh surface water in Doust Swamp was depleted in early 1896, it appears that it was deemed necessary to install a condenser to service travellers via the old road, and by August 1896 a Government condenser had evidently been installed on site - likely being the redundant condensing plant from the nearby 45 Mile Condenser - and placed in the charge of a Mr Foote.[1045, 1046] During that same month, the local mayor, councillors and members of the press passed by "the 45 Mile Government Condenser" as it became known (in place of the old Government Condenser at the 45 Mile mark, Reserve 3582 on the Grass Patch Farm), noting that "…it is very similar to the others on the road, but has only two boilers, and there is every indication that it is well managed. The water, of which there is ample, is obtained from a soak and is of good quality." The party then proceeded at 'an invigorating run' to Mr Keyser's Grass Patch Hotel, reportedly covering three of the four miles in a mere fifteen minutes.[1047]

While speculative, circumstantial evidence suggests that the condenser plant for Doust Swamp was likely transferred from the old 45 Mile Government Condenser site to the northeast (Reserve 3582) in or about mid 1896 as the water

---

1036 Image Courtesy Shire of Esperance
1037 The Advertiser, 8 May, 1895
1038 The Western Mail, 11 October, 1895
1039 The Inquirer & Commercial News, 15 May, 1896
1040 The Southern Argus, 17 July, 1947
1041 The Inquirer & Commercial News, 17 January, 1896
1042 The Kadina and Wallaroo Times, 14 March, 1896
1043 The West Australian, 1 January, 1896
1044 The West Australian, 25 August, 1896
1045 The Inquirer & Commercial News, 15 May, 1896
1046 Faith, Hope & Reality (Penny Blumann, 1995)
1047 The Esperance Chronicle, 26 August, 1896

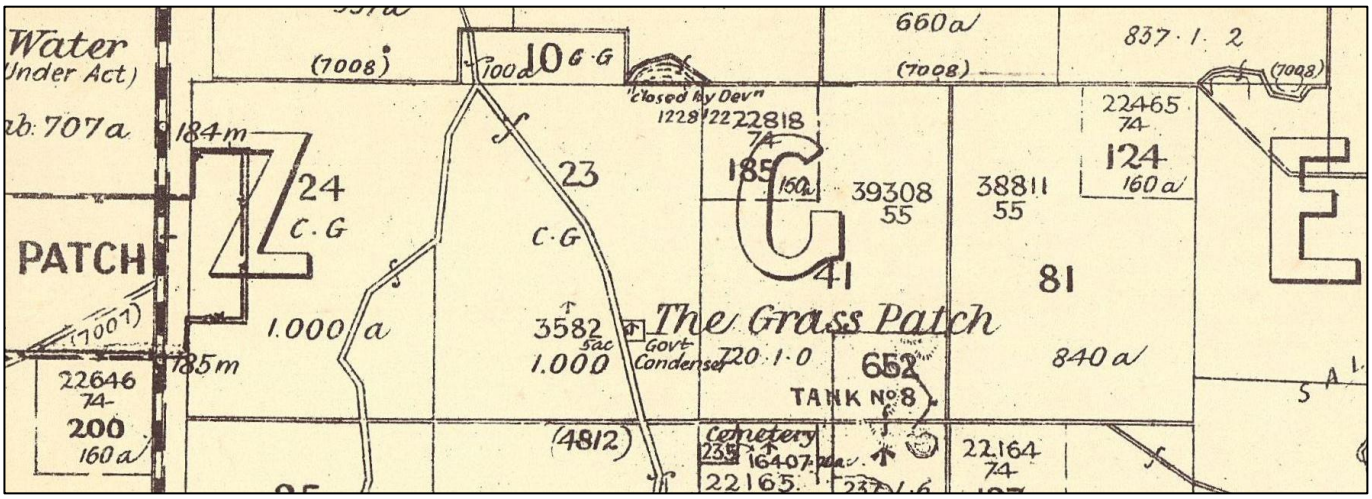
supply at Doust Swamp - although failing - would have been the more reliable of the two sites, the 'swamp' at the old Government Condenser reserve being little more than a shallow depression which fed two wells. This offers the most likely explanation as to why the name "45 Mile" takes the place of "Doust Swamp" at about this time, as it was common practice for these Government operated condenser sites to be known by their mileage from Esperance more so than by a colloquial name.(1048, 1049)

Condensing plant was quite valuable, and in February 1897, the condenser at Doust Swamp was relocated to a site south of Norseman in order to service a greater need and reduce demand on some of the other water points in the Dundas district.(1050) The following year, in May 1898, Premier John Forrest's touring party traversed the Norseman track, noting that once "…there were condensers at the 30 Mile [Scaddan] and 45 Mile [later Doust Swamp], but these were removed as the supply of salt water gave out".(1051) References to any condenser at Doust Swamp seemingly end at this time, thus it seems that this site was never reinstated, with the Government instead focussing their resources on the new road and plant to the west at Swan Lagoon. The remnants of what is assumed to be a collapsed soak together with a small pile of stone and debris by the edge of the lake show likely evidence of the former condenser site, while a large pile of rusting hoop iron from barrels in the scrub nearby provides evidence of extensive human occupation at the site.

The discovery of Doust Swamp (therein referred to as George's Lagoon) is originally credited to a teamster by the name of George Dance, however this was the result of errant confusion between George Doust and George Dance, both being Esperance identities from the same period. The discovery was actually made by George Doust "…while tracking some of his horses from the condenser at Grass Patch", and it was simply journalistic error that associated the site with George Dance.(1052, 1053, 1054)

[1048] The Inquirer & Commercial News, 15 May, 1896
[1049] The Esperance Chronicle, 26 August, 1896
[1050] The Esperance Chronicle, 17 February, 1897
[1051] The Inquirer & Commercial News, 13 May, 1898
[1052] The Advertiser, 8 May, 1895
[1053] The Western Australia Post Office Directory (H. Wise & Co, 1897)
[1054] Letter - Richard J. McCarthy, 6 April, 1973 (Shire of Esperance Records, D16/895)

45 Mile Government Condenser, Grass Patch (Land-Locked Reserve 3582)

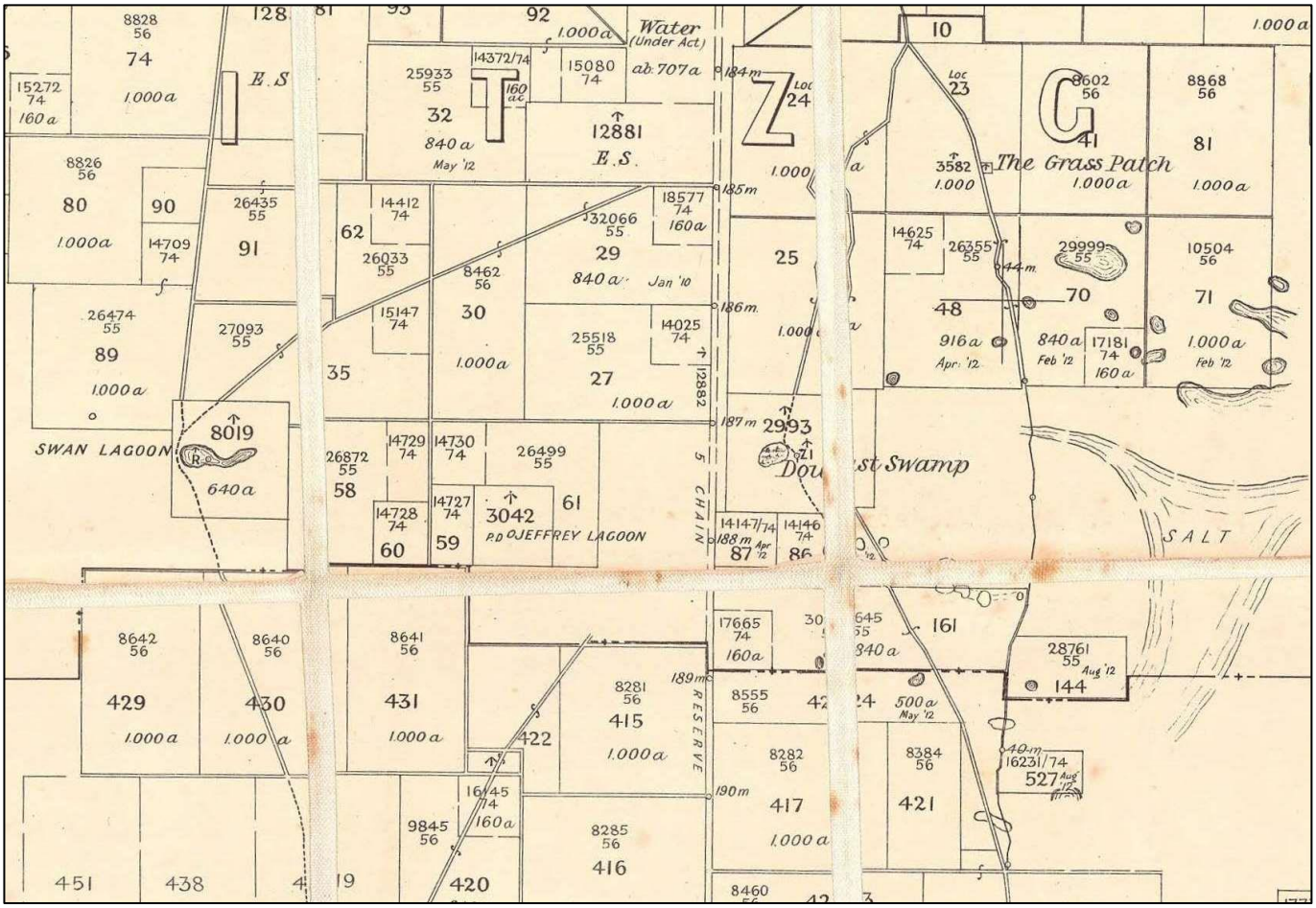


An extract from a 1924 map showing the Government Condenser (Reserve 3582) on the Grass Patch Farm relative to Keyser's Hotel (Location 10) - the private condenser at Lake Killarney, not shown on this survey, was 1.5km to the northwest and just to the south of the junction of the two tracks, near the homestead on the Grass Patch Farm.[1055]

With the 35 Mile (later 30 Mile) and 70 Mile (later 58 Mile) condensers constructed by March 1895, it is likely that the Government Condenser at the 55 Mile mark (likely later moved to the 45 Mile) on the Fraser Range Road was also initially constructed at about this time or in the months following, prior to being relocated to the 45 Mile mark circa mid 1895.[1056] At around the same time, somewhere about May 1895, a fresh water supply at Doust Swamp was discovered three miles to the southwest of the Government Condenser reserve, and a "new track" was hastily pushed through which bypassed the 45 Mile Government Condenser reserve altogether.[1057] By October 1895, a Government caretaker had been placed in charge of Doust Swamp, and it is likely that the reserve set aside for the Government Condenser site (Reserve 3582) thus saw little if any use after this point in time as a result, there being no need for more than one Government owned and operated watering site so near to another.[1058]

Records regarding the Government Condenser site (1.5km southeast of Lake Killarney, and 4.5km north-northeast of Doust Swamp) are subsequently very limited, however it is probable that plant from or destined for this condenser was later repurposed at nearby Doust Swamp as the water supply gave out in mid 1896.[1059, 1060] Brendan Freeman recalls that there were two wells at the site of the Government Condenser (Reserve 3582) when the land was cleared in early 1961 or 1962, one approximately six feet deep, the other between ten and twelve feet deep on this lake, the water in which was stained by the yate trees that once surrounded the shallow swamp. To prevent injury to stock, the wells were filled in when the area was cleared, however scattered stone, possibly from condenser furnaces, can still be found near the edge of the depressions that mark the former wells.[1061]

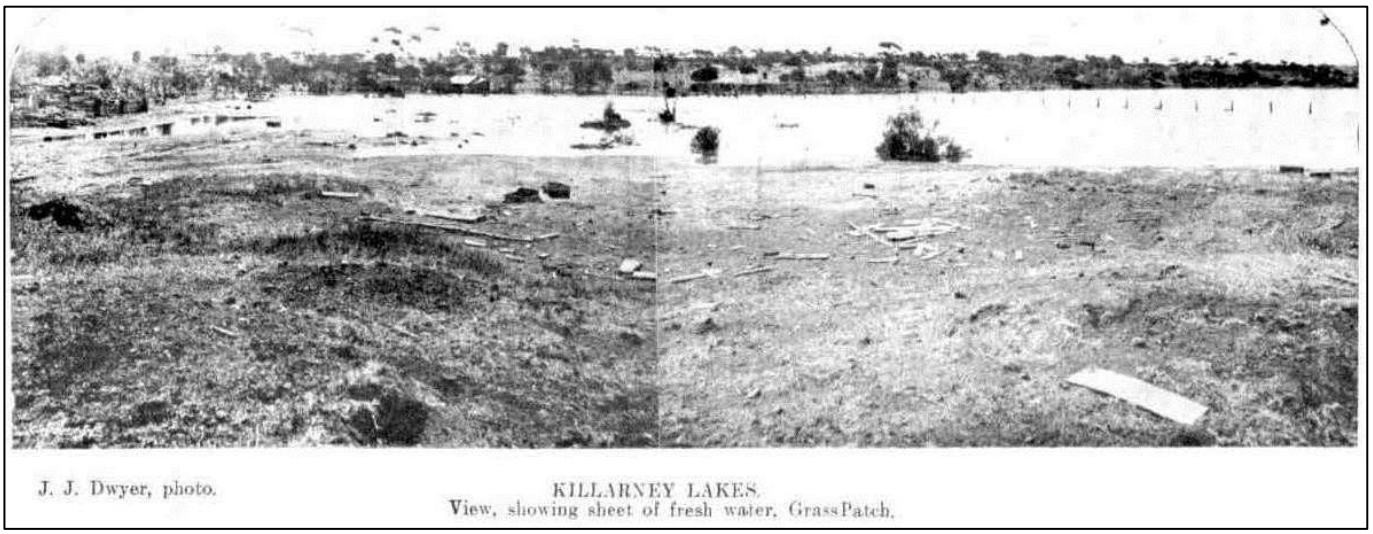
[1055] Image Courtesy Esperance Museum
[1056] The South Australian Register, 27 March, 1895
[1057] The Advertiser, 8 May, 1895
[1058] The Western Mail, 11 October, 1895
[1059] The Esperance Chronicle, 26 August, 1896
[1060] The Inquirer & Commercial News, 15 May, 1896
[1061] Brendan Freeman Interview, Nicholas Kleinig, 28 August, 2014



An extract from a map dated October 11, 1912 showing three of the more direct routes (as compared to the oldest route via Fraser Range Road to the east) northward to Dundas and beyond, the oldest of these being that via the old Government Condenser, (Reserve 3582, the track itself dating to approximately August 1894), then that via Doust Swamp (circa May 1895) and the "new track" (circa August 1896) via Swan Lagoon.[1062, 1063, 1064, 1065]

[1062] Image Courtesy Esperance Museum
[1063] The Daily News, 29 August, 1894
[1064] The Advertiser, 8 May, 1895
[1065] The West Australian, 25 August, 1896

Private Condenser, Grass Patch Farm - 'Lake Killarney' (Private Property)



J. J. Dwyer, photo.

KILLARNEY LAKES.
View, showing sheet of fresh water, GrassPatch.

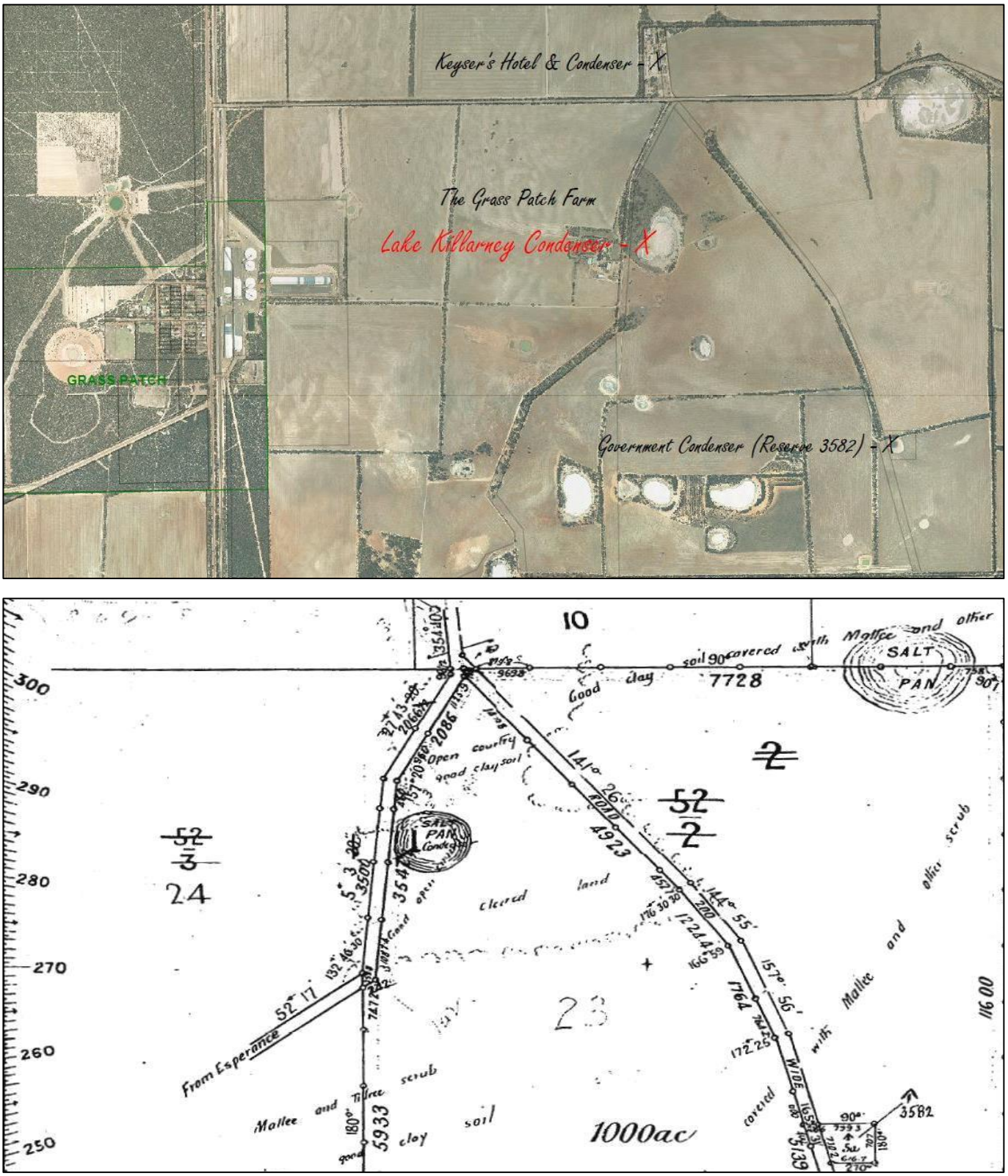
A view across Lake Killarney looking towards the site of the condenser, published in *The Western Argus* of August 13, 1912.[1066]

With little dependable fresh water in the area and in the absence of consistent rainfall, the condenser plant at Lake Killarney would have had to have been established shortly after the Grass Patch Farm itself was settled in 1894. The earliest reference to a condenser in the vicinity appears however in September 1897 with The West Australian recording "…at Keyser's there is a farm of 300 acres, which is cultivated by an English company… [however] the land at the grass patch contains a large quantity of salt, and the water used on the farm has to be condensed."[1067] Lake Killarney was commonly patronised by the carrying company Cobb & Co, who reportedly used the site as a changing station for their horse teams, however it also served the private water requirements of the developing Grass Patch Farm.[1068]

The condenser, located on the western side of Lake Killarney, was fed by water from a nearby well of about 15 feet in depth, and the condensed water would subsequently be pumped around to the eastern side of the lake to service the numerous workmen's huts, the blacksmith shop and the horse yards. Edward Farr, formerly of the 88 Mile Private Condenser, records that "…in 1900 I condensed all the water on the Grass Patch farm, for 16 horses and eight men, and at that time Grass Patch was only a farm on the Esperance-Norseman Road. I forget the quantity of water I put through each boiler."[1069, 1070]

A concrete and granite tank, still functional today, was constructed three hundred metres to the south in or about 1899 or 1900 to reduce the reliance on the condenser by conserving fresh water runoff, however water collection in the tank was dependant on seasonal rains, thus it is not known exactly when the condenser last saw use.[1071]

[1066] Photograph Courtesy The Western Argus, 13 August, 1912
[1067] The West Australian, 20 September, 1897
[1068] The Grass Patch - Faith, Hope & Reality (Penny Blumann, 1995)
[1069] The Western Mail, 18 March, 1937
[1070] The Western Mail, 27 December, 1945
[1071] Brendan Freeman Interview, Nicholas Kleinig, 28 August, 2014



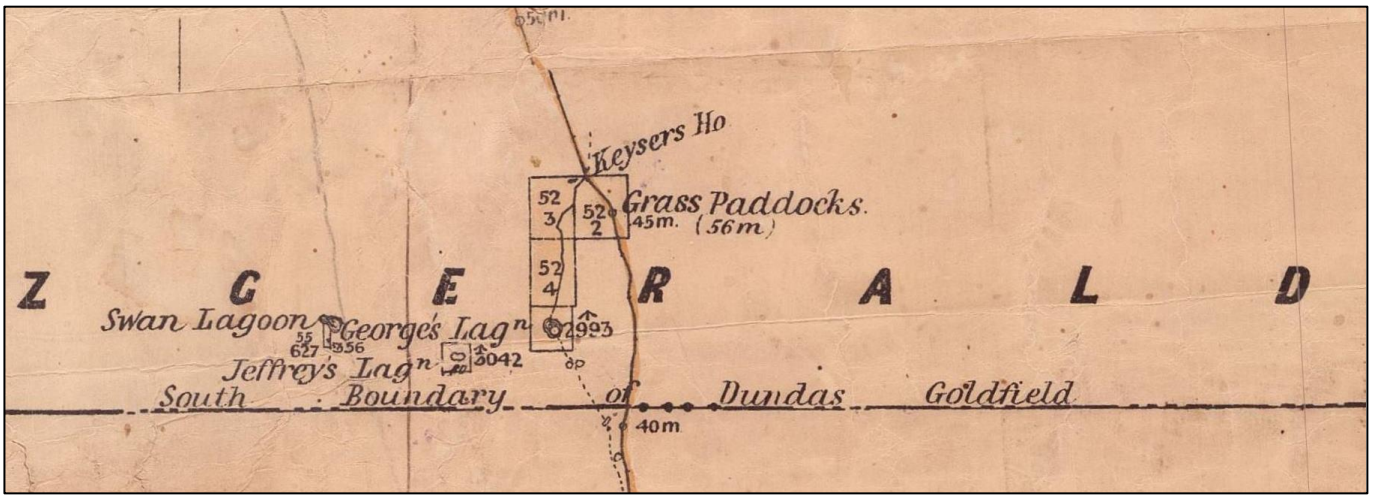
An aerial photograph from 2008 (top) and an extract from a survey dated April 26, 1896, both showing the location of the Lake Killarney Condenser relative to the nearby Government Condenser (former Reserve 3582) and Keyser's Grass Patch Hotel (Location 10), while Doust's Swamp is approximately 5km to the south.[1072]

[1072] Images Courtesy Shire of Esperance

The view across the well and remains of the Lake Killarney condenser site in January, 2015. The name “Lake Killarney” was coined by Bill Freeman, originally from Killarney in Ireland, after his arrival at the farm in 1905.[1073]

[1073] Photograph Courtesy Nicholas Kleinig

Keyser's Condenser, Grass Patch (Former Grass Patch Hotel, Private Property)



A small section of an enormous map dated February 19, 1897 showing Keyser's Hotel relative to the old Government Condenser site at the 45 Mile mark on the Grass Patch Farm, as well as nearby Swan Lagoon and Doust Swamp (Reserve 2993).[1074]

Established by Charles Donat Keyser in or about late 1894 along a newer and shorter route to Dundas, the original Grass Patch Hotel at the 50 Mile mark (later resurveyed to 46 Mile via a shorter track) provided accommodation, food and liquor, however at the time little reliable fresh water was generally available to service the throngs of thirsty travellers traversing the track.[1075, 1076, 1077] Fresh surface water covered this need to a point, however the establishment of the short-lived Government Condenser and the discovery of fresh water at Doust Swamp nearby (both circa mid 1895) later eased the water shortage issues in the area.[1078] Following a particularly harsh summer, in May 1896 the fresh water supply at Doust Swamp gave out - likely symptomatic of a broader drought across the district - and the Government thus temporarily abandoned Doust Swamp in favour of Swan Lagoon to the west, where a better supply of water had recently been discovered and was still holding out.[1079, 1080, 1081]

A new track was soon pushed through to Swan Lagoon from about the 30 Mile Condenser, re-joining the old track by the 58 Mile Condenser, thus bypassing Keyser's Hotel altogether, albeit still connected via a seven mile long track.[1082] In order to keep travellers on the old track and thus remain in business, the *Esperance Chronicle* of July 11, 1896 reported that "…Mr Keyser, hotel keeper, at the 50 mile has erected a condenser plant which is now in working order, and that gentleman is now able to supply travellers with water as well as whisky." This condenser, relocated to site from what had been one of the Standish Condensers to the south, was fed by a salt water supply from a well that Charles Keyser had sunk in approximately March 1896.[1083, 1084] Prices at Keyser's Condenser were among the more competitive along the track, likely in connection with the other services provided at the hotel, with water reportedly costing only three pence per gallon for orders under twenty gallons and two pence per gallon for orders over twenty gallons.[1085, 1086]

[1074] Image Courtesy Esperance Museum
[1075] The Australian Advertiser (Albany), 19 November, 1894
[1076] The South Australian Register, 12 February, 1896
[1077] The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896
[1078] The Advertiser, 8 May, 1895
[1079] The West Australian, 1 January, 1896
[1080] The Esperance Chronicle, 23 January, 1896
[1081] The Inquirer & Commercial News, 15 May, 1896
[1082] The West Australian, 25 August, 1896
[1083] The Esperance Times, 7 July, 1897
[1084] The Kadina and Wallaroo Times, 14 March, 1896
[1085] The Esperance Chronicle, 11 July 1896
[1086] The South Australian Register, 12 February, 1896

Swan Lagoon Government Condenser, Grass Patch (Reserve 8019)

Condensing plant (left of picture) and stone remains of the caretakers' hut (right) at Swan Lagoon in 2014.[1087]

On Wednesday afternoon, December 18, 1895, "a very important discovery of a fresh water lagoon" was reported to have been made by William Meadows five miles due west of Doust's Swamp, a site which would later be named 'Swan Lagoon' by the Water Supply Department.[1088, 1089] By August 1896, the Esperance Road Board had opened the new Swan Lagoon Road off what is now the main highway which, quite importantly, avoided much of the lake country and provided travellers with a dependable water source as others nearby began to fail.[1090, 1091, 1092]

In August 1896, prior to the installation of condensers on the site, a deputation consisting of the local mayor, councillors and press inspected Swan Lagoon, noting that:[1093]

"…the water is forced up by Douglas pumps, a distance of 150 yards to troughs capable of holding 200 gallons. The water from the lakes is admitted into the well by a timbered channel. The works throughout the reserve are of a substantial character reflecting great credit on the [Water Supply] Department. The grounds are kept in good order, there being tents for the accommodation of passengers, [a] caretaker's hut, and conveniences for the storage of horse feed. The spot is a picturesque one when viewed from the hill side… A tour was made around the lagoon and we inspected the work done by Mr Riches in sinking for fresh water. Fresh water was found on the surface but the deeper the well went the salt made its appearance and the work had to be abandoned. At another well the water was not so salty; it was fairly good stock water but a further 200 yards away it was found to be absolutely fresh and of good quality."

A report from November 1896 records that there were "…15 teams, 130 horses, 30 men, 5 women and 9 children at the Swan Lagoon one day last week, when 5,000 gallons of water were drawn [the price of which would have been two pence per drink or one pound per hundred gallons by that stage]. This illustrates the increasing traffic on the Esperance track."[1094, 1095] Barely a month later, in December 1896, the fresh water supply at Swan Lagoon had reportedly given out, and the Water Supply Department soon after had established at least one condenser on site.[1096, 1097, 1098] With the completion of the Perth to Kalgoorlie railway at about the same time in late 1896, trade through Swan Lagoon began to slow, and life in this isolated location would soon become very quiet as was later fleetingly

[1087] Photograph Courtesy Phil Jones
[1088] The Esperance Chronicle, 23 January, 1896
[1089] The Southern Argus, 17 July, 1947
[1090] The West Australian, 25 August, 1896
[1091] The Esperance Chronicle, 23 May, 1896
[1092] The Inquirer & Commercial News, 15 May, 1896
[1093] The Esperance Chronicle, 2 September, 1896
[1094] The Western Mail, 13 November, 1896
[1095] The Norseman Pioneer, 7 November, 1896
[1096] The Inquirer & Commercial News, 18 December, 1896
[1097] The Esperance Chronicle, 3 March, 1897
[1098] History of Esperance - The Port of the Goldfields, 1792 - 1946 (John Rintoul, 1946)

evidenced in a statement regarding William and Ellen Meadows, which records that "…they had no family, and lived for some years in a very lonely part of West Australia, on the camel-pad between Port Esperance [sic] and the Coolgardie goldfields, where Mr Meadows had charge of a Government condensing plant…"[1099, 1100]

In a published letter to his sister Jean Meadows in 1898, William Meadows provides a vivid description of life at Swan Lagoon, stating;

"You would be interested if you saw a train of loaded camels marching along; they carry such heavy loads and march along so steadily in single file. A man leads the foremost one, or sometimes they are parted up into several smaller lots with a man leading the first camel of each lot. The remainder are attached to one another by means of a piece of cord, called a nose-line. It is fastened to the camel's nose by a peg of wood fastened into the camel's nostril; then from this nose-peg the line is fastened on the tail of the camel walking in front, or perhaps to some part of the camel's pack or saddle. Then away they march one after the other. I have noticed how careful each camel is to follow directly in the footpath of the leader. I think there is something so picturesque and romantic about a camel train on the march.

I was tending to a sick camel the other day, which a man had to leave behind at Swan Lagoon. I gave it food and fresh water, but it ran away during the night; for some of them are very savage, and not at all safe, whilst others again are just as quiet. The young camels - or, as they are called, calves - are such comical and knowing little things, and it is astonishing to see the handy way in which they can use their legs to scratch themselves.

Often a mob comes along during the night. I know when they are coming, for I hear the bells some time before they arrive. The bells are put on their necks so that they can be found more readily when turned loose to feed. I have got so accustomed to listen to the sound of bells at night - as it is always necessary to get up, so that the drivers may obtain water for the camels at the lagoon condensers - that I am often fancying I hear the sound when really there are none coming. Last winter the teamsters used to turn their horses loose at night to feed, and they put bells on the horses, too. It became a pleasant sound to me. Perhaps the teamster would be camped a distance of two or three miles away, only it was a cheering note, because when you heard the bells you knew someone was about and you would be likely to see them, so it would help to break the monotony."[1101]

Like all others along the track, business at the Swan Lagoon Condenser began to slow around the turn of the century and by 1904 trade had come to a complete halt. Although once profitable, reports from the Department of Mines per the following extracts showed that Swan Lagoon had been losing money from at least January 1904 - though likely much earlier - to the end of 1908, facts which would have led to the immediate closure of the Swan Lagoon Condenser, if not for the area being settled as farming country in the ensuing years.

Mines Water Supply Branch - Swan Lagoon Condenser - Return of Revenue and Expenditure

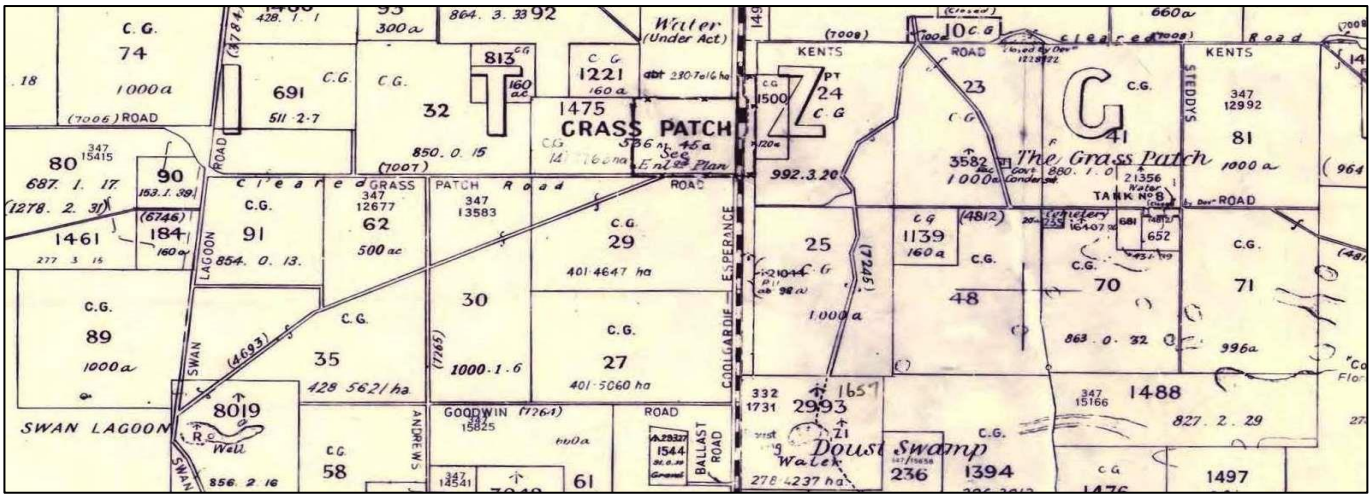
	Revenue:			Expenditure:		
Period:	£	s.	d.	£	s.	d.
January to December, 1904[1102]	-	-	-	55	11	0
January to December, 1906[1103]	-	-	-	65	7	6
January to December, 1907[1104]	-	-	-	65	3	11
January to December, 1908[1105]	-	-	-	59	16	9

The condenser at Swan Lagoon was not without purpose for long however, and in February 1912, the Grass Patch Settlers Association met with a Government deputation, requesting that the site be reopened for a short period to assist struggling settlers in the absence of rain.[1106] By April of the same year, adequate rain had fallen across the district and the Settlers Association were thus able to withdraw their request, however a similar report from the

[1099] The West Australian, 9 September, 1896
[1100] The Maitland Daily Mercury, 10 April, 1916
[1101] The Chronicle, 9 April, 1898
[1102] Report of the Department of Mines for the Year 1904 (Department of Mines, 1905)
[1103] Report of the Department of Mines for the Year 1906 (Department of Mines, 1907)
[1104] Report of the Department of Mines for the Year 1907 (Department of Mines, 1908)
[1105] Report of the Department of Mines for the Year 1908 (Department of Mines, 1909)
[1106] The Kalgoorlie Western Argus, 27 February, 1912

following year notes that the Swan Lagoon Condenser was again in action, stating that “all the settlers are now purchasing water for their horses from the condenser, which is very expensive”.[1107, 1108] Henry Jenkins, who also ran the Gibson Soak Hotel and 30 Mile Condenser in Scaddan, was reportedly given charge of Swan Lagoon around this time.[1109]

Remnants of the Swan Lagoon Condenser, including collapsed stone furnaces, earthen wells, steel boiler structures and the stone ruins of the small caretaker’s hut remain on site today.



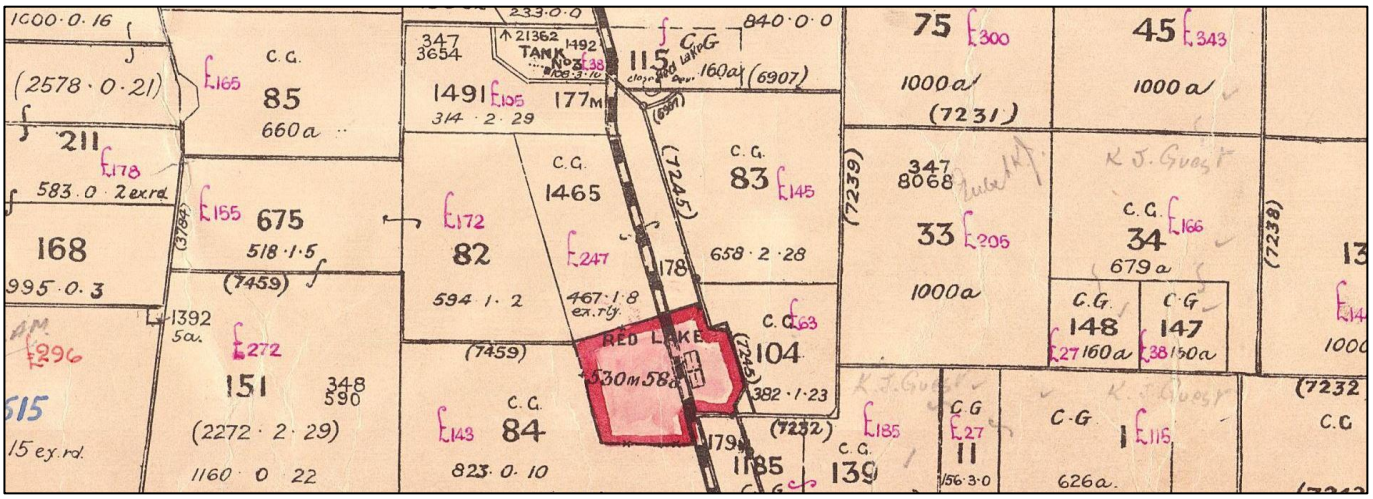
An extract from an undated map showing Swan Lagoon (left) relative to the Government Condenser on the Grass Patch Farm, Keyser’s Hotel (Location 10) and Doust’s Swamp.[1110]

[1107] The Kalgoorlie Western Argus, 16 April, 1912
[1108] The Western Mail, 18 April, 1913
[1109] Jenkins Family Records (Courtesy Esperance Museum)
[1110] Image Courtesy Shire of Esperance

Remnants of the caretakers' hut (top) near the site of the Swan Lagoon Condenser (bottom) in 2014.[1111, 1112]

[1111] Photographs Courtesy Phil Jones
[1112] The Esperance Chronicle, 2 September, 1896

Carrying Company's Condenser, Grass Patch - 'Red Lake' (Red Lake, Private Property)



An extract from an undated survey faintly showing the "Red Lake" - immediately due east of 'Tank No 3' and a mile and a half north of the Red Lake rail siding (coloured red).[1113]

In or about February 1896, a condenser was set up roughly at the half way point between Keyser's Hotel and the 58 Mile on the banks of "the Red Lake", which became known locally as "the Carrying Company's condenser" in connection with the Esperance & Norseman Carrying Company.[1114, 1115] The *Esperance Chronicle* of February 7, 1896 speaks of a man named John McDonald's arrival in Esperance a few days prior, with his first task being to place "five of Wilsman's [sic; correctly spelled Welsman after the man who patented that particular model] condensers" at stages of 20 miles apart in order to "open up" the road between Esperance and Norseman for his company, and this was one such location chosen.[1116, 1117]

In August 1896, during a circuitous inspection of the old track as compared to the new Swan Lagoon Road, a deputation including the local mayor, councillors and members of the press camped the night at "the Red Lake", reporting that "…the Carrying Co. have erected here one of Wellsman's [sic] patent condensers [and] are obtaining a fairly good supply of water. The area is a very busy one and we were glad to take refuge in this small canvas town." After a night of "roughing it", the party were greeted by "a glorious sunrise… as the Red Lake became enveloped in the rays of the morning sun… a picture that a painter might cherish with pride."[1118]

As with Messrs Standish's condensers to the south, the condensing plant at Red Lake was later deemed to be of more profitable and practical use elsewhere, and evidence suggests that this was soon thereafter removed from site. In February 897, as the trade routes through Esperance began to evaporate, a newspaper article recorded that John McDonald had recently received orders to remove and sell the Carrying Company's extensive plant - inclusive of all five condensers - in either Coolgardie or Norseman.[1119, 1120]

[1113] Image Courtesy Shire of Esperance
[1114] The Nepean Times, 4 July 1896
[1115] The Esperance Chronicle, 26 August, 1896
[1116] The Esperance Chronicle, 7 February, 1896
[1117] The South Australian Register, 18 January, 1896
[1118] The Esperance Chronicle, 26 August, 1896
[1119] The South Australian Register, 22 February, 1897
[1120] The Chronicle (Adelaide), 27 February, 1897

58 Mile Government Condenser, Salmon Gums (Reserve 3043)

Remains of the furnaces, fencing, a timber path into the lake and two timber framed wells at the 58 Mile Condenser in March 2014.[1121]

A survey from February 1895 by Allan Raeside - the man responsible for the surveying and installation of the earliest Government condensers - shows that four condensers, the 35 Mile (later 30 Mile), the 55 Mile (likely relocated to the 45 Mile), the 70 Mile (later 58 Mile) and the 100 Mile (later 88 Mile) had been installed along the Fraser Range Road track to the Dundas goldfields prior to that date, the earliest dating to December 1894.[1122, 1123, 1124, 1125] Somewhere in or about mid 1895 however, this and the other condensers on Fraser Range Road were relocated to sites nearer what is now the Coolgardie-Esperance Highway, and until a survey of the new track was completed in early 1896, they all kept their original names. Very briefly, while still on the Fraser Range Road, the 70 Mile condenser (later 58 Mile) had been run by Edwin Frick, however in early February 1895 Mr Frick took ill and died, and other than a brief association with Sergeant Major James Slane of the 30 Mile Condenser, it is not known who ran the site in either the old or new locations thereafter.[1126] Once relocated to its better known location in or about mid 1895, the 58 Mile Condenser developed a reputation for being useful as a water point only, and it was thus seldom used as an overnight camp, with better feed and camping areas available two miles to the south near the country that later became the Circle Valley rail siding or six miles to the north, near what became the Salmon Gums town site.[1127] As a Government owned and run condenser, water at the 58 Mile was sold at the flat rate of four pence per gallon in early 1896.[1128, 1129]

In December 1898, the Public Works Department made the decision to close both of the Government condensers at the 58 Mile and 88 Mile sites, much to the chagrin of the impacted Esperance residents.[1130] Both sites were shortly thereafter leased, however reports in the ensuing years show that the site was running at a substantial loss from at least January 1904, which had likely been the case since as early as 1898, and subsequently the 58 Mile Condenser like many others became gradually redundant.[1131, 1132]

[1121] Photograph Courtesy Phil Jones
[1122] Journal of Surveyor Allan Raeside, 1895
[1123] The Kalgoorlie Miner, 20 May, 1950
[1124] The South Australian Register, 27 March, 1895
[1125] The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896
[1126] The Esperance Times, 21 August, 1897
[1127] The Advertiser, 8 May, 1895
[1128] The South Australian Register, 27 March, 1895
[1129] The South Australian Register, 11 February, 1896
[1130] The Norseman Times, 17 December, 1898
[1131] The Inquirer & Commercial News, 13 May, 1898
[1132] The Norseman Times, 1 February, 1899

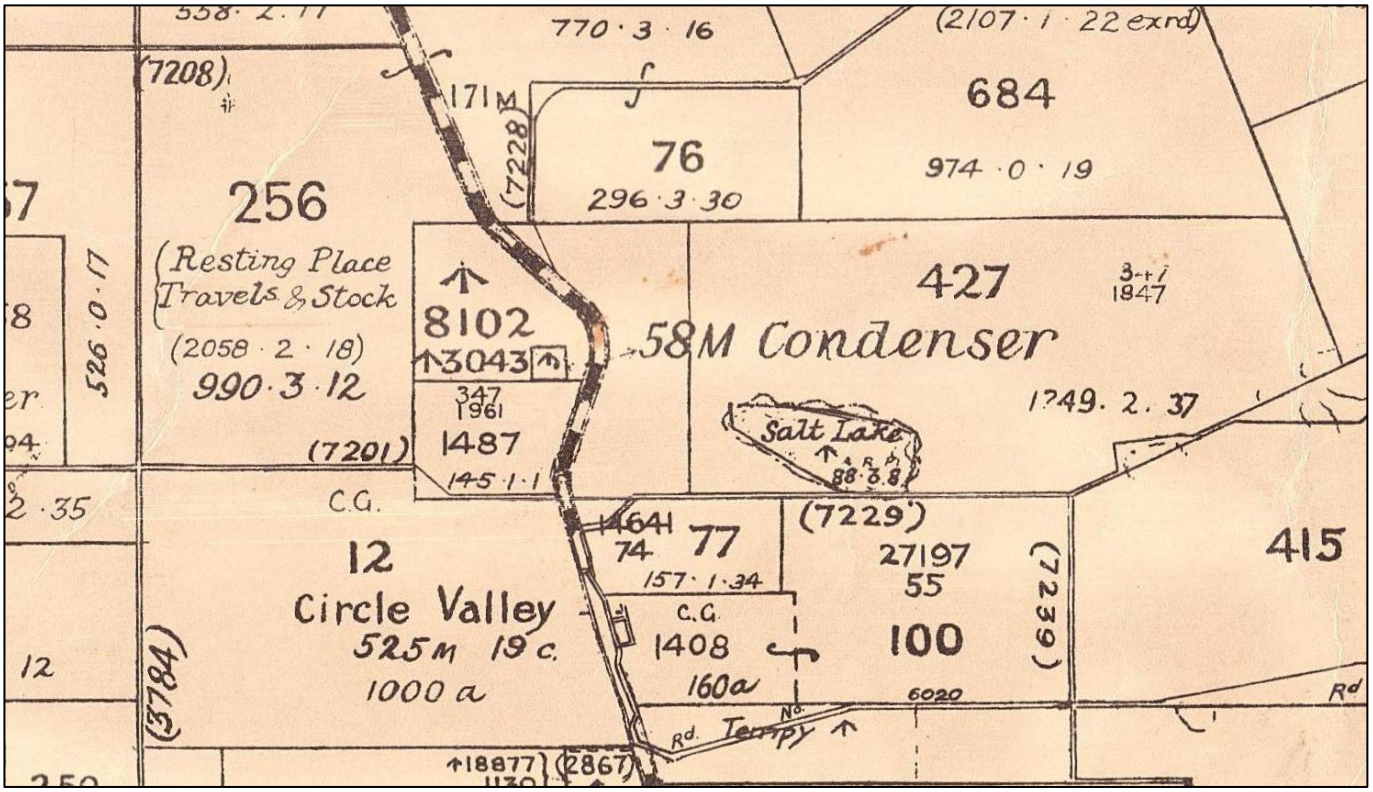
Mines Water Supply Branch - 58 Mile 'Salmon Gums' Condenser - Return of Revenue and Expenditure

Period:	Revenue:			Expenditure:		
	£	s.	d.	£	s.	d.
January to December, 1904	-	-	-	51	0	1
January to December, 1906	-	-	-	52	2	9
January to December, 1907	-	-	-	52	3	1
January to December, 1908	-	-	-	47	17	4

After the rail opened from Perth to Coolgardie and Kalgoorlie, trade via Esperance to these goldfields came to a standstill. This table shows the cost of maintaining condenser plant at the 58 Mile, and that there was little point in keeping this open as it was no longer being used or generating any income.[1133, 1134, 1135, 1136]

In or about April 1896, a re-surveying of the track from Esperance to Norseman led to the mileage of several of the condenser sites being adjusted, thus some of the earlier references to the 58 Mile Condenser still call it the '70 Mile Condenser' which had been its name when it was still on the Fraser Range Road. Remnants of the 58 Mile Condenser, including collapsed stone furnaces, two timber framed wells and a timbered track leading across the mud and into the lake for collecting water remain on site today.[1137]

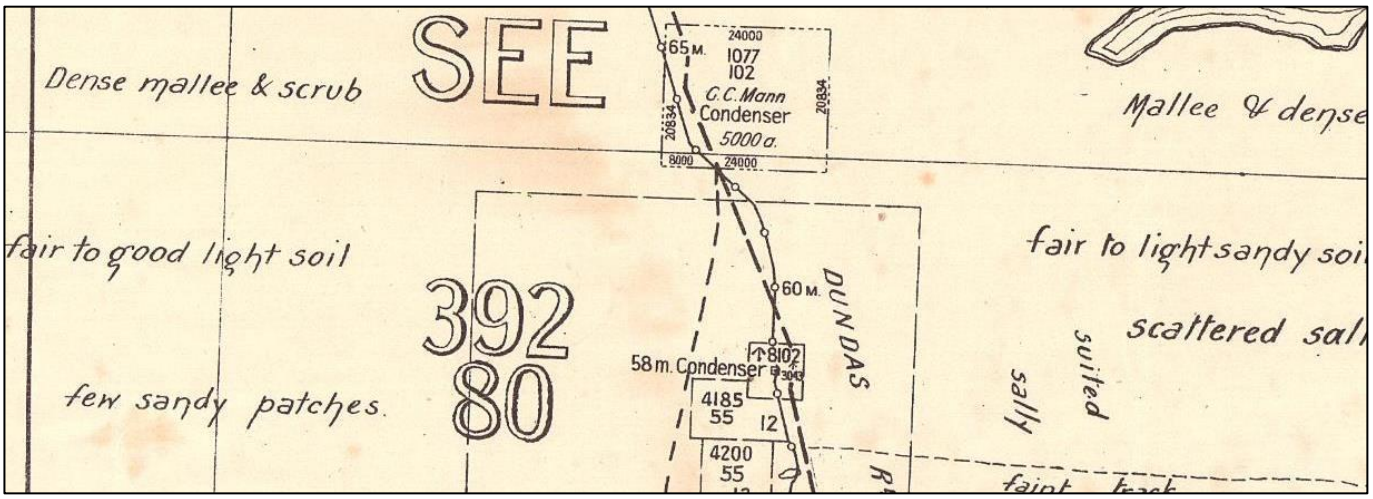
[1133] Report of the Department of Mines for the Year 1904 (Department of Mines, 1905)
[1134] Report of the Department of Mines for the Year 1906 (Department of Mines, 1907)
[1135] Report of the Department of Mines for the Year 1907 (Department of Mines, 1908)
[1136] Report of the Department of Mines for the Year 1908 (Department of Mines, 1909)
[1137] The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896



An extract from a broader survey (top) showing the country surrounding the 58 Mile Condenser - demarcated as a “resting place for travellers and stock” - north of the Circle Valley rail siding, where two timber framed wells (bottom, photographs taken 2014) and an assortment of condensing debris can still be found on edge of the lake.[1138, 1139]

[1138] Image Courtesy Shire of Esperance
[1139] Photographs Courtesy Phil Jones

The Oxford Condenser, Salmon Gums (Location Unknown)



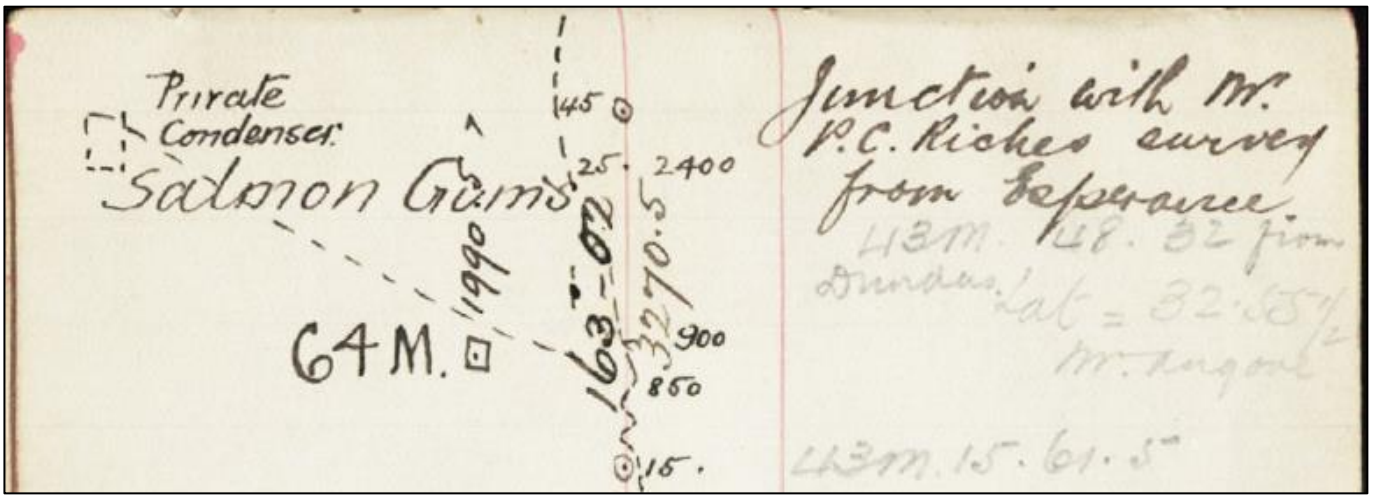
An extract from an undated map showing the likely location of what was briefly the Oxford Condenser - most probably on the lake system along the now closed track near the 60 Mile mark, due north of the 58 Mile Condenser.[1140]

In September of 1896, advertisements are published in the *Esperance Times* for John Hewison's "Oxford Condenser" at the junction of Swan Lagoon Road and the old Dundas Road, while a later fleeting reference places this near "Mann's condenser at Salmon Gums", however few other reports regarding this site exist.[1141, 1142] In April 1898, a team of Esperance cricketers passing the 58 Mile Condenser on their way to play Norseman - Esperance lost - provided a further fleeting reference to "the Oxford Condenser", with the brief details given placing this on one of the lakes shortly after the 58 Mile Condenser, though well before Mann's Salmon Gums Hotel at the 64 Mile. The article, printed in the *Esperance Chronicle* of April 20, 1898 records that "…at the 58 Mile Condenser our horses tired somewhat, and it was only the sweet melody of my own voice that urged the pair on… our facetious friend, Mr Saunders, said he heard me four miles off, but I know my voice is too soft for that. At the Oxford Condenser we were told we were 1 ½ miles from Salmon Gums, how we blessed that Johnny, though we reckoned he was having us, [as] when we had gone about a mile we were told by another individual that we were 5 ¾ miles away."[1143]

No references after this speak of the Oxford Condenser or indeed a condenser in this vicinity, thus it is likely that the site was unfavourable due to the direct competition from the nearby 58 Mile and 64 Mile condensers, and that the condenser plant was soon thereafter sold or relocated.

[1140] Image Courtesy Shire of Esperance
[1141] The Esperance Times, 16 September, 1896
[1142] The Norseman Pioneer, 7 November, 1896
[1143] The Esperance Chronicle, 20 April, 1898

Mann's 64 Mile Private Condenser, Former Salmon Gums Hotel (Private Property)



An extract from an 1896 survey (due north facing downward in this instance) showing the 64 Mile Condenser to the east (left due to survey orientation) of the track.[1144]

The earliest reference to a condenser at the 64 Mile point (therein referenced as the 'Seventy-five Mile Condenser', resurveyed to 64 Mile in 1896) appears in December 1895, where it is noted that the country surrounding the "…Seventy-five Mile Condenser is good land, well timbered, with Yates' salmon gum and black-butt", a fact which would eventually lead to the establishment of Salmon Gums township and the broader farming district.[1145, 1146] By November 1896, George Caunter Mann had constructed and opened the Salmon Gums Hotel nearby, and it is later noted that he had also established and was running a condenser on site.[1147] Whether this was the same condenser plant as that mentioned in 1895 cannot be determined, however it is highly likely that George Mann had assumed or bought out someone else's lease over a watering point on which site he would later construct his hotel. The hotel itself would later cease operating when the Wayside House Licence was transferred to the current site of the Salmon Gums Hotel in 1926.[1148]

George Mann's early association with the 64 Mile Condenser is described in passing in Judy Smith's family history publication, *My Grandmother Was a Mann*, an excerpt of which follows:

"…Ever enterprising, George built a condenser. In the words of his daughter Irene, 'Pa had to draw the salt water from a sixty foot well, to fill the boiler, from there, the steam went through pipes to the cooling tanks where it condensed into drinking water. The camels drank the condensed water and the teamster and coach horses drank the water from the dam.'"[1149]

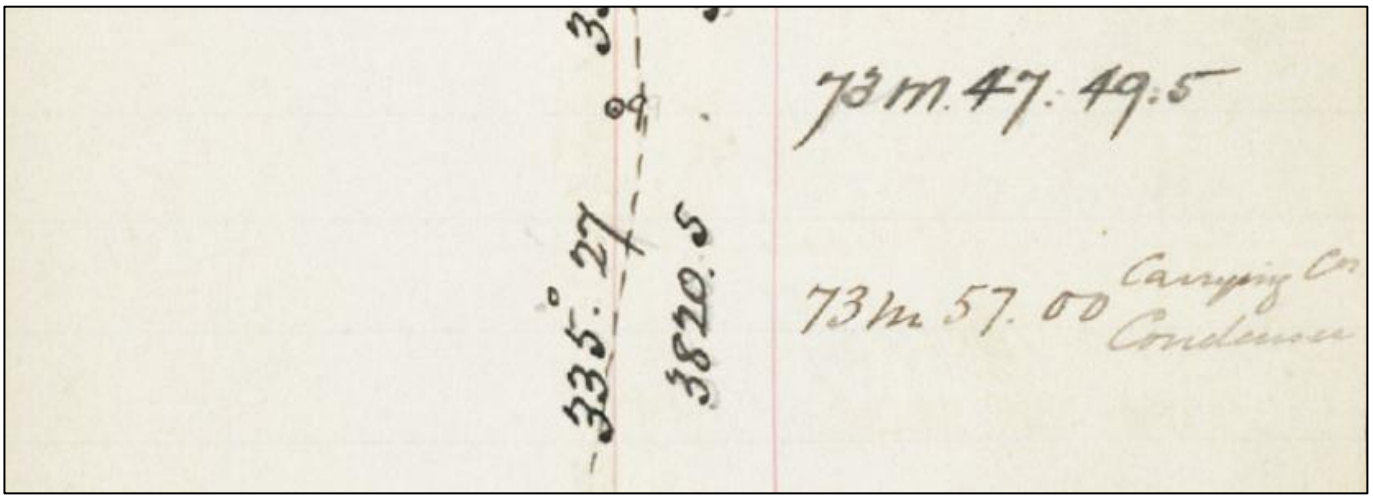
On April 13, 1901, George Mann offered the "Salmon Gums Hotel and Condenser" up for auction as trade all along the track had slowed considerably, however the auction was to prove unsuccessful.[1150] The following year, James Wharton White published a report on the potential suitability of the surrounding country for future settlement, wherein he noted that "Mr George Mann has excavated a small tank at the 64 Mile, 40 feet by 20 feet by 6 feet deep… [which is] sufficient to supply the camels, teams and coaches with water" and, in combination with greatly reduced numbers of travellers on the road, this would likely have led to the 64 Mile Condenser becoming all but redundant.[1151]

[1144] Image Courtesy State Records Office of Western Australia (Item No. ALL/10 Consignment No. 3401)
[1145] The Barrier Miner (Broken Hill), 28 December, 1895
[1146] The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896
[1147] The West Australian, 30 November, 1896
[1148] The Kalgoorlie Miner, 23 August, 1926
[1149] My Grandmother Was a Mann (Judy Smith, 1997)
[1150] The Kalgoorlie Miner, 3 April, 1901
[1151] The Kalgoorlie Miner, 7 April, 1902

In or about April 1896, a re-surveying of the newer and more direct track from Esperance to Norseman led to the mileage of several of the condenser sites being adjusted, thus some early references to the 64 Mile Condenser will call it the '75 Mile Condenser'.[1152]

[1152] The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896

Carrying Company's 73 Mile Condenser, Salmon Gums (Location Unknown)



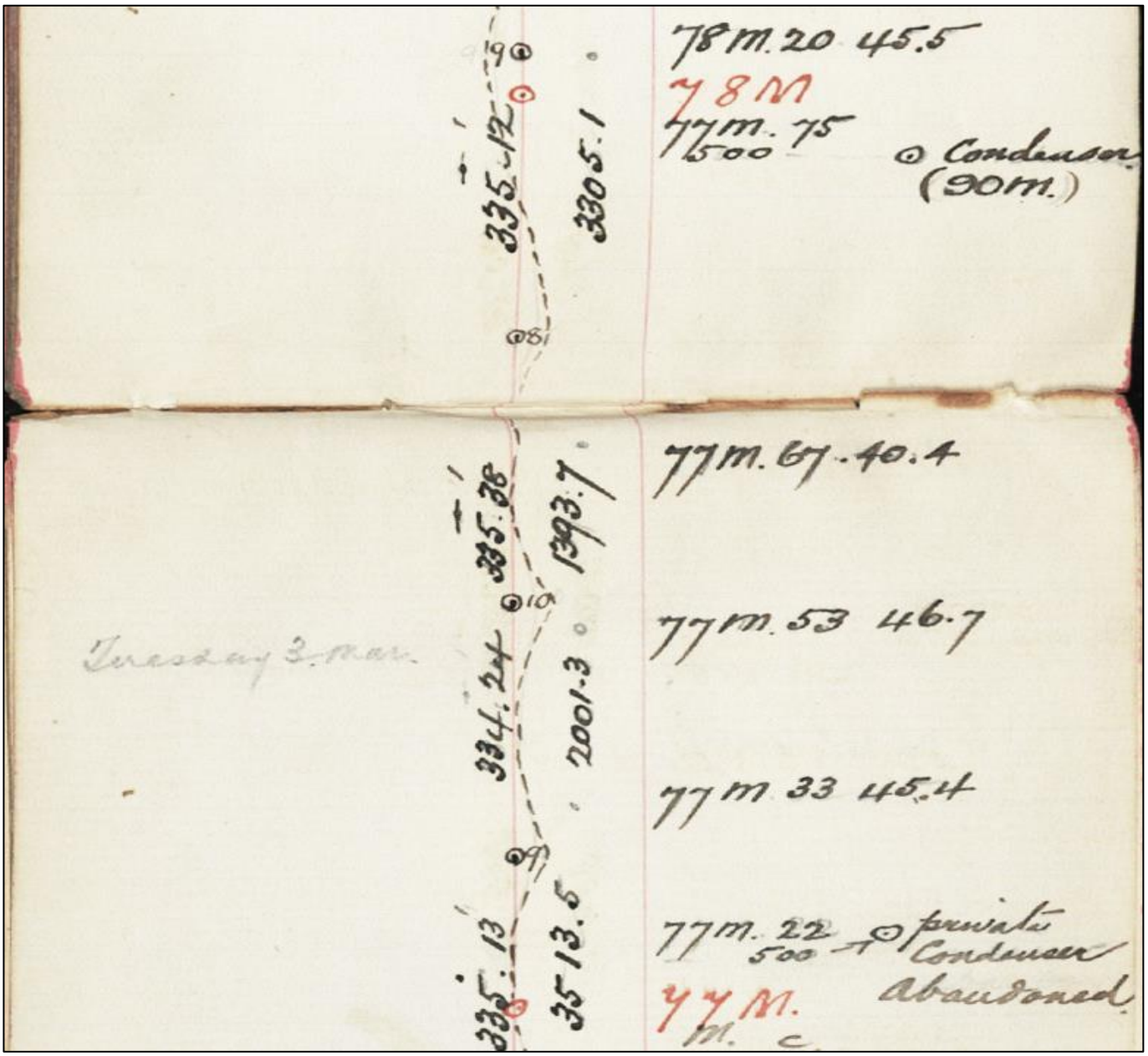
An extract from an 1896 survey which gives fleeting reference to a "Carrying Company Condenser" at the 73 Mile mark.[1153]

Little is known about this condenser, however its story is likely similar to the Carrying Company's Condenser at Red Lake, as well as several other yet-unknown sites along the track. The *Esperance Chronicle* of February 7, 1896 speaks of a man named John McDonald's arrival in Esperance a few days prior, with his first task being to place "five of Wilsman's [sic] condensers" at stages of 20 miles apart in order to "open up" the road between Esperance and Norseman for his company, and a lone survey from 1896 indicates that the 73 Mile mark was one such location chosen.[1154] In February 1897, as the trade routes through Esperance began to evaporate, a newspaper article recorded that John McDonald had recently received orders to remove and sell the Carrying Company's extensive plant - inclusive of all five condensers - in either Coolgardie or Norseman.[1155]

The 73 Mile and Red Lake sites are the only two known condenser locations within the Shire of Esperance that were associated with the Esperance & Norseman Carrying Company, however there are likely up to five such sites in total along the track between Esperance and Norseman.

[1153] Image Courtesy State Records Office of Western Australia (Item No. ALL/10 Consignment No. 3401)
[1154] The Esperance Chronicle, 7 February, 1896
[1155] The South Australian Register, 22 February, 1897

77 Mile Private Condenser, Salmon Gums (Private Property)



An extract from an 1896 survey which gives fleeting reference to an abandoned Private Condenser at the 77 Mile mark, likely abandoned due to the presence of the 78 (90) Mile Government Condenser to the north.[1156]

Very little is known about the 77 Mile Condenser, and the close proximity to the Carrying Company's Condenser at the 73 Mile mark indicates that it was not associated with their operations. Brief reference to the 77 Mile Condenser being one of six private condensers at work on the Esperance to Dundas track appears in January 1896, however the survey carried out by R. S. Allan that same year simply records this site as "abandoned".[1157] References to this condenser appear on several of the early surveys of the area, thus it is likely that the early proprietors left at least some form of signage or evidence of their occupation after vacating the area in 1896.

[1156] Image Courtesy State Records Office of Western Australia (Item No. ALL/10 Consignment No. 3401)
[1157] The West Australian, 21 January, 1896

78 Mile Government Condenser, Salmon Gums (Former Reserve 7074, Private Property)

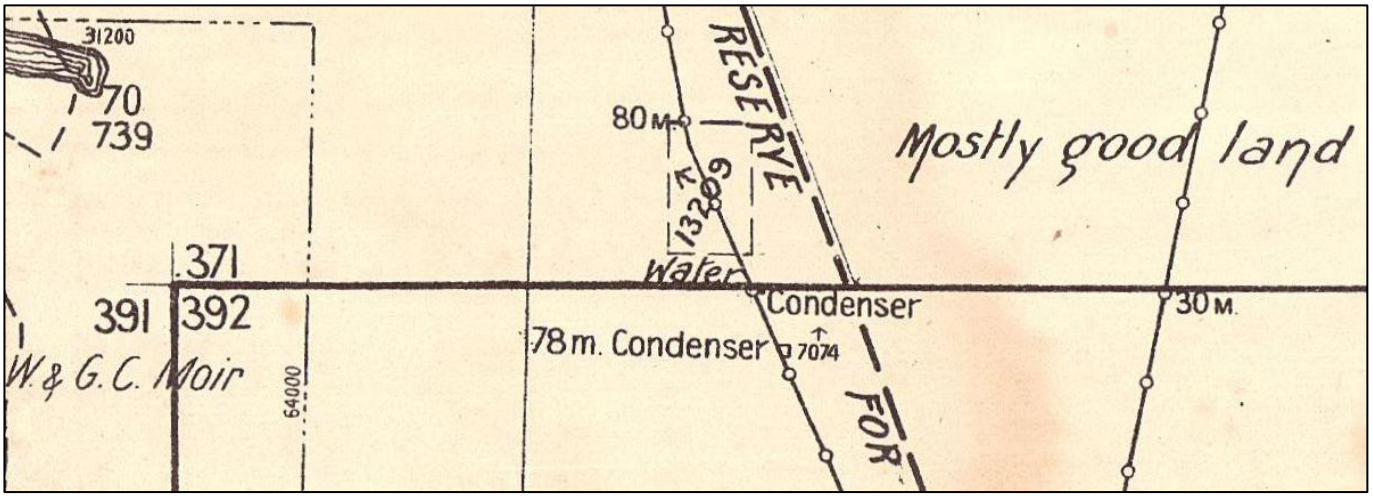
Remnants of wells at the 78 Mile Condenser site in 2014, one in the centre and another in the foreground, likely the same well reported to have collapsed in 1897, with a further collapse later revealing its location in or about 2009.[1158, 1159]

In late 1895, a Government party sunk a well on the new track at the 78 Mile (then referred to as the 90 Mile, being prior to surveys undertaken in early 1896 which revised the mileage to several sites along the new track) to test the suitability of the site for the provision of a drinking water source, with a fair supply of water being struck forty-five feet below the surface. It was noted at the time that a condenser would be erected at this location if the water was found to be salty, and this was evidently to be the case, as the Government had established a condenser on this site by April 1896.[1160, 1161, 1162]

On Sunday May 8, 1898, Premier John Forrest and his entourage are recorded as having stopped at the 78 Mile Condenser for lunch on a tour from Esperance to the goldfields. The same report goes on to say that "…when these condensers were first erected, the rush on the water supply was tremendous, and men were kept at work day and night to supply teams, the water not even being allowed time to cool before it was sold. Then however, there were 100 teams on the road. Now there is practically no sale for the water". After 1898, references to the 78 Mile Condenser cease to exist which likely correlates directly to Premier Forrest's visit that year, and the later construction of a dam two miles to the northwest circa 1902 likely made this site completely redundant.[1163, 1164]

In or about April 1896, a re-surveying of the track from Esperance to Norseman led to the mileage of several of the condenser sites being adjusted, thus some references to the 78 Mile Condenser pre and around this date will call it the '90 Mile'. Almost nothing of the 78 Mile Condenser remains onsite today, however long since collapsed wells and a few fragments of discarded steel tanks are still evident on site.

[1158] Photograph Courtesy Nicholas Kleinig
[1159] The Esperance Chronicle, 3 March, 1897
[1160] The West Australian, 1 January, 1896
[1161] The West Australian, 14 January, 1896
[1162] The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896
[1163] The West Australian, 10 May, 1898
[1164] The Norseman Times, 10 June, 1902



An extract from a 1911 map showing the 78 Mile Condenser (former Reserve 7074), which now lies about half a mile north of the Magagnotti Road and 'old Norseman track' intersection.[1165]

[1165] Image Courtesy Esperance Museum

88 Mile Private Condenser, Salmon Gums (South of Reserve 3044)

Heavily rusted remains of what were either parts of a steel boiler or heavy duty hoop iron from barrels near the remains of furnaces at the 88 Mile Private Condenser in May 2014.[1166]

The earliest reference to a private condenser at the 88 Mile, therein recorded as the private condenser at the 100 Mile, appears in March 1896, with a fleeting mention to the price of water there at 3d a gallon, while the Government site nearby was charging 4d per gallon.[1167, 1168] Edward Farr, who later ran the site, recalled that "…in about 1897 I was working on a condenser on the Esperance-Norseman road for a man named Billie Harvey. Harvey wanted to go east and I bought the condenser…" Edward Farr's daughter, Mrs Eliza Agnes Henderson, interviewed for John Rintoul's book Esperance, Yesterday and Today, later expanded on her father's comments, stating that "…in the late winter of 1896, father [Edward Farr] shipped tanks, piping and rails in the s.s. "Rob Roy" to Esperance. With my uncle and a youth [Ernest Poole] he travelled overland. The three men built a condenser at what was known as the 99 Mile [note this was just short of the '100 Mile Government Condenser', which itself was later re-surveyed via shorter routes in 1896 to become the '88 Mile' which became the more common name for both condensers]… After a year at the condenser, it was found necessary to return mother [Agnes Farr] and us [the children] to the port. We arrived there Christmas, 1897… There was plenty of work in the growing town [Esperance], so father decided to sell the condenser."[1169, 1170, 1171]

In *The Western Mail* of 9 October 1924, Mr Farr provided the following sketch together with a brief description of his condenser at the 88 Mile stating that "…in the early goldfields days I used to condense water on the Esperance-Norseman road. I used four boilers, and if my memory serves me I think I could only condense about six or eight hundred gallons in 24 hours with the four boilers. The water was so dense that I had to blow off every 20 to 30 minutes, and give it a minute's blow each time. On the Esperance track it is necessary to run or cool the boilers down every ten days or fortnight, and chip out the solids, otherwise the boilers would burn out as the blowpipe does not carry away all the solids."[1172]

In a 1968 publication entitled *From Birdsville Westward*, Mrs Henderson gives a more detailed description of the condenser operations at the 88 Mile, stating;

"In the days of sailing ships, all cargo was transported in heavy 400 gallon iron tanks. These kept the contents dry and in good condition regardless of the time the voyage took or the quantity of water shipped by the vessel during stormy weather. At the ports of call, these tanks were often redundant, there being no return cargo, and they were frequently sold very cheaply. Many of them found their way to the various condensers on the Esperance-Coolgardie track. Father had a long line of them, furnaces built under some. Pipes soldered in near the tops led the steam to the empty tanks into which it condensed.

A bridge with rails had been built out into the middle of the biggest lake and a rough trolley carried the filling tank along the rails. This was filled with man-power, bucketing the water up from the lake. A slow, steady horse was then backed along the bridge between the rails, harnessed to the trolley and pulled the water back to the tanks. It was a

[1166] Photograph Courtesy Nicholas Kleinig
[1167] The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896
[1168] The Kadina and Wallaroo Times, 14 March, 1896
[1169] The Western Mail, 21 December, 1939
[1170] The Western Mail, 27 December, 1945
[1171] The Reminisces of Mr W. E. Dempster & Others - Esperance, Yesterday & Today (John Rintoul, 1986)
[1172] The Western Mail, 9 October, 1924

daylight to dark job to keep the tanks full and have sufficient condensed water for the camels and mules when they arrived at night. In hot weather there was not always sufficient for them to drink their fill, for when a thirsty camel put its mouth into the trough, the water seemed to instantly disappear.

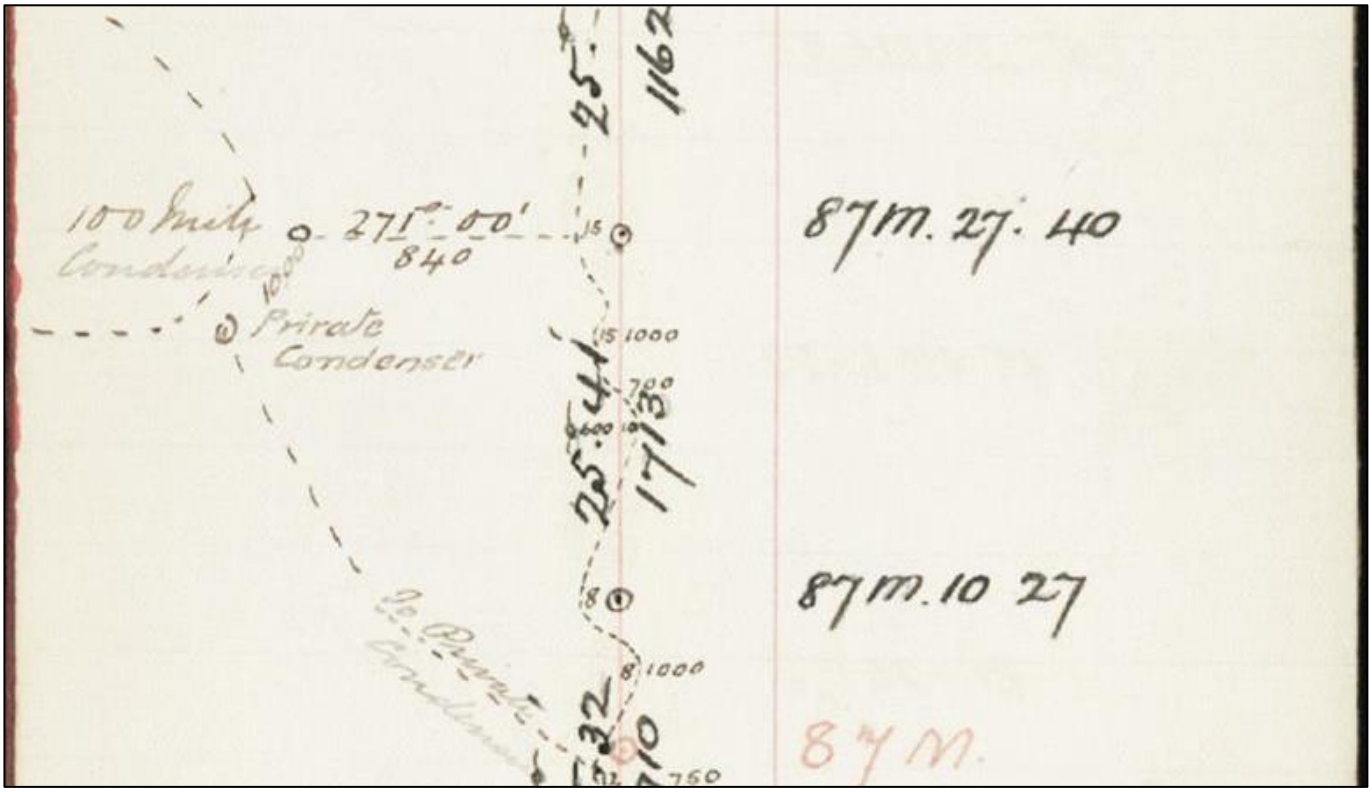
Members of my family have been back to the old haunts in recent years and they tell me the cellars are still where each tent stood and that bits of fencing, lying on the ground still have creepers growing in and out of the rotted netting."[1173]

In or about early 1898, the 88 Mile Private Condenser was sold to 'an Afghan firm' under the management of Faz Mahomet. The *Norseman Times* of March 26, 1898, reports on this transaction that "…only this evening loud complaints were to hand owing to an Afghan firm having purchased the private condenser at the 88 Mile, and it not suiting them to work it, the parties in question [unnamed teamsters] had to travel to Gilmore's [92 Mile Condenser], where they obtained some 500 gallons of water at 12s 6d per 100 [Fred Gilmore later stated in reply that he "has never sold water for less than 14s per 100 gallons"], instead of purchasing at the Government Condenser [88 Mile] where they would have to pay £1 13s 4d per 100 gallons for fresh water."[1174, 1175]

Although Faz Mahomet's prices were by far the cheapest along the track at one and a half pence per gallon, it was later reported that such was the hostility towards the Afghans that teamsters would rather buy from the nearby Government site at almost three times the price [at four pence per gallon] sooner than "patronise the alien".[1176, 1177] Further evidence of this hostility appeared in January 1899 when rumours surfaced surrounding a "disturbance" at the 88 Mile, during which a teamster was reported to have been murdered by an Afghan man, the article stating that "…the teamster in question had, it is said, been unfriendly to the Afghans for some time and [had] drawn a revolver on different occasions". Police investigations later found no evidence of foul play however, and the alleged victim himself was shortly thereafter discovered unharmed with no further details of the fracas itself being publicised.[1178, 1179]

With the Lake View Hotel and 92 Mile Condenser only four miles away, references to the 88 Mile private condenser all but cease after 1899, likely as a combined result of reduced traffic along the road, reduced costs at the nearby Government condenser and direct competition from the 92 Mile.[1180]

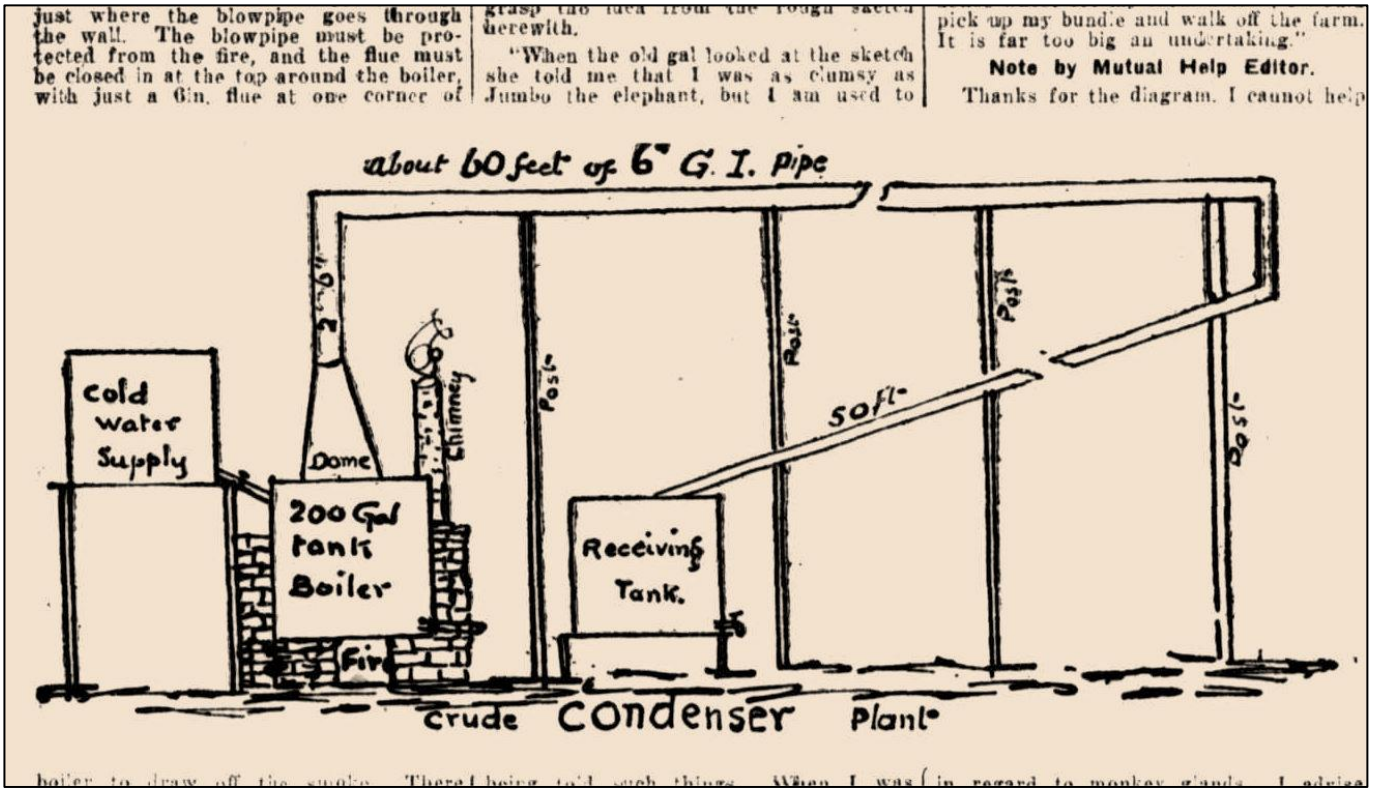
[1173] From Birdsville Westward (Eliza Agnes Henderson, 1968)
[1174] The Norseman Times, 26 March, 1898
[1175] The Norseman Times, 2 April, 1898
[1176] The South Australian Register, 11 February, 1896
[1177] The West Australian, 10 May, 1898
[1178] The Norseman Times, 18 January, 1899
[1179] The Norseman Times, 21 January, 1899
[1180] Sydney Morning Herald, 27 June, 1898

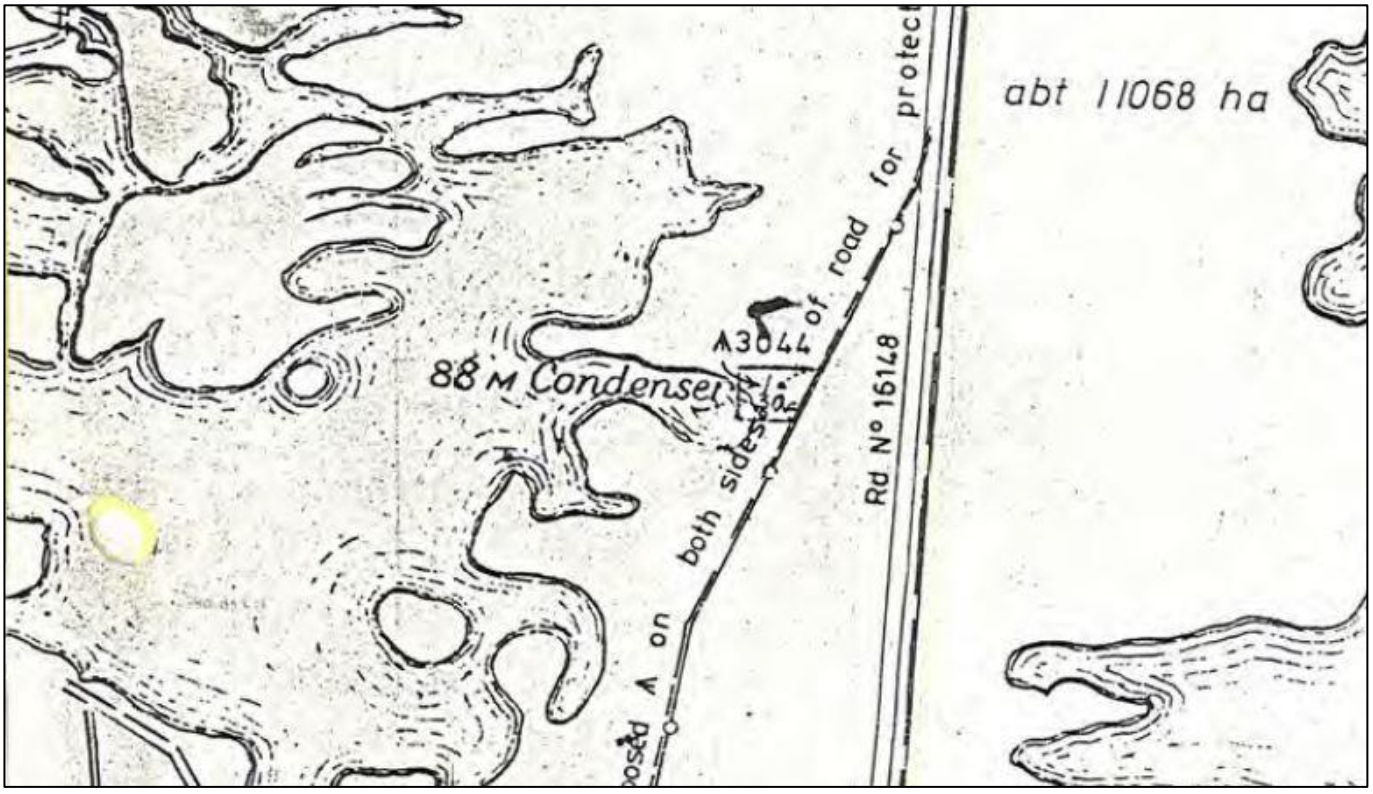


An extract from an 1896 survey (bottom) which shows the relatively close proximity of the two condensers, Government and Private (per the tanks in the photograph, taken 2014, top), on the same salt lake at what became known as the 88 Mile after the date of this survey.[1181, 1182]

[1181] Photograph Courtesy Nicholas Kleinig

[1182] Image Courtesy State Records Office of Western Australia (Item No. ALL/10 Consignment No. 3401)





The basic principles of a condenser system (top) as published in *The Western Mail* in 1924, drawn by Edward Farr (under the pseudonym 'Economic') who had been associated with the running of the private condenser at the 88 Mile (bottom) as well as that at the Grass Patch Farm.[1183, 1184, 1185]

[1183] The Western Mail, 9 October, 1924
[1184] The Western Mail, 27 December, 1945
[1185] Image Courtesy Shire of Esperance

88 Mile Government Condenser, Salmon Gums (North of Reserve 3044)

Bulldozed remains of stone boilers with remnants of a steel tank in the distance at the site of the 88 Mile Government Condenser in early 2014.(1186)

Constructed in or about December 1894, the 100 Mile Condenser (soon moved to the 88 Mile mark on a new track) near Clear Streak on the Fraser Range Road was the first condenser to be constructed between Esperance and Dundas and, aside from this, early travellers were forced to depend on unreliable fresh water swamps and a few isolated soaks for drinking water.(1187) A newer and more direct route had been surveyed from Esperance to Dundas earlier that same year, and tracks were steadily being pushed through by the teamsters, however the reported deaths of horses along the way from dehydration quickly identified water availability as a major problem.(1188) By January 1895, a Government Condenser, which had initially formed part of the 100 Mile plant on the Fraser Range Road (hence briefly keeping the 100 Mile name), was soon operational at what would become the 88 Mile mark along the new route, and evidence suggests that the old 100 Mile site near Clear Streak (Fraser Range Road) was closed completely by mid 1896 in favour of the new site at the 88 Mile.(1189)

The new location of this condenser was however particularly inconvenient to travellers from Fanny Cove or Ravensthorpe - and many came via these routes - as evidenced by Robert Dunn of Cocanarup Station near Ravensthorpe who, in January 1895, remarked "…men and teams travelling on this road [Fanny Cove / Cocanarup track] would miss the Government condenser on the Esperance road, although they would pass within two miles of it… Travellers by either of the two roads would stand a very good chance of perishing if they were ignorant to the position of the condenser".(1190) Dunn's statement and the undeniable logic behind it evidently did not go unnoticed, as a new Government subsidised condenser was later erected at the 92 Mile on the new track, just north of where these roads now intersected each other, in or about early 1896.(1191, 1192)

In December 1898, the Public Works Department made the decision to close both of the Government condensers at the 58 Mile and 88 Mile sites which riled the locals.(1193) Both sites were soon thereafter leased, however with the Lake View Hotel and 92 Mile Condenser only four miles away, the 88 Mile Government condenser - reportedly known colloquially as "The Mayor" - was later relocated in or about March 1899 to replace the plant at the 30 Mile site in Scaddan, which had itself been removed in about February 1897.(1194, 1195, 1196)

1186 Photograph Courtesy Phil Jones
1187 The Western Mail, 8 December, 1894
1188 The West Australian, 6 December, 1894
1189 The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896
1190 The West Australian, 7 January, 1895
1191 The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896
1192 Recollections of Lake View (Gordon Gilmore, 1983 - Courtesy Esperance Museum)
1193 The Norseman Times, 17 December, 1898
1194 The Esperance Chronicle, 6 March, 1896
1195 The Norseman Times, 1 February, 1899
1196 The Norseman Times, 11 March, 1899

In or about April 1896, a re-surveying of the track from Esperance to Norseman led to the mileage of several of the condenser sites being adjusted, thus references to the 88 Mile Government Condenser pre this date will call it the '100 Mile Condenser', and evidence suggests that the plant used at the 88 Mile had been relocated to site from the 100 Mile mark on the old track via Fraser Range Road as indicated on Allan Raeside's 1895 survey of the area, hence keeping the same name for at least a short period.[1197]

Iron tanks and assorted condenser plant at the site of the 88 Mile Government Condenser in early 2014.[1198]

[1197] The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896
[1198] Photograph Courtesy Phil Jones

92 Mile Private Condenser, Former Lake View Hotel Site, Salmon Gums (Unallocated Crown Land)

The view across Lake Gilmore from the Lake View Hotel and 92 Mile Condenser site - noting the stone remains of a furnace on the right - in early 2014.[1199]

The next stop along the 'new track' was Thomas 'Teddy' Knowles and Jock Wilson's 92 Mile Condenser (initially known as 'the 105 Mile', though also known as Jock's, Knowles and Wilson's and later as Gilmore's) on the banks of what is now known as Lake Gilmore, with the earliest references to this condenser dating to January 1896.[1200, 1201] Fred Gilmore, who constructed and ran the Lake View Hotel at the 92 Mile in 1896, later bought out Knowles' half share and partnered with Jock Wilson in the running of the condenser.[1202, 1203, 1204] Although only four miles from the 88 Mile Condenser, the 92 Mile importantly serviced travellers on the road from Fanny's Cove (the Moirs) and Cocanarup (the Dunns), while the 88 Mile did not.[1205] Fred's son, Gordon Gilmore, recalls that the condenser "…was subsidised by the Government, and Jock was allowed to charge sixpence a drink for a horse, or one shilling for a camel, and ten shillings per hundred gallons to take away".[1206]

In October 1894, Teddy Knowles, who later went on to establish a store at the 92 Mile (originally known as 'The 105 Mile'), had been reported to have shot and killed an Afghan man by the name of John Mahomet while also wounding another man named Noore Mahomet (also spelled 'Nur' Mahomet, who would later die from his wounds) over a water dispute at Afghan Rocks near Balladonia.[1207, 1208, 1209] While speculative, it is likely that this incident may have been at least part of the reason that Faz Mahomet decided to purchase the private condenser at the 88 Mile, as evidence from the time indicates that Afghan men would neither have been welcomed at nor willing to patronise a condenser run by or associated with Knowles, noting however that under Fred Gilmore's management, custom from the Afghan cameleers was evidently more than welcomed at the 92 Mile Condenser.[1210, 1211]

From as early as January 1904, statistical reports from the Department of Mines (per the following extracts) demonstrated that the reliance on this condenser and others was no longer the issue it once was, and Gordon Gilmore records that the 92 Mile Condenser was completely redundant by about 1906. The 92 Mile Condenser plant was however still regarded by the Government as being an asset of value, with reports in the ensuing years still showing expenditure on annual upkeep, though still without revenue.

[1199] Photograph Courtesy Phil Jones
[1200] The Esperance Chronicle, 23 January, 1896
[1201] The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896
[1202] The Kalgoorlie Western Argus, 30 June, 1914
[1203] Royal Commission on the Mallee Belt and Esperance Lands (Royal Commission, 1916)
[1204] The Reminisces of Mr W. E. Dempster & Others - Esperance, Yesterday & Today (John Rintoul, 1986)
[1205] The West Australian, 7 January, 1895
[1206] Recollections of Lake View (Gordon Gilmore, 1983 - Courtesy Esperance Museum)
[1207] The West Australian, 18 October, 1894
[1208] The Daily News, 13 December, 1894
[1209] The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896
[1210] The West Australian, 10 May, 1898
[1211] Recollections of Lake View (Gordon Gilmore, 1983 - Courtesy Esperance Museum)

Mines Water Supply Branch - 92 Mile Condenser - Return of Revenue and Expenditure

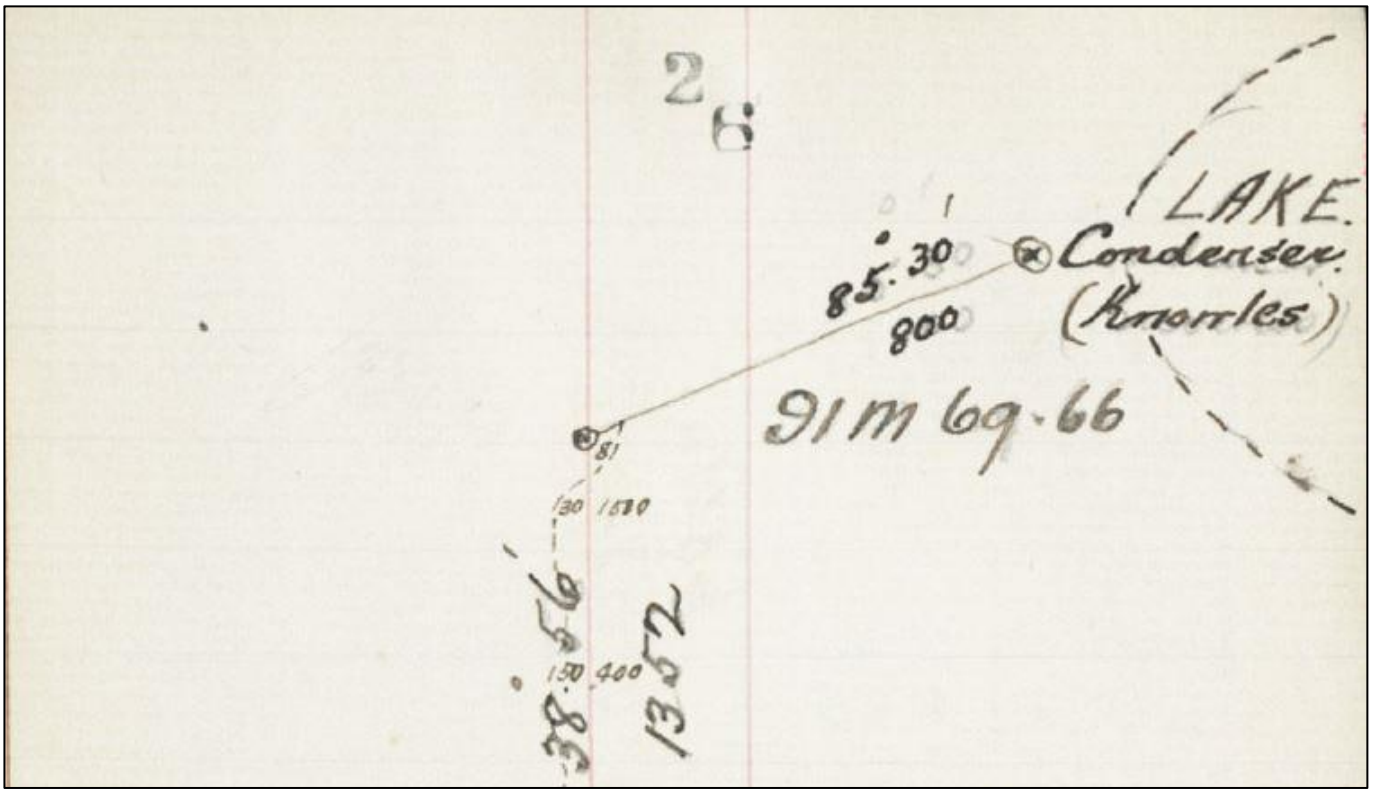
Period:	Revenue:			Expenditure:		
	£	s.	d.	£	s.	d.
January to December, 1904	-	-	-	52	5	10
January to December, 1906	-	-	-	56	11	6
January to December, 1907	-	-	-	54	3	1
January to December, 1908	-	-	-	47	17	4

After the rail opened from Perth to Coolgardie and Kalgoorlie, trade via Esperance to these goldfields came to a standstill. This table shows the cost of maintaining condenser plant at the 58 Mile, and that there was little point in keeping this and the others open as they were no longer being used or generating any income.[1212, 1213, 1214, 1215]

In 1914, Fred Gilmore made the decision to demolish his Lake View Hotel, later reusing parts of the old building on a new site nearer the 30 Mile Condenser at Scaddan where he anticipated better trade. Gilmore's new hotel, finished in 1915, traded as the Scaddan Temperance Hotel (occasionally referred to as Gilmore's Temperance Hotel) and lasted nearly a hundred years, finally succumbing to the ravages of time which necessitated its demolition in 2014. In the application to the Licensing Court for the removal of Gilmore's Wayside House Licence from Lake View to Scaddan, it was stated that there was now "…very little traffic on this end [92 Mile] of the Esperance Road, as compared with the site to which he wished to move [in Scaddan]".[1216, 1217]

In or about April 1896, a re-surveying of the track from Esperance to Norseman led to the mileage of several of the condenser sites being adjusted, thus references to the 92 Mile Condenser pre this date will call it the '105 Mile Condenser'.[1218] The site itself - the full extent of which is still clearly visible from the air - is now split by the highway and rail, however remnants of the 92 Mile Condenser, including fencing, collapsed stone furnaces and an assortment of heavily rusted condenser components remain on site today.

[1212] Report of the Department of Mines for the Year 1904 (Department of Mines, 1905)
[1213] Report of the Department of Mines for the Year 1906 (Department of Mines, 1907)
[1214] Report of the Department of Mines for the Year 1907 (Department of Mines, 1908)
[1215] Report of the Department of Mines for the Year 1908 (Department of Mines, 1909)
[1216] The Kalgoorlie Western Argus, 30 June, 1914
[1217] Recollections of Lake View (Gordon Gilmore, 1983 - Courtesy Esperance Museum)
[1218] The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896



An 1896 survey showing the site of the 92 Mile Condenser (top), evidently at that time still being associated with Thomas 'Teddy' Knowles, the ruins of which are still evident today (bottom, photograph taken 2014).[1219, 1220]

[1219] Image Courtesy State Records Office of Western Australia (Item No. ALL/10 Consignment No. 3401)
[1220] Photographs Courtesy Phil Jones

Dundas Town Site & Surrounds (Shire of Dundas)

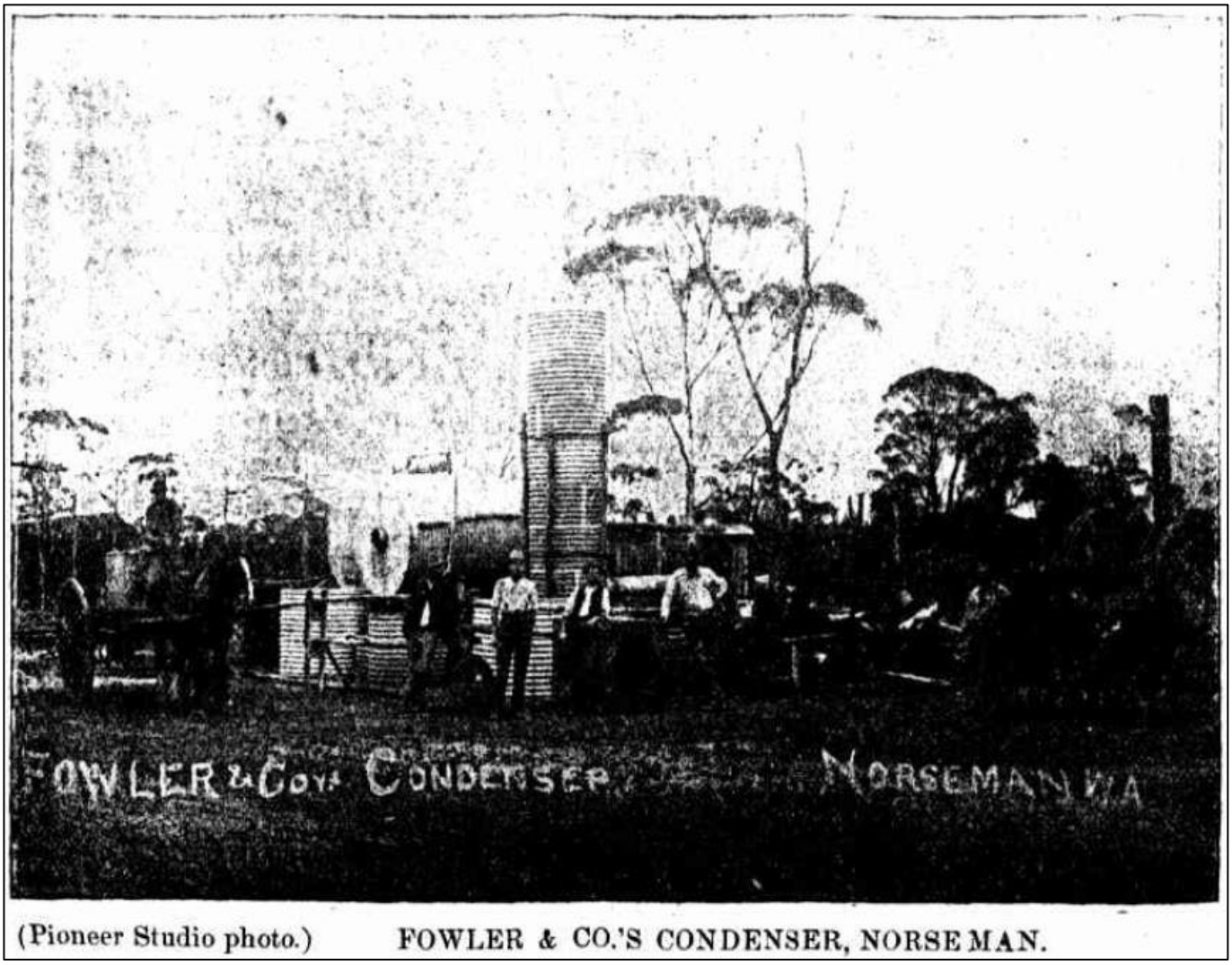
Many of the granite rock outcrops along the various trails to Dundas, including McPherson's Rocks and the '3 Mile Rocks' (three miles southwest of McPherson's Rocks), were known to spasmodically hold fresh water prior to the establishment of any of the condenser sites or dams, thus providing a free though unreliable water source to early travellers. Evidence of such appears in October 1894, when soaks at both McPherson's Rocks and Dundas were reported to have given out entirely. At the time, this problem was reportedly countered by a Mr Browne, who had erected a condenser nearby (noting the exact location is not specified) capable of turning out 80 gallons a day, with plans to later expand this plant to be able to produce 2,000 gallons per day.[1221]

The last recognised condensers on the road to Dundas were only five miles from Dundas town site itself, two of which were in operation at the 108 Mile (originally known as the 125 Mile) in early 1896.[1222, 1223] Private condenser sites at Dundas and many of the nearby mine sites, several of which came and went in and around 1893 and 1894, were the last in this particular chain, however many more were set up along the roads to Norseman, Coolgardie and beyond. As Dundas boomed, peaked and was deserted, many condenser sites came and went, evidence of which can still be found in the scrub surrounding, including pieces of steel piping and water tanks as well as remnants of wells in varying condition.

A list of the men, women and companies known at one stage or another to have been associated with the running, ownership or management of condenser sites along the tracks northward to Dundas from Esperance follows:

- Chapman - Unknown, there are references in the *Esperance Times* in 1897 and 1898 to "Chapman's Condenser" in the vicinity of Swan Lagoon;
- Esperance & Norseman Carrying Company - Red Lake Condenser, 73 Mile Condenser and others;
- Farr, Edward - Lake Killarney Condenser, 88 Mile Private Condenser;
- Foote - Doust's Swamp Government Condenser;
- Frick, Edwin - 70 Mile Government Condenser (before his death, while this was still on Fraser Range Road prior to being relocated to the 58 Mile near the Coolgardie-Esperance Highway);
- Gilmore, Fred - Lake View Hotel and 92 Mile Government Subsidised Condenser;
- Harvey, Billie - 88 Mile Private Condenser;
- Hewison, John - Oxford Condenser;
- Jarrett, Thomas (Tom) - Unknown, likely the 35 Mile Private Condenser;
- Jenkins, Henry - Swan Lagoon Government Condenser, 30 Mile Government Condenser (and Gibson Soak);
- Jenkins, Sarah (wife of Henry) - Associated with Swan Lagoon Government Condenser, 30 Mile Government Condenser (and Gibson Soak);
- Keyser, Charles - Grass Patch Hotel and Private Condenser;
- Knowles, Thomas (Teddy) - 92 Mile Government Subsidised Condenser;
- Mahomet, Faz - 88 Mile Private Condenser;
- Mann, George - Salmon Gums Hotel and Private Condenser;
- Meadows, Ellen (wife of William) - Associated with Swan Lagoon Government Condenser, Doust's Swamp Government Condenser;
- Meadows, William - Swan Lagoon Government Condenser, Doust's Swamp Government Condenser;
- Provis, Chris - 30 Mile Government Condenser;
- Slane, James (formerly Sergeant Major) - 30 Mile Government Condenser, 58 Mile Government Condenser;
- Standish, T - 40 Mile Private Condenser;
- Standish, W - 35 Mile Private Condenser;
- Wilson, Jock - 92 Mile Government Subsidised Condenser

[1221] The West Australian, 5 October, 1894
[1222] The Esperance Chronicle, 23 January, 1896
[1223] The Norseman Esperance Guardian and Dundas Goldfields Advertiser, 21 March, 1896



(Pioneer Studio photo.) FOWLER & CO.'S CONDENSER, NORSEMAN.

Fowler & Co.'s Condenser near Norseman in 1896 - one of many that serviced the miners around the Dundas Goldfields.[1224]

Coordinates of known condenser locations (and a select few fresh water sites) **within the Shire of Esperance** are listed below, however please note that some of these as indicated in **red** are located on private property and thus cannot be accessed without permission. The fresh water supplies mentioned only include some of the earliest and more reliable water points known to be associated with the Esperance to Dundas condenser trails. This list therefore excludes the condensers north of the Daniell rail siding (the northern boundary of the Shire of Esperance) and the alternative routes from Israelite Bay, Fanny's Cove and Cocanarup (Ravensthorpe), as well as several swamp sites on and near the Esperance to Norseman tracks, particularly those reported to only hold fresh water for short periods.[1225]

Site:	Details:
Fraser Ranger Road Condensers - 35 Mile, 55 Mile, 70 Mile & 100 Mile - Listed as a group as these condenser sites were only very temporary, prior to all being relocated to sites nearer the Coolgardie Esperance Highway between 1895 and 1896 Coordinates:	35 Mile - Likely on VCL along Dempster Road approximately 12.8 km southwest of Mount Ridley 55 Mile - Likely on VCL along Fraser Range Road approximately 9.7 km north of Mount Ridley 70 Mile - Likely on VCL along Fraser Range Road approximately 33 km north of Mount Ridley 100 Mile - Likely on VCL along Fraser Range Road approximately 95 km north-northeast of Mount Ridley in the vicinity of Clear Streak Well 35 Mile - 33°23'35.07"S / 122° 2'44.65"E (general vicinity only)

[1224] Photograph Courtesy The Norseman Pioneer, 31 October, 1896
[1225] The Daily News, 29 August, 1894

	55 Mile - 33°14'48.59"S / 122° 7'37.62"E (general vicinity only) 70 Mile - 33° 0'0.36"S / 122°10'22.78"E (general vicinity only) 100 Mile - 32°28'37.02"S / 122°25'37.06"E (general vicinity only)
Shark Lake - Fresh Water Coordinates:	Lot 2096 Shark Lake Road, Monjingup (Reserve 31197) 33°46'1.12"S / 121°51'41.48"E
Gibson Soak - Fresh Water Coordinates:	Lot 2081 Gibson Dalyup Road, Gibson (Reserve 3041) 33°46'1.12"S / 121°51'41.48"E
30 Mile Government Condenser Coordinates:	Coolgardie-Esperance Highway, Scaddan (Reserve 8020) 33°27'49.76"S / 121°44'04.47"E
35 Mile Private Condenser (Standish) Coordinates:	Unknown - Likely on Lot 2090 Thomas Road, Scaddan (Reserve 48335) Unknown
40 Mile Private Condenser (Standish) Coordinates:	Lot 1887 Norwood Road, Scaddan (Reserve 27985) 33°21'40.80"S / 121°46'25.10"E (general vicinity only)
Doust Swamp Government Condenser Coordinates:	Lot 1657 Coolgardie Esperance Highway, Grass Patch (private property) 33°16'10.50"S / 121°43'29.26"E (general vicinity only, private property)
45 Mile Government Condenser Coordinates:	Tom Starcevich VC Road, Grass Patch (Reserve 3582) 33°14'04.47"S / 121°45'06.48"E (land-locked by private property)
Lake Killarney Condenser Coordinates:	Lot 23 Tom Starcevich VC Road, Grass Patch (private property) 33°13'32.15"S / 121°44'19.19"E (private property)
Keyser's Hotel & Condenser Coordinates:	Lot 10 Tom Starcevich VC Road, Grass Patch (private property) 33°13'01.00"S / 121°44'25.00"E (general vicinity only, private property)
Swan Lagoon Government Condenser Coordinates:	Lot 1659 Swan Lagoon Road, Grass Patch (Reserve 8019) 33°16'19.00"S / 121°38'35.00"E
Red Lake Condenser (Carrying Company) Coordinates:	Lot 115 Guest Road, Grass Patch (private property) 33°07'18.00"S / 121°42'05.00"E (general vicinity only, private property)
58 Mile Government Condenser Coordinates:	Coolgardie Esperance Highway, Salmon Gums (Reserve 3043) 33°03'18.00"S / 121°40'43.00"E
Oxford Condenser Coordinates:	Unknown - Likely on Lot 430 Coolgardie Esperance Highway, Salmon Gums (private property) 33°02'25.00"S / 121°40'38.00"E (general vicinity only, private property)
64 Mile Condenser Coordinates:	Lot 166 Coolgardie Esperance Highway, Salmon Gums (private property, former Salmon Gums Hotel) 32°59'15.63"S / 121°38'55.02"E (general vicinity only, private property)
73 Mile Condenser (Carrying Company) Coordinates:	Unknown - Likely on Lot 502 Hanson Road, Salmon Gums (Reserve 21360) 32°52'17.00"S / 121°35'09.00"E (general vicinity only)
77 Mile Private Condenser Coordinates:	Unknown - Lot 1478 Magagnotti Road, Salmon Gums (private property) 32°49'9.09"S / 121°33'32.57"E (general vicinity only, private property)
78 Mile Government Condenser Coordinates:	Lot 553 Coolgardie Esperance Highway, Salmon Gums (former Reserve 7074, now private property) 32°48'33.05"S / 121°33'11.26"E (general vicinity only, private property)
88 Mile Private Condenser Coordinates:	Lot 1668 Coolgardie Esperance Highway, Salmon Gums (Reserve 3044) 32°40'16.00"S / 121°31'50.00"E (general vicinity only)
88 Mile Government Condenser Coordinates:	Lot 1668 Coolgardie Esperance Highway, Salmon Gums (Reserve 3044) 32°40'09.00"S / 121°31'54.00"E (general vicinity only)
92 Mile Condenser Coordinates:	Lot 1537 Lake King Norseman Road, Salmon Gums (Vacant Crown Land) 32°36'36.00"S / 121°33'32.00"E

Place No: 10

DAWS' RED LAKE STORE

Daws' Red Lake Store (photograph taken 2009) originally started life in the small township of Kundip near Ravensthorpe, prior to being relocated to the Red Lake town site near Esperance in 1926. From then on, the little building thereafter saw multiple uses, including as a Doctor's Surgery, prior to being relocated once more to the Esperance Museum Village in 1973.[1226]

Place Name(s):	Daws' Red Lake Store, formerly recorded as Place 13; the "Doctor's Surgery" in the Shire of Esperance Municipal Heritage Inventory (1996)
Use(s):	Original: General Store

[1226] Photograph Courtesy Shire of Esperance

Address:	Lot 59 No. 56 on Plan 5742, Dempster Street, Esperance Reserve No. 2815
Ownership:	Crown Land - Management Order to Shire of Esperance
State Heritage Listing:	N/A

Original Date of Construction:	Circa 1907, later relocated from Kundip townsite to the Red Lake townsite north of Grass Patch in 1926.[1227, 1228] Circa the 1940's, the building was again removed, this time to Andrew Street in Esperance prior to being relocated to the Museum Village in 1973.[1229]
Construction Materials:	Walls: Timber, Fibreboard, Roofing: Corrugated Iron
Builder / Designer:	Unknown

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Fair. Integrity: Low. Authenticity: Medium. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1227] Daw Family Papers, 1868-1980 (Courtesy State Library of Western Australia)
[1228] The Albany Advertiser, 17 March, 1926
[1229] Doctor's Surgery, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

Daws' general store in the Kundip townsite (believed to be the building in the distance, centre) near Ravensthorpe in 1908.[1230]

This building began life as a general store run by the Daw family at the Kundip townsite near Ravensthorpe, prior to being moved to the Red Lake townsite near Esperance in 1926.[1231] Circa the 1940's, the business itself was transferred to Norseman, and the little building was again relocated, this time finding a new home and use in Esperance opposite the Post Office on Andrew Street where it was used as offices for real estate agents, tax agents and accountants at different times. The building was later used as a surgery for Doctor Tom Burcher, however, after Doctor Burcher left town, it became disused and was later removed to the Esperance Museum Village for preservation in 1973 where it continues to be used today.[1232]

[1230] Photograph Courtesy State Library of Western Australia
[1231] The Albany Advertiser, 17 March, 1926
[1232] Doctor's Surgery, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

Daws' general store was established at the Red Lake townsite (between Grass Patch and Salon Gums) to the north of Esperance in 1926, having been relocated from the Kundip townsite near Ravensthorpe that same year - this building, minus the section in the centre of the photograph, now resides in the Esperance Museum Village as the Doctor's Surgery (bottom, photograph taken 2013).[1233, 1234]

[1233] The Albany Advertiser, 17 March, 1926
[1234] Photographs Courtesy Esperance Museum

Place No: 11

DEMPSTER HOMESTEAD

Dempster Homestead circa 1968, having recently been fully and beautifully restored by the Wordsworth family.[1235]

Place Name(s):	Dempster Homestead, Esperance Homestead, Esperance House
Use(s):	Original: Private Residence, Present: Private Residence
Address:	Lot 1 No. 155 on Plan 7287, Dempster Street, Esperance
Ownership:	Private
State Heritage Listing:	State Heritage Listed - Registered Heritage Place No. 822

[1235] Photograph Courtesy Esperance Museum

Original Date of Construction:	1867, noting later additions.[1236, 1237, 1238, 1239, 1240, 1241, 1242]
Construction Materials:	Walls: Rendered Limestone, Roofing: Corrugated Iron
Builder / Designer:	Built by Andrew and James Dempster, Designed by James Dempster.[1243, 1244]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Good. Integrity: High. Authenticity: Medium. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Exceptional Significance - Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved. Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (where applicable).

[1236] Application to Purchase a Country Lot of Crown Land in Western Australia - Dempster Brothers, 31 May, 1867 (State Records Office of Western Australia, Item No. 32/6 Consignment No. 5000)
[1237] The Perth Gazette and West Australian Times, 5 March, 1869
[1238] The Coolgardie Miner, 6 February, 1897
[1239] The Kalgoorlie Western Argus, 26 May, 1903
[1240] The Western Mail, 11 July, 1935
[1241] Letter to the Editor: Stella (S. J.) Dempster (Published in The Western Mail, 8 August, 1935)
[1242] Andrew Dempster - Founder of Esperance and Muresk (Francis Dempster, Undated, Courtesy Esperance Museum)
[1243] The Dempsters at Esperance Bay (Mary Elizabeth Cotton, Undated, Courtesy Esperance Museum)
[1244] Esperance: The 1870’s and the Gipsey - The Dempsters (Rica Erickson, 1978)

A view over Esperance Bay and beyond Dempster Homestead towards two ships moored in the distance circa the early to mid 1890's.[1245]

Having explored Esperance Bay and much of the surrounding region in 1863, the Dempster Brothers - James, Charles (Charles Edward Dempster Senior, more commonly known as Edward), Andrew and William in partnership - soon applied for and were granted extensive pastoral leases nearby, and on March 12, 1864, a party of men overlanding stock to the Dempsters' new holding from Northam reached Esperance Bay, together with 580 sheep, 80 cattle and 19 horses.[1246, 1247, 1248] Although the first stage of what we know today as Dempster Homestead was not completed until 1867, the Dempster Brothers and their workers had previously built a more modest "log house" immediately after arriving in the broader area, roughly twenty miles away from Esperance Bay at their Mainbenup holding (Location 1378) in Dalyup. A letter dated March 17, 1864 stated that the Dempsters "…were preparing to build, having squared enough logs for the purpose", and given the necessity and simple construction, this would no doubt have been finished or at least habitable within a matter of days.[1249] Later described as a "rough house of mud and stone with a thatched roof", their initial settlement at Mainbenup didn't live up to expectations however, and a letter dated March 22, 1865 recorded that "…they don't like the place where they first settled and built their log house, so are going to build one twenty miles nearer the Sound way [sic; reference to 'the Sound' in this case is a reference to Esperance Bay itself]. Andrew [Dempster] describes the place where they intend to eventually have their house - it must be a pretty spot at the entrance of Esperance Bay with a beautiful view…".[1250, 1251]

In September 1865, a published excerpt from Andrew Dempster's journal indicated that Mainbenup was still their primary homestead at that date, however two years later, in 1867, Andrew Dempster was given the rights to demolish and re-purpose sections of his Grandfather's dilapidated Guildford home, the best parts of which were destined for

[1245] Photograph Courtesy Royal Western Australian Historical Society
[1246] The Inquirer & Commercial News, 23 September, 1863
[1247] The South Australian Register, 9 October, 1863
[1248] The West Australian Times, 28 April, 1864
[1249] The Argus (Melbourne), 13 May, 1864
[1250] The Dempster Brothers Esperance Bay Station - The Dempsters (Rica Erickson, 1978)
[1251] Stewarts and Hannetts - History of Esperance - The Port of the Goldfields, 1792 - 1946 (John Rintoul, 1946)

Esperance.[1252] At or about that time, Andrew Dempster had become engaged to Emily (Mary Emily) Marsden, and in order to give his bride-to-be a suitable place to live on land they could call their own, Andrew and his brother James Pratt Dempster had constructed the first section of what we know today as Dempster Homestead by May of 1867.[1253, 1254] A second room was then added circa 1868, and the newly built home quickly became a landmark, with the visiting captain of the schooner *Triumph* remarking in January of 1869 that aligning the two chimneys of the new house at about a quarter of a mile from the beach provided the safest anchorage point in Esperance Bay.[1255, 1256]

Stella Dempster - one of Andrew Dempster's many grandchildren - later recalled of Dempster Homestead:[1257]

"…About the year 1830 my great-great grandad, Captain [Charles] Pratt, landed with his wife and family at Fremantle. He purchased a block of land on the Swan River at Guildford… and built a house on it. Some materials had been sent out from England to build a church, but somehow it was never built, and Captain Pratt got hold of one of the old Gothic windows and put it in his new Guildford home.

About 1867 [a little over a decade after the death of Captain Charles Pratt] the house got into a very bad state of repair, and his [Captain Charles Pratt's] grandson, Andrew Dempster, got leave to take from the building whatever he fancied. Hence he filled a small schooner with various old relics in the way of doors, flooring and windows, including the old church window, all of which were incorporated in the Esperance homestead, which he and his brother James built with their own hands in 1868…"

In 1870, a homestead site covering this area was surveyed for the Dempsters, and the position and size of the new homestead in Esperance Bay was meticulously drawn, while the surveyor's journal also recorded that they had "…camped at the old homestead of the Messrs. Dempster, called Mainbenup" prior to arriving in Esperance, which indicated that Mainbenup was, by that time, only being used as an outstation. Rather prophetically, the surveyor, John Forrest, went on to say that "…the Messrs. Dempster, whose hospitality was so welcome, are good specimens of settlers who are continually advancing the frontiers of civilisation, pushing forward into almost unknown regions and establishing homesteads which hereafter may develop into important towns".[1258, 1259]

A handful of later sources - referencing the same error published in one mistaken and highly authoritative account - state that Dempster Homestead was built in 1873, however this is not correct, although it seems to relate to a period in which significant extensions to the original dwelling were carried out by Andrew's brother, James Pratt Dempster. Andrew Dempster had married Emily Marsden on August 28, 1867 in Northam, and the newlyweds then settled in Esperance soon after, with the first stage of Dempster Homestead, a "one room shack", being completed earlier that year in time for their arrival.[1260, 1261, 1262] Rica Erickson later recorded that:[1263]

"…[Emily Dempster] was taken to her new home in Esperance by sea [from Fremantle]. The voyage was preferable to travelling by land, for during many months of the year the overland route to Esperance was little more than a bridle path, suitable only for riders and packhorses. Her boxes of books and a few articles of furniture which she considered to be essential were better sent by sea, and thus it was that her first view of the lonely little [later extended] wattle and daub cottage, destined to be her home, was from the deck of a ship.

If Emily was dismayed her thoughts were not revealed, and she busied herself hanging curtains, arranging books on improvised shelves and making cushions for the hard benches in the kitchen. The inadequacy of their dwelling and their isolation was brought home to Andrew when birth of their first child became imminent. Andrew was the only brother at Esperance that winter [winter of 1868], since William was away in the Mary Ann, pearling in the North-

[1252] The Perth Gazette and West Australian Times, 10 November, 1865
[1253] Application to Purchase a Country Lot of Crown Land in Western Australia - Dempster Brothers, 31 May, 1867 (State Records Office of Western Australia, Item No. 32/6 Consignment No. 5000)
[1254] Government Gazette of Western Australia, 2 July, 1867
[1255] The Perth Gazette and West Australian Times, 5 March, 1869
[1256] Andrew Dempster - Founder of Esperance and Muresk (Francis Dempster, Undated, Courtesy Esperance Museum)
[1257] Letter to the Editor: Stella (S. J.) Dempster (Published in The Western Mail, 8 August, 1935)
[1258] Explorations in Australia (John Forrest, 1875)
[1259] The Western Mail (Perth) 8 August, 1935
[1260] The Inquirer & Commercial News, 4 September, 1867
[1261] Department of the Attorney General - Births, Deaths and Marriages Register, James Maclean Dempster Birth Record, 1868
[1262] Notes on Esperance (Beatrice Manning (nee Dempster), Undated, Courtesy State Library of Western Australia)
[1263] Esperance: The 1870's and the Gipsey - The Dempsters (Rica Erickson, 1978)

West, and the others were needed at Buckland in the absence of their father. There was no other woman at Esperance and the nearest doctor was at Albany, 300 miles away. So Andrew had to be midwife when Emily gave birth to his son, James Maclean, born 1 July, 1868."

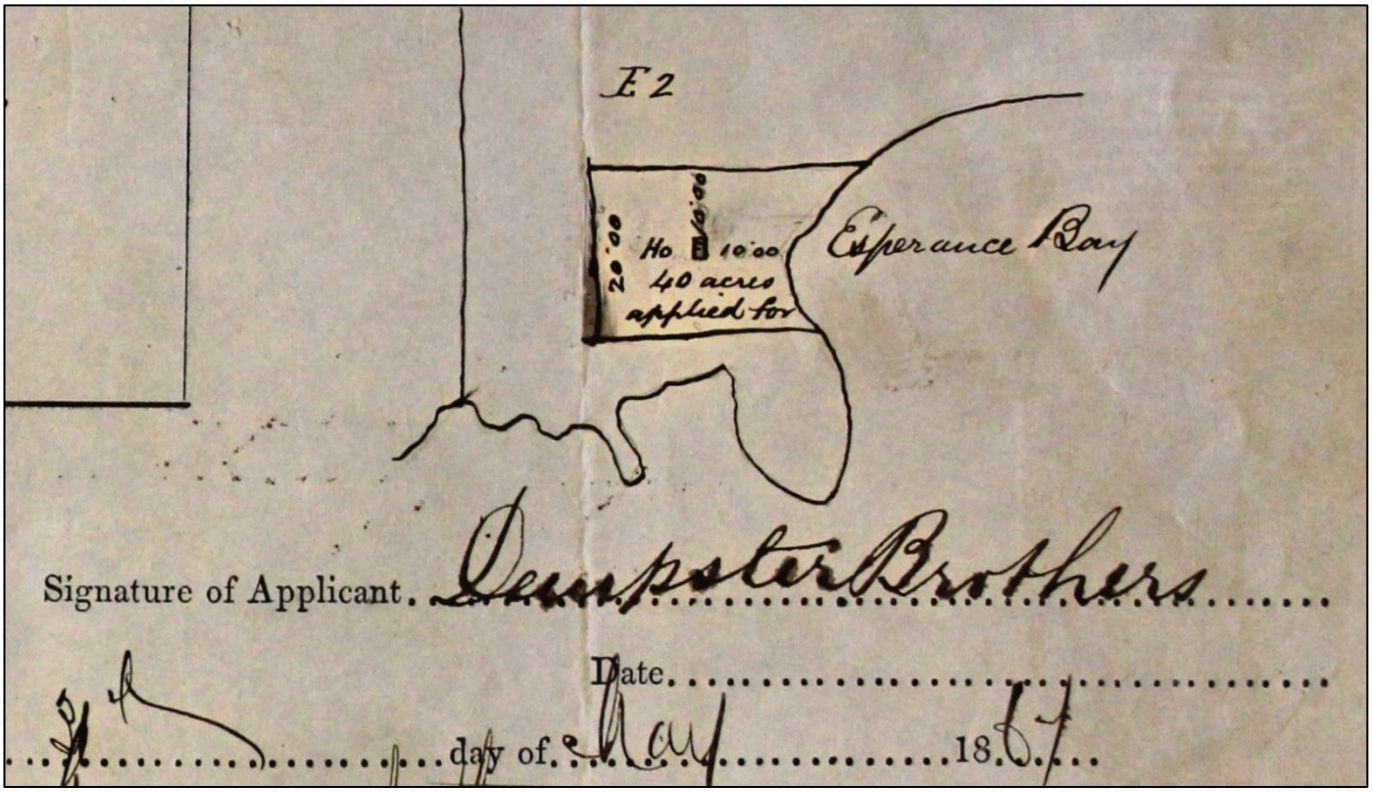
Andrew and Emily Dempster seemed to have an ever expanding family - ten children, though only eight survived beyond infancy, were born to the couple between 1868 and 1883 with seven of these being born in Esperance - and it is known that necessary extensions to the original small house were undertaken by Andrew's brother James Pratt Dempster at and around the time of the birth of Ellen Emily Dempster (Andrew and Emily Dempster's fourth child, born in Esperance in 1873) to accommodate their growing household, which may account for the confusion.(1264) Circa Christmas of 1875, a stonemason and former convict by the name of John Langham had been set to work "…laying the foundations of a new large store and woolshed near the beach" (demolished 1967, noting this is not the building shown on the 1870 survey), and it is thought that he was also involved in some of the later extensions to the homestead at or about this time.(1265, 1266, 1267)

While life ticked along at the new station, on the back of gold rushes almost two decades later, in December 1893 Esperance itself was formally Gazetted as a townsite, and in late 1894 as the new town boomed, much of the original Dempster Homestead lot - East Location 1 - was subdivided and sold as part of "Dempster Town", though a small holding surrounding the homestead itself remained.(1268, 1269, 1270) As the town of Esperance began to grow around the homestead, it was no longer practical for the property to serve as the centre of a pastoral empire, and this became particularly evident in 1898 when the Dempsters had to build a new shearing shed at Lake Wheatfield, as it was getting to be increasingly difficult to drove sheep through the town to their older shearing shed near the homestead.(1271) In the coming years, this and a multitude of other factors outside their control led to the Dempsters gradually phasing out their Esperance Bay operations, and although the homestead itself still saw some use, by 1935 it was reported to have fallen into a "shocking state of repair".(1272)

The Dempster family eventually sold the property, and for a period, their old homestead was used as a holiday house, however little upkeep was undertaken during this time, and it soon fell into a state where it was no longer fit for human habitation.(1273, 1274, 1275, 1276) In the late 1960's, Dempster Homestead was again sold, this time to a couple with proven experience in restoring historic buildings, and before long, the old homestead had been beautifully and meticulously restored.(1277, 1278, 1279)

Today, Dempster Homestead stands proudly, both as a tribute to the pioneering Dempster family and as the oldest enduring icon of Esperance. Outside the walls of the building, the site of the homestead is also one of significance, and within the broader grounds in a now unmarked area simply referred to as "The Valley" is a "little private cemetery, long since neglected and forgotten" which is known to be the final resting place of at least three Dempster employees; Edward Reece (died 1885), William Marchant (1886) and John De Burross Munro (1883).(1280, 1281)

1264 Family Tree - Andrew & Emily (Mary Emily) Dempster (Nicholas Kleinig, 2016)
1265 Developments at Esperance: 1874-76 - The Dempsters (Rica Erickson, 1978)
1266 Dempster Street - Esperance and Districts Street Names (Esperance Bay Historical Society and Esperance Museum, 2007)
1267 Conditional Pardon Holders et al - John Langham - Police Gazette, Western Australia, 24 January, 1877
1268 Government Gazette of Western Australia, 15 December, 1893
1269 Dempster Town - Deposited Plan 919; Approved 27 November, 1894 (Landgate, Western Australia)
1270 The Inquirer & Commercial News, 14 June, 1895
1271 Births, Deaths and Marriages: 1876-1883 - The Dempsters (Rica Erickson, 1978)
1272 Letter to the Editor: Stella (S. J.) Dempster (Published in The Western Mail, 8 August, 1935)
1273 The West Australian, 18 June, 1938
1274 The Kalgoorlie Miner, 12 April, 1940
1275 The Kalgoorlie Miner, 5 February, 1944
1276 The Australian Women's Weekly, 5 February, 1969
1277 Restoring the Dempster Homestead; David Wordsworth - Faith, Hope & Reality (Penny Blumann, 1995)
1278 Building Records, Dempster Homestead, Licence Number 85/67-68 (Shire of Esperance, 1967)
1279 Building Records, Dempster Homestead, Licence Number 15122 (Shire of Esperance, 2012)
1280 The Reminiscences of Mr W. E. Dempster - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
1281 Valley Road - Esperance and Districts Street Names (Esperance Bay Historical Society and Esperance Museum, 2007)

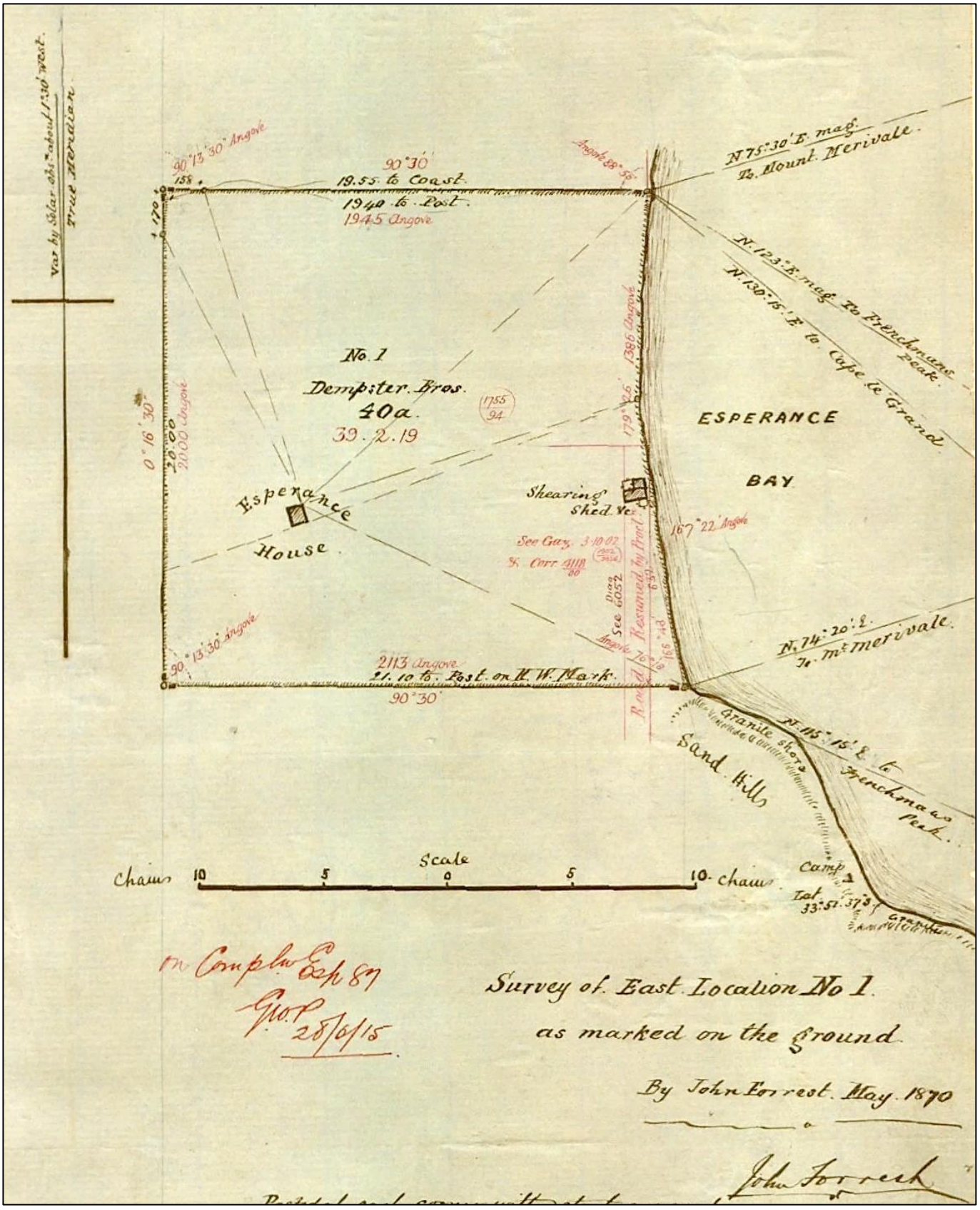


An extract from an “Application to Purchase a Country Lot of Crown Land in Western Australia” dated May 31, 1867 (top) which somewhat crudely shows the first section of Dempster Homestead in Esperance Bay, built earlier that same year per the centre section of the photograph (bottom, dates circa 1900).[1282, 1283, 1284]

[1282] Image Courtesy State Records Office of Western Australia (Item No. 32/6 Consignment No. 5000)
[1283] Photograph Courtesy Esperance Museum, Digital Editing and Corrections Courtesy Jon Creedon
[1284] Letter to the Editor: Stella (S. J.) Dempster (Published in The Western Mail, 8 August, 1935)

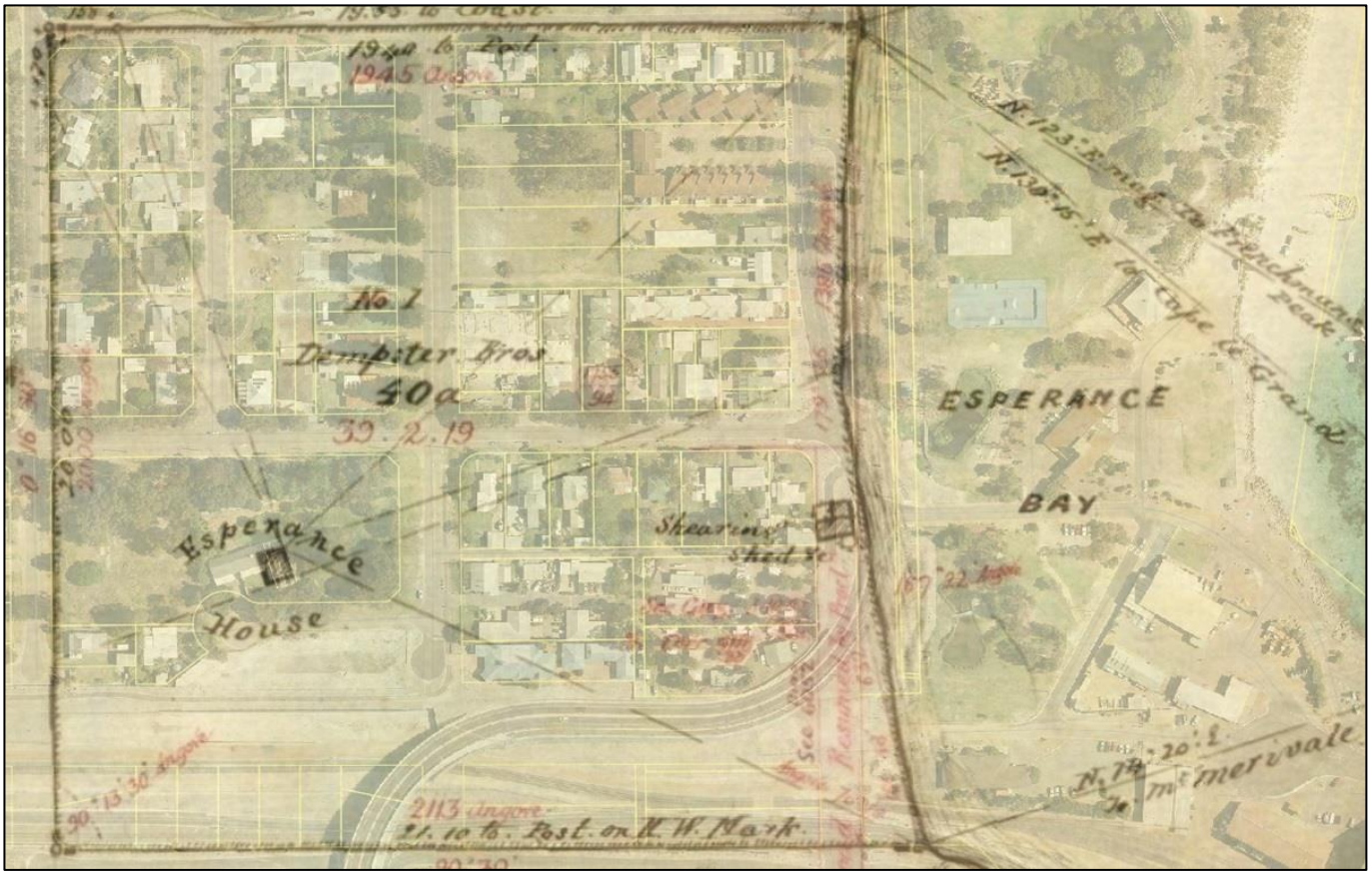
Dempster Homestead circa 1903 - the photograph at the bottom was published in *The Kalgoorlie Western Argus* in May that same year with the caption: *"Residence of Mr. W. E. Dempster, Mayor of Esperance - The Oldest House in Esperance, Built in 1867."*[1285, 1286]

[1285] Photographs Courtesy Daw Collection
[1286] The Kalgoorlie Western Argus, 26 May, 1903



Dempster Homestead in Esperance Bay, as laid out on a survey by John Forrest dated May, 1870. Tommy Windich who had guided the Forrest expedition during this trip was later buried at the 'camp' site (bottom right) in 1876.[1287]

[1287] Image Courtesy State Records Office of Western Australia (Item No. 003 Consignment No. 348)



The Dempster Homestead or "Esperance House" survey made by John Forrest during the year 1870 overlaid on 2015 aerial photography and cadastral details - note the shearing shed shown was an immediate necessity following settlement, and the building shown was constructed prior to the once iconic woolshed (constructed 1875/76, demolished 1967) which stood fractionally to the southwest of the shed drawn on this survey. Allowing for scale and minor imperfections during the transfer from the original field book survey, the position, size and dimensions of the house to that date are meticulously drawn, and this places the original 1867/68 sections of the homestead exactly where the taller (centre) eastern section still stands today. On that eastern side of the house, the 1867/68 centre sections of Dempster Homestead are noticeably encompassed on either side by shorter additions, albeit finished in a similar style, adding credence to these being later constructions, likely those built in 1873 which added to the original and taller 1867/68 dwelling. In relation to the alignment of the two surveys, note that during 1894 (first subdivision of "Dempster Town") the boundary of Dempsters' East Location 1 and East Location 4 to the north became the centreline for that section of Taylor Street (top), while the southern and western boundaries were to form the edges of the Hardy Street (bottom) and Corry Street (left) road reserves respectively.[1288, 1289, 1290, 1291, 1292]

[1288] Esperance House Survey - Field Book No. 1, A. Forrest, 1870 (State Records Office of Western Australia, Item No. FOR A/01 Consignment No. 3401)
[1289] Esperance House Survey - Esperance Bay Locations et al, J. Forrest, 1870 (State Records Office of Western Australia, Item No. 003 Consignment No. 348)
[1290] Dempster Town - Deposited Plan 919; Approved 27 November, 1894 (Landgate, Western Australia)
[1291] Esperance: The 1870's and the Gipsey - The Dempsters (Rica Erickson, 1978)
[1292] Image Courtesy Nicholas Kleinig (Shire of Esperance)

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 12

DEMPSTERS' DALYUP SHEEP DIP

Dempsters' Dalyup Sheep Dip, just under a mile from the site of their Mainbenup Homestead, in February 2016, shortly after a bushfire.[1293]

Place Name(s):	Dempsters' Dalyup Sheep Dip (alternatively referred to as Dempsters' Sheep Dip or Dempsters' Mainbenup Sheep Dip)
Use(s):	Original: Sheep Dip, Present: Unused / Abandoned
Address:	Lot 503 on Plan 73450, Murray Road, Dalyup

[1293] Photograph Courtesy Nicholas Kleinig

Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	Likely dates circa 1903.[1294, 1295]
Construction Materials:	Walls: Cement, Other: Stone Catchment
Builder / Designer:	Thought to have been built by Boswell Synnot on behalf of the Dempster Brothers.[1296]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Fair Integrity: N/A Authenticity: High “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1294] The Kalgoorlie Miner, 8 June, 1903
[1295] The Australasian (Melbourne), 26 January, 1907
[1296] Letter - Ruth A. Swann C/- Esperance Bay Historical Society, 16 March, 1996 (Shire of Esperance Records, OAH.4.3)

HISTORY & DESCRIPTION

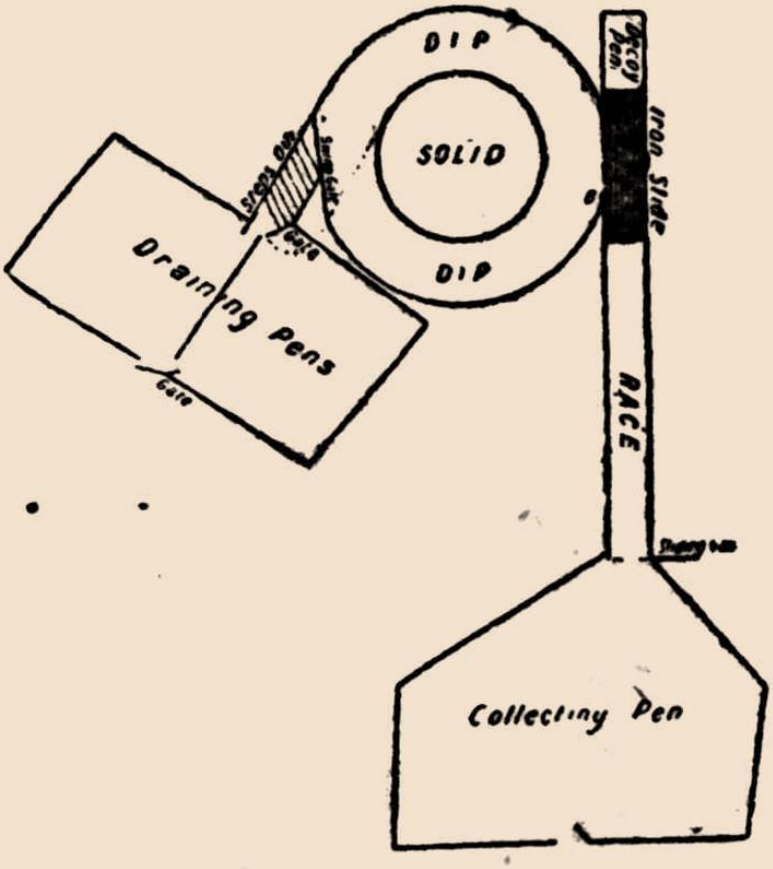
Little is recorded about this site, however a limited oral history survives, and the fact that it is commonly referred to as the "Dempsters' Sheep Dip" indicates an association with the Dempster Brothers.[1297] In 1864, the Dempster Brothers had established their first homestead in the area to the northeast of this site a little under a mile away which was known as Mainbenup, although the conditions at this site were less favourable for living when compared with their Esperance Bay holdings and what we now know today as Dempster Homestead, the first stage of which was built later in 1867.[1298] Dipping at that time was a common enough practice for treating 'scab', ticks and other ailments in sheep, and a sheep dip of some kind would likely have been constructed in this area circa the 1864 settlement period, however this particular 'island' design does not appear to have been commonly used in Australia until circa the 1900's.[1299, 1300] The absence of this pronounced and easily recognisable feature on any of the early surveys indicates that construction took place during the latter time period, and an article published in 1903 seems to support this, stating that the "…Messrs Dempster Bros… [have] just completed a large and up-to-date sheep dip", though the exact site of this is not recorded with the article simply referring to their expansive Esperance holdings.[1301]

An excerpt from a survey dating circa 1888 showing the Dempsters' Mainbenup Homestead, which itself is just under a mile as the crow flies to the northeast of the sheep dip site within the area marked "swampy flat".[1302]

[1297] The EMU - Esperance Museum Newsletter, Volume 8 Issue 1, March 2003 (Esperance Museum)
[1298] The Western Argus (Kalgoorlie), 26 May, 1903
[1299] The Farmer's Journal and Gardener's Chronicle (Melbourne), 26 February, 1864
[1300] The Australasian (Melbourne), 26 January, 1907
[1301] The Kalgoorlie Miner, 8 June, 1903
[1302] Image Courtesy State Records Office of Western Australia (Item No. East 10 Consignment No. 4919)

SHEEP-DIP.

Our sketch from the "Transvaal Agricultural Journal" shows a sheep-dip which is considered to possess many advantages. A collecting-pen is provided with a race to the dip, which differs from those commonly seen, in that the bath is not at the end of it, but at the side, the reason for this being that the sheep cannot see the dip from the collecting-pen, and thus come out of the collecting-pen boldly to join three or four of their fellows in the decoy-pen at the other end of the race. They never get there, however, a great saving of labour. The bath itself is circular, but differs from most circular baths in that it has an island in the centre. The advantages of the arrangement are many. Firstly, as the passage is not straight the sheep cannot see the exit race, and, therefore, does not make a wild rush to get out. Secondly, one man on the island can control the whole outfit. Instead of having two or three men round the dip, one in the centre can submerge an animal at any point, and can also control the swing-gate at the



as opposite the bath there is an opening in the race-wall, and the floor at this point consists of an iron slide set at such an angle that the sheep cannot obtain a foothold, but slide down it through the curtain into the bath. This curtain consists of a piece of old sacking nailed across a rail from A to B, which prevents the sheep from seeing the liquid in the bath, and as it slides down the curtain is pushed aside, and the sheep falls into the dip. The advantage of the decoy-pen and the iron slide is that it does away with all handling of sheep, and is, therefore, exit. Thirdly, if it is considered that a sheep has not been sufficiently dipped by the time it reaches the exit, the gate is swung to, and the animal sent round again, which saves catching it, and throwing it in again, as in the old way. Fourthly, as the centre is solid, very much less water is required to fill the bath, and, consequently, very much less dip is used, and money is saved. The advantages claimed for this dip are—It is easily worked, the sheep are easily controlled, there is a saving of labour, a saving of dip material, and efficiency in dipping.

Near identical designs to the Dempsters' Dalyup Sheep Dip were widely published in Australia in 1907, detailing how this particular type of setup functioned.[1303]

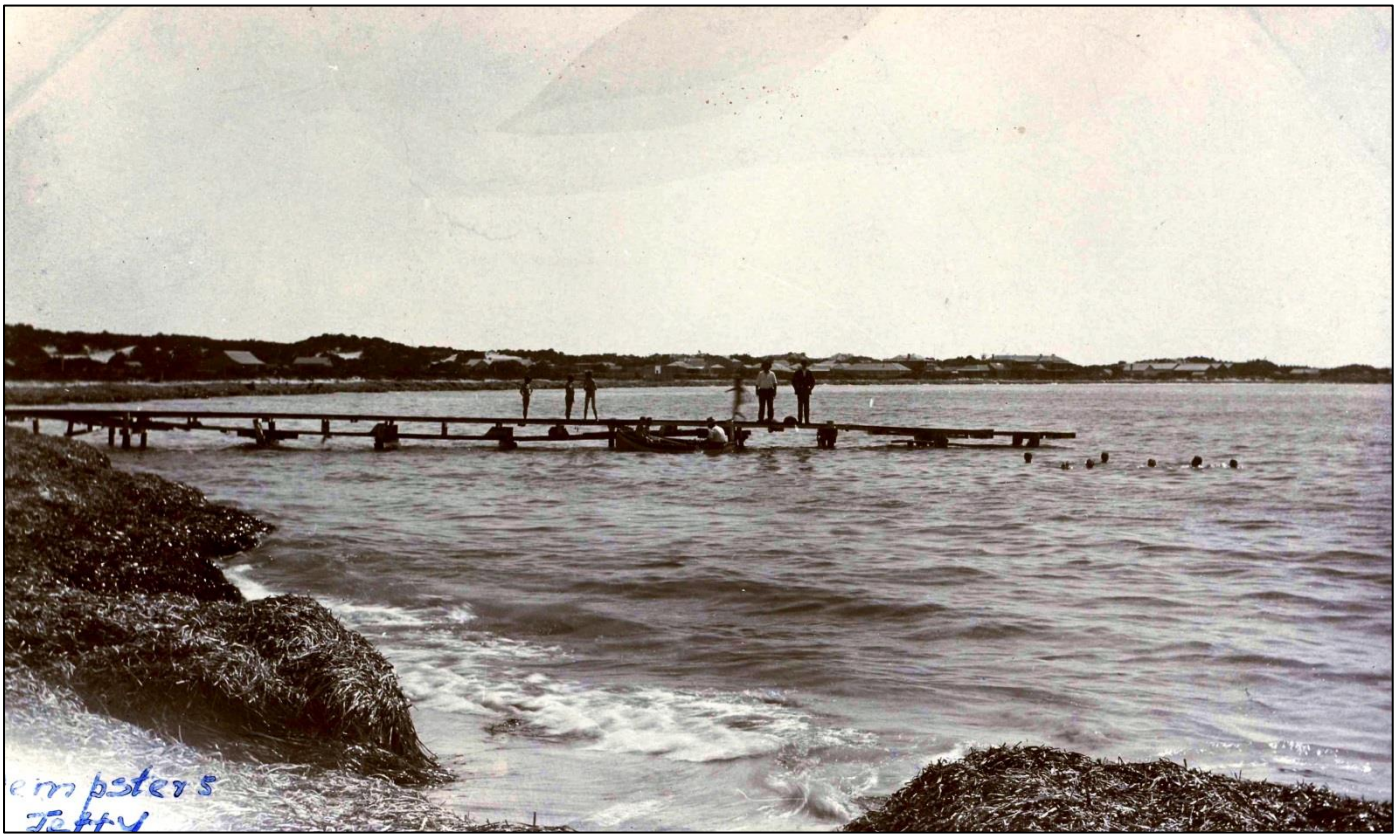
[1303] Image Courtesy The Australasian (Melbourne), 26 January, 1907

Looking into the Dempsters' Dalyup Sheep Dip in February, 2016. The site lies just under a mile to the southwest of the Dempsters' Mainbenup outstation.[1304]

[1304] Photograph Courtesy Nicholas Kleinig

Place No: 13

DEMPSTERS' JETTY



Locals enjoying a swim near the Dempsters' 'Little Jetty', circa 1900 - this was the first of the jetties in Esperance Bay, and only a few of the pylons remain today.[1305]

Place Name(s):	Dempsters' Jetty (alternatively referred to as Dempsters' Little Jetty)
Use(s):	Original: Jetty, Present: Unused / Abandoned
Address:	Lot 1027 on Plan 31503, The Esplanade, Esperance Reserve No. 28207
Ownership:	Crown Land - Management Order to Esperance Port Authority
State Heritage Listing:	N/A

[1305] Photograph Courtesy Esperance Museum

Original Date of Construction:	Circa 1876.[1306]
Construction Materials:	Timber (Yate Piles)
Builder / Designer:	Unknown, likely built by the Dempster Brothers.

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Poor. Integrity: N/A. Authenticity: Low. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1306] Esperance Museum Archives

HISTORY & DESCRIPTION

Although only a series of steadily decaying pylons remain, the remnants of Dempsters' 'little jetty', still visible today, form one of the oldest remaining structures in the Esperance district. Thought to have been constructed circa 1876 and used in conjunction with the Dempsters' once iconic woolshed, the jetty was later linked directly to the woolshed via a tramline across what would later become The Esplanade.(1307) The 1897 survey maps from the HMS Waterwitch show the scaled structure of the jetty to be approximately '3/8ths of a cable' (about 82 metres) in length, with a surveyed depth of about 3 feet at the end on the low tide.(1308) With such a limited clearance, it was noted that only small sloops and cutters could make use of the jetty, and even then only in good weather.(1309)

In 1937, an article from the Kalgoorlie Miner recorded that early in 1891 "the method of landing goods at the port was then unique. All stock was swum ashore and landed in front of what was Dempsters' woolshed. The present town jetties had not been built, though feverish excitement and activity was going on with regard to Newtown, now used only as a fishing resort. The validity of insurance policies with regard to stock was decided as follows: If an animal emerged from the water and stood on its four feet on dry ground it was considered delivered; if it fell on the beach while emerging and was unable to rise and climb farther up on higher ground, the insurance was paid."(1310)

Newspaper reports from 1902 recorded that "Dempsters' jetty [had] been removed outwards" to that point in time, however the extent of this removal was evidently limited, as the jetty remained in at least some functional working condition until at least 1903, with a report from that year stating that the "Dempster Bros. are busy shipping their wool by the schooner Rachel Cohen from their private jetty". Commercial use of the jetty likely drew to a gradual close in the ensuing years as the subdivision of the Dempster Brothers "East Location 1" holding, "Dempster Town", was sold. Very few reports regarding the little jetty surface in the years following, however in August 1917, it was noted that the jetty platform was still present to a degree.(1311, 1312, 1313)

During its lifetime, the little jetty played host to and was associated with several locally significant events including the few recorded in the following articles taken from tabloids of the time:

In 1896, The West Australian reported on a court case involving the alleged theft of opals at Esperance. A young man, Ernest Martin, was charged with unlawful possession, while another by the name of Arthur Price was charged with the theft of "two bottles of opals" from a Thomas Merrifield. The accused thief, Arthur Price, had performed the underhanded sale of the stolen gems on Dempsters' Jetty to Ernest Martin for a mere two shillings. For his part in the crime - receiving stolen goods - Ernest Martin was discharged after a scalding from the Magistrate for his foolishness, while Arthur Price was later convicted, receiving one month imprisonment for the crime.(1314)

Later that same year, on the afternoon of Sunday, November 22, 1896, John Connolly's yacht the *Fleetwing* capsized and sank off Cape Le Grand with seven people on board. Five of the seven were able to clamber into a very small dinghy, while the remaining two were left in the water, having no choice but to hold on to the sides to avoid drowning. The shipwrecked crew were eventually propelled to a small unnamed island, described simply as a 'rock' in most articles, from where two of the men then rowed onward to Woody Island. The five who remained on the rock reportedly subsisted on "a few penguins and a mutton bird roasted", while the two who left lit signal fires on Woody Island. After spending two nights stranded, the second of which left both parties drenched after a "terrific thunderstorm", the shipwrecked seven were picked up on Tuesday the 24th of November, with all being "landed at Dempsters' Jetty amidst the congratulations of a huge crowd".(1315)

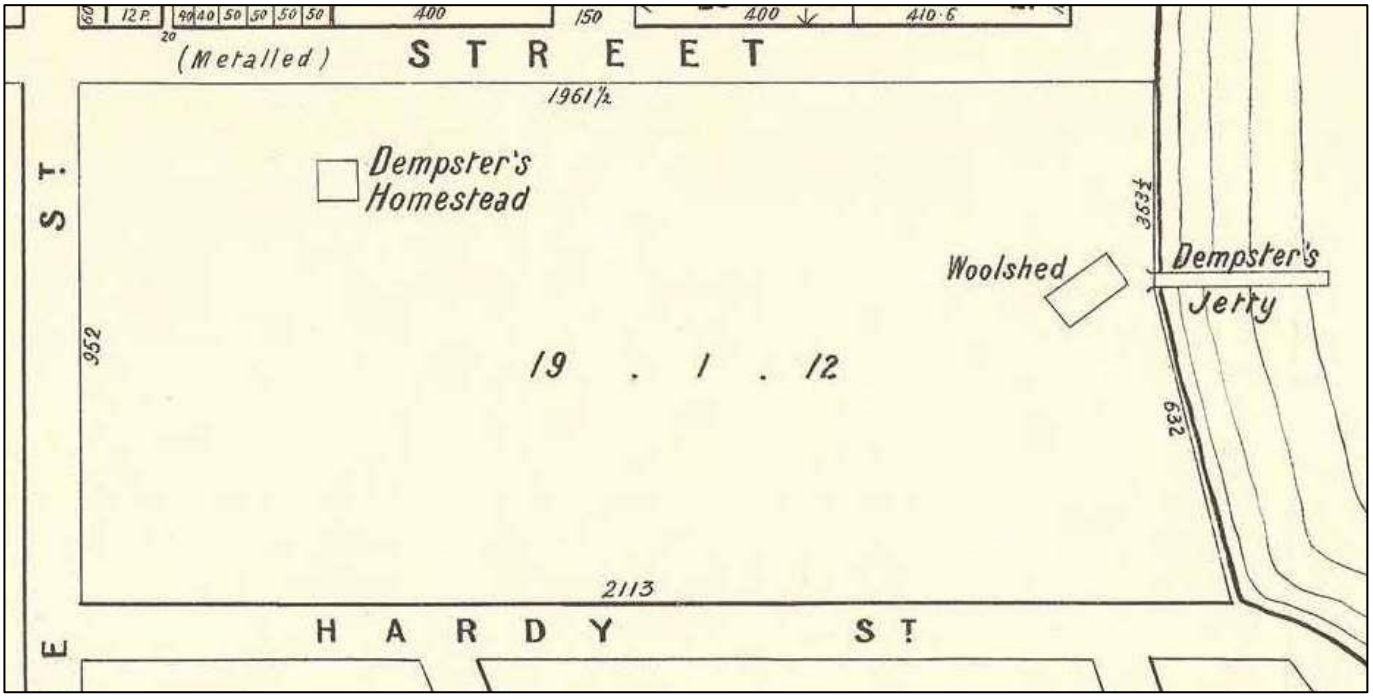
Another of the more notable historic events concerned the removal of the tramline between the jetty and the woolshed in 1904, for the construction of what was then known as 'the quarry road' (later became the southern end of The Esplanade), despite the Dempsters having reportedly used the tramline for over thirty years. The Dempsters argued

1307 Esperance Museum Archives
1308 HMS Waterwitch Survey Maps 2973 and 2984, 1897 (Courtesy Esperance Museum)
1309 Esperance, Yesterday and Today (John Rintoul, 1986)
1310 The Kalgoorlie Miner, 12 April, 1937
1311 The Kalgoorlie Miner, 7 November, 1902
1312 The West Australian, 16 December, 1903
1313 The Norseman Times, 20 August, 1917
1314 The West Australian, 10 March 1896
1315 The West Australian, 25 November, 1896

that they had in fact only ceded that section of land to the Municipal Council for construction of the road on the specific condition that their tramway rights were respected. The matter was later uneasily resolved with intervention from the Lands Department, who advised that the Municipal Council had complete control over the new road reserve and thus the Dempsters could only relay the line at their cost, with approval from the Council and subject to payment of an annual rent.[1316, 1317]

In or about 1912, two 'plucky' scouts aged ten and twelve are recorded as having dived in off Dempsters' Jetty to rescue a younger boy from drowning. Few details of the rescue are included in the article however, other than the names of the rescuers, these being Phil McCarthy and Frank Wood.[1318]

The yate stumps of Dempsters' Jetty remain on site today, however the old woolshed that it was once linked to via a long-gone tramline was demolished in 1967.[1319]



Dempster's Jetty, as shown on an extract from a survey of "Dempster Town" circa 1903.[1320]

[1316] The West Australian, 27 June, 1904
[1317] The Western Mail (Perth), 24 September, 1904
[1318] The Daily News, 17 February, 1912
[1319] The Reminisces of Mr W. E. Dempster & Others - Esperance, Yesterday and Today (John Rintoul, 1986)
[1320] Image Courtesy Esperance Museum

A small row boat moored to the remnants of the Dempsters' Jetty circa 1930, with Esperance and the James Street 'Government Jetty' in the distance.[1321]

[1321] Photograph Courtesy Esperance Museum

The old and the new - remnants of Dempster's Jetty with the port and breakwater in the background in 2013.[1322]

[1322] Photographs Courtesy Nicholas Kleinig

Place No: 14

DEMPSTERS' STONE WELL & TROUGH

The Dempster Brothers' stock watering trough, thoroughly overgrown near Blue Haven in 2011. Filled in and barely noticeable, the well that once serviced the trough lies just to the northeast.[1323]

Place Name(s):	Dempsters' Stone Well & Trough (alternatively referred to as Dempsters' Stony Well)
Use(s):	Original: Water Point, Present: Unused / Abandoned
Address:	Lot 70 No. 201 on Plan 226440, Stewart Street, West Beach
Ownership:	Private
State Heritage Listing:	N/A

[1323] Photograph Courtesy Nicholas Kleinig

Original Date of Construction:	Believed to date circa 1870, recorded in Alfred Canning's field book on 5 October, 1896.[1324]
Construction Materials:	Walls: Limestone / Lime-Based Mortar.
Builder / Designer:	Unknown, likely built by the Dempster Brothers.

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Poor. Integrity: N/A. Authenticity: Medium. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1324] Dempsters' Stony Well, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

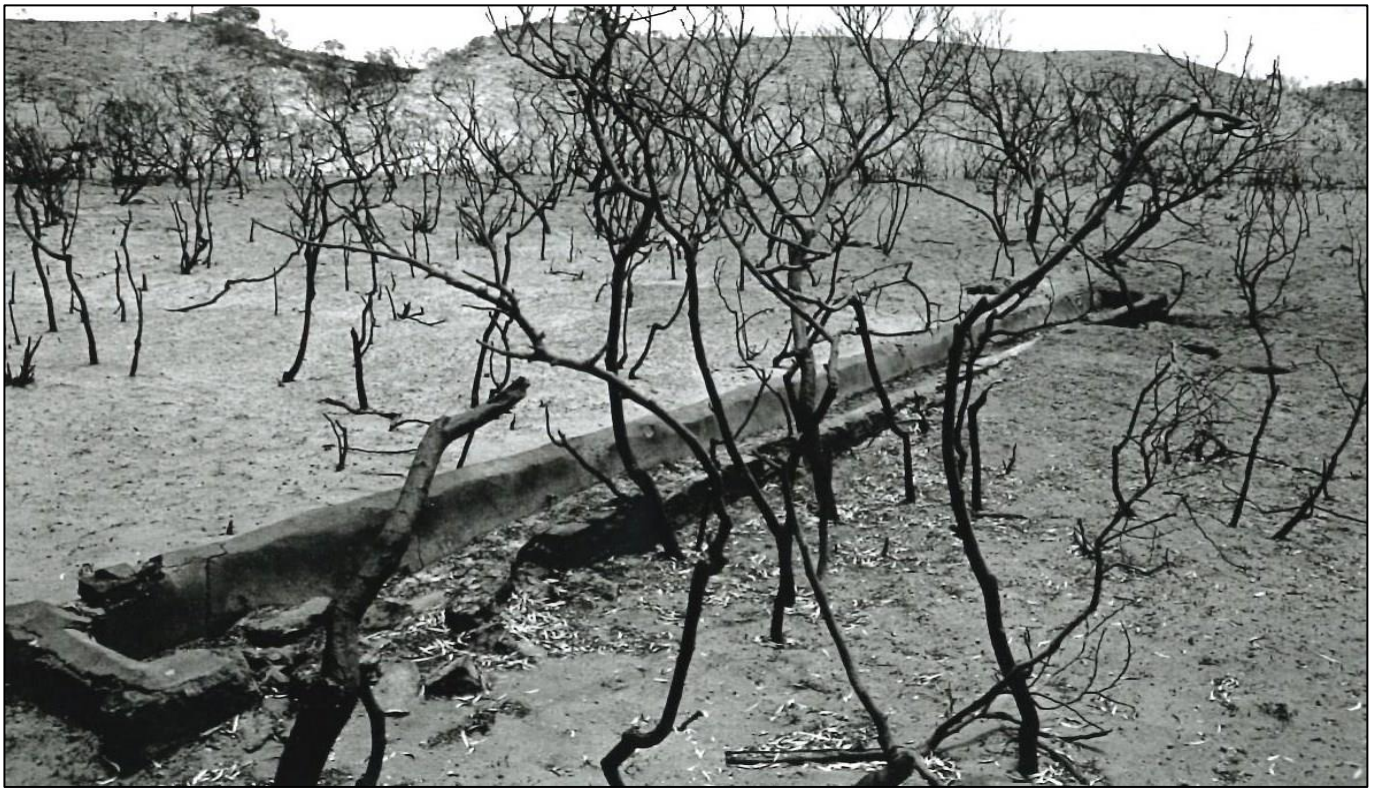
HISTORY & DESCRIPTION

Given the basic function that Dempsters' Stone Well and Trough served, similar to many other historic water points throughout the district, very little is known or recorded about this site. What is known however is that the site was noted in the surveyor Alfred Canning's field book on October 5, 1896, and that at that time, the Dempster Brothers still held this site and much of the broader surrounding area under a pastoral lease, which indicates that it had either been built by or for them at some point prior.[1325] In the 1920's, with the site no longer being leased by the Dempster Brothers at that point in time, the area was well known for holding good grass, and it became a favoured haunt for local domestic dairy herds. During World War II, the well was cleaned out and used by a mounted coastal patrol, however in the years following it continued to silt up, and eventually, during the early 1950's, it was filled in as it was deemed a hazard to stock.[1326]

Although the site may be occasionally overgrown, today, both the well and trough are clearly visible and in a fair condition, particularly considering their age and the fact that the well has been mostly filled in.

The top few courses of the limestone well to the northeast of the trough itself, almost completely hidden by reeds, in 2011.[1327]

[1325] Application for a Pastoral Lease, Dempster Brothers, Approved 22 July, 1887 (Application 68/5)
[1326] Dempsters' Stony Well, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[1327] Photograph Courtesy Nicholas Kleinig



Photographs of the Dempsters' Stone Well and Trough as revealed after a bushfire circa the early 1990's.[1328]

[1328] Photographs Courtesy Dempsters' Stony Well, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

Place No: 15

DEMPSTERS' WOOLSHED & SHEEP DIP

A team of shearers pose for the camera outside the Dempster Brothers' Lake Wheatfield Woolshed in 1904. The woolshed itself was demolished circa the 1930's, however remnants of a limestone wall from the cook's cottage are apparently still visible on site, while the old sheep dip lies buried nearby.[1329]

Place Name(s):	Dempsters' Woolshed & Sheep Dip (alternatively referred to as Dempsters' Lake Wheatfield Shearing Shed)
Use(s):	Original: Shearing, Present: Unused / Abandoned
Address:	Lot 9 No. 516 on Plan 251104, Fisheries Road, Myrup (Sheep Dip); and Lot 823 on Plan 230232, Fisheries Road, Myrup (Woolshed) Reserve No. 15231
Ownership:	Private (Sheep Dip); and Crown Land - Management Order to Conservation Commission of Western Australia (Woolshed)

[1329] Photograph Courtesy Esperance Museum

State Heritage Listing:	N/A

Original Date of Construction:	1898.[1330]
Construction Materials:	Walls: Corrugated Iron (Woolshed), Limestone (Cook's Quarters), Roofing: Corrugated Iron (Woolshed), Other: Stone (Sheep Dip)
Builder / Designer:	George Henry Bostock.[1331]

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Poor. Integrity: N/A. Authenticity: Low. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

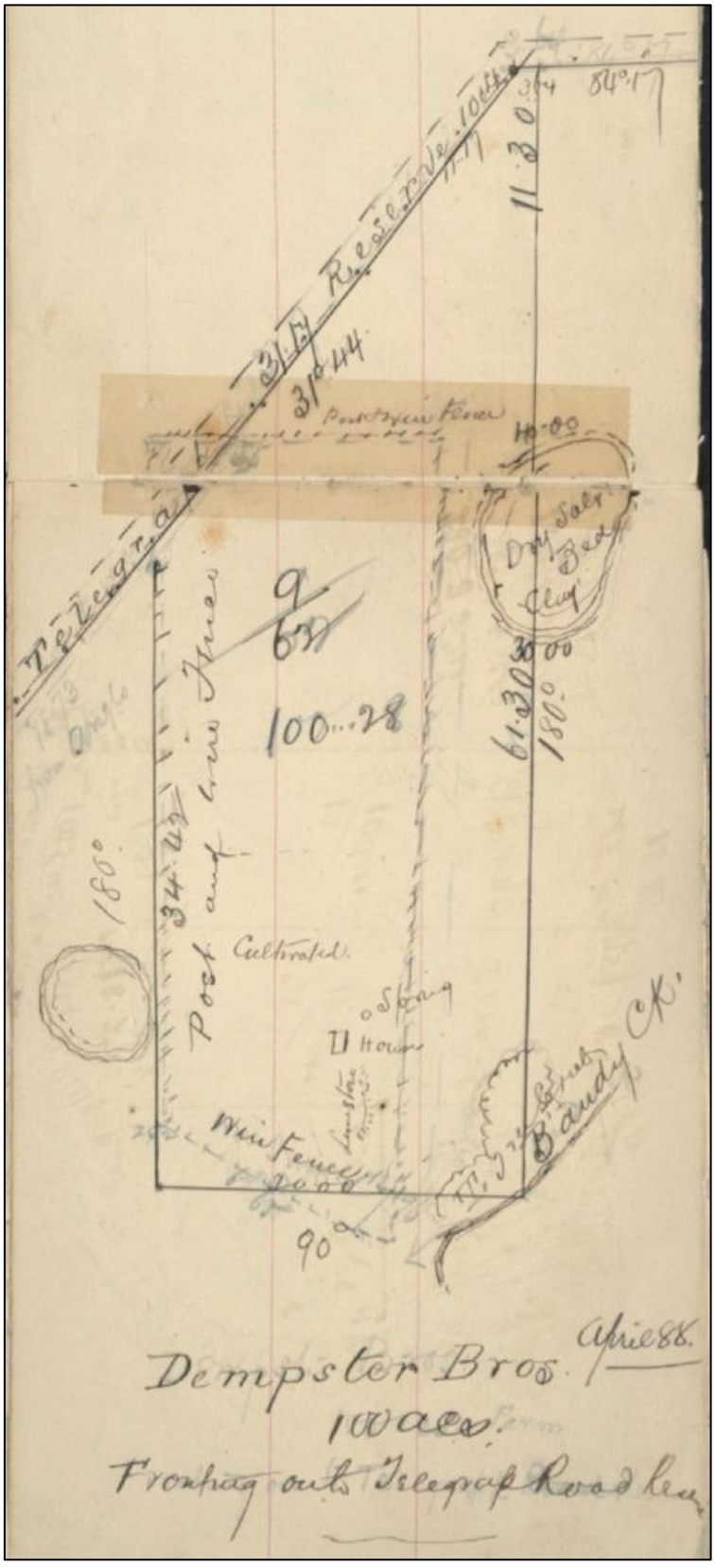
[1330] Births, Deaths and Marriages: 1876-1883 - The Dempsters (Rica Erickson, 1978)
[1331] Esperance: Boom and Decline - The Dempsters (Rica Erickson, 1978)

HISTORY & DESCRIPTION

Prior to encroachment by the booming town of Esperance, shearing at the Dempster Brothers' Esperance Bay station had occurred at the woolshed near the main homestead (Dempster Homestead), however by 1898, it had become "…troublesome to bring the flocks through the streets", and as such an alternative location had to be found. To counter this, and to keep shearing operations ticking over, the manager of the station, George Henry Bostock, better known as Henry, had built a new though simple galvanised iron shearing shed outside the townsite of Esperance near Lake Wheatfield, and the first shearing had then taken place at the new site in 1898. Anecdotal evidence suggests that Lake Wheatfield had been specifically chosen due to its distance from Esperance, which, in theory, meant that the shearers would be less tempted to frequent the hotels, thus keeping them from liquor during shearing. Shearing reportedly continued at the site until the late 1920's, however in the 1930's the site was sold and the shed itself dismantled. There were various parts to the Lake Wheatfield complex; the cook's quarters, built of limestone, the galvanised iron shearing shed itself, and a new stone sheep dip, however, of these, only a small portion of limestone wall from the cook's cottage remains, while the sheep dip though still present has since been filled in.[1332, 1333]

A photograph dating circa 1930 showing the old cook's quarters - of which little now remains - near the woolshed at Lake Wheatfield.[1334]

[1332] Esperance: Boom and Decline - The Dempsters (Rica Erickson, 1978)
[1333] Dempsters' Woolshed & Sheep Dip, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[1334] Photograph Courtesy Esperance Museum



An 1888 survey covering the Dempsters' Lake Wheatfield holding, made prior to construction of their woolshed, though noting that a house and spring are crudely shown thereon to that date.[1335]

[1335] Image Courtesy State Records Office of Western Australia (Item No. ANG/08 Consignment No. 3401)

Place No: 16

DERALINYA STATION

An undated photograph of the ruins at Deralinya Station prior to restoration works which took place in 1994.[1336]

Place Name(s):	Deralinya Station (alternatively referred to as Duralinya Station)
Use(s):	Original: Pastoral Station, Present: Unused / Abandoned
Address:	Lot 11 on Plan 93238, Parmango Road, Israelite Bay
Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	1890.[1337, 1338]

[1336] Photograph Courtesy Esperance Museum
[1337] Future Settlers Jump Ship - Challenge in Isolation (John R. Bridges, 2004)
[1338] The Brooks - Notes by Amy Crocker (Courtesy Shire of Esperance Records, File OAH.4.3)

Construction Materials:	Walls: Granite / Limestone, Roofing: Corrugated Iron, Other: Clay / Mud Render (Inner Walls), Lime Mortar Outside
Builder / Designer:	Built by George Burns Scott and Heinrich (Henry) Dimer, reportedly for Stephen Ponton.[1339]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Fair. Integrity: N/A. Authenticity: Medium. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1339] A Calendar of Events - Challenge in Isolation (John R. Bridges, 2004)

HISTORY & DESCRIPTION

Deralinya or 'Duralinya' Homestead, about five miles northeast of Burraburinya Dam, was built by George Burns Scott, a noted local builder and kangaroo hunter, with assistance from Heinrich (Henry) Dimer in 1890. Although the site saw extensive use, surprisingly little is recorded about it likely due to the fact that it seemed to serve more as an outstation from the very beginning rather than a primary base of operations. In 1902, Henry Dimer refers to Deralinya as "…my run", however circa 1911, management of the station was taken over by Jack and Nell Baesjou, who lived and worked there with their young family.[1340] With her parents and sister Dorothy, Amy Crocker (nee Baesjou), the renowned local artist, lived and grew up at Deralinya as a young girl for several years around this time, however, when interviewed on life at the isolated station many years later, all she expressed was "her hate for the place".[1341]

Having left Hill Springs in 1910 following the death of William Ponton, the Baesjou family had lived at the Point Malcolm Homestead for a year before moving back to Hill Springs very briefly in 1911 then on to Deralinya Station soon after, of which Amy Crocker recorded:[1342]

"…Mr Sharp [John Sharp of the partnership Messrs Ponton & Sharp] died in 1910 [and] they were hard put to it to get someone to look after the place [Point Malcolm Homestead], some responsible person. So my uncle suggested that as Dad wanted to leave Hill Springs that he go there. So we went there for twelve months, but Mum wasn't very happy there, so we stayed there just for the twelve months. And that happened to be the year 1911 which was one of the driest years on record in all this country and all the sheep from Balladonia, all the horses and everything came down there [to Point Malcolm] to drink, you know, to be watered, because we had water in the sand hills there at Point Malcolm, fresh water. And then at the end of that period we went back to Cape Arid for a little while to the old home there [this being Hill Springs]. Mum and I were hoping desperately that Dad would stay there and my sister [Dorothy Chopin, nee Baesjou] in the meantime came out here [a reference to Balladonia] with my uncle, out to Balladonia to housekeep for him and she was one who had sort of supported Dad in leaving Cape Arid; Mum and I didn't want to go. And then we went back there [a reference to Hill Springs] for a little while, but not for very long, eventually Dad settled for a little while on another place [inland from Israelite Bay] and then he wended his way inland then, much to my disgust, we came out to a place called Deralinya where we lived for… about five or six years, but it was dry and hopeless. I hated it. And the cows died and one thing and another, it was no good for cattle… I think the only thing that kept me alive, kept me sane, if I can be considered sane of course, while at Deralinya was the fact that I was trying to teach myself to paint…"

Karl Dimer's 1989 family history publication, Elsewhere Fine, gives a handful of fleeting references to Deralinya or 'Duralinya', and to an extent, a select few of these paint a picture as to how life functioned from day to day at the station around and after the turn of the century:

May, 1906 - "…Henry [Dimer] went to Duralinya Station… and the following day he pulled 12 cattle and four horses out of a dam." [1343]

August, 1915 - "…Mother and Dad went over to the Baesjou's at Duralinya for Dad to kill a bullock for the Baesjou family."[1344]

Late in 1919, Deralinya Station was put up for sale, with one of the published advertisements giving the following description:[1345]

FOR PRIVATE SALE

———

"Deralinya", 50 miles south of Balladonia Telegraph Office and 60 miles north of Israelite Bay. 40,000 acres selected over 30 years.

[1340] Landholder, 1900-1908 - Elsewhere Fine (Karl Dimer, 1989)
[1341] Future Settlers Jump Ship - Challenge in Isolation (John R. Bridges, 2004)
[1342] Amy Ena Crocker Interview, Chris Jeffery, 8 April,1978 (State Library of Western Australia)
[1343] Developing the Station, 1906-1909 - Elsewhere Fine (Karl Dimer, 1989)
[1344] The Good Seasons, 1915-1916 - Elsewhere Fine (Karl Dimer, 1989)
[1345] The Sunday Times (Perth), 7 December, 1919

3 roomed store dwelling with kitchen, large store shed and outbuildings;

6 dams, now nearly full;

160 sheep - mixed - rising 4 tooth;

17 mixed cattle;

7 young half-blood unbroken horses;

15 inch rainfall.

THE ABOVE GOING FOR £600 CASH. DAMS COST HALF THE MONEY.

Good opportunity for young man with small capital.

Apply J. Baesjou, agent for owner, c/o R. B. Johns, Norseman

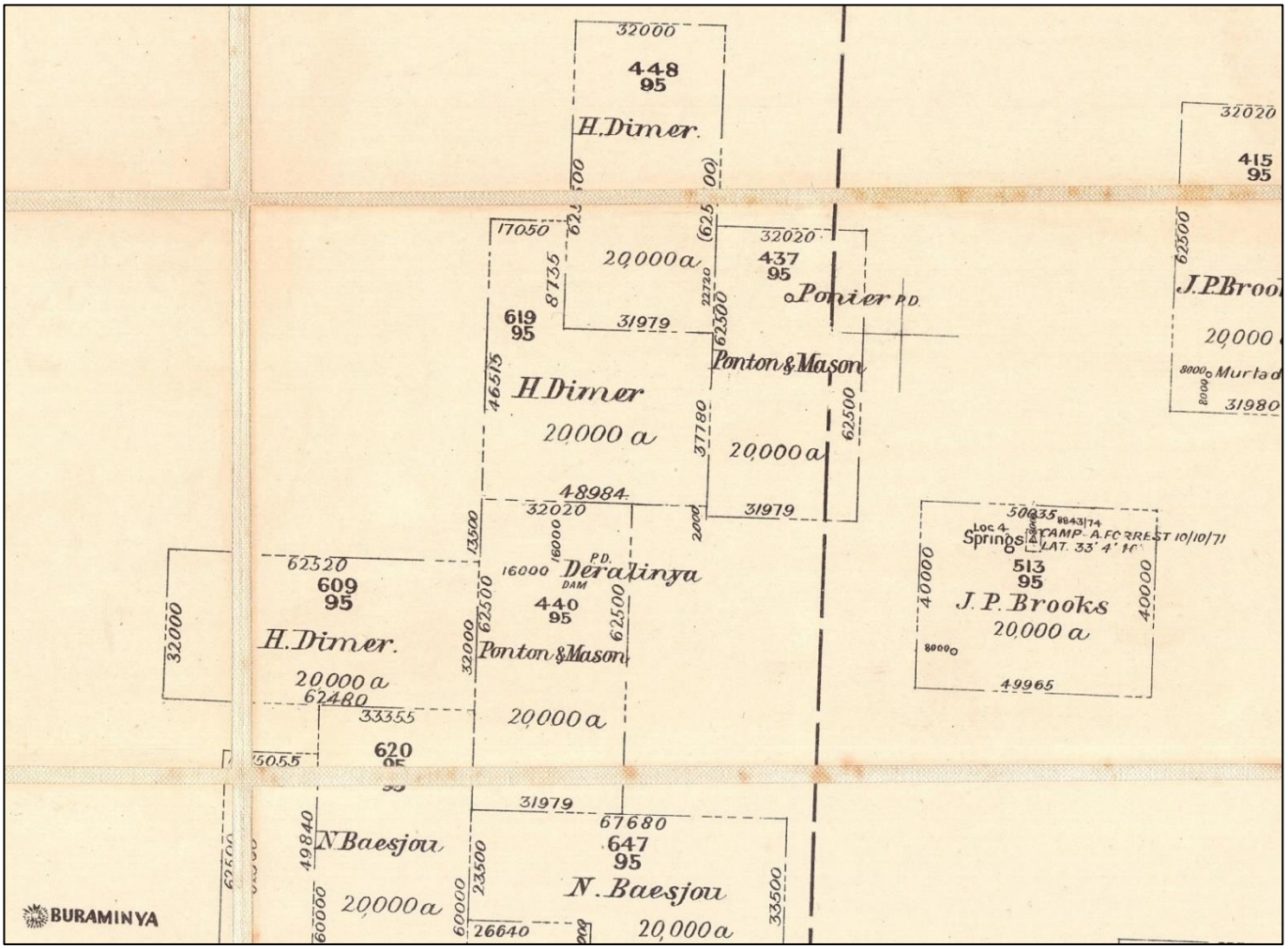
In 1920, the last load of wool was reported to have been shipped out of Deralinya, although sheep were evidently still run there, and shortly thereafter, the Baesjou family moved on to Booanya Homestead in the northeast. In spite of the Baesjou's departure, Deralinya remained a working station, and in December 1927, Jack Baesjou was recorded to have been "…taking rations on his motor bike to his shepherds at Duralinya".[1346] Deralinya continued to serve as an outstation to Balladonia Station until 1936, at which point cattle were noted to still remain on the property, however that same year the roofs were reported to have been removed, and this likely applied to all of the buildings on site given the value of corrugated iron at the time. Now exposed to the elements, the buildings soon began to fall into a state of disrepair, however, in 1994, Deralinya Homestead and the main store shed were restored.[1347, 1348]

Today, the Deralinya Homestead lot itself is comprised of only two and a half acres, which incorporates a small site surrounding both the main house and the store shed. Outside these boundaries however, the dams are still evident nearby, while a network of old tracks converge on the homestead from many different directions, perhaps providing the greatest remaining insight into just how expansive and thriving Deralinya once was.

[1346] Poisons & Scorpions, 1927 - Elsewhere Fine (Karl Dimer, 1989)
[1347] Death, Marriage & War, 1911-1929 - Challenge in Isolation (John R. Bridges, 2004)
[1348] End of an Era, 1980-2002 - Challenge in Isolation (John R. Bridges, 2004)

The beautifully quaint homestead (top) - recently restored - and shed at Deralinya Station circa the 1990's.[1349]

[1349] Photographs Courtesy Deralinya Station, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)



Deralinya Station (centre) as shown on an extract from a survey dating to 1915.[1350]

[1350] Image Courtesy Esperance Museum

Place No: 17

DUNDAS ROAD BOARD OFFICES

The brand new offices of the Dundas Road Board, built in the townsite of Salmon Gums, as they stood circa 1934.[1351]

Place Name(s):	Dundas Road Board Offices (alternatively referred to as the Salmon Gums CWA Hall)
Use(s):	Original: Local Government - Offices of the Dundas Road Board, Present: Country Women's Association / Community Hall
Address:	Lot 124 on Plan 171863, Coolgardie-Esperance Highway, Salmon Gums Reserve No. 20438
Ownership:	Crown Land - Management Order to Shire of Esperance
State Heritage Listing:	N/A

[1351] Photograph Courtesy Esperance Museum

Original Date of Construction:	1933/34
Construction Materials:	Walls: Tin, Roofing: Tiles, Other: Timber Frame
Builder / Designer:	Built by Bernard Pantall, designer unknown.[1352]

Nature of Significance:	Aesthetic: It is significant in exhibiting particular aesthetic characteristics. Historic: It is significant in the evolution or pattern of the history of the local district. Social: It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	Rarity: It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Representativeness: It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Fair. Integrity: Low. Authenticity: Medium. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1352] The Kalgoorlie Miner, 28 December, 1933

HISTORY & DESCRIPTION

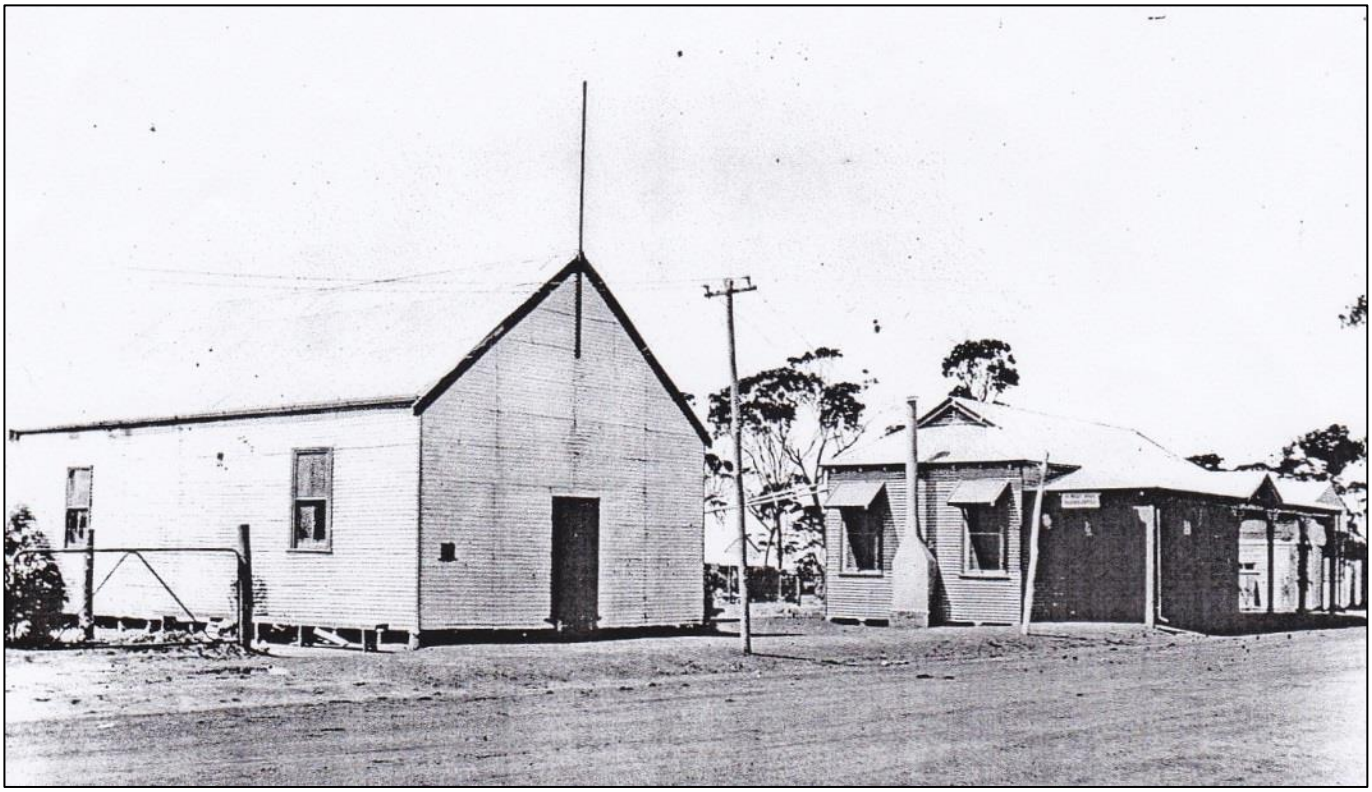
In 1895, following the discovery of rich goldfields in the area, Norseman was formally Gazetted as a town site, and soon after the Dundas Road Board was formed.(1353, 1354) Although initially based in the town of Norseman, in 1929 it was reported that, due to a local mining depression, the Dundas Road Board had decided to construct new offices in the rapidly growing town of Salmon Gums.(1355) In December 1933 a tender for construction was awarded to Bernard Pantall, and by early 1934 the new Dundas Road Board offices had been completed.(1356, 1357)

Following the inception of the idea, the fates of both Norseman and Salmon Gums townships had however somewhat reversed, and suddenly the population of Salmon Gums was declining on the back of the Great Depression while the mining boom in Norseman was again gaining momentum. At a meeting held on August 23, 1934, locals decided to petition the Government to re-establish a Road Board presence in Norseman as "…a mining community could not be satisfactorily administered by a Road Board composed of a majority of farmer members some 60 miles distant". Accordingly, later that same year, the former Road Board offices in Norseman were reinstated and reconditioned for use as the main offices of the Dundas Road Board, which effectively left their new offices at Salmon Gums as an isolated and abandoned outpost.(1358)

In 1938, a Country Women's Association branch was formed in Salmon Gums which sought to use the "building previously occupied by the Dundas Road Board as offices", and thereafter the building was used primarily as headquarters for the local CWA.(1359) Two years later, it was noted that only every fourth meeting of the Dundas Road Board was now held in Salmon Gums.(1360) A boundary realignment in 1989 saw Salmon Gums secede from the now Shire of Dundas to join the Shire of Esperance, and as jurisdiction of the district was now with the Shire of Esperance, the land and buildings were accordingly transferred in the same year.(1361)

To date, the former Dundas Road Board Offices still see use from the Salmon Gums community and the Salmon Gums CWA.

1353 Government Gazette of Western Australia, 24 May, 1895
1354 The West Australian, 17 June, 1895
1355 The Kalgoorlie Miner, 14 November, 1929
1356 The Kalgoorlie Miner, 28 December, 1933
1357 The Western Argus (Kalgoorlie), 30 January, 1934
1358 The West Australian, 31 August, 1934
1359 The West Australian, 10 May, 1938
1360 The Daily News (Perth), 25 January, 1940
1361 Government Gazette of Western Australia, 30 June, 1989

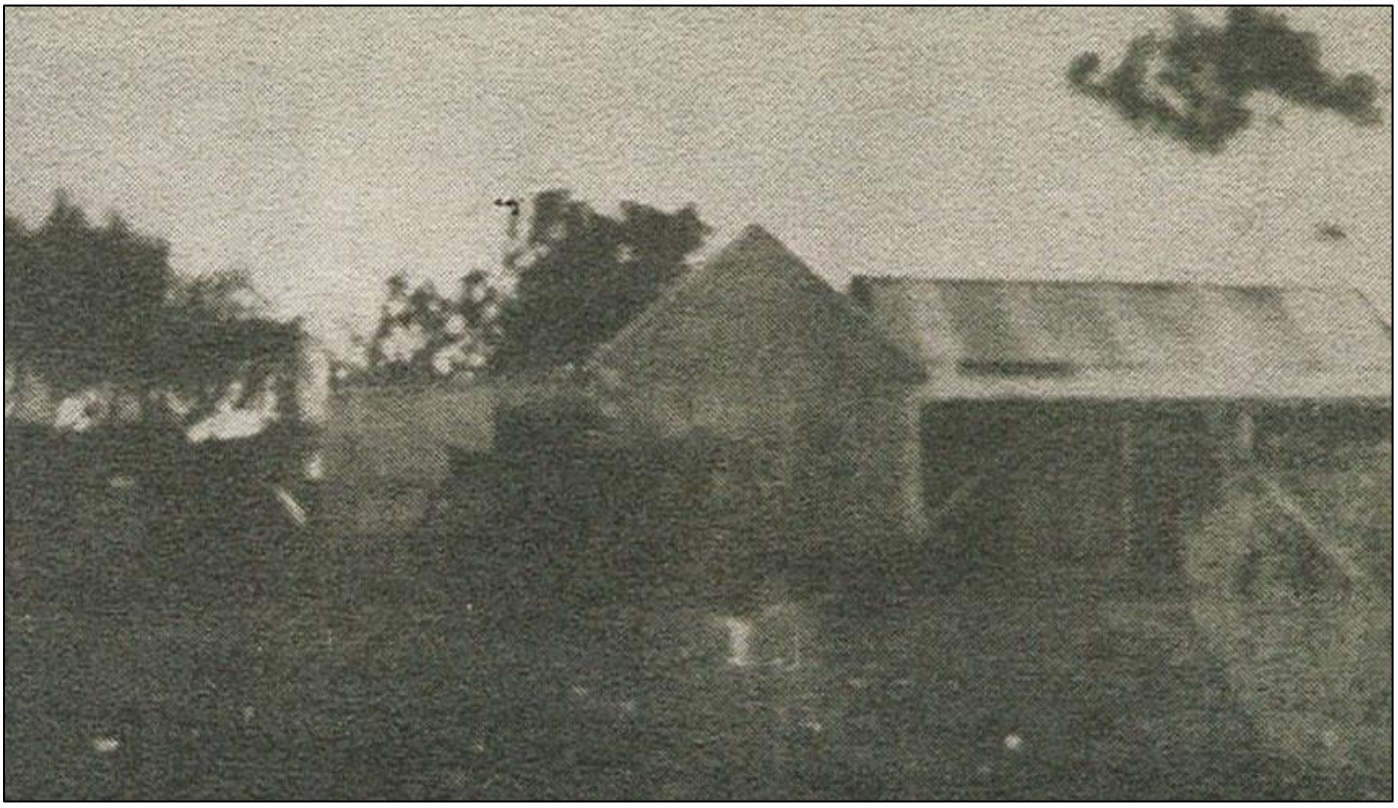


The brand new Dundas Road Board Offices (top, right of picture) in Salmon Gums, circa 1935 and (bottom) as they stood in 2013. The Dundas Road Board soon moved their operations back to Norseman however, and from 1938 onwards, the building in Salmon Gums was used by the local branch of the Country Women's Association.[1362, 1363]

[1362] Photograph Courtesy Esperance Museum
[1363] Photograph Courtesy Shire of Esperance

Place No: 18

DUNNS' BOYATUP FARM



An undated photograph showing the Dunn family's old homestead - since demolished - at their Boyatup Farm.[1364]

Place Name(s):	Dunns' Boyatup Farm (alternatively referred to as Boyatup Farm, Dunns' Farm, Dunns' Station)
Use(s):	Original: Pastoral Station, Present: Primary Production
Address:	Lot 372 on Plan 108642, Merivale Road, Condingup
Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	1895.[1365]

[1364] Photograph Courtesy Esperance Museum
[1365] Dunns' Boyatup Farm, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

Construction Materials:	Walls: Corrugated Iron, Roofing: Corrugated Iron, Other: Timber Framing, Driftwood Pine Floors
Builder / Designer:	Built by Andrew Dunn and family.[1366]

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: N/A. Integrity: N/A. Authenticity: N/A. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1366] A Few Biographies - Dunns - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)

HISTORY & DESCRIPTION

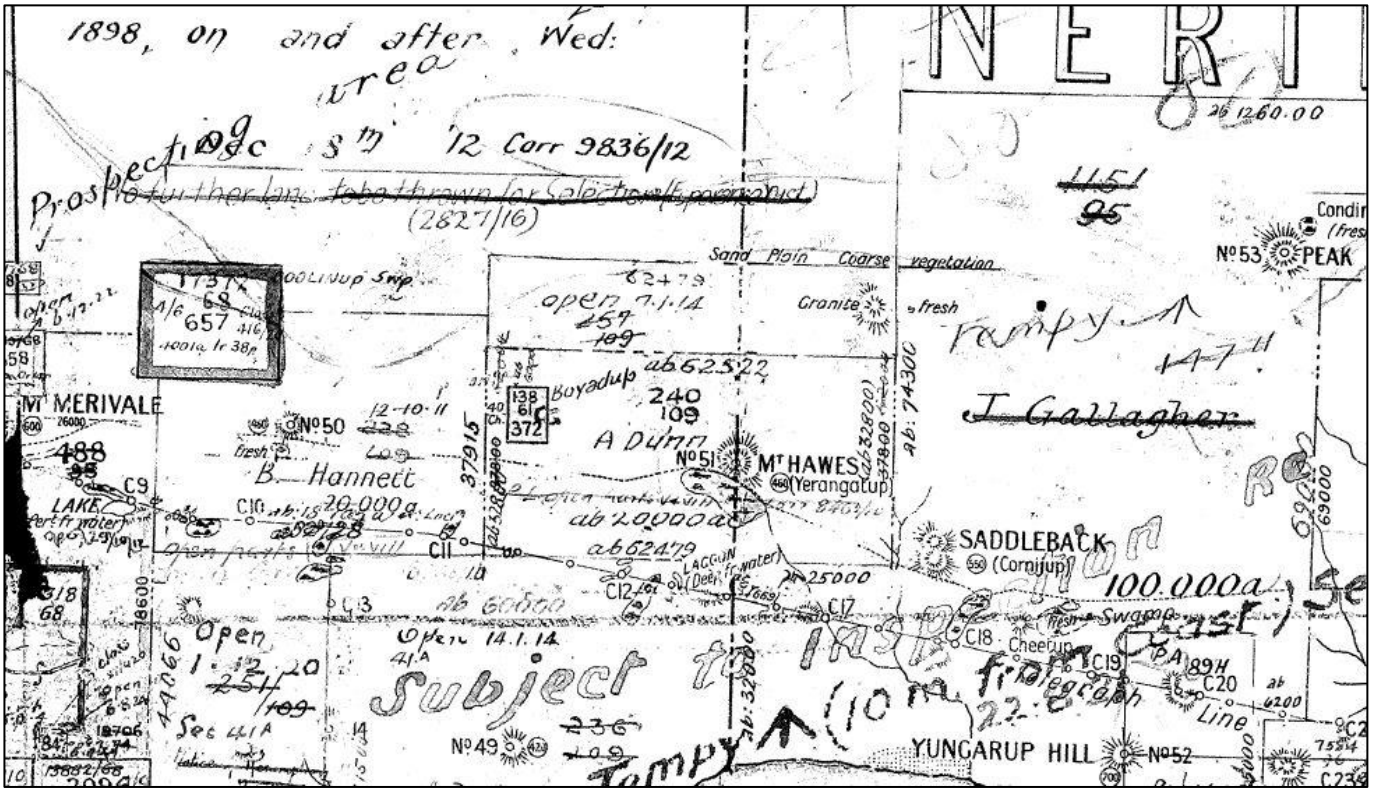
Andrew Dunn, an Irishman who had immigrated to Australia in 1877, first came to Esperance as a drover employed by Campbell Taylor in 1882. Returning to Albany, in 1883 he married Mary Ann Hatton, and in 1884, the newlyweds moved to Balladonia. Their time in Balladonia was only fleeting, and in 1885, the Dunns moved to Thomas River to again work for Campbell Taylor, where Andrew became an overseer. In 1886, Andrew selected his own land at Boyatup, however for the better part of the next decade the Dunns remained in the employment of Campbell Taylor at Lynburn Station. Eventually, in 1895, the Dunns moved to their Boyatup selection and began developing the holding, building the first stages of their house that same year. By that point in time, Andrew and Mary had already had eight children (one of whom had died), and with six more to come in the next decade, the house was later expanded. The farm was quickly made to become self-sufficient, and as well as selling kangaroo skins and running cattle and sheep, crops of hay, vegetables, fruit, grapes, potatoes, onions and the like created extra income, often being sold to supplement the stock in Francis Daw's Esperance Store. In its day, Boyatup was a place where travellers to Israelite Bay, Point Malcolm, Thomas River and the like were assured of gracious hospitality and a bed for the night, and overland telegraph linesmen were reported to be regular callers.(1367, 1368, 1369, 1370, 1371, 1372)

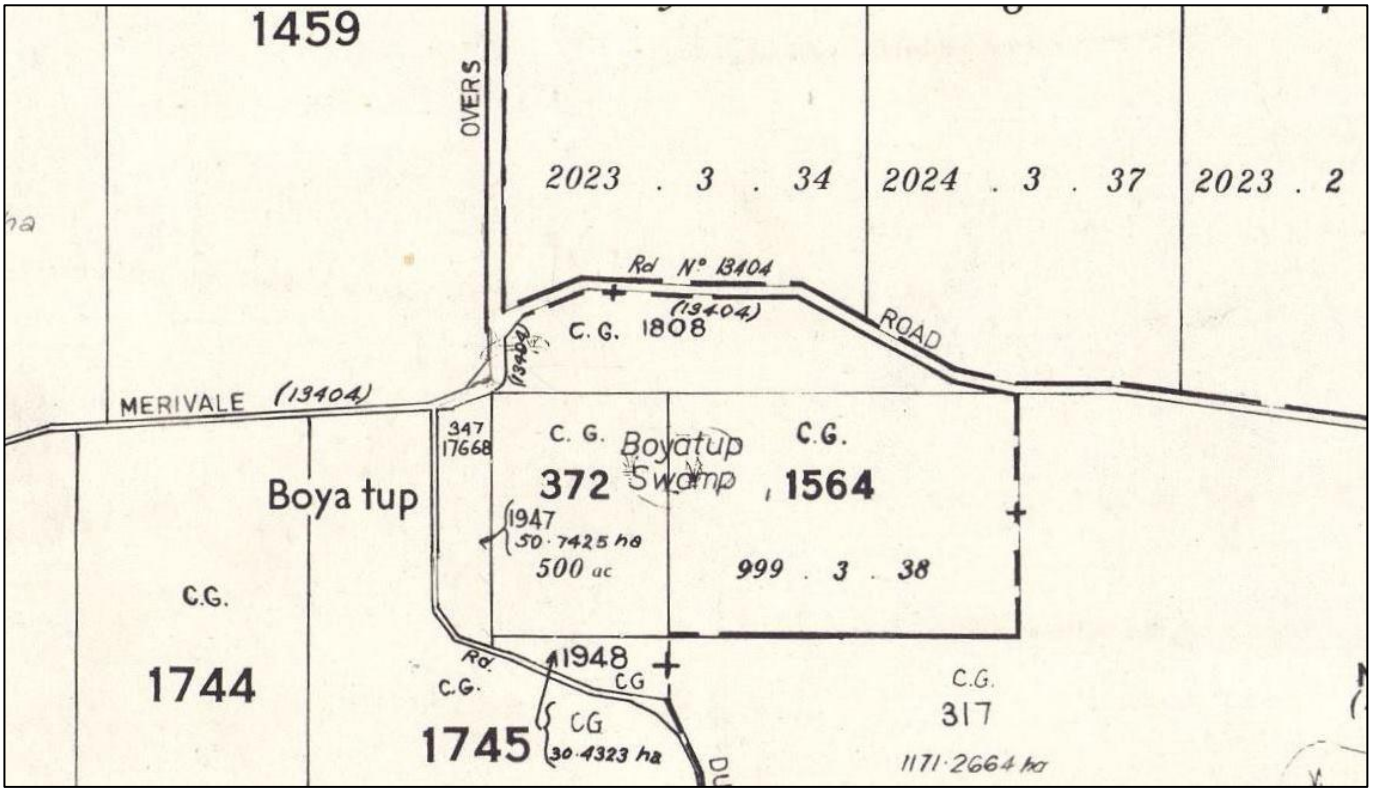
The original house, built of corrugated iron, timber from Albany and even driftwood is now long since gone, and today nothing remains of this or indeed any of the original farm buildings as these were replaced by Harry Dunn in the 1950's, although a portion of the stone and cement fireplace from the replacement dwelling remained in 1993. With the original corrugated iron buildings now gone and the old orchard neglected, the only remaining link to these early settlers is now the well maintained gravesite of Henry Hatton - the brother of Mary Ann Dunn (nee Hatton) - who passed away on May 22, 1924 and is buried on the farm.(1373)

[1367] The Kalgoorlie Miner, 26 September, 1922
[1368] The Kalgoorlie Miner, 15 July, 1943
[1369] A Few Biographies - Dunns - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[1370] Dunn Rock Road - Esperance and Districts Street Names (Esperance Bay Historical Society and Esperance Museum, 2007)
[1371] Toby Hannett Interview, Christine Creighton, 1983 (State Library of Western Australia)
[1372] Ernie Dunn Interview, Christine Creighton, 1983 (State Library of Western Australia)
[1373] Dunns' Boyatup Farm, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

Members of the Dunn family at work near the shearing shed and yards circa the 1920's (top) and the lonely grave of Henry 'Harry' Hatton in 2017 (bottom) at Dunns' Boyatup Farm.[1374]

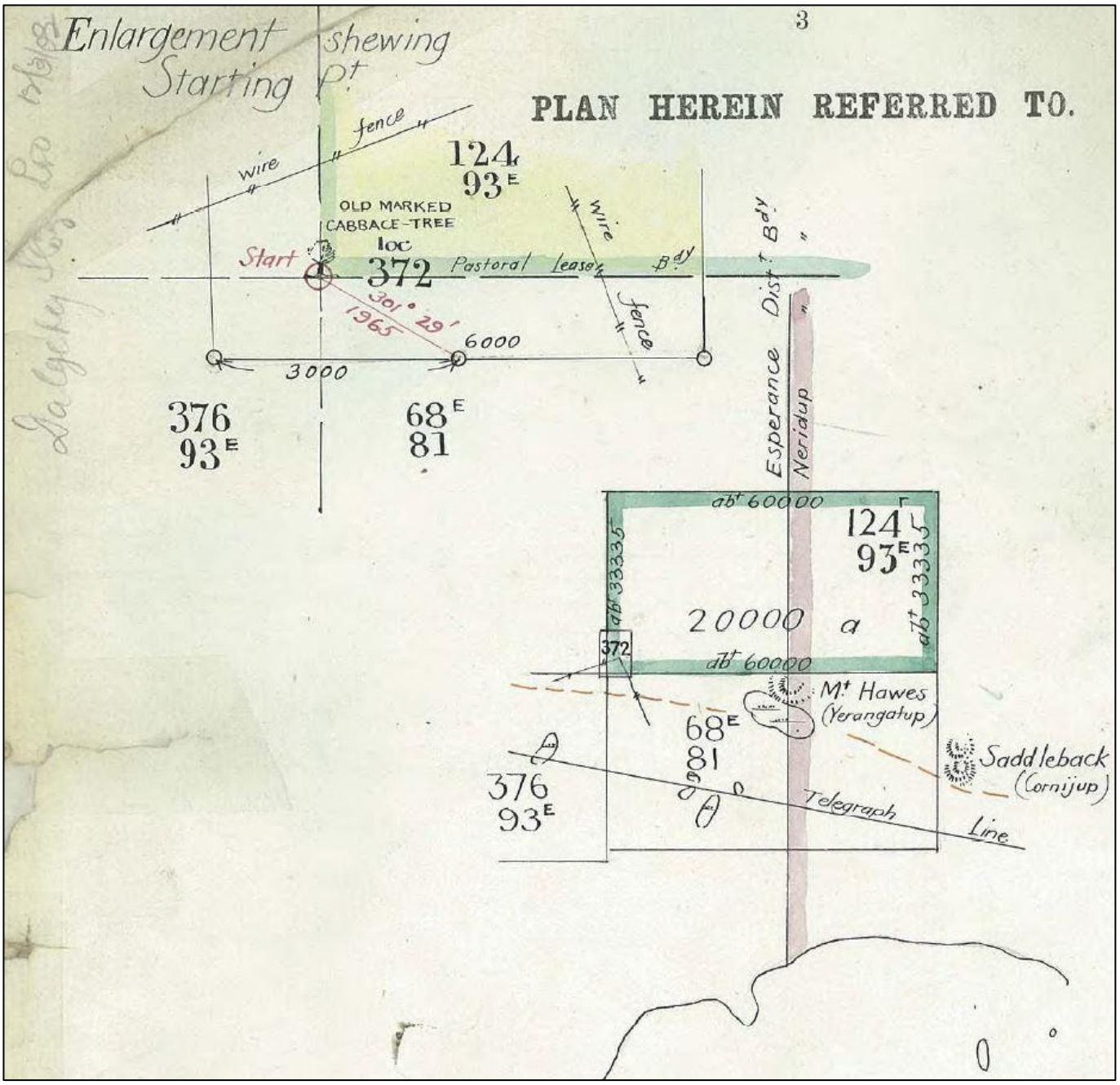
[1374] Photographs Courtesy Kathy Hine





Extracts from surveys dating from 1911 (top) and circa 1980 (bottom) showing Andrew Dunn's Boyatup Farm, Location 372, and broader holding.[1375]

[1375] Images Courtesy Shire of Esperance



An extract from a pastoral lease application covering most of Location 372 - the site of Dunn's Boyatup Farm - with this particular plan signed and dated February 8, 1904.[1376, 1377]

[1376] Application for a Pastoral Lease, Ponton Brothers & Sharp, Approved 8 February, 1904 (Application 124/93E)
[1377] Image Courtesy Shire of Esperance

Place No: 19

ELSTON'S STATIONERY & NOVELTY BAZAAR

Elston's Stationery & Novelty Bazaar - which later became the offices of "A. J. Stewart - Chemist & Stationer" - in its new and current home at the Esperance Museum in 2009.[1378]

Place Name(s):	Elston's Stationery & Novelty Bazaar (alternatively referred to as Elston's Bazaar & Stationery Shop, Elston's Photographic Shop or the Old Chemist Shop)
Use(s):	Original: Photography Studio / Stationery Shop
Address:	Lot 59 No. 56 on Plan 5742, Dempster Street, Esperance; and Lot 60 No. 58 on Plan 5742, Dempster Street, Esperance

[1378] Photograph Courtesy Shire of Esperance

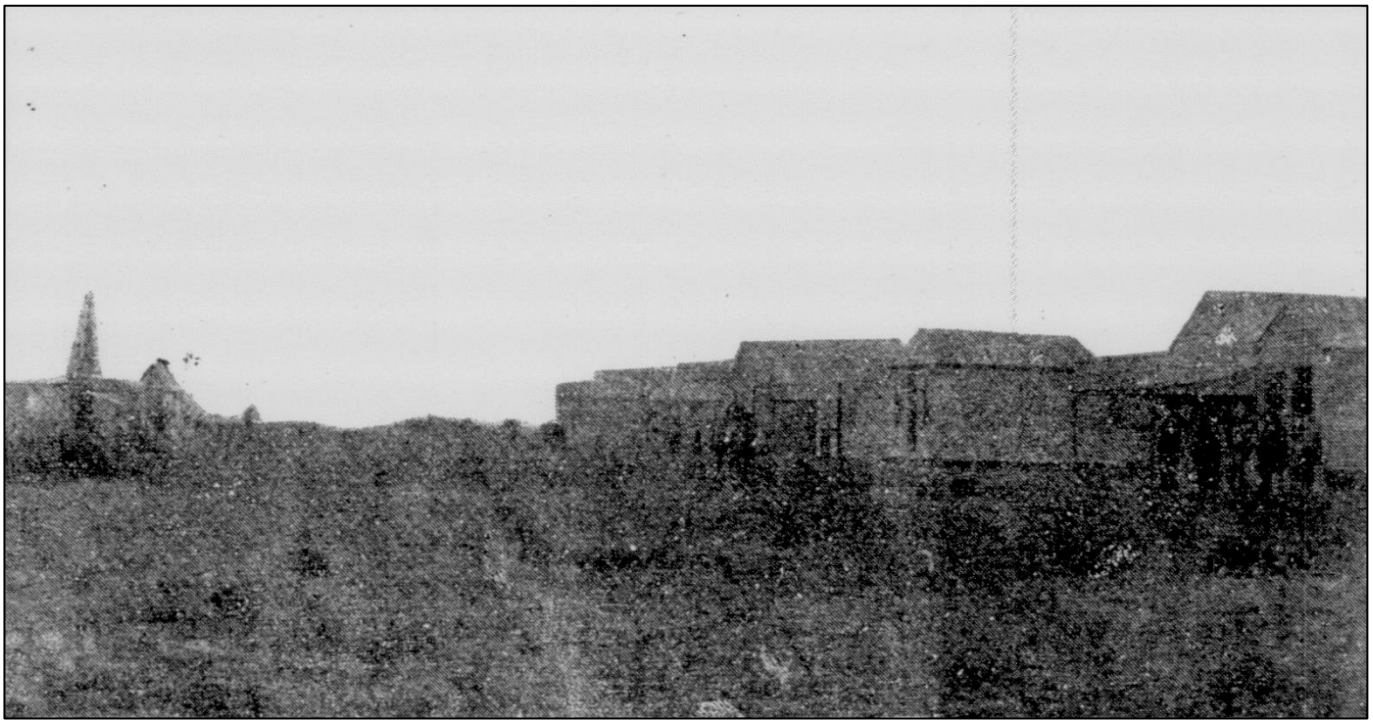
	Reserve No. 2815
Ownership:	Crown Land - Management Order to Shire of Esperance
State Heritage Listing:	N/A

Original Date of Construction:	Circa 1895.[1379]
Construction Materials:	Walls: Timber, Roofing: Corrugated Iron, Other: Fibreboard
Builder / Designer:	Builder unknown, likely built for and then leased by the owner of the site at that time, Cuthbert McKenzie.[1380]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Good. Integrity: Low. Authenticity: High. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1379] Photographs Published in The Pictorial Australian, 1 August, 1895
[1380] Certificate of Title, Lot 20 Andrew Street, Esperance, Cuthbert McKenzie, 7 September, 1894

HISTORY & DESCRIPTION



"The Main Street" - Andrew Street in Esperance as published in *The Pictorial Australian* in August of 1895. A small group of people can be seen standing in front of the little building that was home to Elston's Stationary & Novelty Bazaar on the far right.[1381]

Now preserved in the Museum Village, Elston's Stationery & Novelty Bazaar was originally built on part of what was then Lot 20 Andrew Street (now Lot 5 No. 24 Andrew Street), directly opposite the Post Office, circa 1895.[1382, 1383] The little store was initially occupied by Walter Egbert Elston, a noted draper, stationer and photographer who left a legacy of images of early Esperance prior to 1898 when he and many others were forced to leave the town during the onset of a severe localised depression.[1384, 1385, 1386] An article relating to the establishment of a similar store in Norseman that year briefly describes the functions of Elston's stores, at least in part, recording that "…Mr. Elston, the Esperance photographer, has started business in Roberts Street, Norseman. Besides practicing his profession, Mr. Elston has arranged to conduct a stationery and novelty bazaar. In the latter connection he has a splendid assortment of Christmas cards which have just arrived from England, and are of the latest design. Seasonable mementoes in the shape of local photographs, toys, and fancy articles complete an extensive stock."[1387] Following Elston's departure from Esperance, the little store later saw further use as a general store, a bicycle agency and then perhaps most famously as the offices of "A. J. Stewart - Chemist & Stationer", prior to being relocated to the Museum Village in 1978 for preservation, where it continues to be used today.[1388]

[1381] Photograph Courtesy The Pictorial Australian, 1 August, 1895
[1382] The Pictorial Australian, 1 August, 1895
[1383] Aerial Photography - Esperance Townsite, 18 February, 1964 (Shire of Esperance)
[1384] The Western Australia Post Office Directory (H. Wise & Co, 1897)
[1385] The Albany Advertiser, 24 September, 1898
[1386] About Mr Elston, Photographer (http://www.ravensthorpehistory.org.au/documents/elston.html), Accessed 2016
[1387] The Norseman Times, 10 December, 1898
[1388] Elston's Bazaar & Stationery Shop, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

Elston's Stationery & Novelty Bazaar on Andrew Street as it stood in 1897 (per the sign on the far right, top) and 1973. Walter Egbert Elston left Esperance in 1898 as the town entered a severe localised depression.[1389, 1390]

[1389] Photograph Courtesy Old Esperance Pictorial History (Don Voigt, 1996 - Courtesy Mrs Isabelle Babidge, C. J. Davis, Photographer)
[1390] Photograph Courtesy Esperance Museum

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 20

ESPERANCE CIVIC CENTRE

A building of local renown - the Esperance Civic Centre as it stood in 2013.[1391]

Place Name(s):	Esperance Civic Centre
Use(s):	Original: Entertainment / Function Centre, Present: Entertainment / Function Centre
Address:	Lot 707 on Diagram 41513, Jane Street, Esperance; Lot 825 on Plan 9302, Jane Street, Esperance; and Lot 826 on Plan 9302, Andrew Street, Esperance Reserve No. 32524
Ownership:	Crown Land - Management Order to Shire of Esperance
State Heritage Listing:	N/A

[1391] Photograph Courtesy Shire of Esperance

Original Date of Construction:	1980/81.[1392]
Construction Materials:	Walls: Brick, Roofing: Steel
Builder / Designer:	Built by Civil and Civic Design and Construction, Designed by Tsigulis and Zuvela Pty Ltd.[1393]

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Good. Integrity: High. Authenticity: High. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1392] The Civic Centre - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[1393] Building Records, Esperance Civic Centre (Shire of Esperance, 1980 et al)

HISTORY & DESCRIPTION

A beautifully hand coloured promotional concept plan for the Esperance Civic Centre, which opened in 1981.[1394]

Towards the end of the 1970's, the old RSL Hall on Andrew Street - a huge corrugated iron building opened in 1957 which had once played witness to many of the towns larger functions, including fashion parades, debutante balls, dances and cabarets - had steadily become inadequate to cater to the needs of the growing town, and as such it was rather swiftly and unceremoniously demolished, with parts of the old building being reused in the Cascade Community Centre which itself opened in 1980.[1395, 1396, 1397] In place of the old RSL Hall, planning for a new cultural centre had been underway during the same period, and early in 1980 a design was settled on with the tender for construction being issued soon thereafter.[1398] From that point on, for such a large project the building works then proceeded at a rapid pace, and on May 30, 1981, the brand new Esperance Civic Centre formally opened its doors for the first time, with a lavish ceremony being held to mark the occasion.[1399, 1400, 1401, 1402]

Although a modern structure in the history of Esperance, this site was included in the original Municipal Heritage Inventory (1996) due to its significance through association with community and cultural groups.

[1394] Image Courtesy Engineering Department Archives (Shire of Esperance)
[1395] Building Records, Old RSL Hall, Licence Number 79-54/55 (Shire of Esperance, 1953 - 1955)
[1396] The Returned Soldiers' League - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[1397] 'Lortleaze' Cascade; Margaret Roberts - Faith, Hope & Reality (Penny Blumann, 1995)
[1398] Building Records, Esperance Civic Centre (Shire of Esperance, 1980 et al)
[1399] The Esperance Express, 3 June, 1981
[1400] The Civic Centre - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[1401] Town Hall - Civic Centre - Opening & Speeches et al , 1981 (Shire of Esperance Records, OLD/5842)
[1402] Souvenir Programme - Opening of the Esperance Civic Centre et al, 1981 (Shire of Esperance Records, OLD/5867)

Place No: 21

ESPERANCE HOSPITAL & MATRON'S HOUSE (FORMER WELLARD HOSPITAL & STAFF QUARTERS)

The former Wellard Hospital - once the second Government Hospital in Esperance - in its present life as the Taylor Street Tea Rooms, circa 2010.[1403]

Place Name(s):	Esperance Hospital & Matron's House (Esperance Hospital alternatively referred to as the Re-sited Wellard Hospital, Second Government Hospital or Taylor Street Tea Rooms, Matron's House alternatively referred to as the Staff Quarters)
Use(s):	Original: Hospital and Staff Quarters
Address:	Lot 1027 on Plan 31503, The Esplanade, Esperance (Old Hospital); Lot 57 No. 52 on Diagram 5742, Dempster Street, Esperance (Matron's House); and Lot 58 No. 54 on Diagram 5742, Dempster Street, Esperance (Matron's House)

[1403] Photograph Courtesy Esperance Museum

	Reserve No. 28207 (Hospital)
Ownership:	Crown Land - Management Order to Esperance Port Authority (Hospital) Shire of Esperance (Matron's House)
State Heritage Listing:	N/A

Original Date of Construction:	1925/26 (Wellard Hospital);[1404, 1405, 1406] 1926 (Wellard Hospital Staff Quarters / Matron's House);[1407, 1408] 1929/30 (Wellard Hospital & Staff Quarters / Matron's House dismantled, relocated and reconstructed in Esperance);[1409, 1410] 1983 (Staff Quarters / Matron's House relocated to present Esperance Museum Village site);[1411] 1987 (Old Wellard Hospital / Esperance Hospital relocated to present Taylor Street site).[1412]
Construction Materials:	Walls: Timber, Roofing: Corrugated Iron, Other: Jarrah Floorboards
Builder / Designer:	1925/26 Wellard Hospital built by F. Woods;[1413] 1926 Staff Quarters / Matron's House built by F. Woods;[1414] 1929/30 Wellard Hospital & Staff Quarters / Matron's House dismantled, relocated and reconstructed in Esperance by G. J. Fairbanks.[1415]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Fair. Integrity: Low.

[1404] The West Australian, 2 September, 1925
[1405] The Daily News (Perth), 17 September, 1925
[1406] The West Australian, 2 February, 1926
[1407] The West Australian, 6 August, 1926
[1408] The West Australian, 28 August, 1926
[1409] The West Australian, 20 March, 1929
[1410] The Kalgoorlie Miner, 20 January, 1930
[1411] Wellard Hospital Site, Town of Kwinana Municipal Heritage Inventory (Town of Kwinana, 2008)
[1412] The Esperance Express, 28 August, 1987
[1413] Government Gazette of Western Australia, 25 September, 1925
[1414] Government Gazette of Western Australia, 27 August, 1926
[1415] Government Gazette of Western Australia, 18 October, 1929

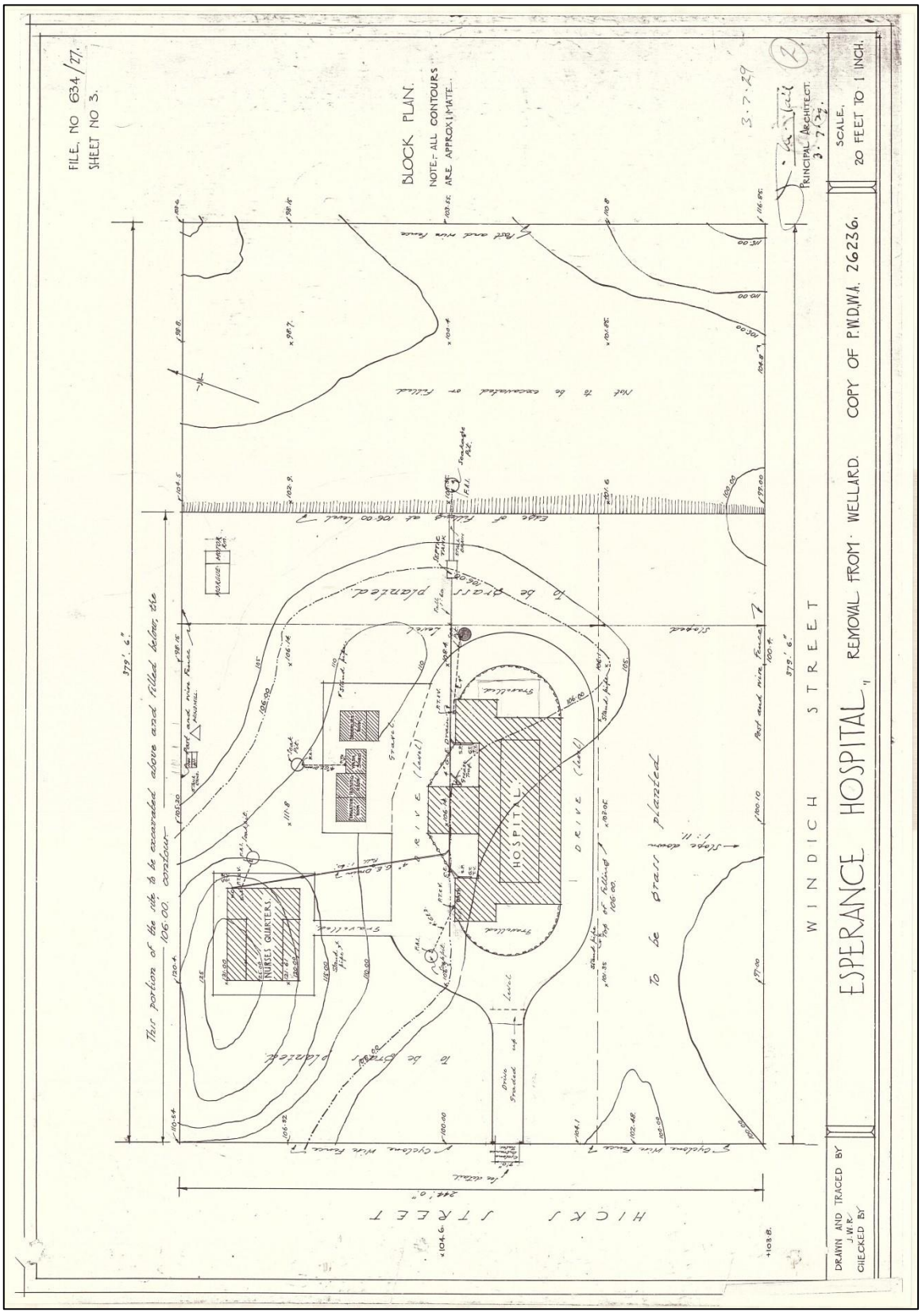
	Authenticity: Medium. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

HISTORY & DESCRIPTION

Although now separated, these two buildings began life together at Wellard, a former Group Settlement about forty kilometres south of Perth near Rockingham. The hospital itself was the first of the two to be built, with tenders for construction advertised late in 1925 and works being completed by early 1926.[1416] Tenders for the nearby staff quarters were advertised in the months following, and this section (now referred to as the Matron's House) was constructed soon after by the same builder as the hospital, Mr F. Woods. By 1928, the number of patients treated in the hospital was reported to have totalled only 36 for the whole year, and it was thus impossible to justify the site remaining open in Wellard. In early 1929, the Wellard Hospital and staff quarters were offered for sale to the Esperance Hospital Committee, and having raised the necessary funds, towards the end of that same year the buildings were dismantled and shipped to their new location.[1417] The tender for demolition and re-construction was awarded to G. J. Fairbanks in October 1929, and a mere three months later, Esperance had a new hospital.[1418] A formal opening ceremony - presided over by Selby Walter Munsie - the same Government official who had previously opened the facility in Wellard - was held in January 1930, and both the hospital and Matron's House then remained in use for many years thereafter.[1419]

In June 1960, the first section of the present day Esperance Hospital was formally opened, and from about that time on, the two older buildings from Wellard grew less and less necessary for daily operations, although both still saw use as accommodation for the nurses and the matron. In the ensuing years, further expansions to the new hospital saw both of the former Wellard buildings grow ever more redundant, and in 1983, the old Matron's House (former Wellard Staff Quarters) was relocated to its present location in the Esperance Museum Village, while a few years later, in 1987, the old Esperance Hospital (former Wellard Hospital) was relocated to its present Taylor Street site to serve as an office, later becoming the Taylor Street Tea Rooms in 1989.[1420, 1421, 1422]

[1416] Government Gazette of Western Australia, 25 September, 1925
[1417] The West Australian, 20 March, 1929
[1418] Government Gazette of Western Australia, 18 October, 1929
[1419] The Kalgoorlie Miner, 20 January, 1930
[1420] Esperance Hospital - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[1421] Wellard Hospital Site, Town of Kwinana Municipal Heritage Inventory (Town of Kwinana, 2008)
[1422] Hospital Matron's Quarters (http://www.visitesperance.com/pages/historic-museum-village/), Retrieved 2016

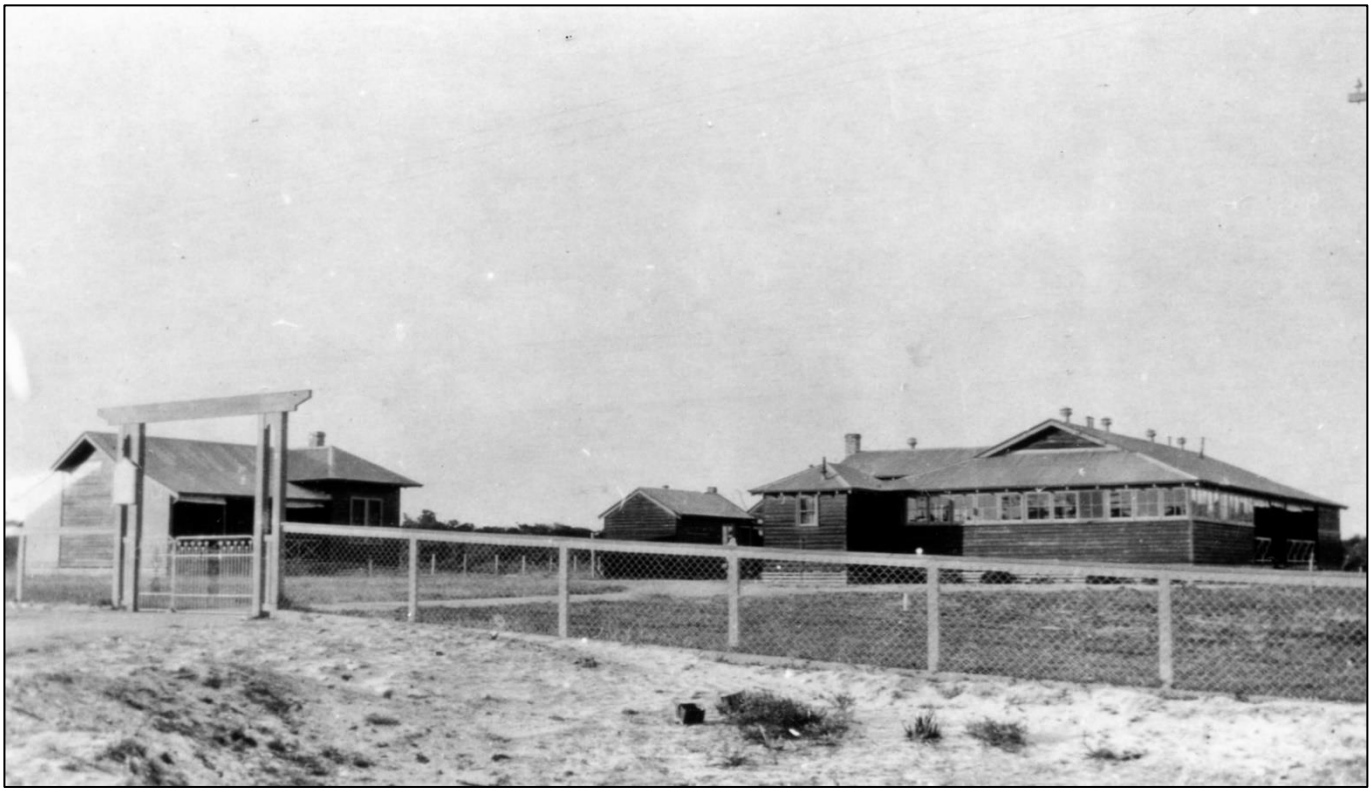


A site plan dated July 3, 1929 detailing the relocation of the old Wellard Hospital and staff quarters (shown as the nurses quarters above, alternatively referred to as the Matron's House) to Esperance, to be situated near the corner of Windich Street and Hicks Street near the present day hospital.[1423]

[1423] Image Courtesy Esperance Museum

The Wellard Hospital in its original location near Kwinana circa 1926, prior to being dismantled and shipped via the *Kybra* to Esperance late in 1929 (bottom) where it opened in place of the original Esperance Hospital.[1424, 1425, 1426]

[1424] The Kalgoorlie Miner, 16 October, 1929
[1425] Photograph Courtesy Town of Kwinana Municipal Heritage Inventory (Town of Kwinana, 2008)
[1426] Photograph Courtesy Esperance Museum



The re-sited Wellard Hospital buildings circa 1930 (top), having been dismantled then shipped to Esperance and reconstructed towards the end of 1929, and (bottom) the old Matron's House in the Esperance Museum Village in 2009.[1427, 1428]

[1427] Photograph Courtesy Esperance Museum
[1428] Photograph Courtesy Shire of Esperance

Place No: 22

ESPERANCE HOTEL

The first Esperance Hotel in 1894 on Lot 24 Andrew Street, with John Purchas in the hotel doorway (centre of picture) and Agnes Purchas in the store doorway (left of picture).[1429]

Note regarding inclusion of this site in this Local Heritage Survey:

Although no physical fabric from any of the early hotel sites remains in situ, inclusive of the original Esperance Hotel, the Basic Principles for Local Government Inventories produced by the State Heritage Office state that "the inventory should identify places and areas that retain significant physical fabric from the past. It is not intended that the Surevy encompass sites without remnant fabric (i.e. vacant or redeveloped sites), **unless** they have historic associations of major importance to the locality." In this instance, although no physical fabric from the original structure remains, all of the early hotel sites throughout the Shire of Esperance have been deemed to have "…historic associations of major importance to the locality", hence their inclusion in this Local Heritage Survey. The significance of sites such as this cannot be understated, particularly with regards to their contributions towards the evolution of the district as public meeting and gathering places and as a direct link to the early trade and travellers to and from the goldfields.[1430]

[1429] Photograph Courtesy Esperance Museum
[1430] Basic Principles for Local Government Inventories (State Heritage Office, March 2012)

In the absence of any "…physical fabric from the original structure", the entry of the Esperance Hotel site in Local Heritage Survey thus seeks only to record and preserve the historical significance of the site alone.

Place Name(s):	Esperance Hotel (alternatively referred to as the Bank of New South Wales, linked in name only to the site of the current Esperance Hotel)
Use(s):	Original: Hotel, Present: Vacant Site, Previous: Bank
Address:	Lot 24 No. 2 on Plan 222408, Andrew Street, Esperance
Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	1893.[1431, 1432, 1433]
Construction Materials:	Refer to photographs
Builder / Designer:	Originally designed by Raymond J. Sharkey, built by or on behalf of John and Agnes Purchas with later additions by Josiah 'Joe' Norman of the Norman Brothers (Albany).[1434]

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: N/A. Integrity: N/A. Authenticity: N/A. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Little Significance - Does not fulfil the criteria for entry in the local Heritage List. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

[1431] History of Esperance, Letter to the Editor by Agnes Purchas, Published in the Kalgoorlie Miner, 16 April, 1947
[1432] The Eastern Districts Chronicle, 27 May, 1893
[1433] Permission for John Purchas to Occupy Land at Esperance Bay - State Records Office (Item No. 1893/0172 Consignment No. 541)
[1434] Wayside House Licence - John Purchas - State Records Office (Item No. 37 Consignment No. 691)

HISTORY & DESCRIPTION

John and Agnes Purchas settled in Esperance before the townsite had been surveyed, and in 1893 they established a general store with an attached Gallon Licence.[1435, 1436, 1437] That same year, Mr and Mrs Purchas expanded their business to incorporate what they would call the Esperance Hotel, a single storey corrugated iron building on what would later be surveyed as Lot 24, Andrew Street.[1438, 1439] Others were quick to capitalise on the influx of people in the rush to the goldfields and, soon thereafter, the original Grace Darling, Pier and Royal hotels would all be constructed between approximately June 1894 and May 1895.[1440, 1441]

In 1896, to better cater to and capitalise on the throngs of people passing through the undersized town to and from the goldfields, a grand two storey structure was finished adjoining the existing building on the corner of The Esplanade and Andrew Street, reportedly at a cost of £6000. This 'new' Esperance Hotel was officially opened in November of the same year by Thomas Edwards - the first Mayor of Esperance - in front of a large crowd, and Laurence Sinclair, credited with the discovery of gold at Norseman in 1894, was given the honour of opening the first bottle of champagne in celebration of the new establishment.[1442]

In February 1898, the Esperance Hotel was put up for auction, with the auctioneer's advertisement providing the following vivid description:

HIGHLY IMPORTANT SALE
OF
VALUABLE FREEHOLD HOTEL PROPERTY
AT
ESPERANCE BAY, W.A.

———

THEODORE BRUCE & CO
have been favoured with instructions from the Trustees of the Estate of John Purchas, and with the consent of the Manager of the Bank of W.A., to sell by public auction, on the premises, at 2.30 p.m. on the day after the arrival of the s.s. Flinders at Esperance, which leaves Adelaide on or about 17th February:

Allotments Nos. 24 and 25, township of Esperance, having a frontage of 300 links to Edward Street, and 220 links to Andrew Street, on which is erected that large and handsome building known as the

ESPERANCE HOTEL

On the immediate corner is a large, newly built hotel, containing [left blank] rooms upstairs, while on the ground floor are saloons and parlours overlooking the sea. The whole of this part of the property is surrounded with a verandah and a wide balcony, and is replete with every comfort. Immediately adjoining on the north-west is a one story portion of the hotel, comprising bar, bagatelle room, tap room, office, large billiard room, five small parlours, together with passages and other rooms. A right-of-way at the side divides this property from two stores, which are now let, and are valuable accessions to the rental value of the property. On the south side is a one story building, containing two drawing rooms, with movable partition between, large sitting room, kitchen, bath and lamp room, and 32 bedrooms, and large yard accommodation.

The whole of the above buildings are situated on Allotments No. 24, which contains 1 Acre and 37 Perches or thereabouts. On Allotment No. 25 are constructed stables, cart shed, and an enclosed wood and drying ground, with convenient out-offices.

The frontage of this property is leased to Messrs G.W. Gray & Co., upon which their stables are built.

[1435] The Eastern Districts Chronicle, 27 May, 1893
[1436] The Kalgoorlie Miner, 16 April, 1947
[1437] Gallon Licence - John Purchas, 1 February, 1893 - State Records Office (Item No. 24 & 28 Consignment No. 691)
[1438] Wayside House Licence - John Purchas, 1 May, 1893 - State Records Office (Item No. 41 Consignment No. 691)
[1439] Police Gazette, Western Australia, 6 December, 1893
[1440] The South Australian Register, 30 May, 1894
[1441] The Australian Advertiser (Albany), 5 June, 1895
[1442] The Inquirer & Commercial News (Perth), 20 November, 1896

In drawing the attention to the public of this important sale the auctioneers would direct special attention to the absolute security of the investment, as this property is decidedly the leading hotel in Esperance Bay, and it is outside the bounds of possibility to imagine for one moment that the Western Australian Government can much longer ignore the responsibility which rests upon their shoulders of fostering the gold mining industry in the Norseman district by refusing to either make themselves or allow private enterprise to construct a line from the goldfields to Esperance Bay, their natural outlet.

The purchaser of the freehold will have to take the stock, furniture, and tenants' fixtures at a valuation, and pay for the same immediately upon the award being given, either in cash, or partly in cash and approved acceptances for the balance, terms to be arranged at time of sale.

To an enterprising man this is the opportunity of a lifetime, as the Trustees have definitely decided to close the Estate.

Further particulars can be obtained from Mr. Cranston, who is now in charge of the property, and will be happy to show intending purchasers over the house, and give them every information that lies in his power; or from the auctioneers, Theo. Bruce & Co., 23, Old Exchange, Pirie Street, Adelaide, S.A.

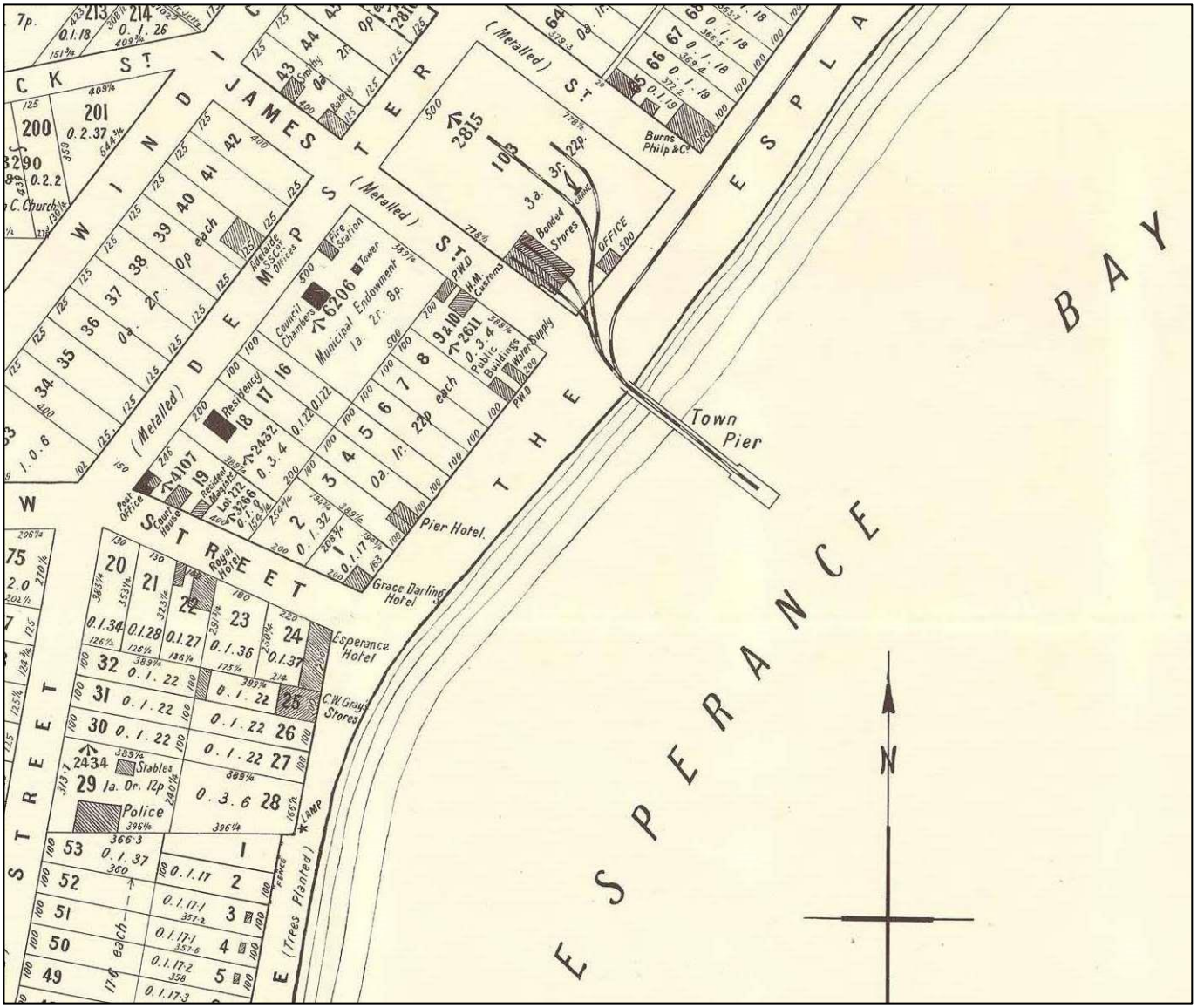
Details describing the pending auction of the Esperance Hotel in 1898.[1443]

The auction was to prove a success, particularly for John Coleman who purchased the estate for £2,200, which, at the time, was considered to be quite the bargain. In the years following, the hotel went about business as usual, changing hands several times and playing host to an array of incidents common to such establishments. Of particular note however, were several public meetings held at the Esperance Hotel in and about the late 1890's and early 1900's in connection with a hypothetical Esperance to Norseman railway connection. Little came of these efforts however, and it was not until 1927 that Esperance was finally connected to the goldfields via rail.[1444, 1445]

In late 1927 and on into 1928, the Esperance Hotel was to be at the centre of a legal scandal, with the Licensing Court refusing to renew or transfer the licence of the premises. The proprietor and owner, by this stage Cecil Hancock, had allegedly "deliberately flouted the wishes of the Licensing Court… [whereby] after having been refused a licence, he [had] conducted the licence of the hotel by a dummy". Evidence presented at the various inquisitions showed that the registered licensee of the establishment, then a Mr E. Acheson who was reported to be employed as a yardman at the hotel, had nothing to do with the management of the hotel, this instead being entirely under the control of the unlicensed Cecil Hancock. Subsequent attempts to re-open the premise under different licensees were met with stiff opposition, particularly from Mrs Heenan, then licensee of the Pier Hotel, William Baird, then licensee of the Royal Hotel and more importantly Mr J. L. Johnston of the Licensing Court, and operations of the hotel were thus forced to cease entirely. From 1948 onward, the Esperance Hotel buildings saw use in part as a branch office for the Bank of New South Wales.[1446, 1447, 1448, 1449]

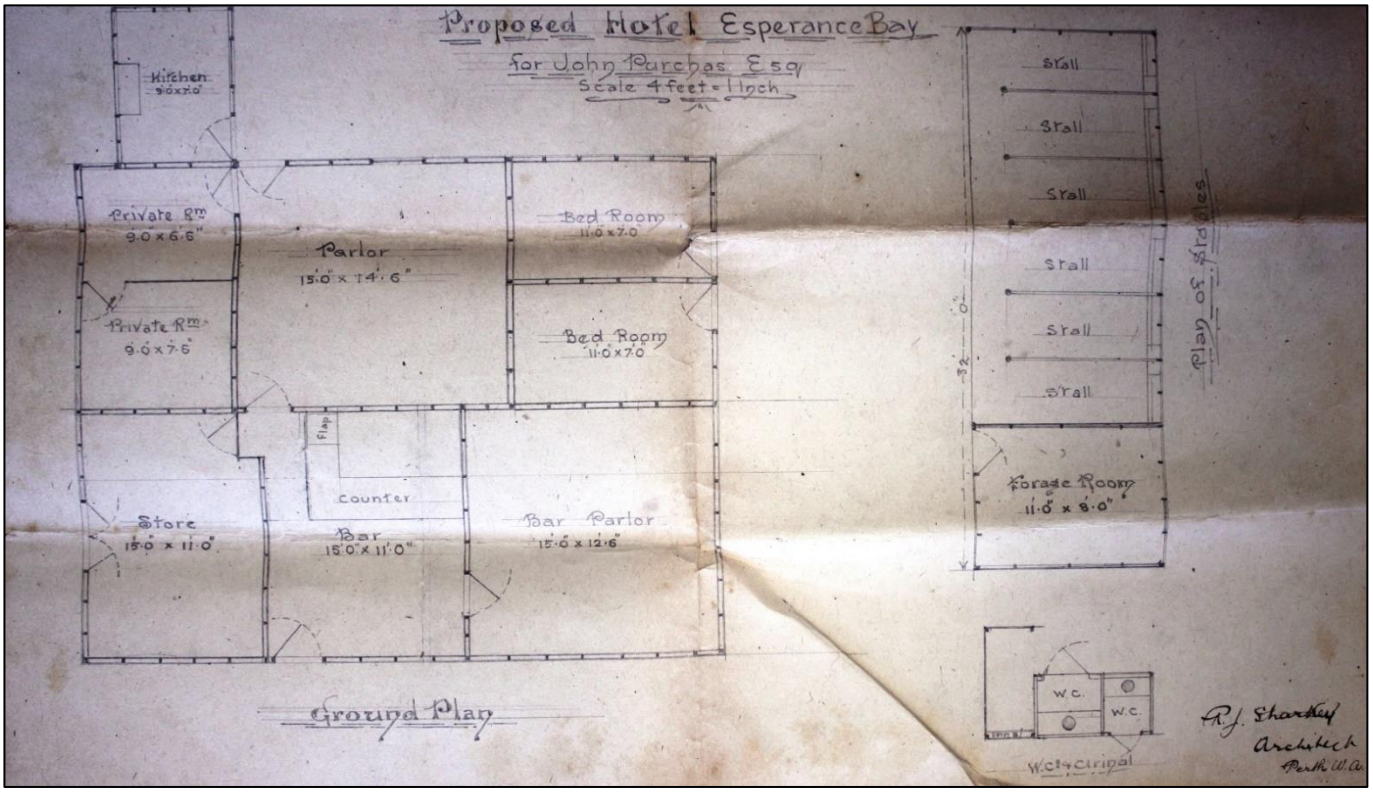
Circa January 1945, the name and name only "Esperance Hotel" was adopted by the then "Royal Hotel", which has traded as such ever since.[1450] In November 1958, the former Esperance Hotel building on the corner of Andrew Street and The Esplanade was destroyed by fire.[1451]

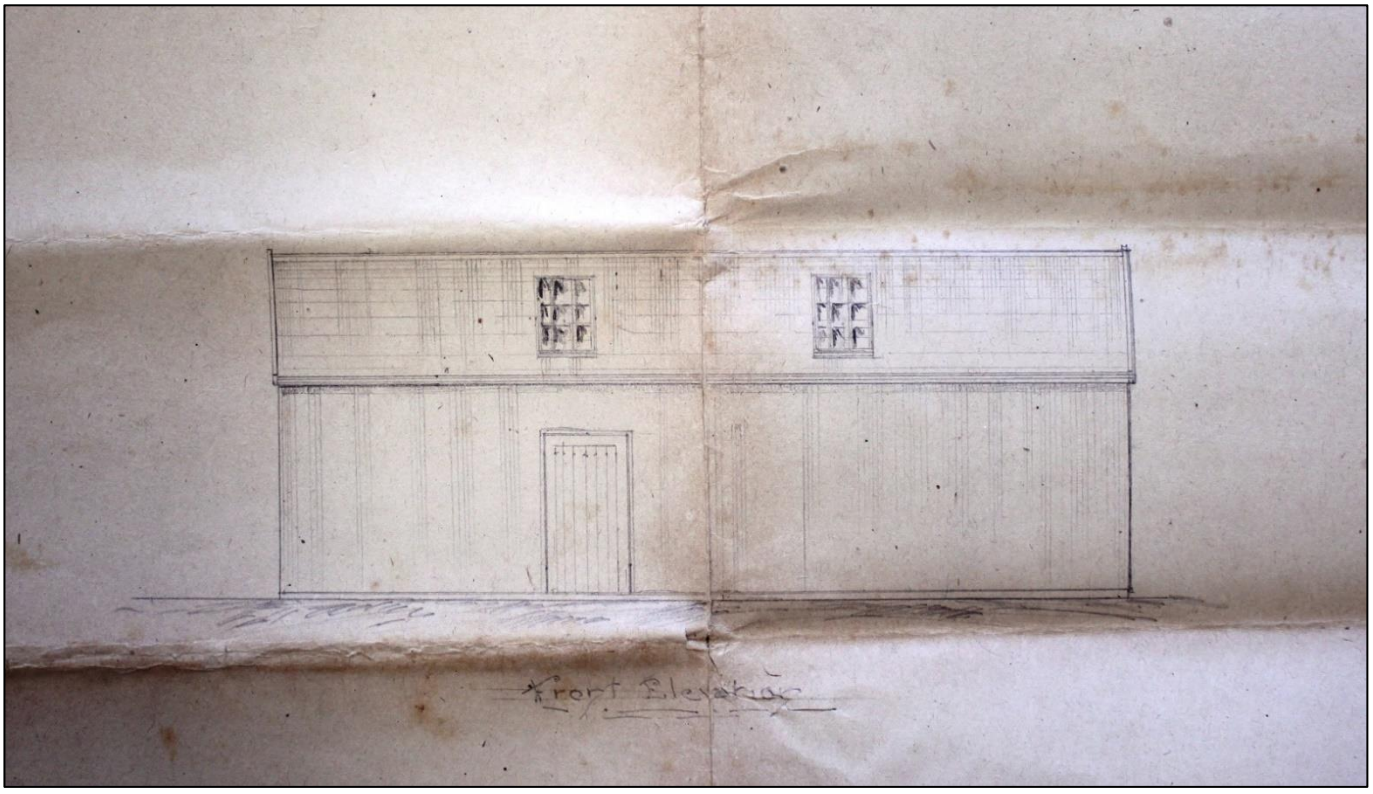
[1443] The Albany Advertiser, 24 February, 1898
[1444] The Kalgoorlie Western Argus, 27 January, 1903
[1445] The West Australian, 9 September, 1927
[1446] The West Australian, 13 December, 1927
[1447] The West Australian, 21 June, 1928
[1448] The West Australian, 9 January, 1929
[1449] The Kalgoorlie Miner, 2 October, 1948
[1450] The West Australian, 20 January, 1945
[1451] The Esperance Hotel - Esperance Museum Archives, Accessed 2016



An extract from Peet & Co.'s survey entitled "Esperance Shewing Dempster Town" in 1903, showing the relative location of the early hotels and other pertinent buildings.[1452]

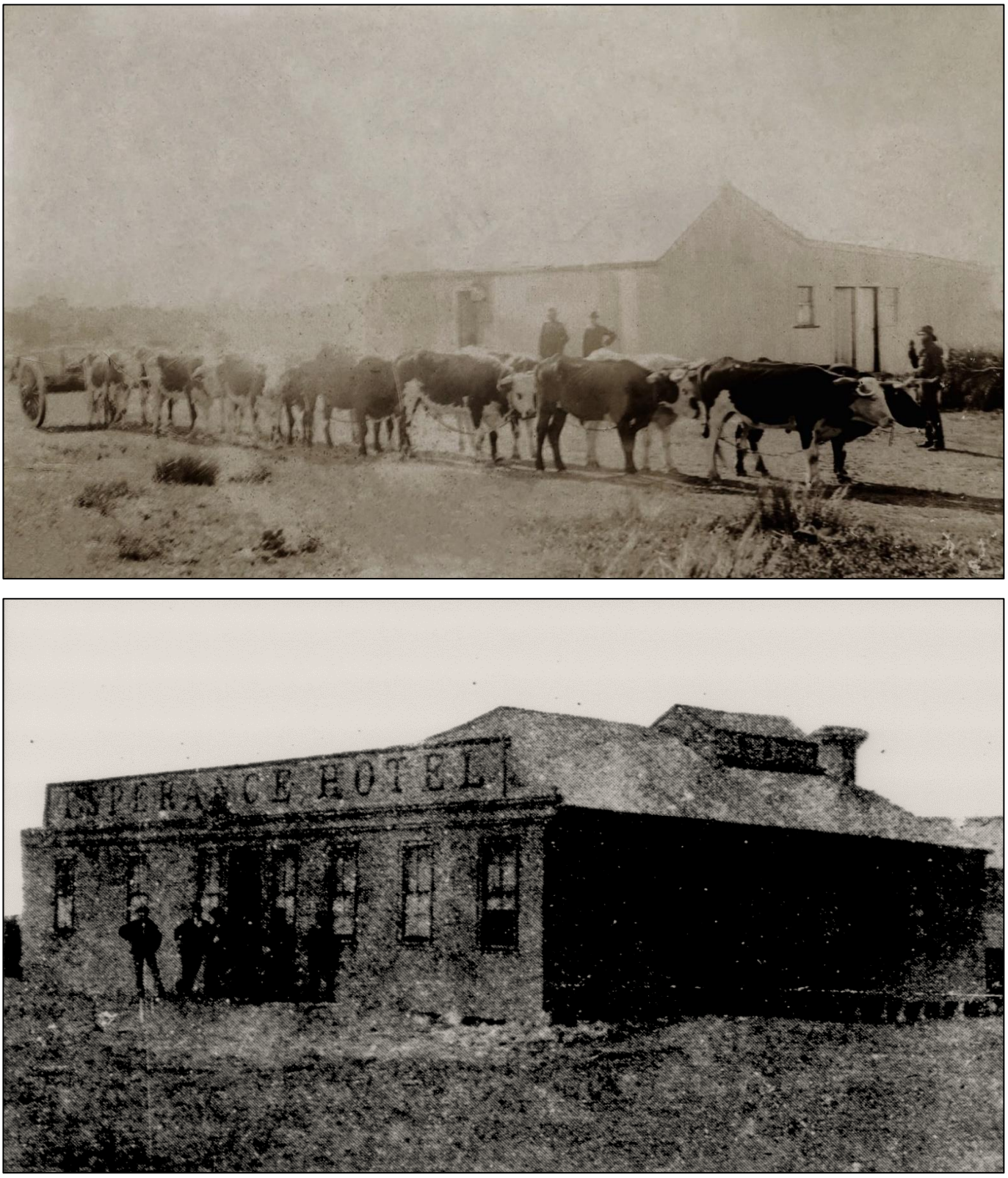
[1452] Image Courtesy Esperance Museum





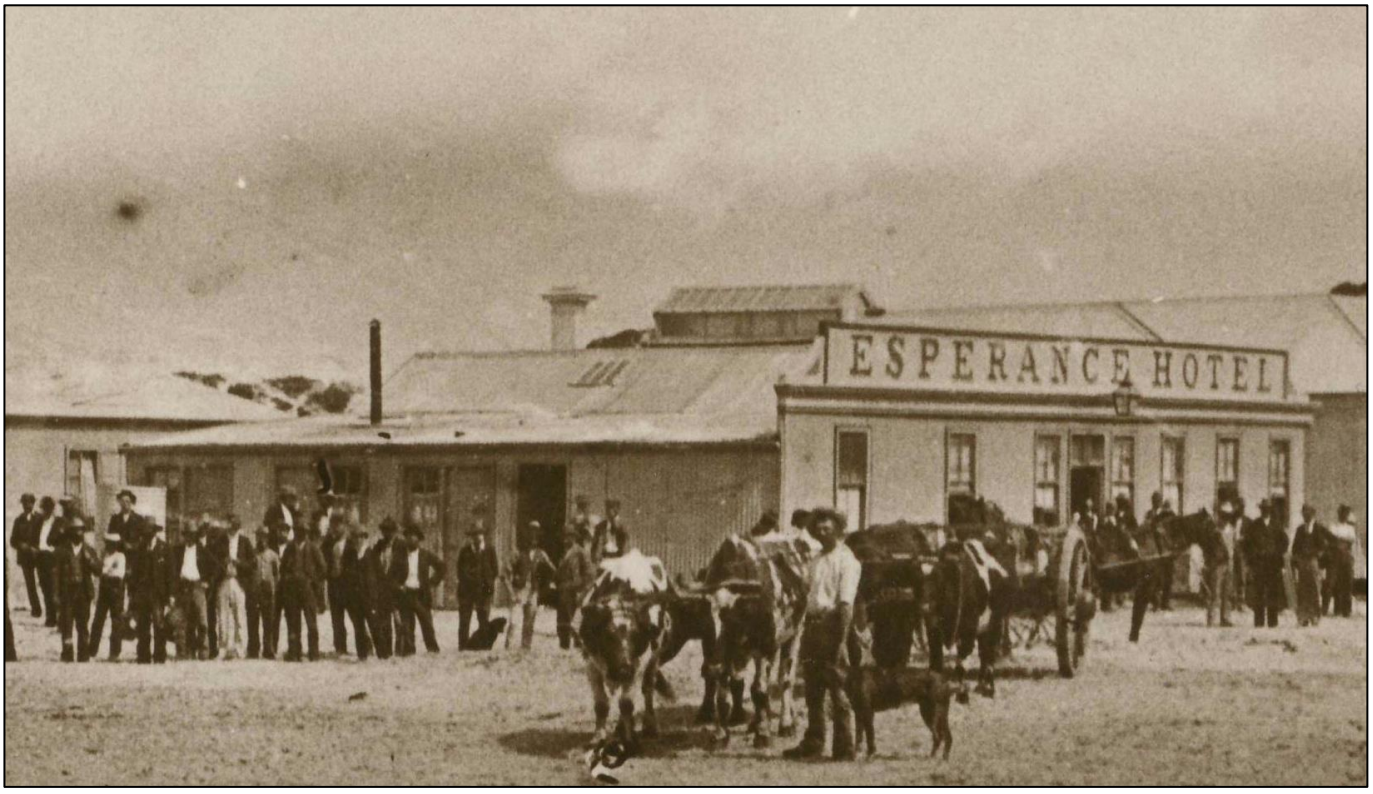
Plans for the original single storey version of the Esperance Hotel as drafted by the architect Raymond J. Sharkey circa 1893.[1453]

[1453] Images Courtesy Wayside House Licence - John Purchas - State Records Office (Item No. 37 Consignment No. 691)



Faded views of the first Esperance Hotel in June 1894 (top), with Ben Hannett's oxen team in the foreground, and per a photograph published in *The Pictorial Australian* in August 1895.[1454, 1455]

[1454] Photograph Courtesy Esperance Museum, Digital Editing and Corrections Courtesy Jon Creedon
[1455] Photograph Courtesy The Pictorial Australian, 1 August, 1895



The view across Edward Street (The Esplanade) towards the Esperance Hotel in or about late 1895, and (bottom) an extract showing a close up view of the building from the same photograph - after a face lift and minor additions - prior to construction of the new and grand Esperance Hotel, built immediately to the left (east) in 1896.[1456, 1457]

[1456] The Inquirer & Commercial News (Perth), 20 November, 1896
[1457] Photographs Courtesy Esperance Museum

Left to right as signed (top): the Esperance Hotel Dining Room, the later double storey version of the Esperance Hotel and the single storey original sections of the Esperance Hotel - note the cow grazing on the left along The Esplanade - and (bottom) the 'new' Esperance Hotel on The Esplanade as viewed from the balcony of the Grace Darling Hotel in or about 1904.[1458]

[1458] Photographs Courtesy Esperance Museum

An undated photograph showing the former Esperance Hotel being used by the Bank of New South Wales (top, left of picture) and (bottom) all that remained of the old building after being destroyed by fire in November 1958.[1459]

[1459] Photographs Courtesy Esperance Museum

Place No: 23

ESPERANCE MUNICIPAL OFFICES

A photograph of the Esperance Municipal Offices, by then used as the Esperance Court House, as it stood in its original location circa 1965 prior to being relocated to the Esperance Museum Village.[1460]

Place Name(s):	Esperance Municipal Offices (alternatively referred to as the Old Court House or Council Chambers)
Use(s):	Original: Municipal Council Office, Other: Court House
Address:	Lot 60 No. 58 on Plan 5742, Dempster Street, Esperance; and Lot 61 No. 60 on Plan 5742, Dempster Street, Esperance Portion Reserve No. 2815
Ownership:	Crown Land - Management Order to Shire of Esperance; and Freehold - Shire of Esperance.

[1460] Photograph Courtesy Esperance Museum

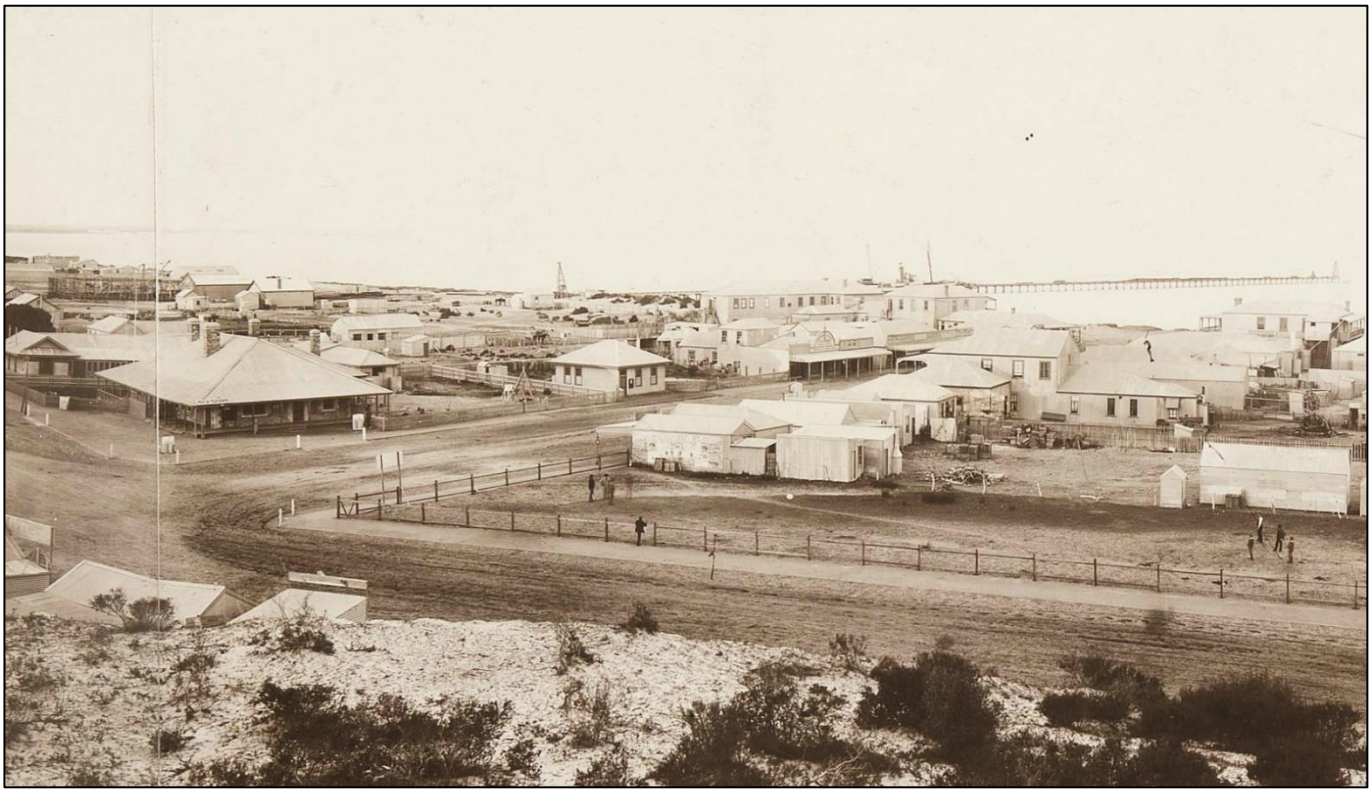
State Heritage Listing:	N/A

Original Date of Construction:	1896.[1461, 1462]
Construction Materials:	Walls: Pine Weatherboard (inside), Corrugated Iron (outside), Roofing: Corrugated Iron
Builder / Designer:	Built by John W. Green, Designed by Raymond J. Sharkey.[1463, 1464]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Good. Integrity: Low. Authenticity: Medium. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1461] The West Australian, 1 January, 1896
[1462] The West Australian, 22 June, 1896
[1463] Register of Heritage Places - Esperance RSL Building et al (State Heritage Office, 2009)
[1464] Minute Book - Esperance Municipal Council, 1895/96 et al - State Records Office (Item No. 1 Consignment No. 977)

HISTORY & DESCRIPTION



The first offices of the Esperance Municipal Council (left of centre) as they stood in 1897 - this little building now resides in the Museum Village as the "Old Courthouse". Signs in the front windows of the building simply state "Municipal Offices" and "Town Clerk's Office".[1465]

Although often referred to as the "Old Court House", this name actually refers to the second though more enduring use of the building after the Esperance Municipal Council had vacated the site to take up the former Government School (presently Esperance RSL) building as part of a land swap prior to the turn of the century. The Municipality of Esperance had been Gazetted in September 1895, and elections for the first Municipal Council followed soon thereafter, with one of their first tasks being to establish their own offices in the growing town. A site on Andrew Street was chosen near the Post Office and a simple design was then drafted by the local architect Raymond J. Sharkey under instruction from Henry 'Harry' Charles Sims, the Town Clerk for the Municipal Council at the time, and construction works began soon thereafter in February 1896, with the tender being awarded to John Green. Given the small and simple design, the building was swiftly completed, and an official opening was then held in June 1896. The following year, a little further to the west, a new Government School (Esperance Primary School site) was constructed to cater to growing pupil numbers, and with the school (presently Esperance RSL) now vacated, the Esperance Municipal Council took up office in the former school building late in 1898, and their own now vacant building then officially became the Esperance Court House, a use which endured for almost 70 years. In 1967, a new court house was built near the Police Station, and in 1975, the 'Old Court House' was relocated to the Esperance Museum Village for preservation where it continues to see commercial use today.[1466, 1467, 1468, 1469, 1470, 1471]

[1465] Photograph Courtesy State Library of Western Australia
[1466] The Norseman Times, 10 December, 1898
[1467] Old Court House, 1974 to 1975 et al (Shire of Esperance Records, OLD/8037)
[1468] Register of Heritage Places - Esperance RSL Building et al (State Heritage Office, 2009)
[1469] Old Court House (http://www.visitesperance.com/pages/historic-museum-village/), Retrieved 2016
[1470] Minute Book - Esperance Municipal Council, 1895/96 et al - State Records Office (Item No. 1 Consignment No. 977)
[1471] Esperance Municipal Offices, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

The former offices of the Esperance Municipal Council - later used as the Esperance Courthouse and now known as the "Old Courthouse" - in their present home within the Museum Village (photographs taken 2013/14 respectively).[1472]

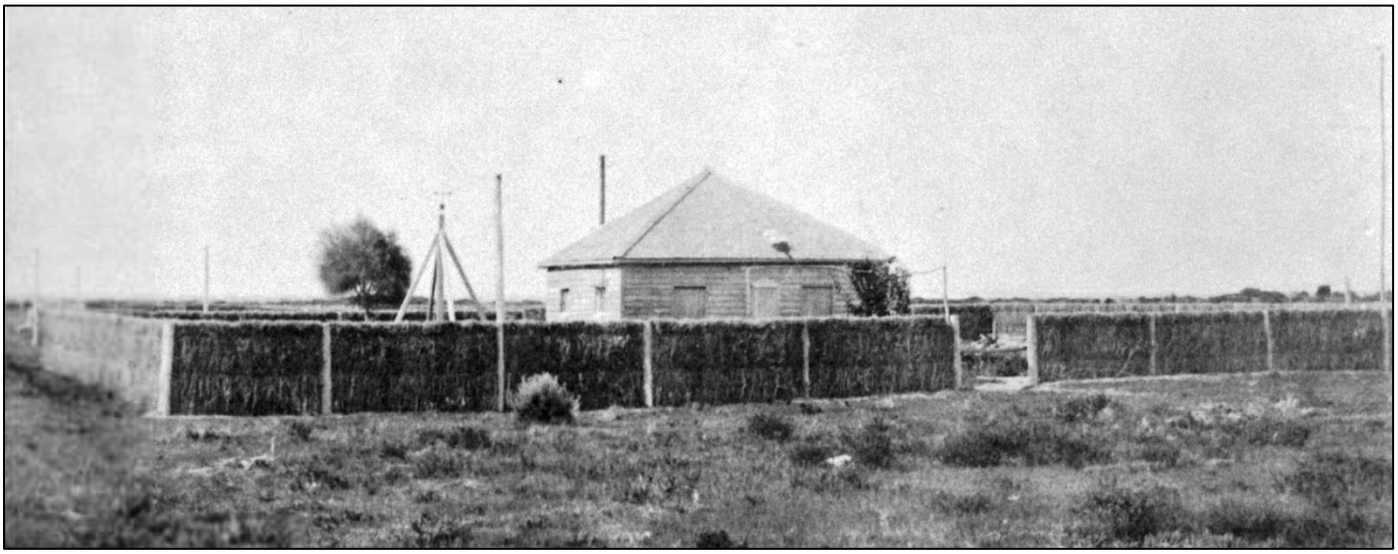
[1472] Photographs Courtesy Shire of Esperance

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 24

ESPERANCE POST & TELEGRAPH STATION



The first telegraph station in Esperance, constructed in 1876, was among the earliest buildings in what would later become the town site and provided an important link between the developing settlement and the outside world.[1473]

Note regarding inclusion of this site in this Local Heritage Survey:

Although no physical fabric from the original structures (1876, replaced 1895/96) remains in situ, the Basic Principles for Local Government Inventories produced by the State Heritage Office state that "the inventory should identify places and areas that retain significant physical fabric from the past. It is not intended that the Survey encompass sites without remnant fabric (i.e. vacant or redeveloped sites), **unless** they have historic associations of major importance to the locality." In this instance, although no physical fabric from either of the original structures remains, the site of the Esperance Post & Telegraph Station has been deemed to have "…historic associations of major importance to the locality", hence its inclusion in this Local Heritage Survey. The significance of sites such as this cannot be understated, particularly with regards to their contributions towards the evolution of the district.[1474]

The entry of the Esperance Post & Telegraph Station site in this Municipal Heritage Inventory thus seeks only to record and preserve the historical significance of the site alone, and due to the absence of any "…physical fabric from the original structure", no historical listing applies to the present buildings.

Place Name(s):	Esperance Post & Telegraph Station (alternatively referred to as Esperance Post Office)
Use(s):	Original: Post & Telegraph Station
Address:	Lot 918 No. 92 on Plan 191381, Dempster Street, Esperance (1876 building); and Lot 3 No. 23 on Diagram 23165, Andrew Street, Esperance (1895/96 and present Post Office building)

[1473] Photograph Courtesy State Library of Western Australia
[1474] Basic Principles for Local Government Inventories (State Heritage Office, March 2012)

Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	1876, replaced 1895/96.[1475, 1476, 1477, 1478, 1479]
Construction Materials:	Walls: Timber (1876), Stone (Granite, 1895/96), Roofing: Corrugated Iron
Builder / Designer:	1876 - Builder not known, designed and constructed on behalf of the Public Works Department; and 1895/96 - Built by Charles Frederick Layton, designed and constructed on behalf of the Public Works Department

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: N/A. Integrity: N/A. Authenticity: N/A. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Little Significance - Does not fulfil the criteria for entry in the local Heritage List. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

[1475] The Inquirer & Commercial News (Perth), 2 November, 1875
[1476] The Western Australian Times, 8 February, 1876
[1477] The Inquirer & Commercial News (Perth), 19 April, 1876
[1478] The West Australian, 22 June 1895
[1479] The West Australian, 13 January, 1896

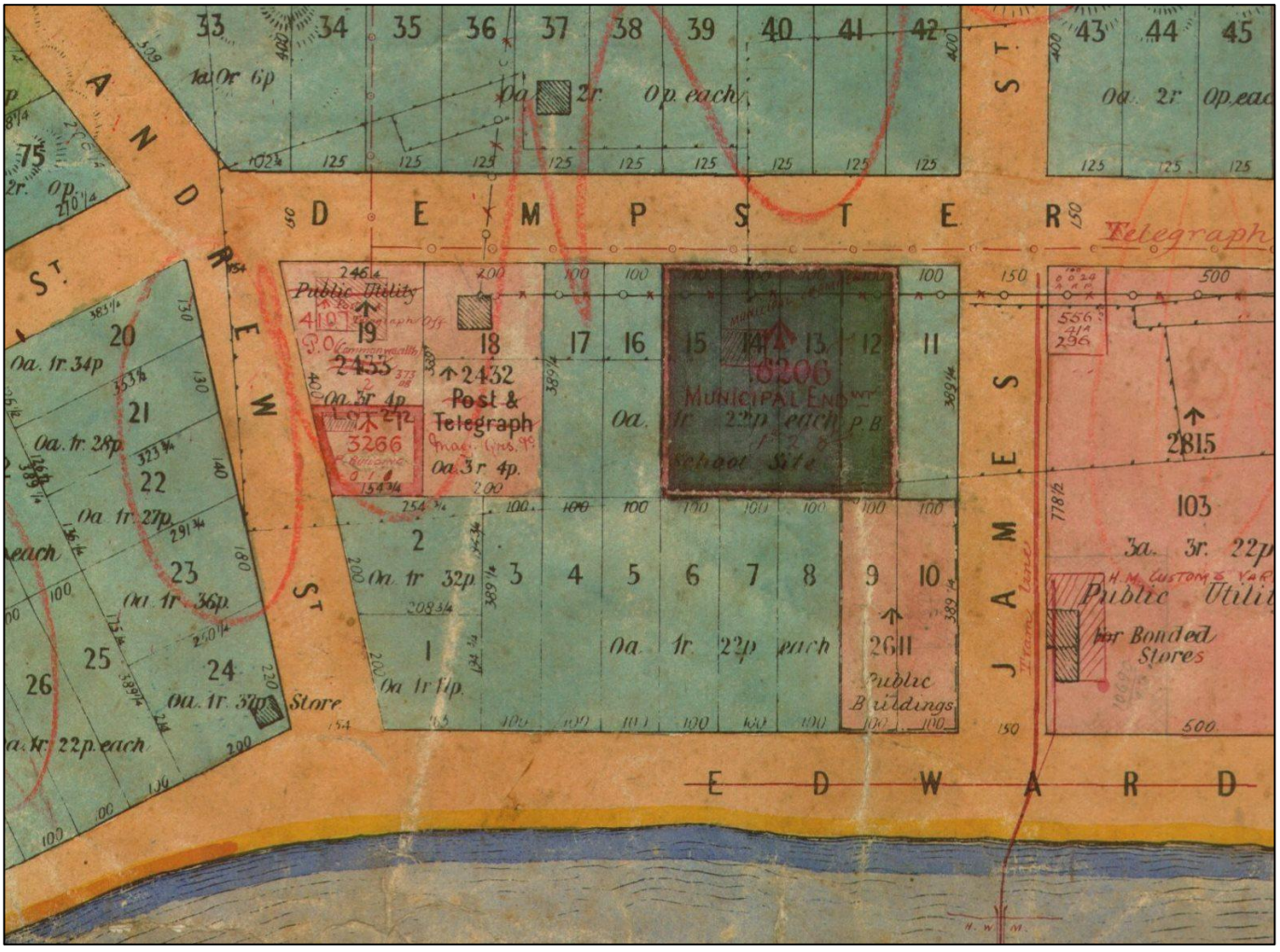
HISTORY & DESCRIPTION

Built early in 1876, the Esperance Bay Post & Telegraph Station was the first Government building to be constructed in what would later become the townsite of Esperance, which, to that point, had been solely occupied by the Dempster Brothers and their workers as a pastoral station.[1480, 1481, 1482] Sketches published a little under a decade later show the original telegraph stations in Esperance and Israelite Bay to have been of similar if not identical design, with these being described as "…little 20'x20' weatherboard buildings, divided into four rooms 11'x9' each, served as office, storeroom and quarters for the station master, assistant and linesman."[1483, 1484] On September 7, 1876, the Albany telegraph station reported that the "Esperance Bay Telegraph Station, the second on [the] Eucla line, opened at five o'clock this evening" and for many years following, the short and simple telegraphs received and forwarded from this station would have formed the primary means of communication between the residents of Esperance and the outside world.[1485, 1486]

A little under two decades later, Esperance exploded as the nearest port to the booming goldfields in the north, and as the newly Gazetted town expanded at pace, the old timber and corrugated iron Post & Telegraph Station swiftly became obsolete, and the little building was soon demolished to make way for the new Esperance Magistrate's Quarters or "The Residency" as it became known.[1487, 1488, 1489] In June 1895, a tender for the construction of a new Post & Telegraph Station was awarded to Charles Frederick Layton at the whopping cost of just over £2,190, and by January 1896, the new building had been completed.[1490, 1491] Unremarkable as some thought it to be in design, the new building was nonetheless beautiful in its simplicity and quickly became a recognised landmark in the town, with intricate stonework and finishes closely resembling another of Charles Layton's nearby contemporary works, the first Government School (now Esperance RSL) on Dempster Street.[1492, 1493]

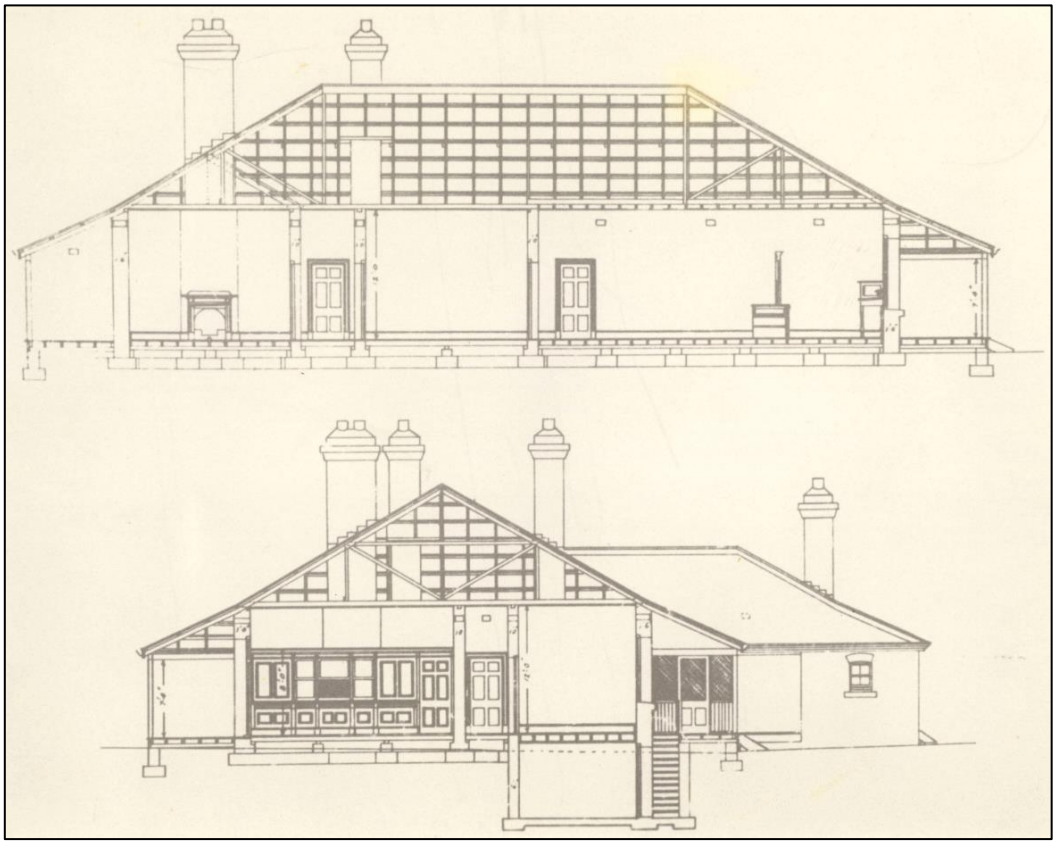
For more than half a century, the new 1895/96 Post & Telegraph Station served the little town perfectly adequately, however as the population of Esperance again exploded almost tenfold in the 1950's and 1960's, this time on the back of agriculture, even this once large and commodious building had become antiquated for the population base it now served.[1494, 1495] Accordingly, much to the chagrin of many Esperance locals, the 1895/96 Post & Telegraph Station was demolished circa 1971/72 during construction of the new Esperance Post Office, and this replacement building, the town's third Post Office, remains in operation today.[1496]

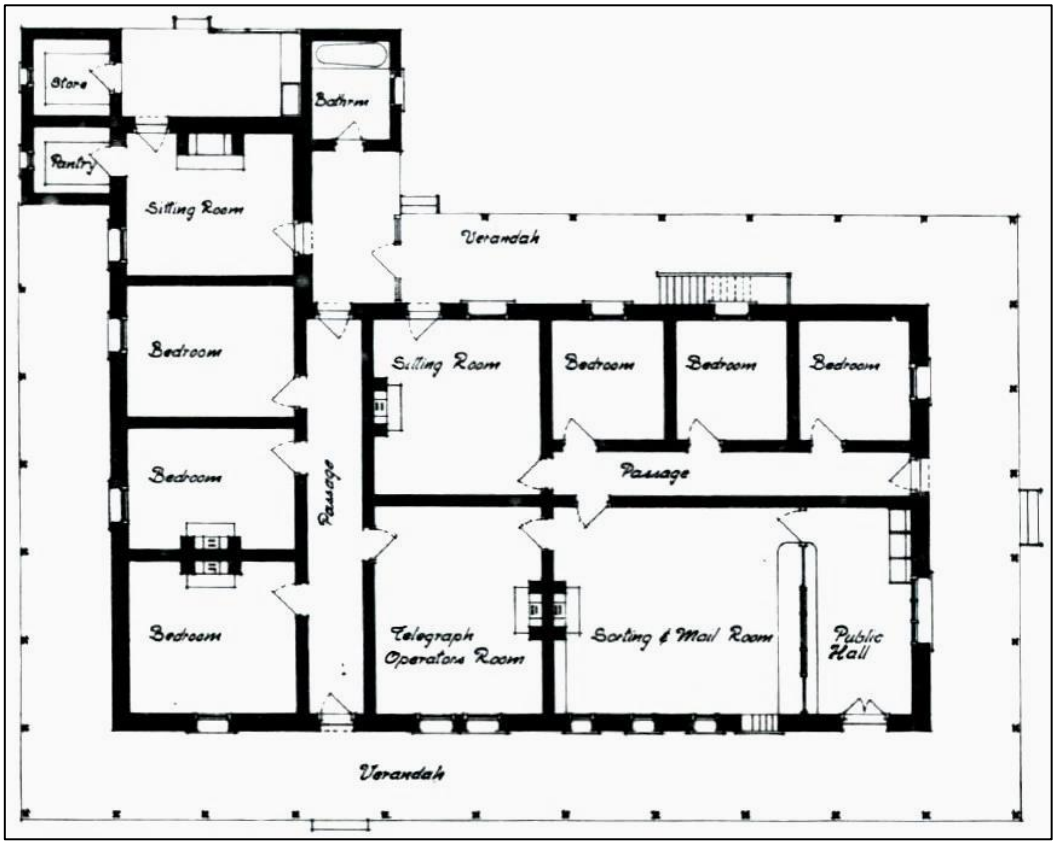
[1480] The Inquirer & Commercial News (Perth), 2 November, 1875
[1481] The Western Australian Times, 8 February, 1876
[1482] The Inquirer & Commercial News, 19 April, 1876
[1483] The Pictorial Australian, 1 July, 1885
[1484] Israelite Bay Post Office and Telegraph Station Conservation Plan (National Trust, 1995 - Shire Reserve File R36002)
[1485] The Western Australian Times, 8 September, 1876
[1486] The East-West Telegraph, 1875-77 (G. P. Stevens, 1933)
[1487] Photograph of Esperance Magistrate's Quarters, February 1896 (Courtesy Esperance Museum)
[1488] State Records Office of Western Australia (Item No. 1896/0479 Consignment No. 541)
[1489] Reserve Enquiry - Former Reserve 2432, Telegraph / Magistrate's Quarters (Courtesy Landgate WA)
[1490] The West Australian, 22 June 1895
[1491] The West Australian, 13 January, 1896
[1492] The Esperance Postmaster's Wife, 1953-1962; Eileen Miles - Faith, Hope & Reality (Penny Blumann, 1995)
[1493] Register of Heritage Places - Esperance RSL Building et al (State Heritage Office, 2009)
[1494] Census of the Commonwealth of Australia, Statisticians Report (ABS, 1947)
[1495] Census of Population and Housing, Population and Dwellings in Local Government Areas - Western Australia (ABS, 1971)
[1496] Building Records, Esperance Post Office, Licence Number 180-68/69 (Shire of Esperance, 1969)



One of the earliest sketches of Esperance Bay as published in *The Pictorial Australian* in July 1885 (top), showing the original Telegraph Station and nearby buildings, looking to the northeast along the telegraph line and what would later become Dempster Street. A new Post & Telegraph Station which opened early in January 1896 on the block immediately south (bottom, Lot 19 Andrew Street / Dempster Street) saw the old station made redundant.[1497, 1498]

[1497] Image Courtesy The Pictorial Australian, 1 July, 1885
[1498] Image Courtesy Esperance Museum





Plans for the 1895/96 version of the Post and Telegraph Office - the same design as the station at Israelite Bay - completed January 1896, afford a glimpse into the intricate design and internal features of the building.[1499]

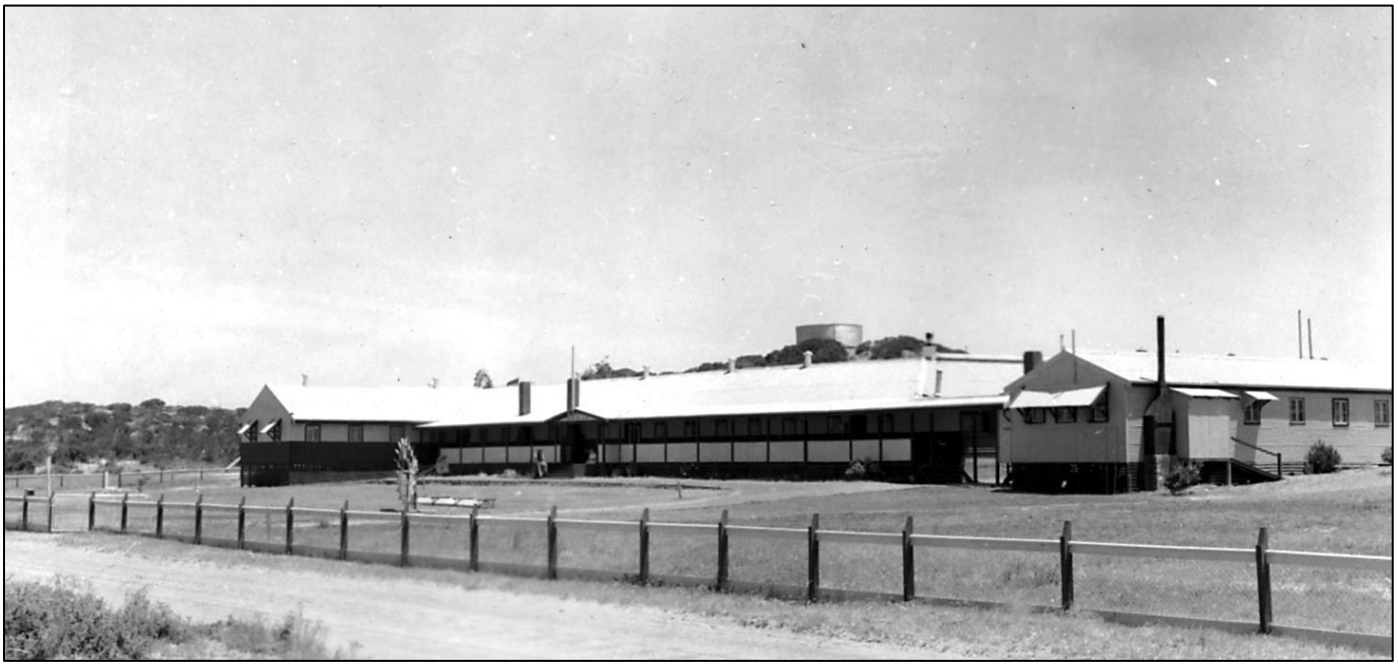
[1499] Images Courtesy Esperance Museum & National Archives of Australia

The Esperance Post & Telegraph Station as it stood in 1898, noting the beautifully intricate granite stonework and newly planted trees, one of which - that on the right - still stands today, the only remaining link to the Post & Telegraph Station which was eventually demolished circa 1971/72 to make way for the current building (bottom, 2014).[1500, 1501]

[1500] Photograph Courtesy Esperance Museum
[1501] Photograph Courtesy Shire of Esperance

Place No: 25

FRESH AIR LEAGUE



The Fresh Air League, commonly known today as the YHA, circa 1955. Principally constructed of former RAAF barracks from a base near Boulder, the Esperance Fresh Air League formally opened to the public on January 18, 1948 with the ideology of "healthy bodies and happy hearts for the children".[1502]

Place Name(s):	Fresh Air League (alternatively referred to as the YHA - Youth Hostel Association)
Use(s):	Original: Hostel, Present: Hostel
Address:	Lot 299 No. 1A on Plan 170181, Goldfields Road, Castletown
Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	1947/48 (RAAF buildings from Boulder relocated to present Goldfields Road site).[1503, 1504]

[1502] Photograph Courtesy Esperance Museum
[1503] The Kalgoorlie Miner, 19 April, 1947
[1504] The Kalgoorlie Miner, 19 January, 1948

Construction Materials:	Walls: Weatherboard, Roofing: Corrugated Iron
Builder / Designer:	1947/48 - Boulder RAAF Barracks dismantled, relocated and reconstructed in Esperance by Jack Flett, Layout of Esperance Fresh Air League designed by Nancy Allen of W. G. Bennett & Associates.[1505, 1506]

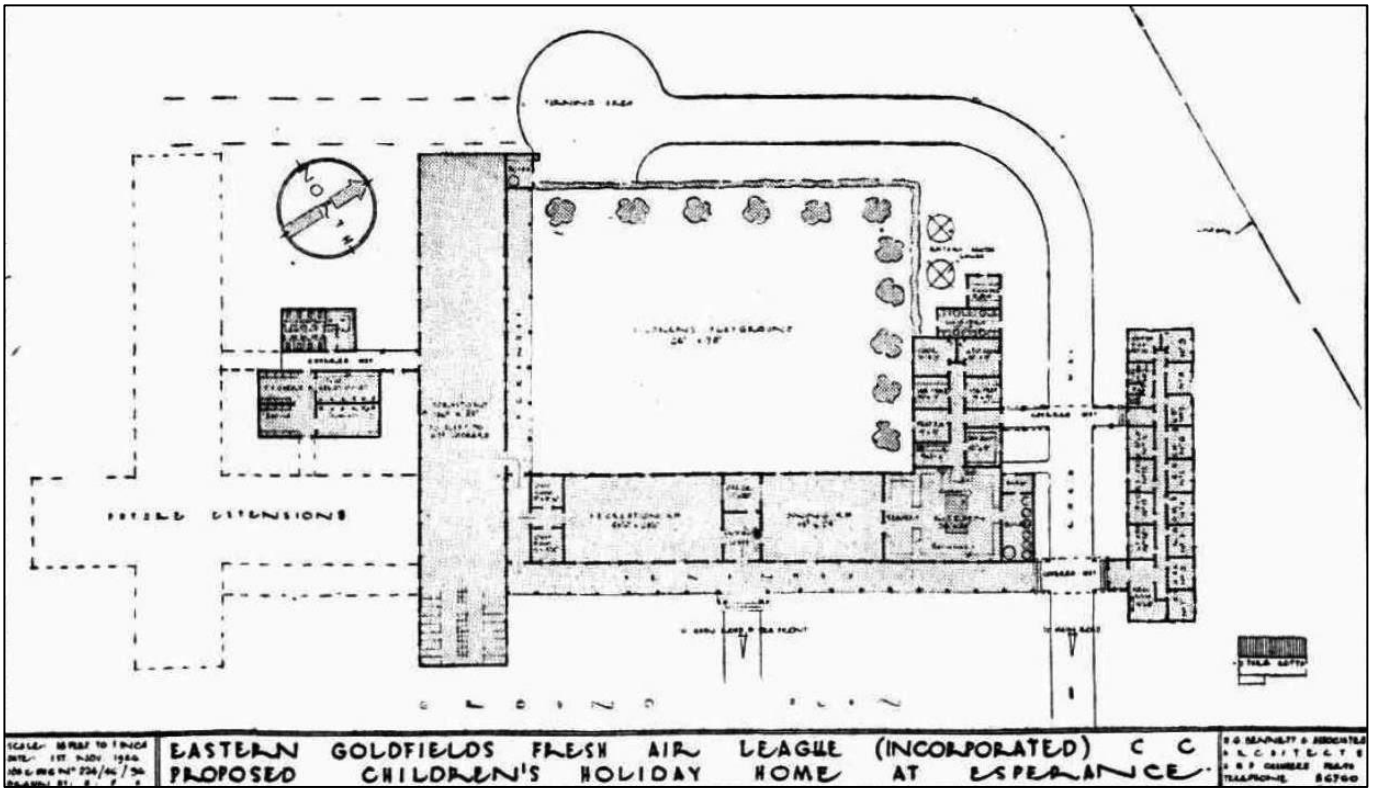
Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Good. Integrity: Low. Authenticity: Medium. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

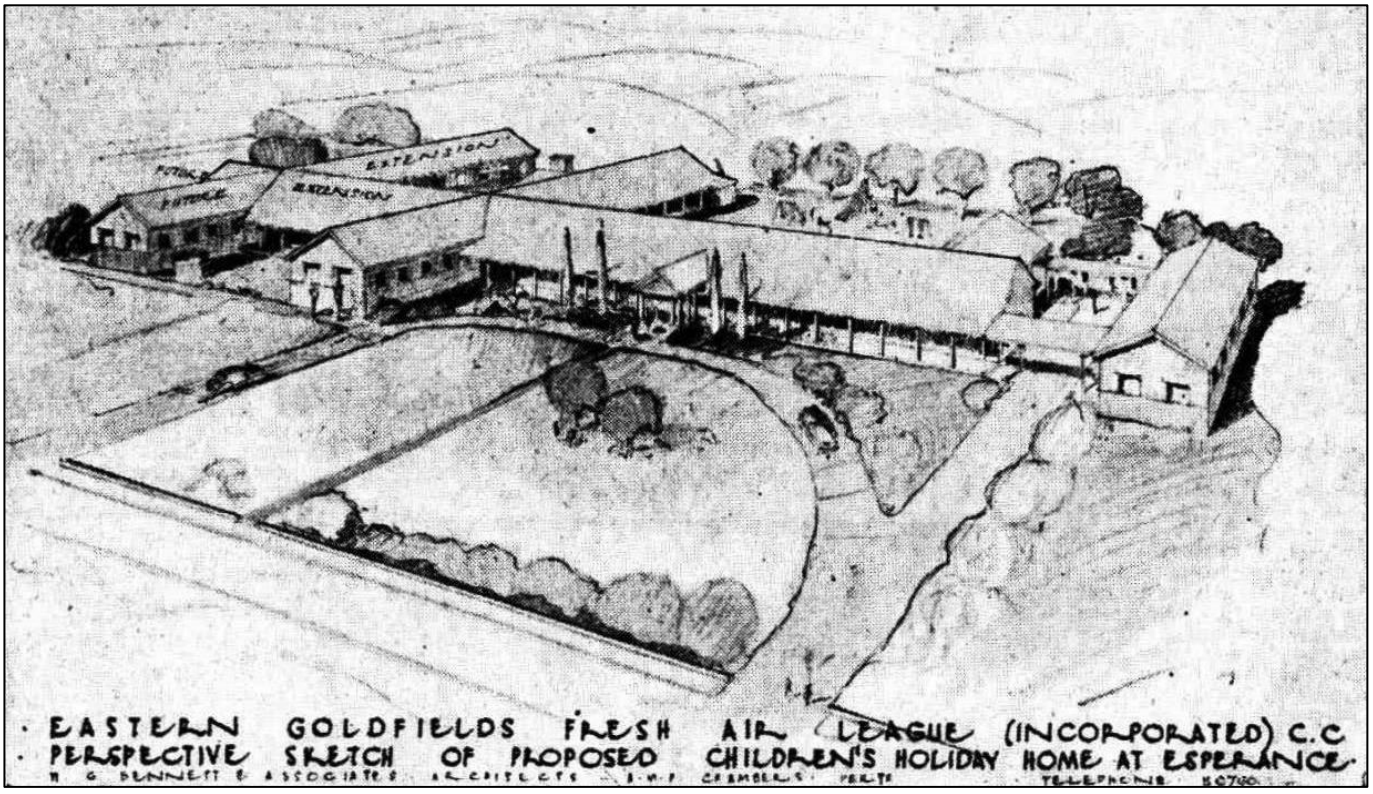
[1505] The Kalgoorlie Miner, 19 April, 1947
[1506] The Kalgoorlie Miner, 27 February, 1947

HISTORY & DESCRIPTION

Thought to have originally been constructed as part of the hospital complex in Kalgoorlie circa the late 1920's, during World War II, these and several other buildings were reappropriated by the Department of Defence to a site near Boulder.[1507] At the end of the war, the Boulder RAAF base was closed, and eventually the disused buildings thereon were either removed or put up for sale, with a select few of these being bought by the Eastern Goldfields Fresh Air League.[1508] Tenders for the demolition of the "existing buildings at the RAAF station" in Boulder including "their transport and re-erection at Esperance for the Eastern Goldfield Fresh Air League" were advertised early the following year with a closing date of March 19, 1947, and in April, the tender was awarded to Jack Flett who hoped to have the new hostel in Esperance finished by December that same year.[1509, 1510, 1511] By January 6, 1948, the Esperance Fresh Air League complex was evidently nearing completion in most regards, as that same day, a train load of 80 children plus their attendants had left Kalgoorlie on a holiday bound for the new hostel, though it was also noted that the contractor, although doing his utmost, would not have the hostel fully completed in time for the official opening which was planned to take place less than two weeks later.[1512] In spite of this, on January 18, 1948, the official opening ceremony of the Esperance Fresh Air League proceeded undeterred, while a smaller scale "official hand-over" marked the full completion of the new buildings in July that same year.[1513, 1514] Today, although now referred to as the Esperance YHA or the Blue Waters Lodge, the old Esperance Fresh Air League continues to serve a purpose none too different to that it had when built all those years ago, providing a seaside resort for young holiday makers.

[1507] Fresh Air League, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[1508] The Kalgoorlie Miner, 27 February, 1947
[1509] The Kalgoorlie Miner, 6 March, 1947
[1510] The Kalgoorlie Miner, 19 April, 1947
[1511] The Kalgoorlie Miner, 30 July, 1947
[1512] The Kalgoorlie Miner, 6 January, 1948
[1513] The Kalgoorlie Miner, 19 January, 1948
[1514] The Kalgoorlie Miner, 23 July, 1948





The Esperance Fresh Air League complex as designed by Nancy Allen of W. G. Bennett & Associates, per a set of published plans dated November 1, 1946.[1515]

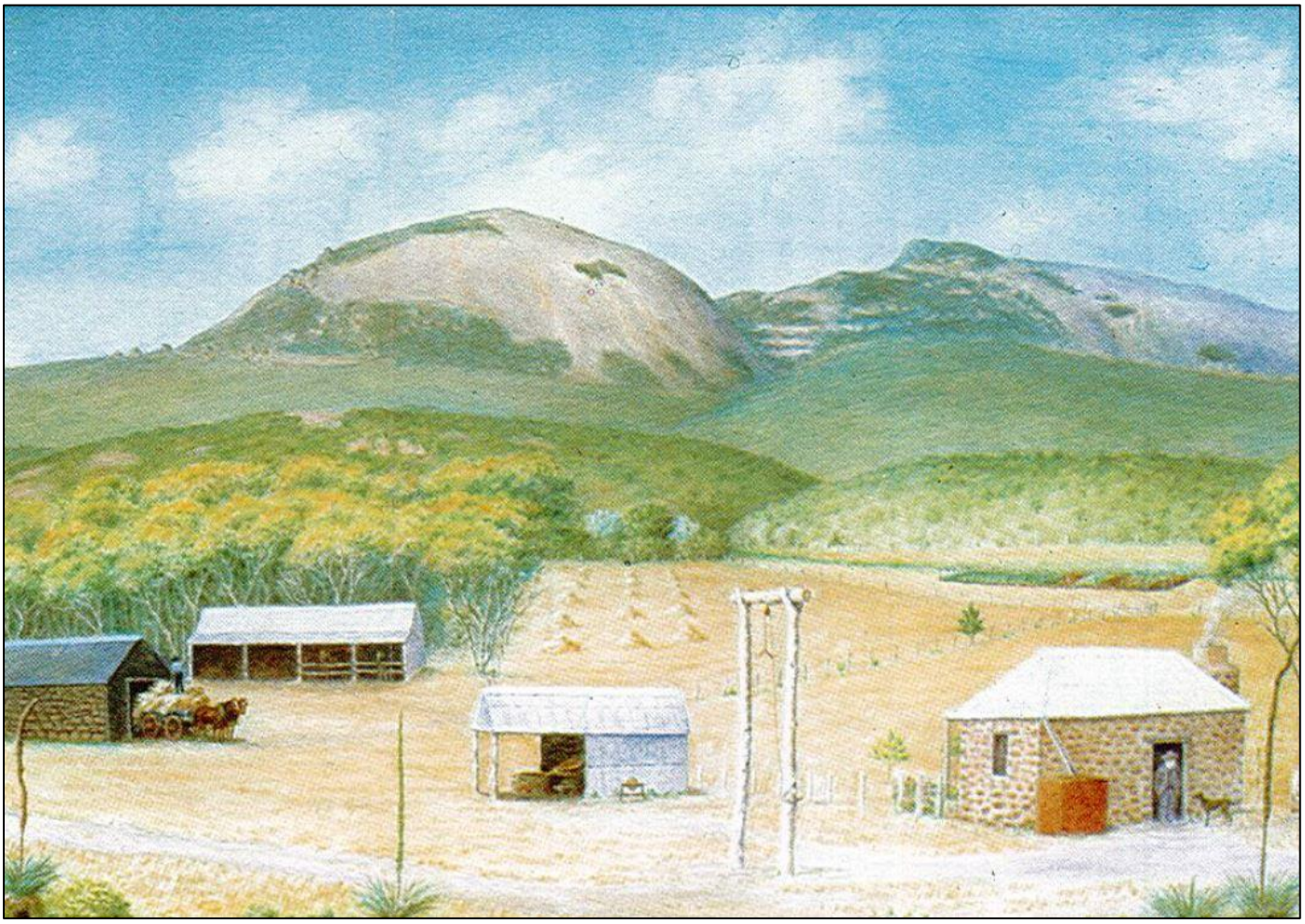
[1515] Image Courtesy The Kalgoorlie Miner, 27 February, 1947

Views from and of the brand new Fresh Air League building on Goldfields Road circa 1950.[1516]

[1516] Photographs Courtesy Esperance Museum

Place No: 26

GABTOOBITCH



A painting by Amy Crocker (nee Baesjou) showing William Ponton standing in the doorway of his Gabtoobitch Homestead, just 'over the hill' from Hill Springs.[1517]

Place Name(s):	Gabtoobitch (alternatively referred to as Gab Tupic)
Use(s):	Original: Pastoral Station, Present: Unused / Abandoned
Address:	Lot 9 on Plan 90005, Merivale Road, Cape Arid Reserve No. 24047
Ownership:	Crown Land - Management Order to Conservation Commission of Western Australia

[1517] Painting by Amy Crocker (nee Baesjou) Courtesy Department of Parks and Wildlife

State Heritage Listing:	N/A

Original Date of Construction:	Circa 1904.[1518, 1519, 1520, 1521]
Construction Materials:	Walls: Granite, Roofing: Corrugated Iron, Other: Bush Timber Framed Roof, Timber Doors & Windows
Builder / Designer:	Built by William Ponton.[1522]

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Poor. Integrity: N/A. Authenticity: Low. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1518] The Coolgardie Miner, 7 December, 1904
[1519] Conditional Purchase Lease, Neridup Location 9, William Ponton, 5 January, 1905
[1520] Those Who Followed After - To Strive, To Achieve, To Leave a Splendid Memory (Amy Crocker, Undated)
[1521] Amy Ena Crocker Interview, Chris Jeffery, 8 April,1978 (State Library of Western Australia)
[1522] A Calendar of Events - Challenge in Isolation (John R. Bridges, 2004)

HISTORY & DESCRIPTION

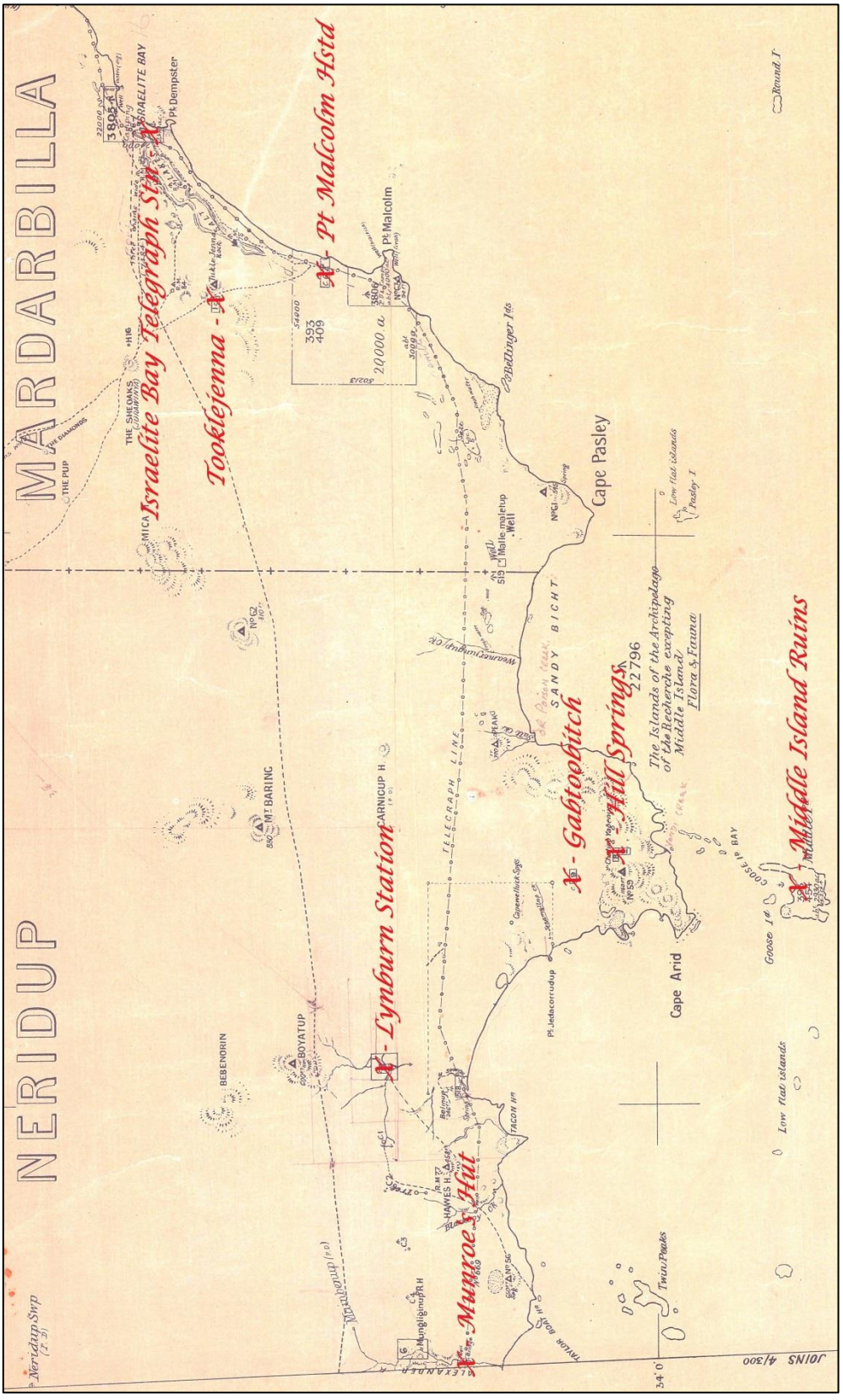
Built on a 160 acre conditional purchase lease circa 1904 by William Ponton senior, the homestead at Gabtoobitch was situated in a large clearing where two creeks met near Cape Arid. With plenty of water, rich soil and a good supply of timber, the property was idyllic as a station base, however very little information was ever recorded about the site due to the shortened life and tenure of William Ponton thereon. Amy Crocker (nee Baesjou), who spent much of her early childhood at nearby Hill Springs, later recalled of Gabtoobitch that "…in 1903 [possibly 1904], William Ponton Snr, lonely without the life-long companionship of his brother Steve, sold out his share of the station he had helped make [Balladonia], to nephew Will and partner John Sharp, and went off to pioneer another sheep and farm property at "Gabtoobitch" [circa 1904], Cape Arid, on the coast… [where he was soon] joined by Jack Baesjou and family, whose home was made on the other side of the hills, and called "Hill Springs"." Although about a five kilometre walk and by then in his late 60's, William Ponton reportedly "…thought nothing of walking over the hill" to join the Baesjou's for breakfast at Hill Springs.

Described as a man who was "…full of energy", it was said of William Ponton "…that for all the years he lived in Australia, the sunrise had never found him in bed." At Gabtoobitch, which means 'water snake' or 'many water snakes', William Ponton "…ran sheep and cattle and grew vegetables and hay", until, at the age of 73, he passed away on June 8, 1909, later being buried by the Baesjou's at Hill Springs. In 1910, the homesteads at Gabtoobitch and Hill Springs were both abandoned and left to the elements, and only a decade later, severe bushfires circa the mid 1920's left both sites in ruin, a mere relic of what they once were.[1523, 1524, 1525, 1526, 1527, 1528]

[1523] Department of the Attorney General - Births, Deaths and Marriages Register, William Ponton, 1909
[1524] Those Who Followed After - To Strive, To Achieve, To Leave a Splendid Memory (Amy Crocker, Undated)
[1525] Amy Ena Crocker Interview, Chris Jeffery, 8 April,1978 (State Library of Western Australia)
[1526] New Century Brings Joy and Woe, 1900-1910 - Challenge in Isolation (John R. Bridges, 2004)
[1527] Gabtoobitch, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[1528] Conditional Purchase Lease, Neridup Location 9, William Ponton, 5 January, 1905

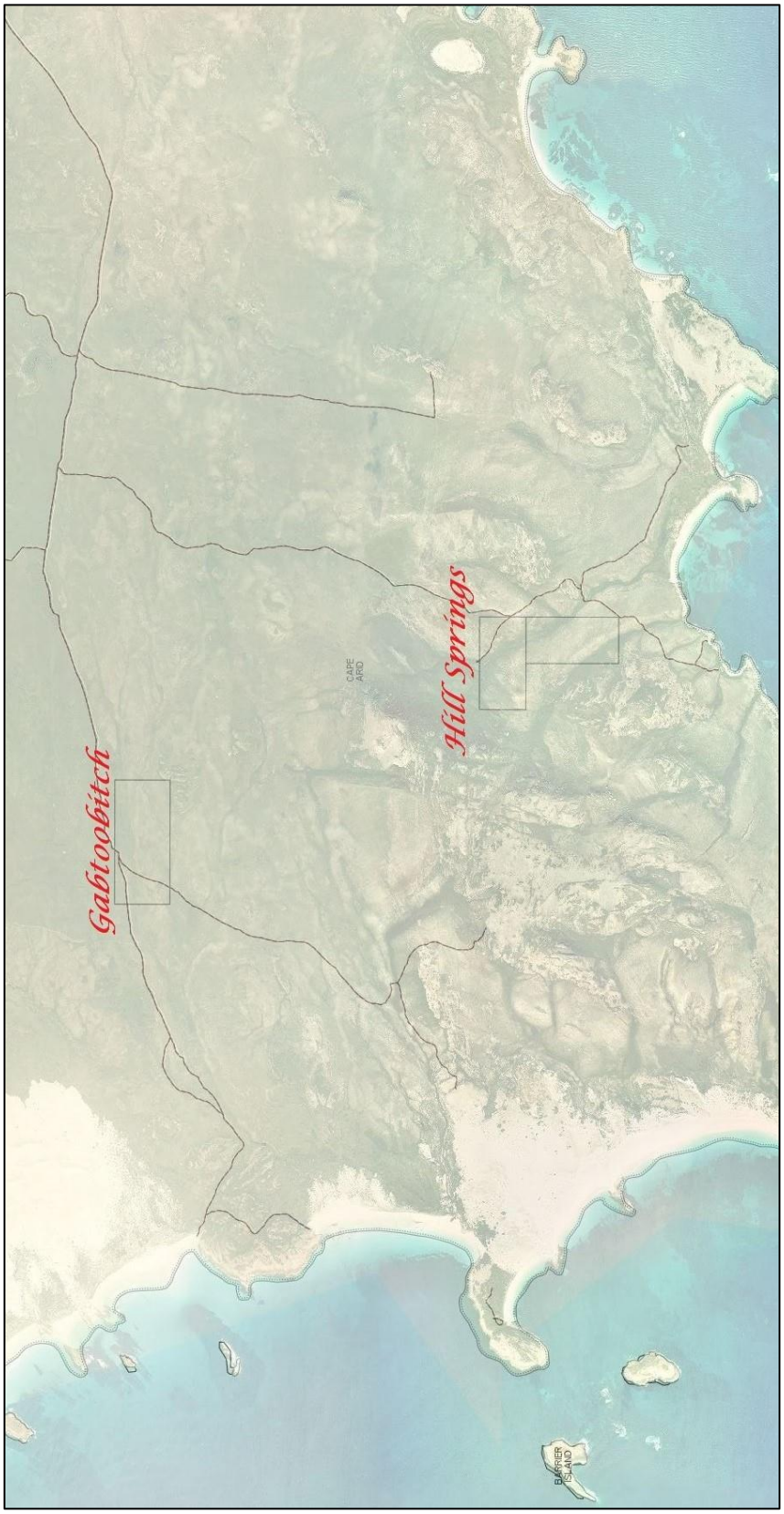
Remnants of the fireplace (top) and hut at William Ponton's Gabtoobitch Homestead, circa 1990.[1529]

[1529] Photographs Courtesy Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)



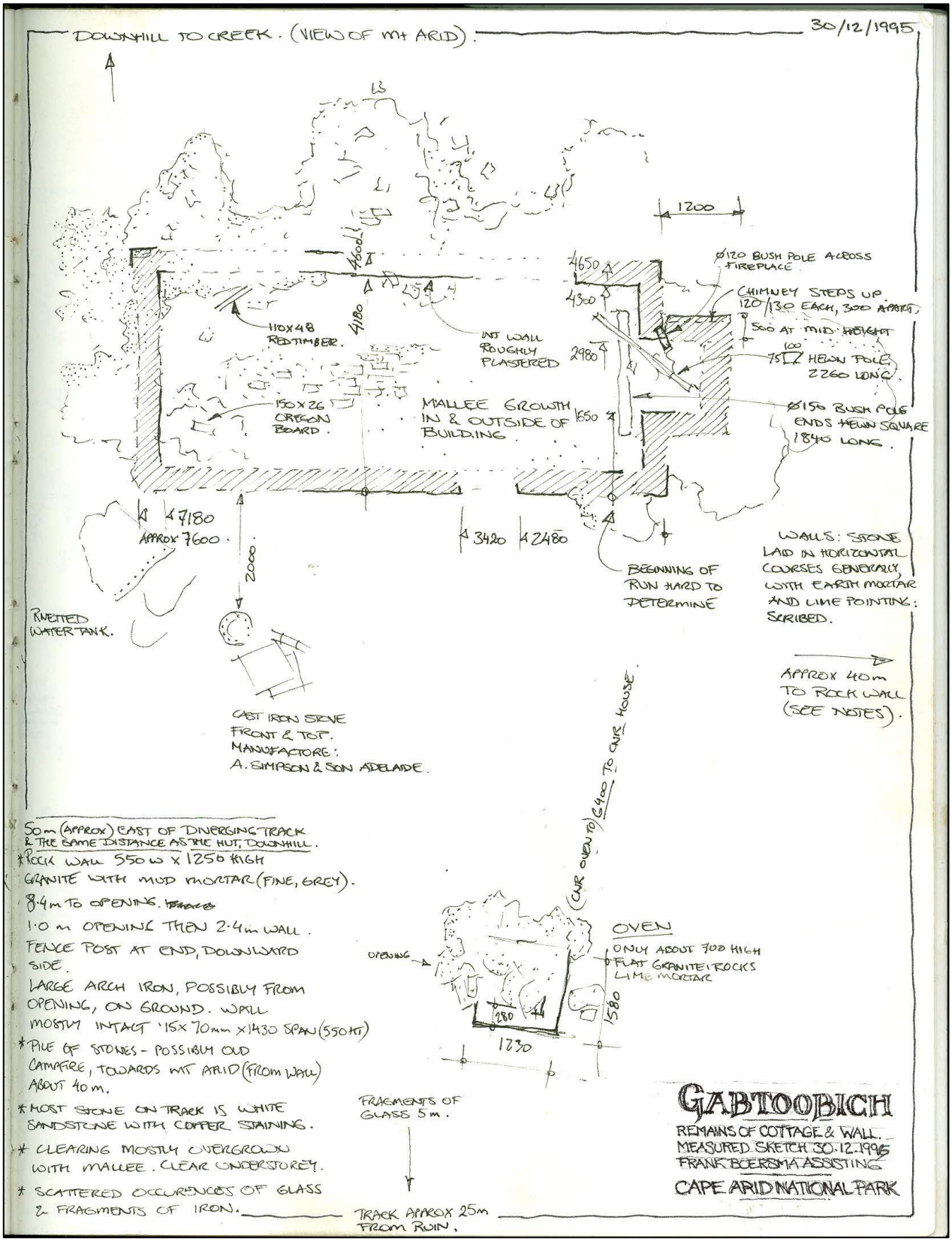
William Ponton's Gabtoobitch Homestead relative to Jack Baesjou's Hill Springs Homestead and other nearby sites of local historic significance.[1530]

[1530] Image Courtesy Esperance Museum



An aerial photograph overlaid with cadastral details showing the surveyed boundaries (rectangular shapes) of Gabtoobitch and Hill Springs as well as the networks of tracks leading to and around each.[1531]

[1531] Image Courtesy Shire of Esperance



The layout of what was once William Ponton's cosy little Gabtoobitch homestead per a survey made in late 1995.[1532]

[1532] Survey Courtesy Ian Boersma, 30 December, 1995

Place No: 27

GIBSON SOAK HOTEL & TREES

Premier John 'Jack' Scaddan's touring party calling at Henry Jenkins' Gibson Soak Hotel in March 1915.[1533]

Note regarding inclusion of this site in this Local Heritage Survey:

Although no physical fabric from any of the early hotel sites remains in situ, inclusive of the original Gibson Soak Hotel, the Basic Principles for Local Government Inventories produced by the State Heritage Office state that "the inventory should identify places and areas that retain significant physical fabric from the past. It is not intended that the Survey encompass sites without remnant fabric (i.e. vacant or redeveloped sites), **unless** they have historic associations of major importance to the locality." In this instance, although no physical fabric from the original structure remains, all of the early hotel sites throughout the Shire of Esperance have been deemed to have "…historic associations of major importance to the locality", hence their inclusion in this Local Heritage Survey. The significance of sites such as this cannot be understated, particularly with regards to their contributions towards the evolution of the district as public meeting and gathering places and as a direct link to the early trade and travellers to and from the goldfields.[1534]

[1533] Photograph Courtesy Esperance Museum
[1534] Basic Principles for Local Government Inventories (State Heritage Office, March 2012)

The entry of the Gibson Soak Hotel site in this Local Heritage Survey thus seeks only to record and preserve the historical significance of the site alone, and due to the absence of any "…physical fabric from the original structure", no historical listing applies to the present building however the trees should be protected where possible.

Place Name(s):	Gibson Soak Hotel & Trees (alternatively referred to as Gibson's Soak or simply as the Soak)
Use(s):	Original: Hotel / Wayside Inn
Address:	Lot 171 on Plan 255945, Coolgardie-Esperance Highway, Gibson
Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	1896.[1535, 1536, 1537]
Construction Materials:	Walls: Corrugated Iron, Roofing: Corrugated Iron
Builder / Designer:	Unknown, likely built by Henry Jenkins and family.

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Fair. Integrity: Medium. Authenticity: Low. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Little Significance - Does not fulfil the criteria for entry in the local Heritage List. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

[1535] The Esperance Chronicle, 19 November, 1896
[1536] The West Australian, 19 September, 1953
[1537] The Municipality of Esperance, 1895-1908 - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)

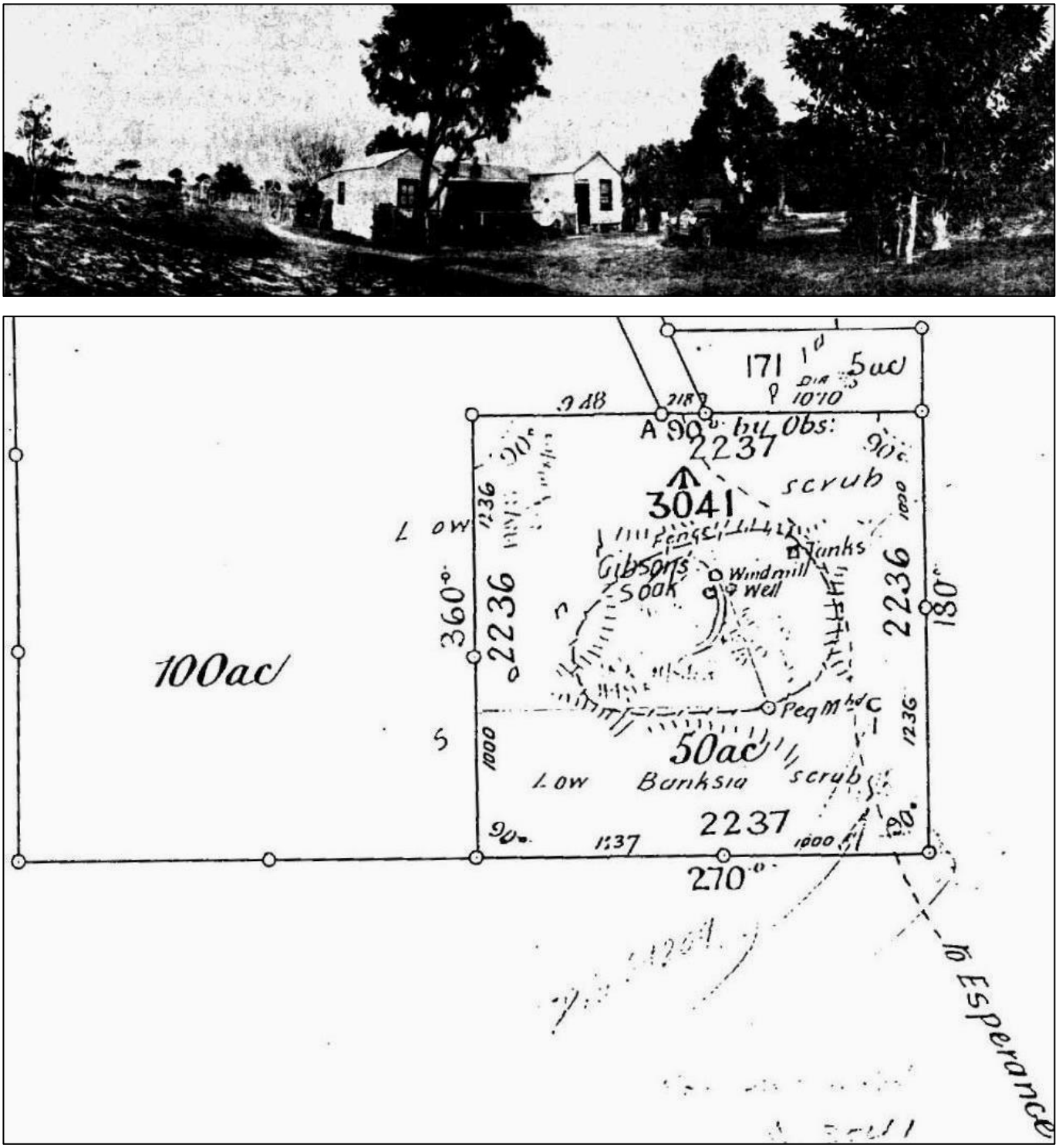
HISTORY & DESCRIPTION

Sixteen miles to the north of Esperance, on passing Shark Lake, itself a natural source of fresh water, the next drinking water readily available to early travellers on the Norseman track - now Coolgardie-Esperance Highway - was to be found at Gibson Soak, or “Gibson’s Soak” as it was then known. Gibson Soak, a naturally existing fresh water source, had been discovered by a teamster named William Henry Gibson in or about 1894, and the site soon became a popular overnight camp for travellers to and from Esperance and the goldfields in the north. Enterprising locals had quickly realised the potential of certain water points along the tracks to be used for hotel or ‘wayside inn’ sites, and among those interested in creating such an establishment at Gibson Soak in particular were Henry and Sarah Jenkins. In December 1896, a licence was granted for the Jenkins’ new establishment, and on Christmas Day that year “The Soak” opened to the travelling public for the very first time.(1538, 1539, 1540)

Having survived through some of the toughest times in the history of the district, three decades after establishing the Gibson Soak Hotel, the Jenkins family eventually sold out in 1932.(1541) From then on, the original hotel buildings remained in an almost unchanged state until the late 1950’s, however from about that time onwards a series of improvements began to expand and forever change the site, eventually creating and leading to the buildings we see today.(1542, 1543) Since opening in 1896, the Gibson Soak Hotel has seen a multitude of owners and publicans come and go, however in all that time, it is claimed that it “has never closed its doors”.(1544)

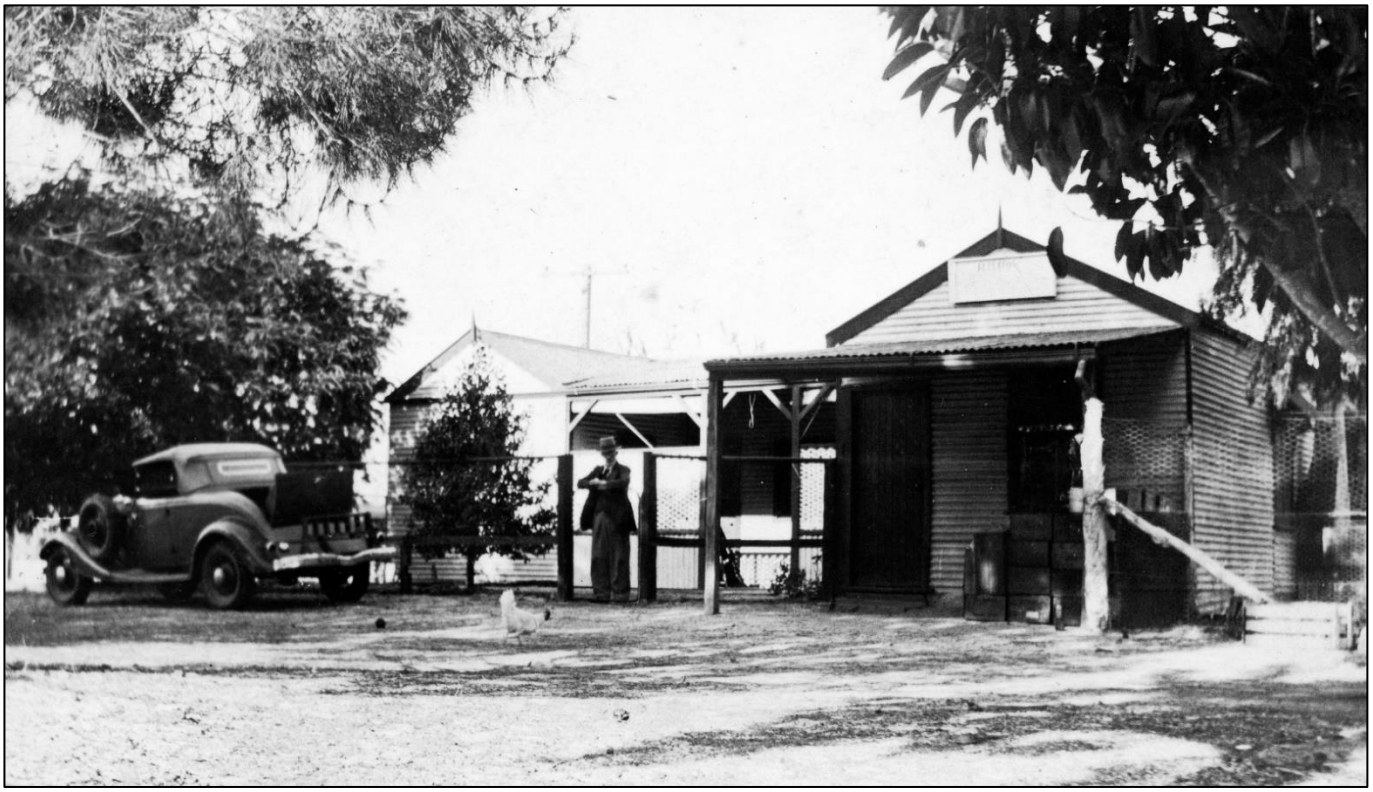
Two towering Moreton Bay fig trees, now synonymous with the image of the Gibson Soak Hotel, are believed to have been planted in either 1896 or 1897, while immense Tasmanian blue gums nearby are thought to have been planted circa the Great War in honour of the memory of young Harry Jenkins, the son of Henry and Sarah Jenkins, who was killed in action in April 1917. Though partially overgrown, a small plaque on the trunk of one of the now giant blue gums still carries the words: “In memory of Harry T. Jenkins, A.I.F. Killed at Bullecourt, April 11, 1917. Aged 20 years. Lest we forget.”(1545, 1546, 1547, 1548, 1549, 1550)

1538 The Esperance Chronicle, 19 November, 1896
1539 The Norseman Pioneer, 12 December, 1896
1540 The Esperance Express, 30 December, 1999
1541 Certificate of Title, Lot 171 Coolgardie-Esperance Highway, Henry Joseph Jenkins, 19 February, 1900
1542 Building Records, Gibson Soak Hotel, Licence Number 78-54/55 (Shire of Esperance, 1955)
1543 Do Not Expectorate in the Tram; Yvonne Steer - Faith, Hope & Reality (Penny Blumann, 1995)
1544 The Esperance Express, 10 February, 2016
1545 Gibson Soak Wayside Inn and Trees, Shire of Esperance Municipal Heritage Inventory (O’Brien Planning Consultants, 1996)
1546 Old Esperance Pictorial History (Don Voigt, 1996)
1547 The South Australian Register, 21 November, 1895
1548 The Western Mail, 16 December, 1898
1549 The West Australian, 19 September, 1953
1550 The Municipality of Esperance, 1895-1908 - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)



A panoramic view of the Gibson Soak Hotel (top) as it appeared in *The Sunday Times* in August 1925 - noting the already immense size of the Moreton Bay fig tree on the right - and a survey of "The Soak" itself dated November 26, 1896, showing the site of Henry Jenkins' hotel, Location 171 (top right), a month before the Gibson Soak Hotel was formally opened to the public.[1551, 1552]

[1551] Photograph Courtesy The Sunday Times (Perth), 30 August, 1925
[1552] Image Courtesy Shire of Esperance



E J McCarthy (Edward James McCarthy senior) poses out the front of the Gibson Soak Hotel circa 1935, and (bottom) the original buildings circa the 1950's as viewed from the highway - the sign simply reads "Gibson Soak Hotel - Harry Walker - Meals & Refreshments".[1553]

[1553] Photographs Courtesy Esperance Museum

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 28

GRACE DARLING HOTEL

Captain Douglas' original single storey Grace Darling Hotel as it stood circa December 1895, prior to construction of the better known two storey version in 1896.[1554]

Note regarding inclusion of this site in this Local Heritage Survey:

Although no physical fabric from any of the early hotel sites remains in situ, inclusive of the original Grace Darling Hotel, the Basic Principles for Local Government Inventories produced by the State Heritage Office state that "the inventory should identify places and areas that retain significant physical fabric from the past. It is not intended that the Survey encompass sites without remnant fabric (i.e. vacant or redeveloped sites), **unless** they have historic associations of major importance to the locality." In this instance, although no physical fabric from the original structure remains, all of the early hotel sites throughout the Shire of Esperance have been deemed to have "…historic associations of major importance to the locality", hence their inclusion in this Local Heritage Survey. The significance of sites such as this cannot be understated, particularly with regards to their contributions towards the evolution of the district as public meeting and gathering places and as a direct link to the early trade and travellers to and from the goldfields.[1555]

The entry of the Grace Darling Hotel site in this Local Heritage Survey thus seeks only to record and preserve the historical significance of the site alone, and due to the absence of any "…physical fabric from the original structure", no historical listing applies to the present building.

[1554] Photograph Courtesy Album of Goldfields Photographs, 1894-1896 (State Library of Western Australia)
[1555] Basic Principles for Local Government Inventories (State Heritage Office, March 2012)

Place Name(s):	Grace Darling Hotel (alternatively referred to as the Grace Darling Temperance Hotel)
Use(s):	Original: Eating, Boarding or Lodging House, Present: Partially Vacant Site / Partially Pier Hotel
Address:	Lot 17 No. 1 on Plan 27627, Andrew Street, Esperance; and Lot 22 No. 47 on Plan 43165, The Esplanade Esperance
Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	1894.[1556, 1557]
Construction Materials:	Refer to photographs
Builder / Designer:	Unknown, likely designed and built by Fred Douglas initially.

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: N/A. Integrity: N/A. Authenticity: N/A. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Little Significance - Does not fulfil the criteria for entry in the local Heritage List. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

[1556] Old Esperance Pictorial History (Don Voigt, 1996)
[1557] The Australian Advertiser (Albany), 8 May, 1895

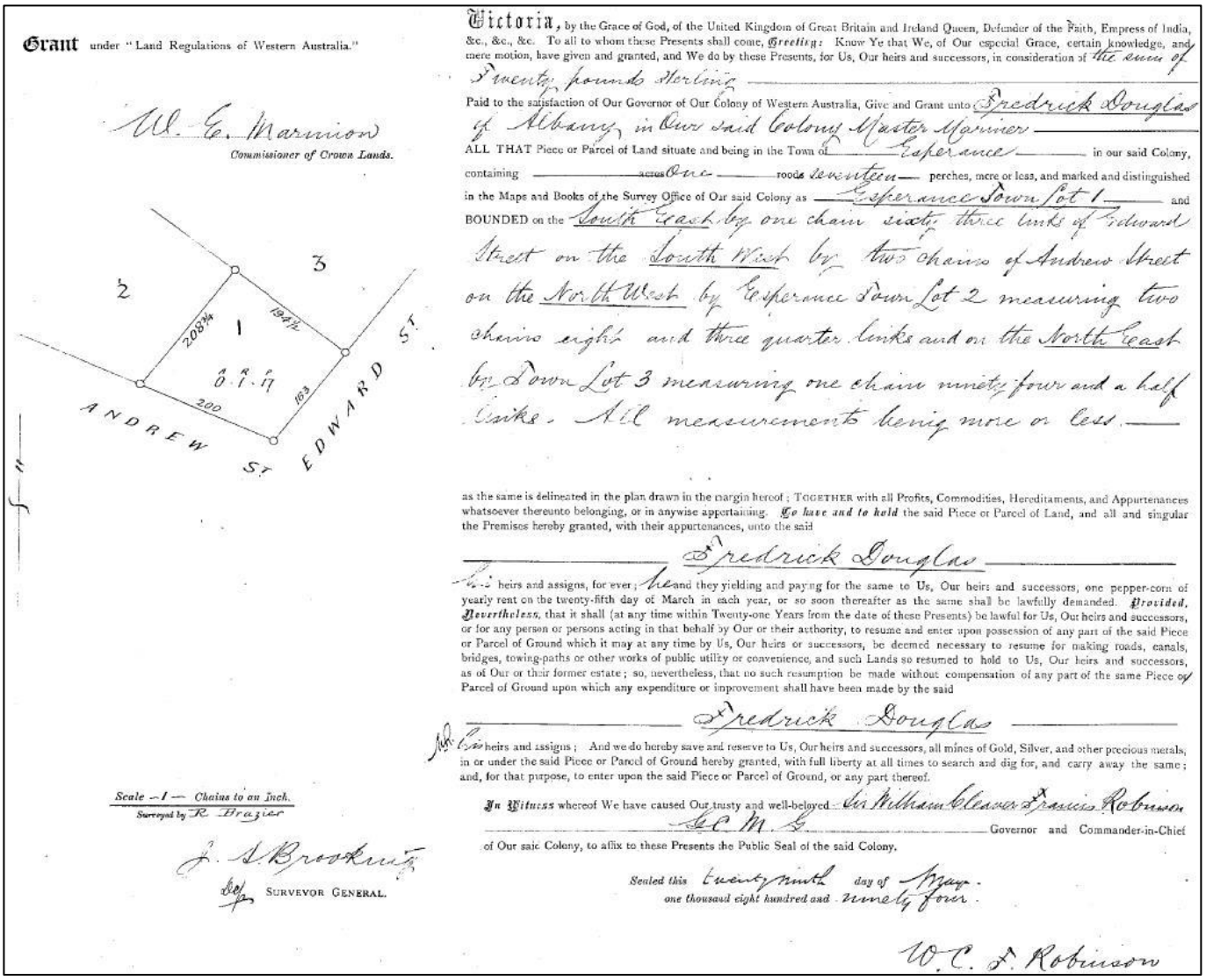
HISTORY & DESCRIPTION

In the wake of the Esperance Hotel, the renowned local legend Captain Fred Douglas was quick to establish the single storey Grace Darling Hotel on the opposite street corner - Lot 1 The Esplanade, then known as Edward Street - in or about mid 1894 to capitalise on the rush of men to the goldfields.[1558, 1559] The hotel initially functioned as an "Eating, Boarding or Lodging House" in the keep of a Mr H. Higham, however in June of 1895, Captain Douglas was issued a Publican's General Licence for the Grace Darling.[1560, 1561]

The name Grace Darling shared a tie with Captain Douglas' schooner of the same name which served Esperance and the south coast for many years.[1562] Grace Darling, a popular name for seafaring vessels at the time, was a young English lady who had gained great fame throughout much of the British Empire when, in 1838, she and her father had performed a heroic rescue and recovery mission of crew and passengers from the sunken ship *Forfarshire* near their lighthouse home in northern England.[1563]

On December 2, 1895 the Grace Darling Hotel was leased to David Fienberg who, in partnership with Charles Adkins, ran the hotel until their partnership was dissolved by mutual consent on March 17, 1896.[1564, 1565] David Fienberg then continued as the sole proprietor until late 1898 when the Publican's General Licence was transferred to Thomas Dunkley, who had previously been associated with the Esperance Brewery.[1566, 1567] In the ensuing years, the Publican's General Licence was later transferred to several local identities including John McGlade, John Taylor and John Cabble among many others.[1568, 1569, 1570, 1571]

[1558] Old Esperance Pictorial History (Don Voigt, 1996)
[1559] The Australian Advertiser (Albany), 8 May, 1895
[1560] The Australian Advertiser (Albany), 5 June, 1895
[1561] The Albany Advertiser, 22 August, 1899
[1562] Douglas Family History, Courtesy Albany Public Library
[1563] Grace Darling (https://en.wikipedia.org/wiki/Grace_Darling), Retrieved 2016
[1564] The Esperance Chronicle, 3 January, 1896
[1565] The Esperance Chronicle, 20 March, 1896
[1566] Police Gazette, Western Australia, 11 August, 1897
[1567] Police Gazette, Western Australia, 11 January, 1899
[1568] Police Gazette, Western Australia, 17 January, 1900
[1569] The Kalgoorlie Miner, 4 April, 1903
[1570] The Kalgoorlie Miner, 29 December, 1902
[1571] Police Gazette, Western Australia, 5 July, 1899



Grant under "Land Regulations of Western Australia."

W. E. Marmion
Commissioner of Crown Lands.

2 3 1 208½ 194½ 0.2.17 200 163 ANDREW ST EDWARD ST.

Scale — 1 — Chains to an Inch.
Surveyed by R. Brazier

J. S. Brooking
Dep. SURVEYOR GENERAL.

Victoria, by the Grace of God, of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith, Empress of India, &c., &c., &c. To all to whom these Presents shall come, *Greeting:* Know Ye that We, of Our especial Grace, certain knowledge, and mere motion, have given and granted, and We do by these Presents, for Us, Our heirs and successors, in consideration of the sum of Twenty pounds Sterling Paid to the satisfaction of Our Governor of Our Colony of Western Australia, Give and Grant unto Fredrick Douglas of Albany, in Our said Colony Master Mariner ALL THAT Piece or Parcel of Land situate and being in the Town of Esperance in our said Colony, containing — acres One — roods Seventeen — perches, more or less, and marked and distinguished in the Maps and Books of the Survey Office of Our said Colony as Esperance Town Lot 1 and BOUNDED on the South East by one chain sixty three links of Edward Street on the South West by two chains of Andrew Street on the North West by Esperance Town Lot 2 measuring two chains eight and three quarter links and on the North East by Town Lot 3 measuring one chain ninety four and a half links. All measurements being more or less.

as the same is delineated in the plan drawn in the margin hereof; TOGETHER with all Profits, Commodities, Hereditaments, and Appurtenances whatsoever thereunto belonging, or in anywise appertaining. *To have and to hold* the said Piece or Parcel of Land, and all and singular the Premises hereby granted, with their appurtenances, unto the said Fredrick Douglas his heirs and assigns, for ever; he and they yielding and paying for the same to Us, Our heirs and successors, one pepper-corn of yearly rent on the twenty-fifth day of March in each year, or so soon thereafter as the same shall be lawfully demanded. *Provided, Nevertheless,* that it shall (at any time within Twenty-one Years from the date of these Presents) be lawful for Us, Our heirs and successors, or for any person or persons acting in that behalf by Our or their authority, to resume and enter upon possession of any part of the said Piece or Parcel of Ground which it may at any time by Us, Our heirs or successors, be deemed necessary to resume for making roads, canals, bridges, towing-paths or other works of public utility or convenience, and such Lands so resumed to hold to Us, Our heirs and successors, as of Our or their former estate; so, nevertheless, that no such resumption be made without compensation of any part of the same Piece or Parcel of Ground upon which any expenditure or improvement shall have been made by the said Fredrick Douglas his heirs and assigns; And we do hereby save and reserve to Us, Our heirs and successors, all mines of Gold, Silver, and other precious metals, in or under the said Piece or Parcel of Ground hereby granted, with full liberty at all times to search and dig for, and carry away the same; and, for that purpose, to enter upon the said Piece or Parcel of Ground, or any part thereof.

In Witness whereof We have caused Our trusty and well-beloved Sir William Cleaver Francis Robinson K.C.M.G. Governor and Commander-in-Chief of Our said Colony, to affix to these Presents the Public Seal of the said Colony.

Sealed this twenty ninth day of May. *one thousand eight hundred and* ninety four.

W. C. F. Robinson

A copy of the grant of Esperance Town Lot 1 to 'Master Mariner' Fred Douglas, signed and dated 29 May, 1894.[1572]

APPLICATION FOR A PUBLICAN'S GENERAL LICENSE

To the Worshipful the Justices of the Peace acting in and for the district of Plantagenet in Western Australia.

I, FREDERICK DOUGLAS, mariner, married, now residing at Albany in the district of Plantagenet, do hereby give notice that it is my intention to apply at the next Licensing Meeting, to be holden for this district, for a Publican's General License for the sale of Liquor, in the house and appurtenances thereunto belonging, situated at Esperance Bay on allotment No 1 Government Townsite containing 3 sitting rooms and 5 bedrooms exclusive of those required by my family, at present in the occupation of H. Higham and now Licensed as an Eating, Boarding or Lodging House, and which I intend to keep as an Inn or Public House. I have never held a license before.

Given under my hand this 2nd day of May one thousand eight hundred and ninety-five.

FREDERICK DOUGLAS.

By his Attorney, Frank R Dymes.

[1572] Image Courtesy Shire of Esperance

HOUSEHOLDERS CERTIFICATE FOR A PUBLICAN'S GENERAL LICENSE

WE, the undersigned householders, residing within the town of Albany, do hereby certify that the above Frederick Douglas of Albany is a person of good fame and reputation, and fit and proper to be licensed to keep an Inn or Public House for the sale of Fermented and Spirituous Liquors therein.

Witness our hands this 2nd day of May, one thousand eight hundred and ninety-five.

A. Y. Hassell,

Charles Drew,

J. Moir,

J. Wellstead,

W. G. Knight.

In 1895, Captain Fred Douglas applied for and received a Publican's General Licence for the Grace Darling Hotel which, until then, had served as an "Eating, Boarding or Lodging House".[1573, 1574]

ESPERANCE BAY APPLICATIONS

…

Fred Douglas applied for a publican's general license for the Grace Darling Hotel at Esperance - Mr Dymes appeared for the applicant and Mr Haynes opposed [on behalf of Mr Purchas of the Esperance Hotel].

The applicant gave evidence to the effect that the hotel was completed and was being used as a boarding house.

Mr Haynes objected to the license on the ground that the form was not signed by the applicant and that it was not required in the neighbourhood.

Witness stated that his hotel was next to [Mr] Symes', Mr Purchas' was opposite and Mr McKenzie's was about five chains away.

Mr Haynes: What a happy family there will be there.

Witness said he did not intend to keep the house himself but he proposed to transfer the license to the present occupant.

Mr Mattinson gave evidence to the effect that he found the hotel all right but for the fleas. (Laughter.)

In reply to Mr Haynes witness said he estimated the population at about 150 to 170. He considered that there was room for more than one hotel [this being the existing Esperance Hotel].

Mr Haynes put in a telegram from Mr Purchas showing the exact population of Esperance.

Mr Wright: If it had been sent by the police there would have been something in it but being sent by one of the interested parties, I don't think it is worth the paper it is written on.

Mr Haynes considered it unreasonable to raise that objection otherwise it was no use his appearing there as the Bench might as well act as him.

Mr Wright: We don't get the fees. (Laughter.)

Sub Inspector Newland stated that he considered the one hotel there was sufficient for the population. If they granted three more licenses more police would be required. He was satisfied with the way Mr Purchas conducted his house. He did not think there was room for more than two houses at the outside.

[1573] The Australian Advertiser (Albany), 8 May, 1895
[1574] The Australian Advertiser (Albany), 5 June, 1895

…

After a short consultation in private the Bench returned into Court.

Mr Loftie said: Before I announce the decision of the Bench it is only right to say [that] Mr Wright sits this day at my own request. I was quite aware of the fact that I could sit alone. Mr Wright has not come here merely to push his previously expressed wishes but at my request he came to assist me. We have carefully considered these cases and are placed in a rather invidious position; we are asked to say that one applicant is more or less fit than the other. Putting aside Mr Haynes objections we know that these are the most respectable people, in fact we could not have more respectable persons before us and it is hardly right that the Bench should be put in such an invidious position. It is not at all reasonable to expect us to say: We will grant one and we will refuse the other. We think both of the applicants [being Mr McKenzie of the Royal Hotel and Mr Douglas of the Esperance Hotel - the Publican's General Licence for Mr Symes' Pier Hotel being adjourned, though approved two days later on Wednesday, 5 June 1895] are fit to hold licenses and we are quite sure both of them if they get licenses will conduct the houses in a proper manner. Having said that much, the question is raised that the population will not allow so many hotel licenses. Presumably these gentlemen were fully aware of that point when they applied. Mr Symes comes here, as well as the others, as a well-known business man and he must know his own business best. If they think they can make the places pay and not cut each other's throats as has been said, it is their own business not ours. We think we cannot refuse the licenses before the Bench and they will be granted. (Applause.)

Details from the Albany Licensing Court sessions held on Monday, 3 June 1895, during which Captain Fred Douglas of the Grace Darling Hotel was issued with a Publican's General Licence.[1575]

Grace Darling Hotel

Esperance

Adkins & Fienberg, Proprietors

———

The above having taken over this hotel solicit the patronage of the general public. The hotel has been entirely overhauled and renovated.

———

The table is under the special care of Mrs A. E. Fienberg.

Best wines, beer and spirits. Good accommodation for travellers.

An advertisement that appeared in several issues of the Esperance Chronicle from January 3, 1896 detailing the new proprietors of the Grace Darling Hotel and giving brief details of their establishment.[1576]

The original hotel - a single storey tin and timber structure finished with an elaborate lace iron trim on the verandahs - was constructed on what was then 'Lot 1 Edward Street'; a prime piece of real estate on the corner of Andrew Street and The Esplanade. Circa early 1896, in order to keep up with the high demand for accommodation, and to remain competitive as the other hotels expanded, the original Grace Darling Hotel was renovated and a new two storey addition was constructed on the same lot immediately adjoining the original building.[1577]

From that point on, despite the downturn in trade felt by all the residents and businessmen of Esperance about the turn of the century, it appears to have been business as usual for the Grace Darling Hotel. Among the more noteworthy of reported incidents included the hotel being used as an infirmary in the absence of a hospital in Esperance for a man who had had his leg amputated following an accident aboard a ship in the harbour on April 21, 1896.[1578] Later, in December of the same year, another notable incident involved then proprietor David Fienberg's 'large and savage'

[1575] The Australian Advertiser (Albany), 5 June, 1895
[1576] The Esperance Chronicle, 3 January, 1896
[1577] The Advertiser (Adelaide), 20 April, 1896
[1578] The Kalgoorlie Miner, 22 April, 1896

Newfoundland dog and an attack on a Mrs Neill; the dog being “incensed by her bloomers” as she rode by.[1579] One of the more fascinating stories however that gives a real historic insight into the town itself involved the proprietor of the Grace Darling Hotel at the time, Mr John Taylor, being charged in 1903 with “supplying a native… with liquor”, the details reported in the Kalgoorlie Miner as follows:[1580]

ESPERANCE

SELLING LIQUOR TO A NATIVE

———

CASE DISMISSED

(From Our Own Correspondent.)

———

ESPERANCE, March 30

A case of unusual interest was heard in the Police Court here on the 24th inst. Before Dr. Farmer, R.M. Mr. John Taylor, licensee of the Grace Darling Hotel, was charged with supplying a native named “Coonabut” with liquor on Sunday, the 22nd inst. The court was crowded. The accused pleaded not guilty.

Constable Alliss prosecuted on behalf of the Crown, and called the native, who, on being sworn, said: “I know Taylor. Saw him last Sunday. I went into his back yard at the hotel for beer. Got four bottles of beer. I drank two bottles. Codgy Taylor (son of the accused) gave me the beer. Taylor told Codgy to give it to me. I paid him 2s. for it. I drank two bottles on the beach. Was taking the other two to Mr. Dempster’s station. Mr. Dempster caught me with the two bottles, and took me to Taylor’s [Grace Darling] Hotel; then to the police station.” To the accused: “I got the beer in the morning, about dinner time. Codgy Taylor gave it to me, and I gave the money to him.” To the Bench: “Saw the boy (Codgy); gave him the money; boy asked his father; he said yes.”

W. E. Dempster, station owner, said: “I remember the 22nd inst. Saw the native (Coonabut) about 1p.m. on that date on the beach, partly drunk. The native had two bottles of beer In his possession. He told me he had got it from Taylor’s. I took him back in his own tracks, which led to opposite Taylor’s Hotel. Could not track him any further, because of the metal road. I took him to the Pier Hotel, afterwards to Taylor’s Hotel, and accused Taylor of supplying him with liquor. Taylor denied having done so. I afterwards took the native to the police station. He made a statement at the station that he had got the liquor at Taylor’s.” Continuing, the witness stated, “This state of things was getting [to be] a curse to the place,” and added that, “as far as it lies in my power I will put it down.” To the Bench: “I was extremely careful about the steps on the beach.”

Constable J. Lynch, stationed here, said, “I know Taylor well. I received instructions to watch all the hotels, the Grace Darling particularly, on the 19th inst., on account of reports received that liquor had been got there. On that date I saw Taylor fetch out of his hotel two bottles of beer and place them on his verandah, on The Esplanade side. At the time a lot of natives were hanging about. I asked Taylor what he had placed the liquor there for. He denied having put them there, and took them into his hotel. When the natives saw me they all cleared off.”

Walter Neander, line repairer, said, “I remember the 22nd inst. I saw Mr. Dempster with a native. I was in front of Heenan’s [Pier] Hotel. I did not see any native go into any hotel. I was in Heenan’s company from 8.30 to 2p.m. on that day. I never saw any native at Heenan’s Hotel at all. On the 20th inst. I saw the accused beckon a native into his hotel, and I saw the same native come out of his hotel with three bottles in his shirt.”

The accused objected to this evidence as not [having] bearing on the case. The R.M. Concurred.

This was the evidence for the prosecution. Constable Allis addressed the Bench, and made out a very able case for the Crown, carefully going over the facts elicited by the evidence, pointing out that it had been clearly proved that the accused had been in the habit of supplying the natives with liquor. He asked for a verdict.

[1579] The Kalgoorlie Western Argus, 31 December, 1896
[1580] The Kalgoorlie Miner, 4 April, 1903

For the defence, the accused called his son, Sydney ("Codgy") Taylor, who, on being sworn, said he was 13 years of age. He said that the native came to him and offered him 2s. for liquor. "I refused him, and he then jumped over the fence into Heenan's yard." To the Bench: "The fence was near the bathroom."

This was all the evidence for the defence.

The R.M. said the court had only the native's evidence, which was not always reliable. He might have a down [sic] on Taylor.

In answer to a question from Constable Alliss, the R.M. said: "What Taylor had done before had nothing to do with the case." Addressing the accused, the R.M. said: "In my opinion you sold the liquor, but I hardly think your son (Sydney Taylor) would, on his oath, swear an untruth. As there is a doubt, the evidence is not strong enough to convict."

The accused then stated: "Since you cautioned me I have been very careful."

Continuing, the R.M. said: "I will give you the benefit of the doubt. Case dismissed with a caution." The accused had to pay 28s. and 6d. costs. The verdict has caused great indignation amongst the residents here.

The mayor (Mr W. E. Dempster) has tabled a notice of motion in the municipal council that he will move at the next meeting of council - "That in view of the alarming increase of drunkenness amongst the local aborigines, whereby residents of the town are apprehensive of outrage from intoxicated natives, the town clerk be instructed to write to the Attorney General asking him to strengthen the hands of the local police in prosecuting all persons supplying aborigines with liquor contrary to the Act." The motion has been seconded by Cr. W. E. Hughes.

There is no doubt that the natives here get liquor somewhere, and that abundantly. It is no uncommon occurrence to meet natives in a state of intoxication on the outskirts of the town at night, and the night is made hideous with shrieks and rows. It is about time something was done to put down this sort of thing.

Several years later, in the early hours of April 29, 1910, a fire completely destroyed Heenan's Pier Hotel next door (Lots 3 & 4 The Esplanade), with tabloids reporting that it was fortunate that "a west wind was blowing, or [Captain Fred] Douglas' Grace Darling Hotel would have shared the same fate". The Grace Darling Hotel escaped intact, however not unscathed, bearing the marks of extensive scorching from the adjacent blaze.[1581]

By 1916, the original single storey Grace Darling Hotel building had been removed, and following the death of Captain Fred Douglas in that same year, the estate was passed to his widow, Susan Douglas. Mrs Douglas evidently continued hotel operations in some capacity until at least 1918, however in 1922, it is noted that the Grace Darling had been "abandoned".[1582, 1583] In 1923, the property in its entirety was sold to Francis Daw, and by 1926 it is referenced as the "Grace Darling Temperance Hotel", simply being a boarding hostel that no longer served alcohol.[1584] In 1928, it was noted that only the Pier Hotel and the Royal Hotel remained in operation and that these "two hotels were sufficient to meet requirements" of the locality, with the Esperance Hotel also closing its doors at this time.[1585]

In the hysteria that was to follow the bombing of Darwin on February 19, 1942, it was decided in the months following to place an air raid shelter for public use "on the corner of Andrew Street and The Esplanade, near the Grace Darling", likely on what had been the site of the original single storey hotel.[1586] Several years later, in 1950, following the earlier passing of then owner Francis Daw, the site was put up for sale by tender as follows:

TENDERS

———

[1581] The Kalgoorlie Miner, 30 April, 1910
[1582] The Kalgoorlie Miner, 3 September, 1918
[1583] The Mirror (Perth), 11 March, 1922
[1584] The Albany Advertiser, 12 May, 1926
[1585] The West Australian, 18 October, 1928
[1586] The Kalgoorlie Miner, 15 April, 1942

TENDERS are invited for the purchase, subject to existing lease, of Esperance Lot 1, containing 1 rood 17 perches, having a frontage of 163 links to The Esplanade, and 200 links to Andrew Street. Buildings comprise the well-known Grace Darling Hotel, also Butcher's Shop and residence now occupied by Messrs Bow Bros.

Neither the highest nor any tender necessarily accepted.

Tenders to be in the hands of the undersigned not later than July 18, 1950.

For further particulars, apply

L DAW

Executor, Estate Late Francis J. Daw,

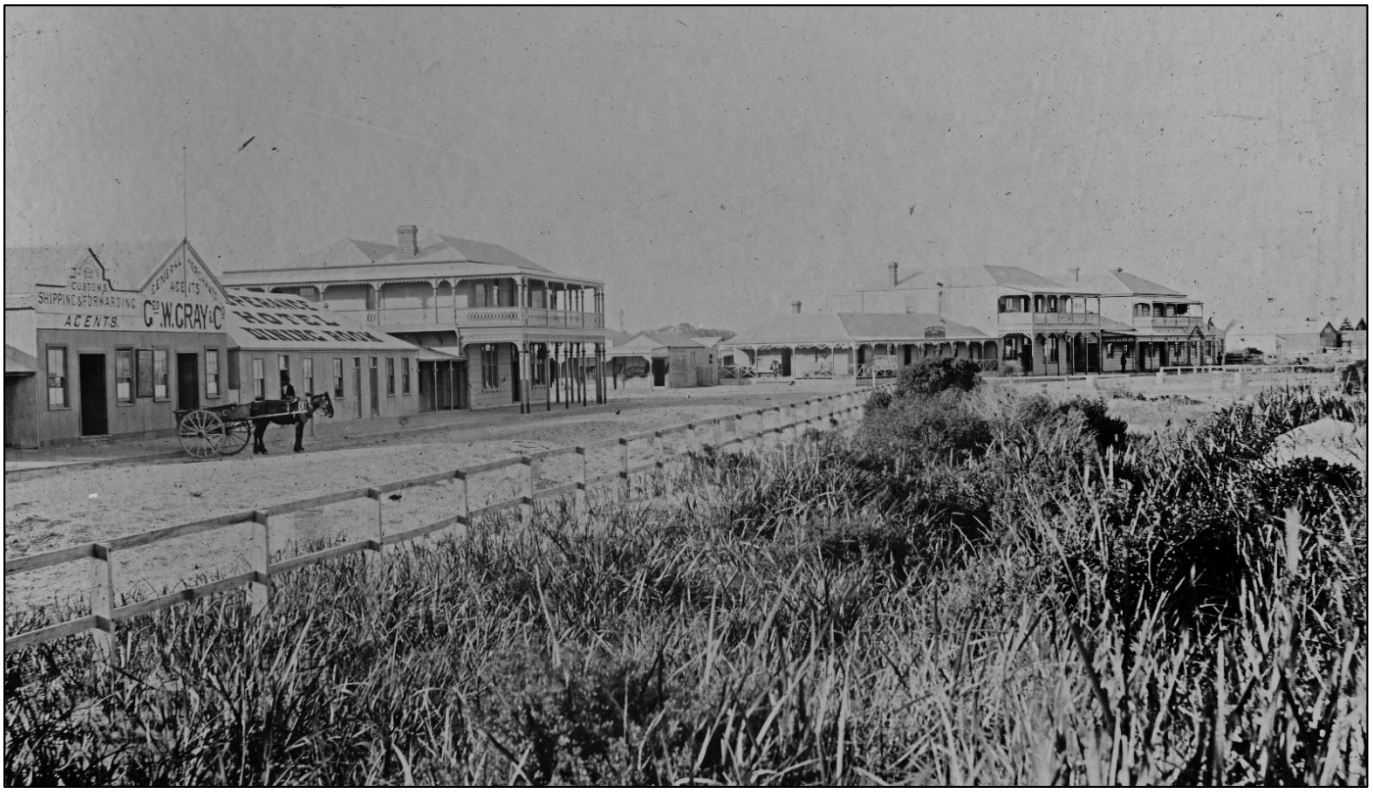
BOX 9, ESPERANCE

The Grace Darling Hotel for sale by tender as advertised in the Kalgoorlie Miner on June 27, 1950.[1587]

The Grace Darling Hotel subsequently sold to Frederick Bow in August 1950 and, again under new ownership, the property was later subdivided in 1962. The two storey Grace Darling Hotel stood well into the late 1960's, at which time it was removed to make way for construction of the current Pier Hotel building. Today, a small plaque on the footpath near the southern entrance to the Pier Hotel commemorates the former location of the two storey section of the Grace Darling Hotel.[1588]

[1587] The Kalgoorlie Miner, 27 June 1950

[1588] Title Grant - Esperance Town Lot 1, Fred Douglas, 29 May, 1894 (Courtesy Shire of Esperance)



The brand new Grace Darling Hotel in 1897 (top), sandwiched between the original Grace Darling and Peek & Castine's store, and (bottom) the three major hotels as viewed across The Esplanade in early 1898.[1589]

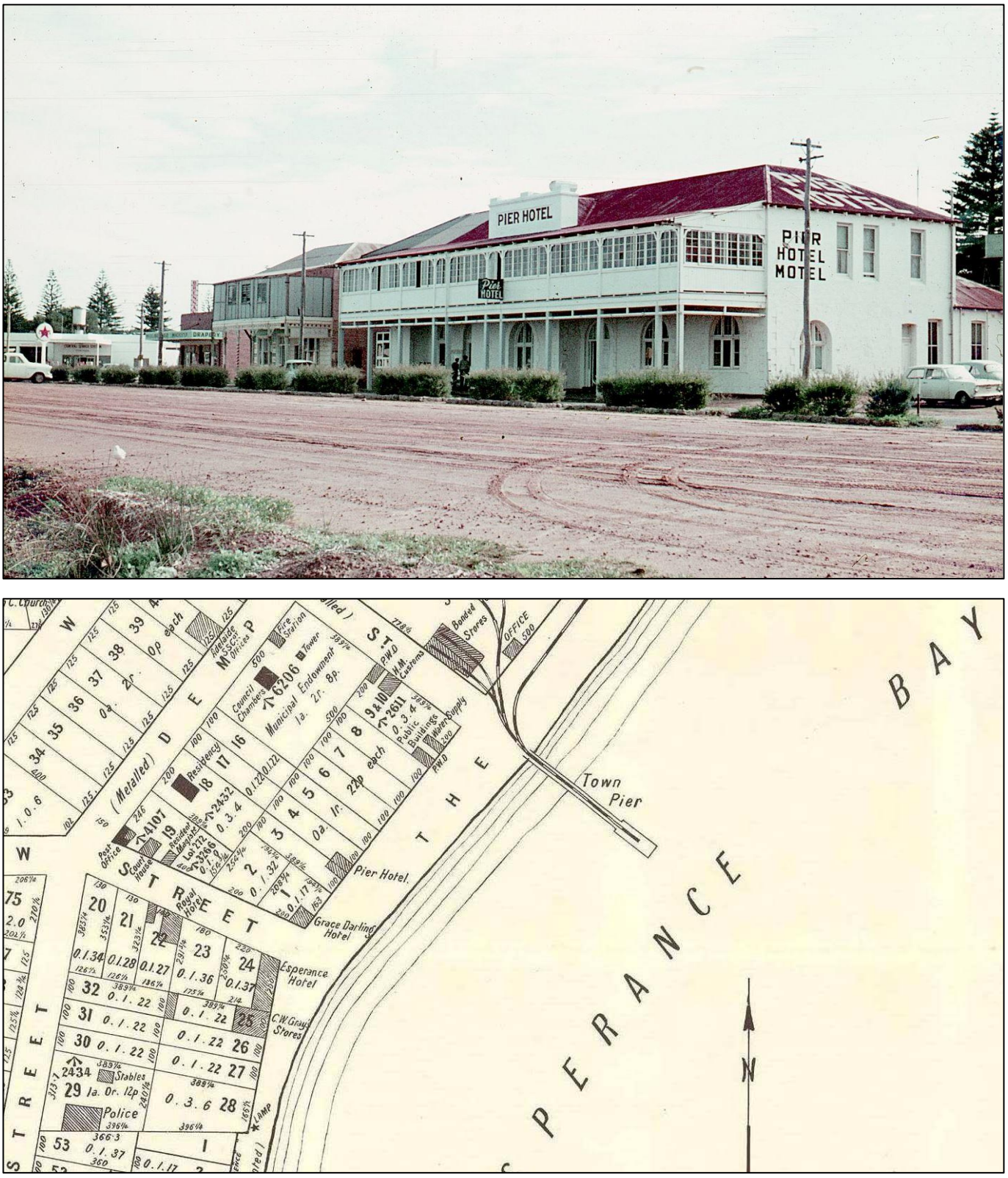
[1589] Photographs Courtesy Esperance Museum, Bottom Image Published in The Western Mail (Perth), 24 June, 1898

Views over and along The Esplanade showing the Grace Darling Hotel in 1904, from left to right (bottom): the Esperance Hotel, the Grace Darling Hotel and the Pier Hotel.[1590]

[1590] Photographs Courtesy Esperance Museum

A photograph taken in 1916 (top) showing only the billiards room and the two storey section of the Grace Darling Hotel, the original building having been removed in the years prior, and (bottom) the view towards town from the James Street "Town Jetty" in 1928. A new Pier Hotel (encompassing the single storey building on the right with the four archways) was constructed in 1929 on the adjoining properties.[1591, 1592]

[1591] Photograph Courtesy Thomas Edwards Collection
[1592] Photograph Courtesy Esperance Museum



The Grace Darling Hotel circa 1967 (top, centre), shortly before being demolished to make way for the current Pier Hotel, and (bottom) an extract from a survey of "Esperance Shewing Dempster Town" dating to 1903 which shows the rough though relative location of the early hotels and other pertinent buildings.[1593, 1594]

[1593] Photograph Courtesy Esperance Museum
[1594] Image Courtesy Esperance Museum

Place No: 29

GRASS PATCH HOMESTEAD

An undated photograph showing the Grass Patch Homestead as it stood for many years prior to additions that took place circa 1981/82.[1595]

Place Name(s):	Grass Patch Homestead (alternatively referred to as the Grass Patch Farm Homestead)
Use(s):	Original: Private Dwelling, Present: Private Dwelling
Address:	Lot 23 on Plan 255107, Tom Starcevich V.C. Road, Grass Patch
Ownership:	Private
State Heritage Listing:	N/A

[1595] Photograph Courtesy Esperance Museum

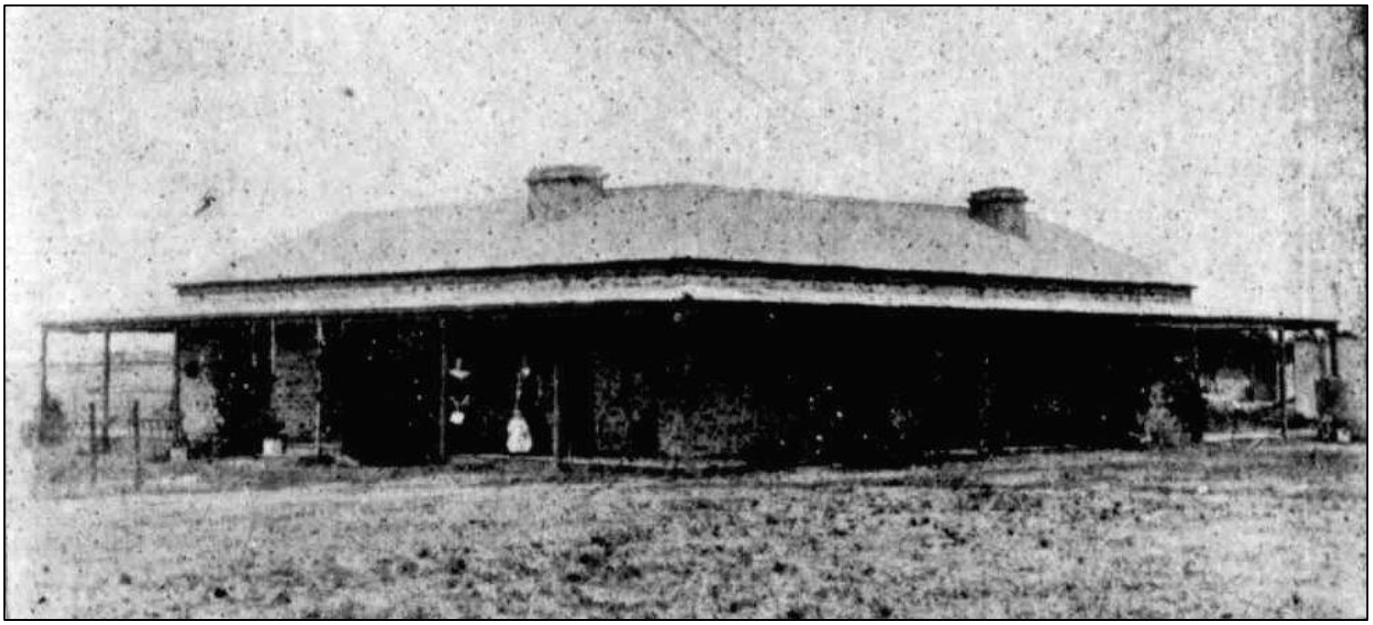
Original Date of Construction:	1904/05.[1596, 1597, 1598]
Construction Materials:	Walls: Granite, Clay and Lime Render, Roofing: Corrugated Iron
Builder / Designer:	Built by Alf Hamdorf and Sandy Hills on behalf of George Thompson.[1599]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Good. Integrity: High. Authenticity: Medium. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1596] The Western Mail (Perth), 10 September, 1904
[1597] The Albany Advertiser, 4 October, 1905
[1598] The Norseman Times, 12 October, 1906
[1599] The Grass Patch; Kayleen and Brendan Freeman - Faith, Hope & Reality (Penny Blumann, 1995)

HISTORY & DESCRIPTION

Built to last, the present homestead on the Grass Patch Farm was originally constructed circa 1904/05, and is the only remaining dwelling from that period or prior still standing in the Mallee country to the north of Esperance.[1600] George Thompson had bought the farm from the original owners late in 1904, and in October that year, he and his family were reported to have taken up residence in Laurence Sinclair's house on Taylor Street in Esperance "…for three months so as to allow him time to build a suitable residence for himself at the Grass Patch".[1601, 1602] Alf Hamdorf, a German stonemason, was soon engaged to do the work, and with the help of twelve year old Sandy Hills, construction was underway shortly thereafter. In October 1905, an Albany newspaper reported that George Thompson was "…making great improvements at the farm" and that he was in the process of "…building a large and commodious stone house…", and this was evidently soon completed at or about that time.[1603, 1604] Granite and clay for the new home had both been sourced locally, the granite from nearby Lake Killarney and the clay from pits nearer the building site, while the internal walls were rendered in a lime and sand mixture. Baltic pine adorned the floors, ceilings, roof timbers and some of the remaining internal walls, and with nine rooms centred around an open courtyard, the end result was by far the most resplendent and luxurious home the Mallee had ever seen. In 1981/82, the old homestead underwent a series of major renovations which would see a second storey added in place of the open courtyard, however every effort was taken to ensure that the character and essence of the original building were retained, and because of this, the Grass Patch Homestead, now just as beautiful as ever, still stands proudly as a monument to the first farm in the Mallee.[1605, 1606]

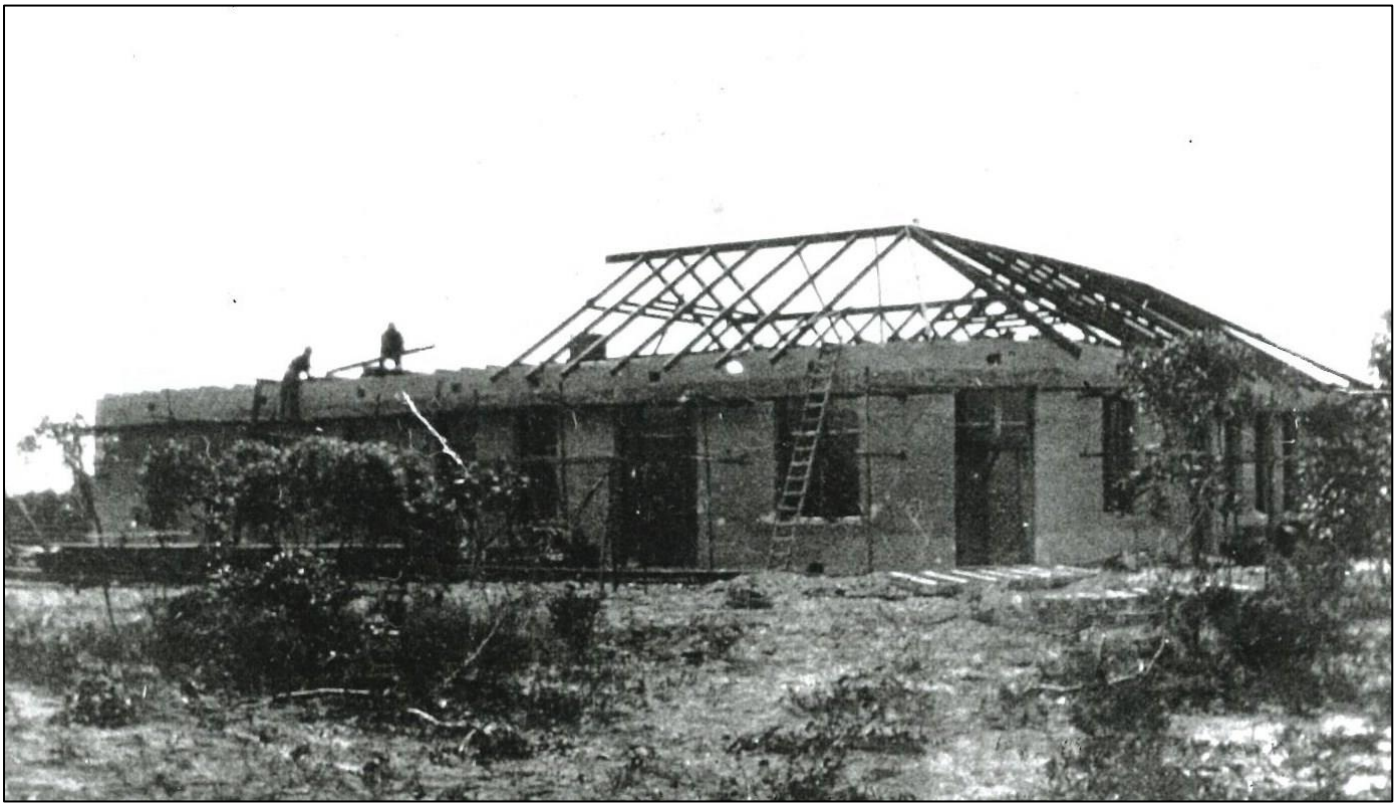


George Thompson's then new Grass Patch Homestead, as published in the *Kalgoorlie Western Argus* in 1910.[1607]

[1600] Grass Patch Homestead, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[1601] The West Australian, 1 September, 1904
[1602] The Albany Advertiser, 26 October, 1904
[1603] The Albany Advertiser, 4 October, 1905
[1604] The Norseman Times, 12 October, 1906
[1605] The Grass Patch; Kayleen and Brendan Freeman - Faith, Hope & Reality (Penny Blumann, 1995)
[1606] Report of the Royal Commission on the Mallee Belt and Esperance Lands (Royal Commission, 1917)
[1607] Photograph Courtesy The Kalgoorlie Western Argus, 7 June, 1910

Place No: 30

GRASS PATCH HOTEL



The Grass Patch Hotel under construction circa 1926/27 - built nearer the then new rail line, this hotel replaced the old Grass Patch Wayside Inn (1894) which once stood about two and a half kilometres to the east-northeast of the present Hotel.[1608]

Place Name(s):	Grass Patch Hotel (alternatively referred to as the Grass Patch Tavern, linked to though separate from the former Grass Patch Wayside Inn)
Use(s):	Original: Hotel, Present: Hotel
Address:	Lot 8 on Plan 146464, Coolgardie-Esperance Highway, Grass Patch
Ownership:	Private
State Heritage Listing:	N/A

[1608] Photograph Courtesy Esperance Museum

Original Date of Construction:	1926/27.[1609, 1610, 1611, 1612]
Construction Materials:	Walls: Local Gravel and Cement, Roofing: Corrugated Iron
Builder / Designer:	Built by Gus Hamdorf and others on behalf of Kevin Heenan.[1613]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Fair. Integrity: High. Authenticity: Medium. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1609] The Kalgoorlie Miner, 27 August, 1926
[1610] The West Australian, 2 May, 1927
[1611] The West Australian, 1 September, 1927
[1612] The West Australian, 25 November, 1927
[1613] Grass Patch Hotel, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

HISTORY & DESCRIPTION

By mid 1925, the Esperance Northwards Railway had connected the remote farming communities of Grass Patch and out as far as Salmon Gums to the coast at Esperance, and with the completion of "the missing link" from Salmon Gums to Norseman now imminent, investment stirred, and developments on and near the new rail line quickly began to take shape.[1614] With this section of railway now complete, and the Norseman-Salmon Gums Railway Act having been assented to by Parliament in 1924, regular rail traffic from the goldfields was now a certainty, and because of this, real estate in several of the new townsites along the route was suddenly in high demand.[1615] Kevin Heenan, who had taken over the original Grass Patch Hotel (see Grass Patch Wayside Inn), was one such interested investor and, in May 1925, he had acquired one of the most expensive lots in the Grass Patch townsite for the princely sum of £25.[1616] The original Grass Patch Hotel now found itself off the surveyed rail line by more than a mile, and with the business long in decline in any case, Kevin Heenan had briefly flirted with the idea of relocating the licences for the hotel to the new townsite of Red Lake nearby prior to finally settling on his property in Grass Patch in August 1926.[1617, 1618] Having decided on the site, construction on Kevin Heenan's new hotel was soon underway, and on November 2, 1927, the new Grass Patch Hotel formally opened for the first time "…in the presence of a large crowd of local people and visitors."[1619, 1620, 1621] Largely unchanged and still standing off the side of the highway to this day, the Grass Patch Hotel remains a landmark to travellers and locals and serves as a reminder of the investment brought to Esperance and the broader district with the coming of the rail.[1622]

[1614] The West Australian, 9 September, 1927
[1615] Norseman-Salmon Gums Railway Act, 1924
[1616] Certificate of Title, Lot 8 Thompson Street, Grass Patch (Warden), Kevin Desmond Heenan, 30 May, 1925
[1617] The Kalgoorlie Miner, 5 December, 1925
[1618] The Kalgoorlie Miner, 27 August, 1926
[1619] The West Australian, 2 May, 1927
[1620] The West Australian, 1 September, 1927
[1621] The West Australian, 25 November, 1927
[1622] Grass Patch Hotel - State Records Office (Item No. A410 Consignment No. 5721)

Heading towards a century - the 1926/27 version of the Grass Patch Hotel, still going strong, in 2017.[1623]

[1623] Photographs Courtesy Paul Grayson

Place No: 31

GRASS PATCH STORE

The beautiful little 'Grass Patch Post Office & Store', recently renovated and revitalised, in 2017.[1624]

Place Name(s):	Grass Patch Store (alternatively referred to as the Grass Patch Post Office & Store, Thompson's Store and later Freeman's Store)
Use(s):	Original: Store
Address:	Lot 14 on Plan 146464, Coolgardie-Esperance Highway, Grass Patch
Ownership:	Shire of Esperance
State Heritage Listing:	N/A

[1624] Photograph Courtesy Paul Grayson

Original Date of Construction:	1926/27.[1625, 1626]
Construction Materials:	Walls: Granite and Concrete, Roofing: Corrugated Iron
Builder / Designer:	Built by Tony and Alfonso Passimini (Passamani) on behalf of Mary Therese 'Tottie' Thompson.[1627, 1628]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Good. Integrity: Low. Authenticity: Medium. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

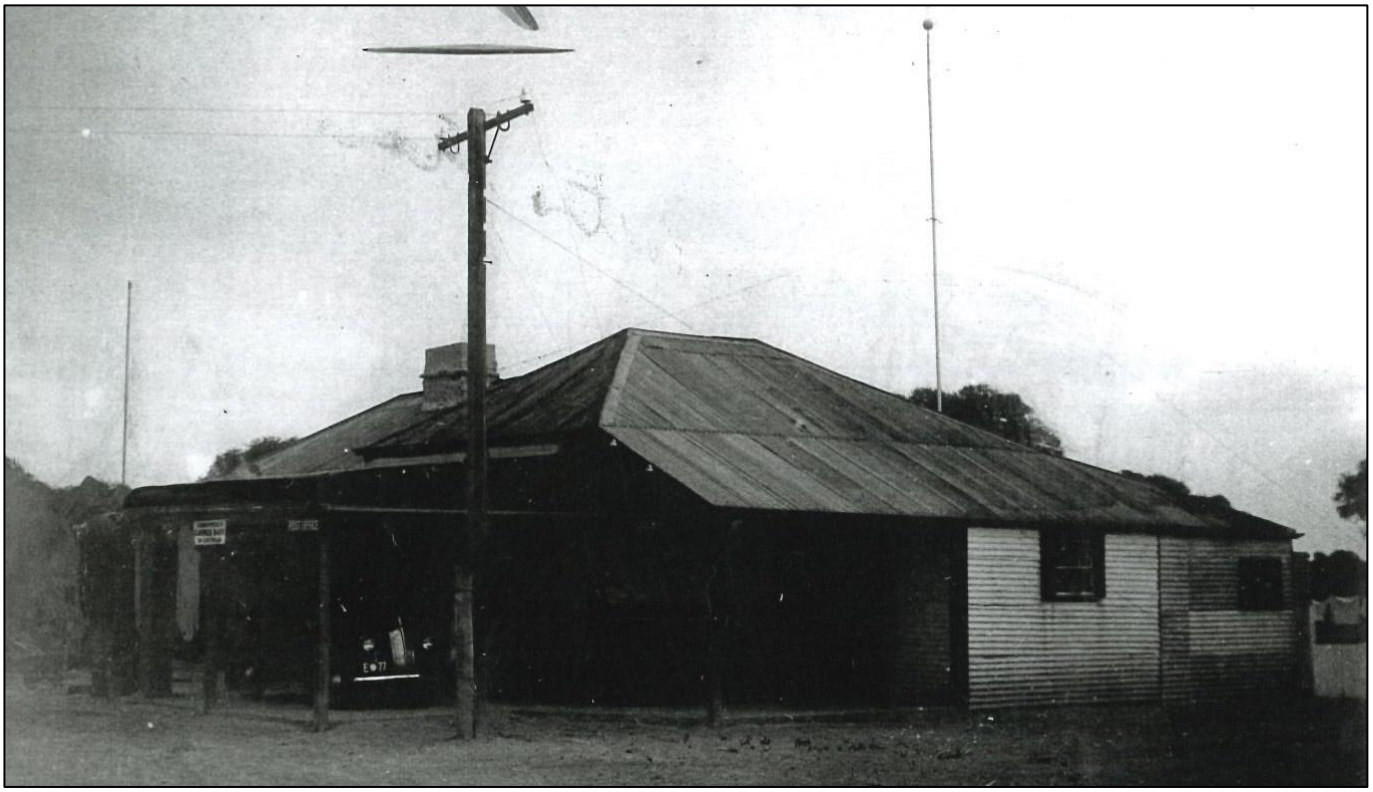
[1625] The Kalgoorlie Miner, 16 June, 1926
[1626] Conservation Management Plan - Grass Patch Store, 2007 (Shire of Esperance Records, CR10-166)
[1627] The Grass Patch; Kayleen and Brendan Freeman - Faith, Hope & Reality (Penny Blumann, 1995)
[1628] Grass Patch Store, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

HISTORY & DESCRIPTION

By the middle of 1925, rail had connected Esperance to the developing farming settlements as far out as Grass Patch and Salmon Gums, and with plans imminently afoot to connect this new line to the broader Western Australian rail network, the newly Gazetted townsites along the route were suddenly abuzz with activity.[1629, 1630] Both Government and private investment soon began to pour into these remote out centres, and in June 1926 the Kalgoorlie Miner reported that "…approval has been given for the establishment of an allowance post office with telephone facilities at Grass Patch railway siding, under the control of Mrs. M. T. [Mary Therese] Thompson. It is anticipated the office will be opened for the transaction of business about the beginning of July next."[1631] With her approvals formalised, later that same year, Mary Therese 'Tottie' Thompson, the wife of George Thompson (of Grass Patch Farm renown), had bought a suitable lot in the Grass Patch townsite for £20, and works on her new store began soon after.[1632] Built of granite quarried from the Thompson's nearby Grass Patch Farm, Tony and Alfonso Passimini (Passamani) were given the contract, and the new Grass Patch Store then opened for business from 1927 onward.[1633]

Following the onset of the Great Depression in the ensuing years, in spite of the incredibly hard times being experienced around the world and indeed throughout the Mallee, the little store was still able to struggle through, though at a great cost. Operating largely on credit, Mrs Thompson had reportedly written off £17,000 in unpaid debts during the 1930's, which, at the time, was nothing short of a monumental amount, though at a broader level was testament to just how hard life had become throughout the district. After the death of her husband George Thompson in 1928, Tottie Thompson had maintained an association with the Grass Patch Store, though to a lesser and ever decreasing extent, instead choosing to return to Esperance and travel while leaving a manager in charge. In 1942, at the age of 67, Mrs Thompson passed away, however for a short period of time the store continued to operate under the management of Frank and Olive Freeman, eventually closing circa 1950, after which time the building began a steady decline into a state of quite severe disrepair. Having changed hands several times in the years following, in 2004 the property was acquired by the Shire of Esperance with the intention of preserving the old store, and in 2009/10 much needed remedial works were commenced. Now fully restored, today the old Grass Patch Store stands just as proudly as it would have when it first opened all those years ago.[1634, 1635, 1636, 1637, 1638]

[1629] Norseman-Salmon Gums Railway Act, 1924
[1630] The West Australian, 9 September, 1927
[1631] The Kalgoorlie Miner, 16 June, 1926
[1632] Certificate of Title, Lot 14 Thompson Street, Grass Patch, Mary Theresa Thompson, 11 October, 1926
[1633] The West Australian, 1 September, 1927
[1634] Building Records, Grass Patch Store, Licence Number 14462 (Shire of Esperance, 2010)
[1635] The Grass Patch; Kayleen and Brendan Freeman - Faith, Hope & Reality (Penny Blumann, 1995)
[1636] Grass Patch Store, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[1637] Conservation Management Plan - Grass Patch Store, 2007 (Shire of Esperance Records, CR10-166)
[1638] The Esperance Express, 15 April, 2015



The Grass Patch Store circa 1927 (top) and as it stood in March, 2017. An image almost identical to the top photograph - minus the tin walled rooms on the right - was published in *The Australian Women's Weekly* in 1945 with the caption "Post Office and Store at Grass Patch, W.A. Population of the little community is only 44."[1639, 1640, 1641]

[1639] Photograph Courtesy Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[1640] Photograph Courtesy Paul Grayson
[1641] The Australian Women's Weekly, 1 December, 1945

Place No: 32

GRASS PATCH WAYSIDE INN

The Royal Mail calling in at the Grass Patch Hotel in 1914 - this photograph featured in the Sunday Times in 1914 with the caption "The Mail Coach at Grass Patch in the Esperance Railway District. Professor Paterson and Wheat Commissioner Sutton recently paid a visit to Grass Patch, where some capital crops have been produced".[1642, 1643]

Note regarding inclusion of this site in this Local Heritage Survey:

Although no physical fabric from any of the early hotel sites remains in situ, inclusive of the original Grass Patch Hotel (Grass Patch Wayside Inn), the Basic Principles for Local Government Inventories produced by the State Heritage Office state that "the inventory should identify places and areas that retain significant physical fabric from the past. It is not intended that the Survey encompass sites without remnant fabric (i.e. vacant or redeveloped sites), **unless** they have historic associations of major importance to the locality." In this instance, although no physical fabric from the original structure remains, all of the early hotel sites throughout the Shire of Esperance have been deemed to have "…historic associations of major importance to the locality", hence their inclusion in this Local Heritage Survey. The significance of sites such as this cannot be understated, particularly with regards to their contributions towards the evolution of the district as public meeting and gathering places and as a direct link to the early trade and travellers to and from the goldfields.[1644]

In the absence of any "…physical fabric from the original structure", the entry of the original Grass Patch Hotel site in this Local Heritage Survey thus seeks only to record and preserve the historical significance of the site alone.

[1642] The Sunday Times, 22 February, 1914
[1643] Photograph Courtesy Esperance Museum
[1644] Basic Principles for Local Government Inventories (State Heritage Office, March 2012)

Place Name(s):	Grass Patch Wayside Inn (alternatively referred to as Keyser's Hotel, Keyser's Grass Patch Hotel, the Grass Patch Wayside House, the Albany Inn or simply the Grass Patch Hotel - related to although separate from the current Grass Patch Hotel)
Use(s):	Original: Hotel
Address:	Lot 10 on Plan 103525, Tom Starcevich V.C. Road, Grass Patch
Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	1894.[1645]
Construction Materials:	Walls: Corrugated Iron, Roofing: Corrugated Iron
Builder / Designer:	Unknown, likely built and designed by Charles Donat Keyser.

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: N/A. Integrity: N/A. Authenticity: N/A. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Little Significance - Does not fulfil the criteria for entry in the local Heritage List. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

[1645] The Australian Advertiser (Albany), 19 November, 1894

HISTORY & DESCRIPTION

Although referred to as the Grass Patch 'Wayside House', 'Wayside Inn' or even "The Albany Inn", this premise actually traded as the Grass Patch Hotel - not to be confused with the current Grass Patch Hotel - from its construction in 1894, about one and a half miles east of the present Coolgardie-Esperance Highway, though just off the side of the main 'Norseman track' at the time. The original Grass Patch Hotel, or 'Keyser's Hotel' as it was more commonly known, was initially a simple four bedroom galvanised iron building in "The Paddock" or "The Pub Paddock" which, though small, was highly regarded as a resting place for the weary traveller. Charles Donat Keyser, the first owner and licensee of the Grass Patch Hotel, provided the travelling public on 'the Norseman track' with accommodation, food and liquor, with the hotel itself originally functioning as a licensed Wayside House with an attached Gallon Licence.(1646, 1647, 1648, 1649)

In March 1896, a traveller to Keyser's Hotel noted that "three miles further on [from Doust's Swamp] is a hotel and store, but as there is no water, it is not much used as a camping place. The proprietor, Mr Keyser, is sinking a well to try and overcome the difficulty".(1650) Unfortunately, the water struck was undrinkable, and by July of the same year it was noted that Charles Keyser now had a water condenser operating on the site.(1651) A few years later, in early 1898, Premier John Forrest and his entourage stayed the night at the Grass Patch Hotel, finding that the building "…consists of four rooms, but all the same the party was made comfortable and well treated".(1652) Other references from the time speak highly of the establishment, albeit often in passing, one in particular noting of a meal prepared by William Meadows of nearby Swan Lagoon that "we were quite satisfied, as if we were enjoying Mrs [Ellen] Keyser's tasty fowls and other luxuries".(1653)

One of the more detailed accounts, from a tour of local dignitaries and press reported in the Esperance Chronicle of August 26, 1896, records the following:(1654)

"…An invigorating run [from Doust's Swamp] brought us to Keyser's model hotel at 4pm, and the beauty of this spot compensated us for the slackness of and the shrinkage of the dreary road passed over during the morning. This part is the best seen along the track, the rich and nicely undulating nature of the land making it specially suitable for agricultural purposes. Mr Keyser has a fine piece of land around him, as well as a comfortable hotel, a good supply of water from his condenser, and his genial demeanour and hospitality are proverbial. A picturesque comparison is depicted in this part of the desert…"

At the Norseman Licensing Court held on Monday, March 5, 1900, the Wayside House Licence for the Grass Patch Hotel was transferred from Charles Keyser to James Lewis, and during that same meeting, Charles Keyser was granted a Publican's General Licence for the Pier Hotel in Esperance.(1655) Charles Keyser would however only hold this for a very short period, as on June 20, 1900, he passed away very suddenly and unexpectedly.(1656) Ownership of his estate then reverted to Mrs Ellen Keyser until administration rights over the estate were formally granted in November 1910. Soon thereafter, the property was bought by James Lewis of Circle Valley, however business struggled and, in November 1911 it was noted that "the building and the sign "Grass Patch Hotel" still stands, but the weary traveller can obtain neither a meal, bed, nor anything to quench his thirst".(1657) By 1912, despite recent improvements, the old hotel was in such a state of disrepair that the local policeman, Constable McKinley, reported to the Licensing Court that the "building was unsuitable for the requirements of the district, and that the premises were unfit for a hotel". In spite of this report, the Licensing Court issued a suspended licence on the proviso that remedial works were immediately undertaken.(1658)

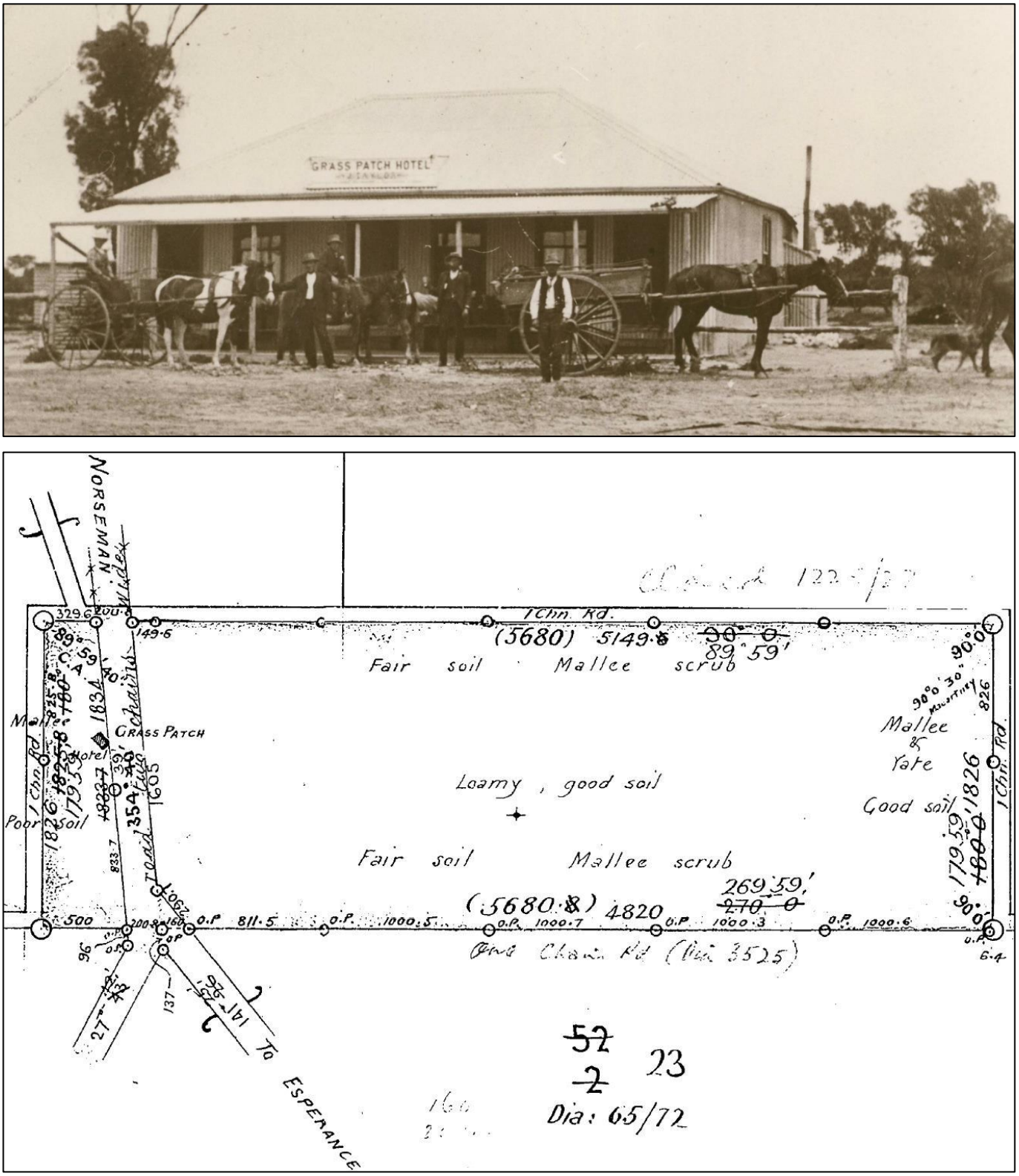
1646 The Australian Advertiser (Albany), 19 November, 1894
1647 The Esperance Chronicle, 15 October, 1895
1648 Police Gazette, Western Australia, 6 November, 1895
1649 The South Australian Register, 12 February, 1896
1650 The Kadina and Wallaroo Times, 14 March, 1896
1651 The Esperance Chronicle, 11 July, 1896
1652 The Inquirer & Commercial News, 13 May, 1898
1653 The Esperance Chronicle, 20 April, 1898
1654 The Esperance Chronicle, 26 August, 1896
1655 The Norseman Times, 7 March, 1900
1656 The Kalgoorlie Miner, 21 June, 1900
1657 The Kalgoorlie Miner, 25 November, 1911
1658 Certificate of Title, Fitzgerald Location 10, Charles Donat Keyser, 6 March, 1911

Shortly thereafter, in April 1913 the running of the Grass Patch Hotel was taken over by John Taylor, who later passed away after a long illness in 1915.[1659, 1660] John Taylor's widow, Jane Taylor, then took over the hotel and was later able to purchase the site itself in September 1918.[1661, 1662] One of the more fascinating pieces of the hotel's history appears at about this time and survives in local folklore today, as regaled by the current owners, Bill and Edith Starcevich. The story goes that, in June 1921, a passing Cobb & Co. coach service called in for a quick stop at the Grass Patch Hotel. Glancing inside the coach, the driver discovered that his passenger, 80 year old Caleb Foster, had expired during the journey, unbeknownst to him. Knowing the hassles involved in formally reporting a death, organising burial arrangements, and likely with a tight schedule to keep, the driver quietly and neatly sat Caleb Foster under the verandah of the hotel and went on his way, saying nothing to anyone. Imagine the publican's surprise! Realising that poor Mr Foster could not be left under the corrugated iron verandah on a warm day, the publican was forced to hastily bury him in the nearby Grass Patch Cemetery, where his grave can still be seen today. Somewhere between preparing and burying the body, to the publican's delight it was found that a large sum of money was hidden in one of Caleb Foster's shoes, which, according to legend, comfortably covered the cost of his burial as well as a few rounds back at the pub.[1663, 1664]

In August 1922, the Wayside House Licence was transferred to Neil McKinnon, who operated the hotel for just under two years and then transferred operations to Arthur Blackham in January 1924.[1665] Arthur Blackham then transferred the licence barely six months later to Kevin Heenan in July 1924, and in August of the same year the property itself was sold to Kevin's father Michael Heenan. In late 1925, realising that the hotel was failing in both its current location and state and, with the Coolgardie to Esperance rail line nearing completion, Kevin Heenan opted to transfer the Wayside House Licence to a proposed new building to be constructed at the rail siding of Red Lake, a small town which had been Gazetted 9.5 km further north along the rail line from Grass Patch.[1666] Fortuitously for his own prospects, Kevin Heenan evidently realised that the Red Lake townsite was not to share the comparatively good fortune of Grass Patch, and soon changed his mind. Instead, in 1926, he decided to relocate the licence to a site nearer to what was then the newly completed Grass Patch rail siding, proposing a new hotel on the corner of Shepherd Street and the Coolgardie-Esperance Highway, where the 'new' (constructed in 1926/27) Grass Patch Hotel stands today.[1667]

The original Grass Patch Hotel building remained onsite until at least September 1927, with the *West Australian* recording that "…the old Grass Patch Hotel is still in existence, a relic of the teaming days", however little evidence of the hotel itself remains today. Present owners, Bill and Edith Starcevich, have uncovered several relics on the site over the years, including numerous alcohol bottles, what is believed to be the pub's cellar and also evidence of the well sunk by Charles Keyser in 1896.[1668, 1669]

[1659] The Norseman Times, 24 April, 1913
[1660] The Kalgoorlie Miner, 5 December, 1925
[1661] The Kalgoorlie Miner, 26 December, 1916
[1662] Certificate of Title, Fitzgerald Location 10, Charles Donat Keyser, 6 March, 1911
[1663] Bill and Edith Starcevich Interview, Nicholas Kleinig, 28 August, 2014
[1664] Grass Patch Cemetery Records (Shire of Esperance)
[1665] The Kalgoorlie Miner, 21 January, 1924
[1666] The Kalgoorlie Miner, 5 December, 1925
[1667] The Kalgoorlie Miner, 27 August, 1926
[1668] The West Australian, 1 September, 1927
[1669] The Kadina and Wallaroo Times, 14 March, 1896



A photograph of the Grass Patch Hotel circa 1918 (top) and an extract from a survey of the site dated November 8, 1899 (bottom) which shows exactly where the hotel once stood - the sign in the photograph reads “Grass Patch Hotel - J Taylor”, a reference to either John or Jane Taylor.[1670, 1671]

[1670] Photograph Courtesy Esperance Museum
[1671] Image Courtesy Shire of Esperance

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 33

HANNETT'S HUT

Hannett's Hut as it stood circa the 1930's, by then forming a part of the Stein family's River Valley Station. Now overgrown and steadily crumbling, the ruins of the limestone chimney (right of picture) are all that remain.[1672]

Place Name(s):	Hannett's Hut (alternatively referred to as Stein's River Valley Station - a nearby body of water along the Mungliginup River was referred to as Mainbenup Pool, not to be confused with the Dempsters' Mainbenup Homestead in Dalyup, thus occasional modern references in particular sometimes refer to the broader site as Mainbenup, from whence Membinup Beach derives its name)
Use(s):	Original: Dwelling, Present: Reserve
Address:	Lot 1 on Plan 91683, Alexander Road, Howick Reserve No. 41097
Ownership:	Crown Land - Management Order to Shire of Esperance

[1672] Photograph Courtesy Esperance Museum (H C Sims Collection)

State Heritage Listing:	N/A

Original Date of Construction:	Circa 1890.[1673]
Construction Materials:	Walls: Stone
Builder / Designer:	Likely built by William Benjamin Hannett.[1674]

Nature of Significance:	Aesthetic: It is significant in exhibiting particular aesthetic characteristics. Historic: It is significant in the evolution or pattern of the history of the local district. Research: It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	Rarity: It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Representativeness: It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Poor. Integrity: Low. Authenticity: Low. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1673] Application for a Pastoral Lease - 68/82; William Benjamin Hannett, 1890 (Shire of Esperance Records)
[1674] Conditional Purchase Lease - Neridup Location 1; William Benjamin Hannett, 1893 (Shire of Esperance Records)

HISTORY & DESCRIPTION

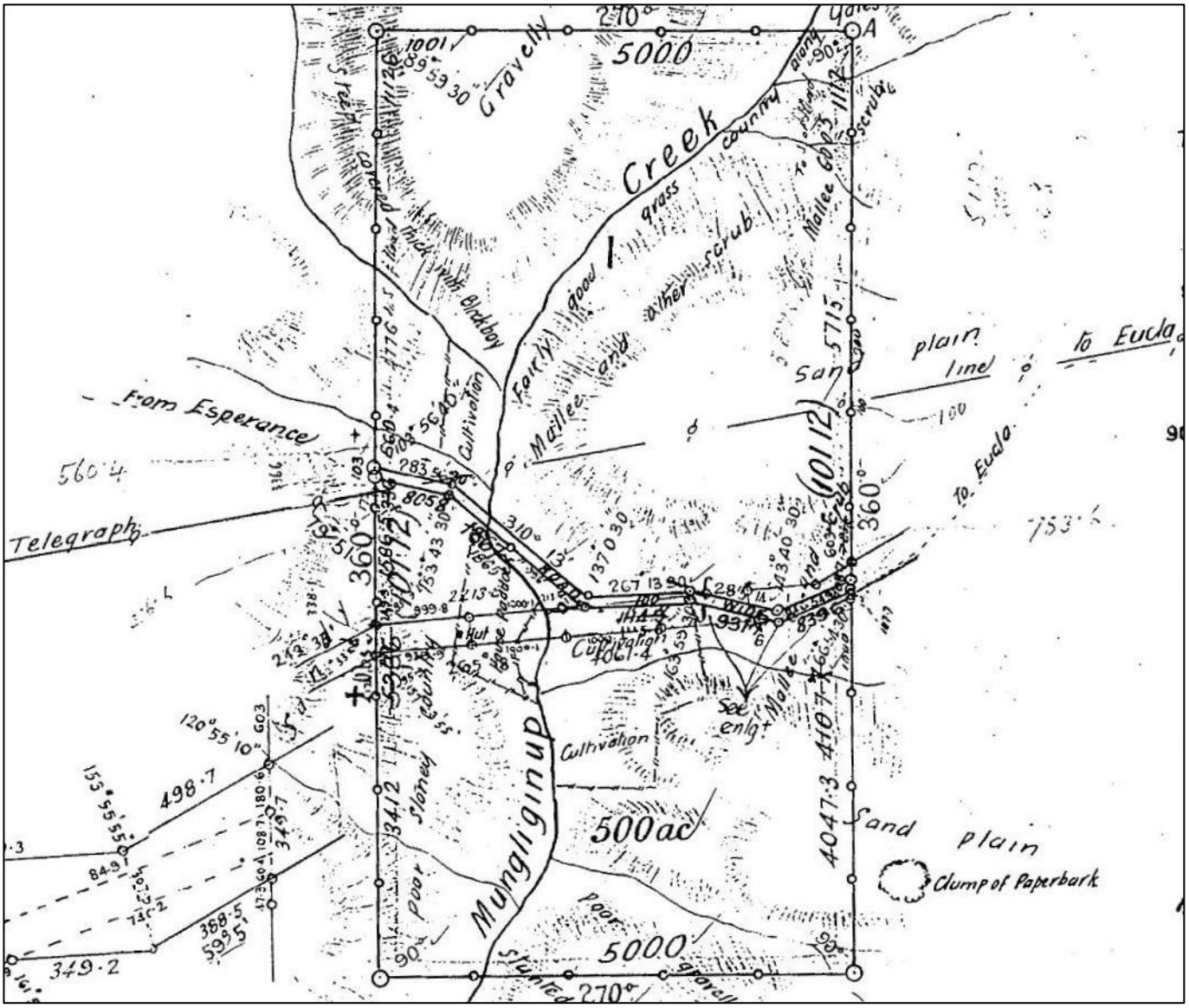
Late in 1890, a 20,000 acre pastoral lease covering this site was taken out by 20 year old William Benjamin Hannett - son of the locally renowned Ben Hannett - who noted in his application that the property would be "stocked for 1890".[1675] Three years later, William Hannett applied for a smaller 500 acre conditional purchase lease within that same area, and contemporary surveys show that a small hut had been constructed thereon somewhere at or about that time, likely to accommodate William as he struck out on his own.[1676] The broader site had previously fallen within leases run by John De Burross Munro who had passed away back in 1883, however there are no indications that Munro was associated with the construction of Hannett's Hut, with "Munro's Hut" itself lying about five miles to the eastward of this site.[1677, 1678] In any case, surveys from as early as 1897 and onward show this little homestead to have been a recognisable feature, and evidence of Hannett's Hut can still be found to this day ten kilometres to the northeast of the Duke of Orleans Caravan Park.

William Hannett's 500 acre block later changed hands several times, however in 1929 the property was taken over by Ferdinand Stein whose family maintained an association with what they called "River Valley Station" until 1962 when the lease was forfeited to the Crown and incorporated into a Government Reserve the following year.[1679, 1680, 1681] Today, remnants of what would once have been a picturesque little garden can still be found growing wild in the scrub surrounding the Hannett's Hut, including an array of bulbs that, in season, produce spectacular flowers. The remains of Hannett's Hut are today covered by the northeast section of Reserve 41097, and depending on conditions, these can be accessed after a short walk via a narrow four wheel drive track off Alexander Road or Daniels Road in Howick.[1682]

[1675] Application for a Pastoral Lease - 68/82; William Benjamin Hannett, 1890 (Shire of Esperance Records)
[1676] Conditional Purchase Lease - Neridup Location 1; William Benjamin Hannett, 1893 (Shire of Esperance Records)
[1677] Application for a Free Stock Run - Location 55; John De Burross Munro, 1874 (Shire of Esperance Records)
[1678] Application for Lease or License of Pastoral Lands - Location 81; John De Burross Munro, 1874 (Shire of Esperance Records)
[1679] Application for a Grazing Lease - Neridup Location 1; Ferdinand Stein, 1929 (Shire of Esperance Records)
[1680] The Albany Advertiser, 21 April, 1938
[1681] Reserve 27091 - Government Gazette of Western Australia, 20 December, 1963
[1682] Reserve File R41097 (Shire of Esperance Records)

The ruins of Hannett's Hut (bottom) lie 230m to the west of the Mungliginup River (top), though are more easily found 140m due east from the southeast corner fence post on the nearby farm. Although relatively in tact from this perspective, the other side of the wall has evidently borne the brunt of historic collapses in the structure, and as such this is now little more than a pile of unidentifiable rubble (photographs taken January, 2017).[1683]

[1683] Photographs Courtesy Nicholas Kleinig



An extract from a survey dated September 23, 1897 showing Hannett's Hut along the Mungliginup - as distinct from Munglinup - Creek.[1684]

[1684] Image Courtesy Shire of Esperance

5000
Creek
Gravelly
Mungliginup
500ac
Sand plain
Clump of Paperbark
5000
Cultivation
Cultivation
from Esperance
to Eucla
Sand plain
Mallee
Mallee
Poor
Poor
Stony
Bluebay
Scrub
Scrub
Mallee
Mallee
Mallee

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 34

HEADMASTER'S HOUSE

The old Headmaster's House, built in 1933, in the Esperance Museum Village in 2009.[1686]

Place Name(s):	Headmaster's House (alternatively referred to as the Esperance School Teachers Quarters)
Use(s):	Original: Private Dwelling
Address:	Lot 59 No. 56 on Plan 5742, Dempster Street, Esperance Reserve No. 2815
Ownership:	Crown Land - Management Order to Shire of Esperance

[1686] Photograph Courtesy Shire of Esperance

State Heritage Listing:	N/A

Original Date of Construction:	1933.[1687]
Construction Materials:	Walls: Timber, Roofing: Asbestos, Other: Jarrah Floorboards
Builder / Designer:	Built by the Anderson Brothers on behalf of the Public Works Department.[1688]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Good. Integrity: Low. Authenticity: Medium. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1687] Government Gazette of Western Australia, 17 March, 1933
[1688] Government Gazette of Western Australia, 28 April, 1933

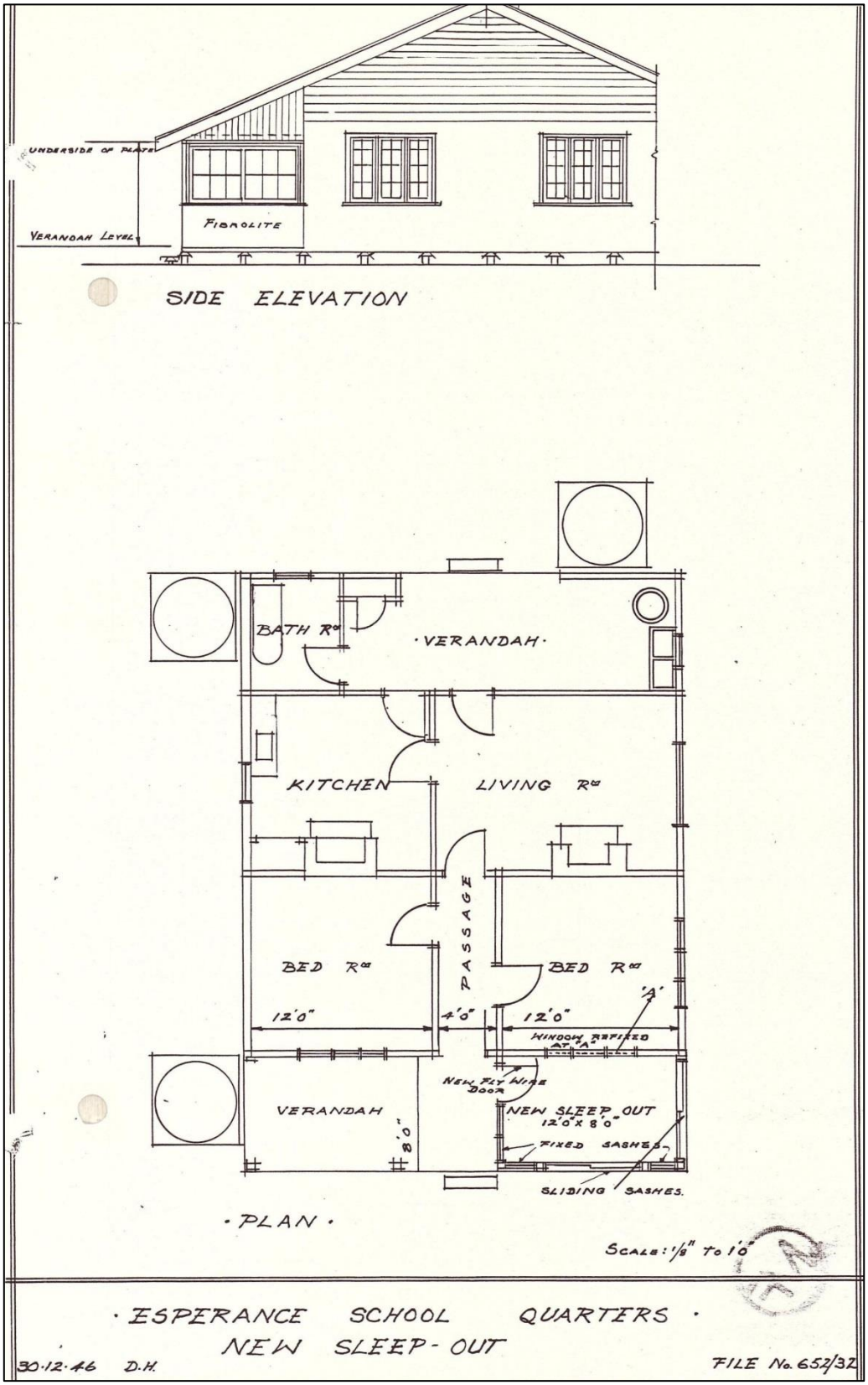
HISTORY & DESCRIPTION

In March 1933, tenders for the construction of “New School Quarters” in Esperance were advertised by the Public Works Department, and the following month the project was awarded to the Anderson Brothers at a cost of just over £611.[1689, 1690, 1691] Originally built on what was then Lot 46 on the corner of Hicks Street and Dempster Street (now Lot 8 No. 63 Dempster Street), the small dwelling was later bought by the Shire of Esperance and briefly relocated to serve as staff accommodation prior to being rehomed yet again to its present location in the Esperance Museum Village in 1983. During its time as the Headmaster’s House, the building played home to five different school principals, among these including the renowned local historian, John Rintoul.[1692, 1693, 1694]

[1689] Government Gazette of Western Australia, 17 March, 1933
[1690] Government Gazette of Western Australia, 28 April, 1933
[1691] The West Australian, 29 April, 1933
[1692] Building Plans - Additions to Esperance School Teachers Quarters, 1946 and 1950 (Courtesy Esperance Museum)
[1693] I Remember - 100 Years of Esperance Primary School (Louise Gray, 1994)
[1694] Headmaster’s House, Shire of Esperance Municipal Heritage Inventory (O’Brien Planning Consultants, 1996)

The Headmaster's House as it originally stood circa 1945 (top, right of picture) and in its present home at the Esperance Museum Village in 2009.[1695, 1696]

[1695] Photograph Courtesy Esperance Museum
[1696] Photograph Courtesy Shire of Esperance



Plans dated December 30, 1946 detailing minor additions to the Headmaster's House, though more broadly showing the layout of the house at that point time.[1697]

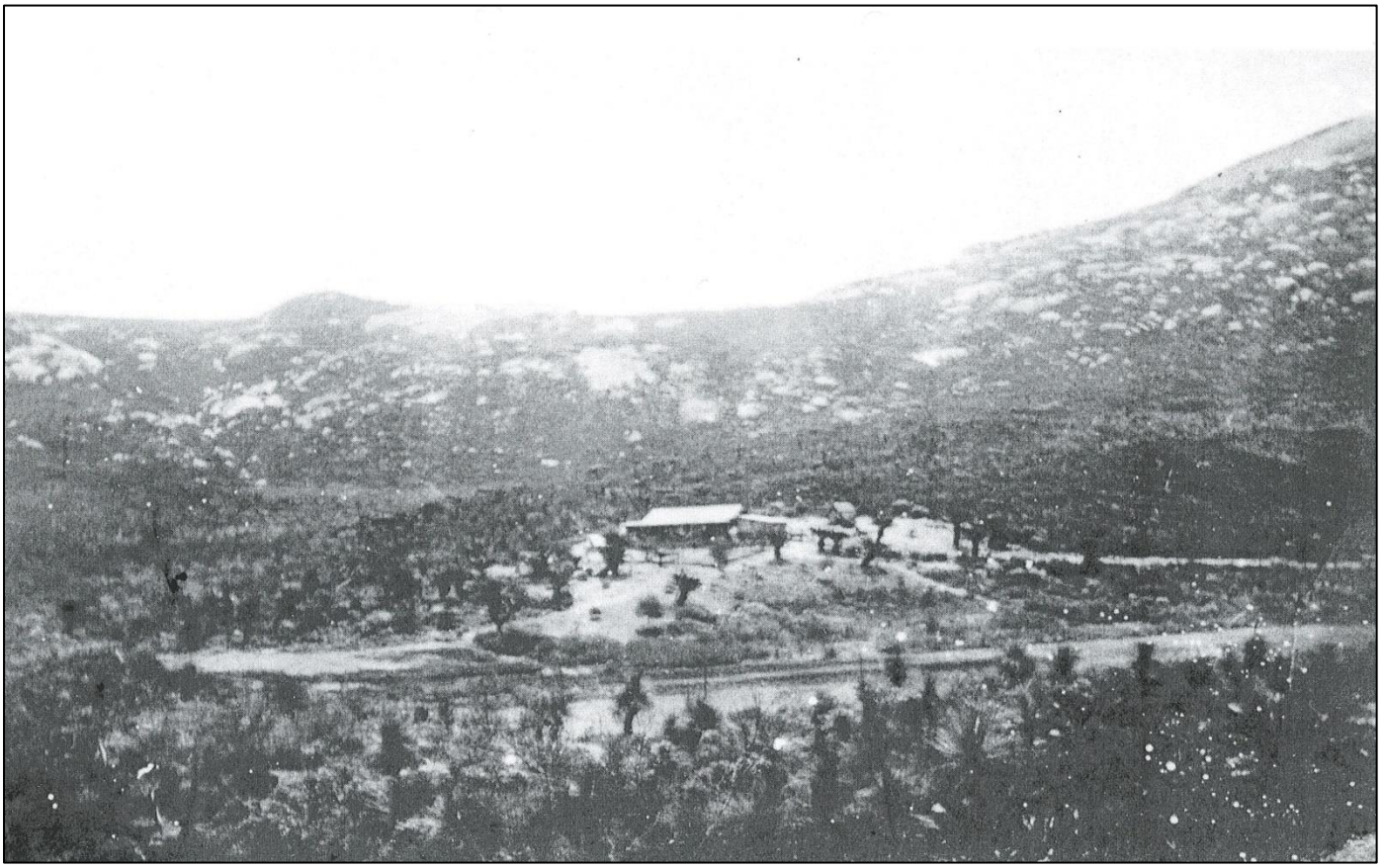
[1697] Image Courtesy Esperance Museum

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 35

HILL SPRINGS



A photograph dating circa 1905, looking over the picturesque setting of the Baesjou's homestead at Hill Springs.[1698]

Place Name(s):	Hill Springs
Use(s):	Original: Pastoral Station, Present: Unused / Abandoned
Address:	Lot 8 on Plan 90004, Merivale Road, Cape Arid Reserve No. 24047
Ownership:	Crown Land - Management Order to Conservation Commission of Western Australia
State Heritage Listing:	N/A

[1698] Photograph Courtesy Shire of Esperance (OAH.4.3)

Original Date of Construction:	1905.[1699, 1700]
Construction Materials:	Walls: Granite, Roofing: Galvanised Iron, Other: Timber Framing
Builder / Designer:	Built by John 'Jack' Baesjou, with likely assistance from William Ponton.[1701]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Poor. Integrity: N/A. Authenticity: Low. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1699] Hill Springs, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[1700] Amy Ena Crocker Interview, Chris Jeffery, 8 April,1978 (State Library of Western Australia)
[1701] Those Who Followed After - To Strive, To Achieve, To Leave a Splendid Memory (Amy Crocker, Undated)

HISTORY & DESCRIPTION

Initially living in a tent on site and starting with a small stone kitchen, John 'Jack' Baesjou had begun building a house at Hill Springs early in 1905, and by September that year the new building was complete.[1702] Jack and Nell Baesjou's daughter Amy later recalled that:[1703]

"…Our home was begun at Hill Springs early in 1905 by my father, John A. K. Baesjou. He built the small stone kitchen first in order to have a warm, dry place in which to live while he built the rest of the house of timber and galvanised iron. He painted the outer walls dark red, making his own paint from the red loam of the fields, carefully sifted and mixed with linseed oil. He then made white paint from the white pipe-clay patch high up on the side of the 'Little Red Hill' on the western side of the valley. With this he was able to paint the walls out in a large brick pattern. The house was completed in September of 1905, and my mother [Ellen 'Nell' Baesjou, nee Ponton], sister [Dorothy Chopin, nee Baesjou] and myself [Amy Crocker, nee Baesjou], aged nearly three, came to live in this lovely valley which my mother named 'Hill Springs'.

It was a delightful home where we grew our own fruit and vegetables of every kind, and for a time we kept our own cows, hens, ducks and pigs. We grew hay for our animals and big, round, clean potatoes for sale as well as our own use. My father, a little man but full of energy, added new areas to the fields each year and cut the track out of the eastern hill using only a pick, shovel and crowbar.

A favourite pastime at weekends was to walk down to the beach, and while my father and sister fished, mother and I wandered along the shore and gathered shells. Sometimes we climbed the hills or gathered wildflowers on the foothills. This was a wonderful place to live, and I think it helped me develop my talents as an artist.

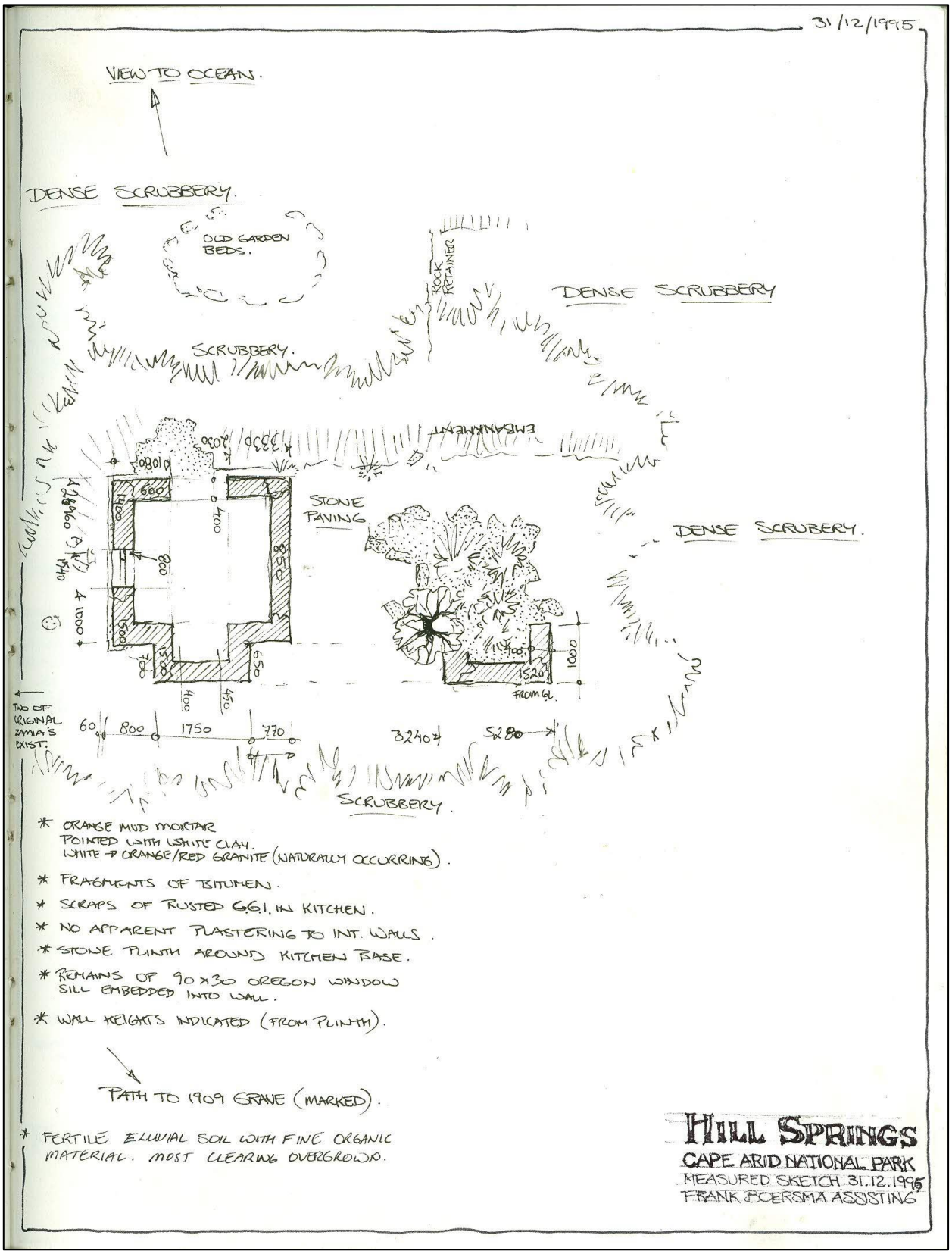
William Ponton, my great uncle, lived on his own farm about five kilometres away, on the other side of the rounded 'North Hill'. His property, called 'Gabtoobitch' meaning water snake, was larger than ours, and he ran sheep and cattle and grew vegetables and hay. Though in his late 60's, he thought nothing of walking over the hill to join us for breakfast at Hill Springs.

Our peaceful and happy existence went on until 1909, when great uncle's [William Ponton's] health began to fail. My parents suggested that he should see a doctor, but the hardy old chap had no time for such things while there was still much work to be done on Gabtoobitch. He became very ill in late May of that year, so we brought him over to Hill Springs, and my parents nursed him. The S.S. Ferret called in at the bay to take him to Esperance, but the brave old pioneer was too ill to be moved. He passed away on 8 June, 1909, and was buried on the eastern branch of Hill Springs valley.

We remained in the valley until December, 1910, when we left the beautiful little home because it had become too lonely for my father and sister. Mother and I did not mind the loneliness - for us, there was always the scenery, the birds, the flowers and the sea.

In the mid 1920's, a huge bushfire swept through the area and our 'brick' house was burnt to the ground. Only the stone walls of the little kitchen and lower half of the dining room chimney were left standing to mark the spot where a happy and once beautiful home once stood - a memory which I shall never forget."

[1702] New Century Brings Joy and Woe, 1900-1910 - Challenge in Isolation (John R. Bridges, 2004)
[1703] Brochure - Cape Arid National Park: Hill Springs (National Parks Authority of Western Australia, Undated)

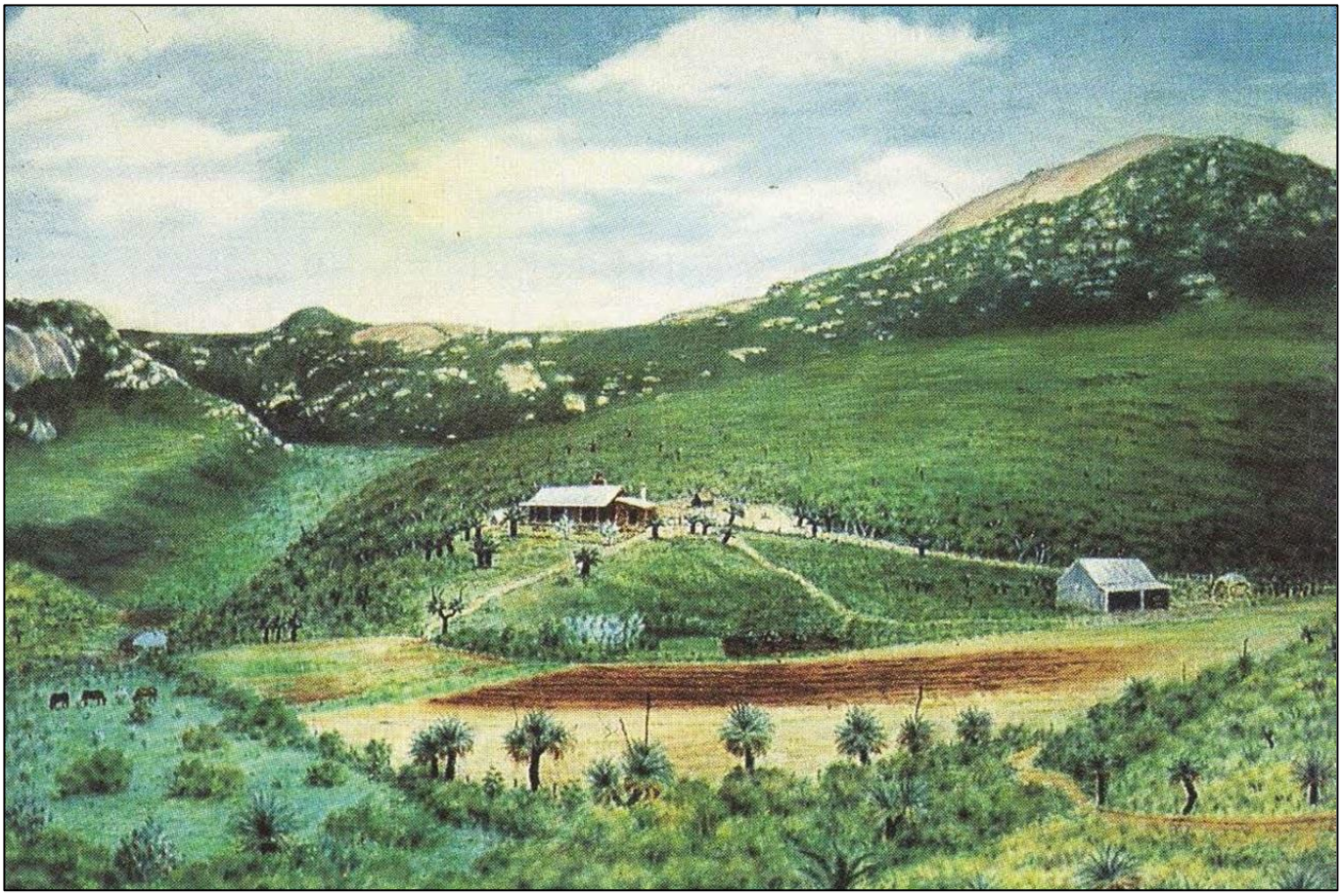


A detailed survey showing the layout and remains of the Baesjou family's Hill Springs homestead as it stood in 1995.[1704]

[1704] Survey Courtesy Ian Boersma, 31 December, 1995

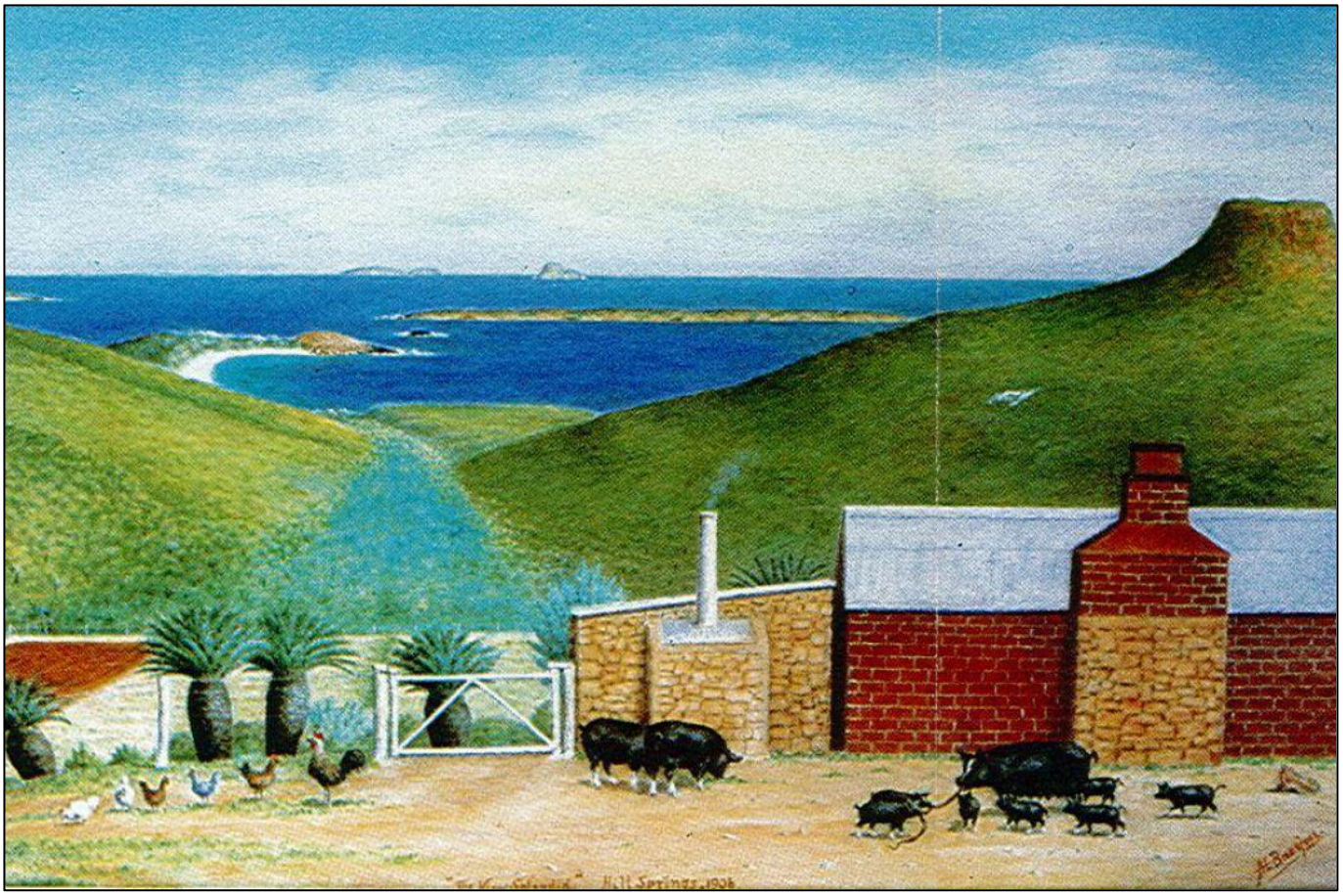
Remnants of the Baesjou's beautiful old stone hut at Hill Springs circa 2015. After savage bushfires in the mid 1920's, "…only the stone walls of the little kitchen and lower half of the dining room chimney were left standing."[1705]

[1705] Photographs Courtesy Department of Parks and Wildlife



An artist's impression of the homestead at Hill Springs by Amy Crocker (nee Baesjou), who, with her parents and sister, developed the station and lived in the little house in the distance from 1903 to 1910.[1706]

[1706] Painting by Amy Crocker (nee Baesjou) Courtesy Department of Parks and Wildlife



A painting showing “The View Splendid” over the homestead at Hill Springs towards Cape Arid and the coast by the renowned local artist, Amy Crocker (nee Baesjou).[1707]

[1707] Painting by Amy Crocker (nee Baesjou) Courtesy Department of Parks and Wildlife

The lonely grave at Hill Springs of William Ponton (photograph taken 1987) who, towards the end of his life, developed and farmed just over the hill at Gabtoobitch.[1708]

[1708] Photograph Courtesy Esperance Museum

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 36

ISRAELITE BAY POST & TELEGRAPH STATION

The new and luxurious Israelite Bay Telegraph Station as it stood circa 1898.[1709]

Place Name(s):	Israelite Bay Post & Telegraph Station (alternatively referred to as Israelite Bay Telegraph Station)
Use(s):	Original: Post & Telegraph Station, Present: Unused / Abandoned
Address:	Lot 7 on Plan 182706, Fisheries Road, Israelite Bay Reserve No. 36002
Ownership:	Crown Land - Management Order to National Trust of WA
State Heritage Listing:	State Heritage Listed - Registered Heritage Place No. 836

[1709] Photograph Courtesy National Archives of Australia

Original Date of Construction:	1876, replaced 1895/96 by the building which remains standing today.[1710, 1711, 1712, 1713, 1714]
Construction Materials:	Walls: Timber (1876), Stone (Limestone, 1895/96), Roofing: Corrugated Iron
Builder / Designer:	1876 - Builder not known, designed and constructed on behalf of the Public Works Department; and 1895/96 - Built by A. L. Payne, designed by George Temple Poole on behalf of the Public Works Department

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district. It is significant in demonstrating a high degree of technical innovation or achievement. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Poor. Integrity: Low. Authenticity: Medium. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Exceptional Significance - Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved. Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (where applicable).

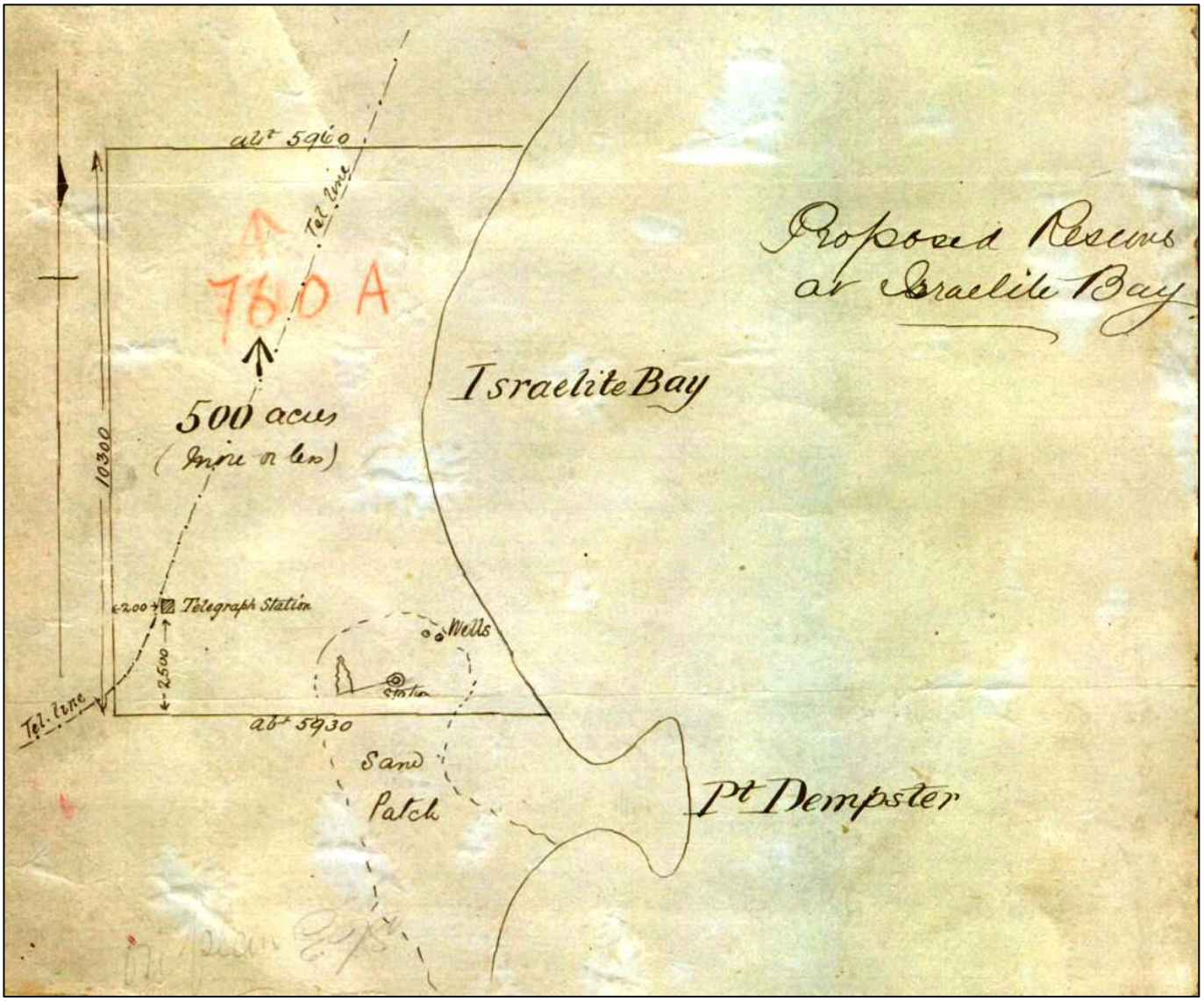
[1710] The East-West Telegraph, 1875-77 (G. P. Stevens, 1933)
[1711] The Inquirer and Commercial News (Perth), 2 October, 1876
[1712] Government Gazette of Western Australia, 24 May, 1895
[1713] Government Gazette of Western Australia, 16 August, 1895
[1714] The Bunbury Herald, 4 August, 1896

HISTORY & DESCRIPTION

Built in 1876, the original Israelite Bay Telegraph Station formed a crucial link in the series which connected the eastern states to Western Australia.[1715, 1716] Sketches published in 1885 show the original building to have been identical in design to the stations at Bremer Bay and Esperance Bay which were described as "…little 20'x20' weatherboard buildings, divided into four rooms 11'x9' each, [which] served as office, storeroom and quarters for the station master, assistant and linesman."[1717] Life at this isolated station in the early years was a hard existence, and while visiting the site today affords a glimpse into the workings of the more modern and luxurious 1895/96 Telegraph Station, one of the better contemporary accounts relating to the original Israelite Bay Telegraph Station paints a beautiful yet harsh image, recording that "…the patter of the graceful little marsupials [tammar wallabies] could almost be heard at the door of the Israelite Bay station. The site chosen for this station was on a knoll overlooking an extensive salt marsh to the west and a samphire flat to the east. Across this flat, almost hidden in the sand hills between the station and the sea, stood a little two-roomed cottage, the home of Mrs. Brooks [Emily Henrietta Brooks], the widow of a naval captain, and her son and daughter. The cottage was named 'Waratah' which interpreted meant "viewed at a distance". This little family, highly cultured, having fallen on adverse times in Victoria, had elected to try their fortunes in the West, and had chosen a spot as far removed from civilisation as possible. With two or three hundred sheep, which they were de-pasturing some miles inland, they were making a desperately courageous effort to regain their lost prestige, but the fight was a hard one, which no one recognised more keenly than the delicately-nurtured daughter [Sarah Theresa Brooks], who on one occasion when the writer was extolling her brothers work on the cottage said, "Ah yes, Mr. Stevens, Paul [John Paul Brooks] has built up a comfortable home, but it seems to me, with the present outlook, there is little for him to do but to make three coffins to await the inevitable climax." This sad forecast has. I regret to say, been almost literally realised. On December 5, 1876, Mr. [Horace] Stirling officially opened this third station and remained in charge until relieved by the appointed station master…".[1718]

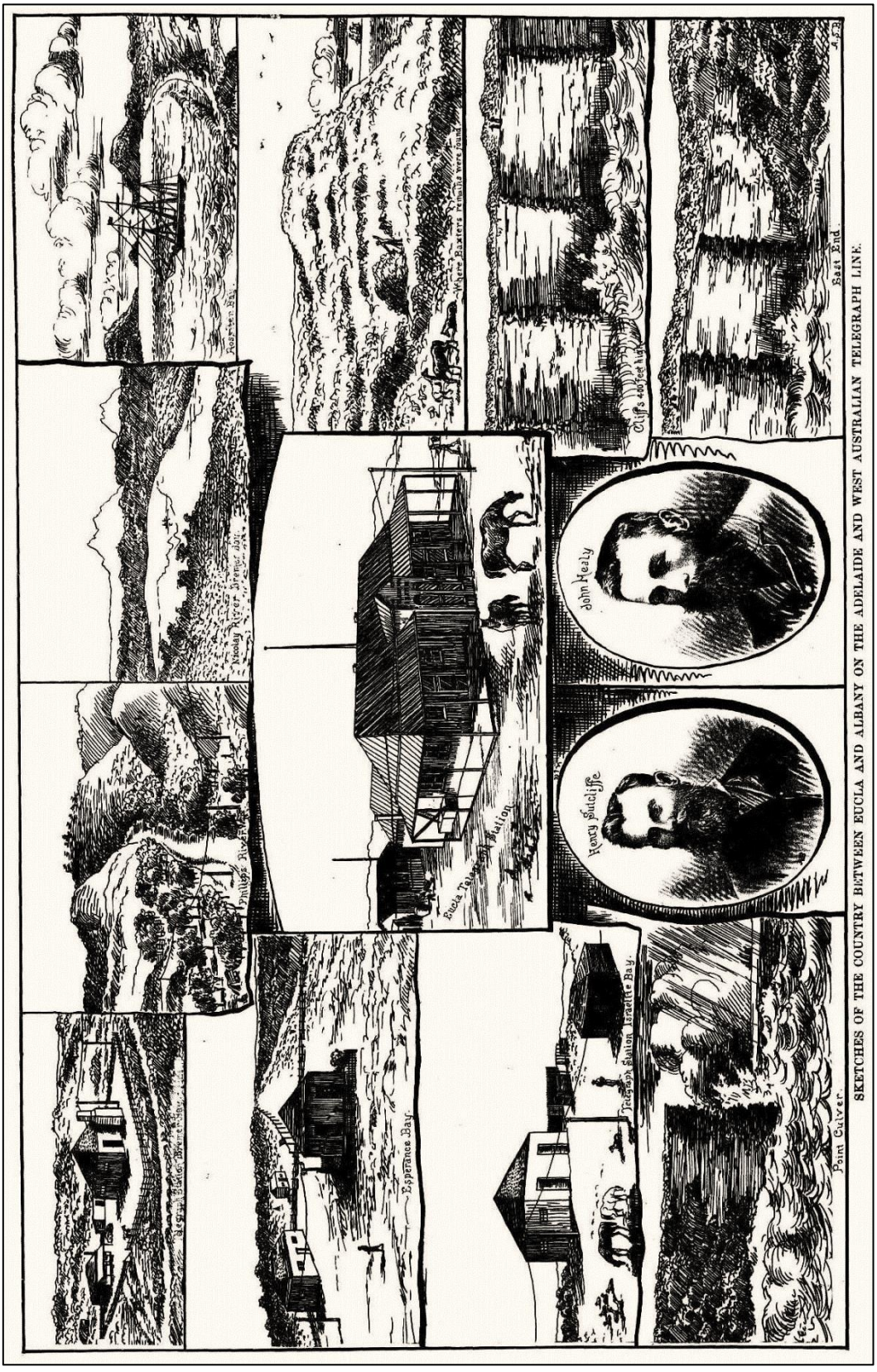
Although the families of station masters, linesmen, pastoralists, the occasional boat and a few overlanders came and went, life at the lonely station carried on almost unchanged for the better part of the next two decades, however that was soon to change. The discovery of gold in and around places like Coolgardie, Kalgoorlie and Norseman saw huge expansions to strategic centres along the south coast of Western Australia, and Israelite Bay was one such location which stood to profit on the back of this new and overwhelming wealth. In May 1895, tenders for the construction of a vastly more elaborate and luxurious replacement telegraph station were advertised, and in August of the same year, the tender of A. L. Payne was accepted with an accompanying price tag of over £2,372 - an enormous amount at the time, though testament to the grandeur of the building that was to be constructed.[1719, 1720] Works on the new Israelite Bay Telegraph Station commenced soon thereafter, and within a year the new building had been completed.[1721, 1722] Among many exorbitant features, the new building boasted twelve foot high limestone walls, spacious rooms, four monumental chimneys and many other elaborate finishes that gave this isolated station a regal feel. Three decades later however, a new telegraph line following the transcontinental railway to the north was completed, and the coastal line, inclusive of the Israelite Bay Telegraph Station, was swiftly abandoned.[1723] Post 1927, sections of the building including the roof and timbers were removed, leaving the old station exposed to the weather which has slowly but surely taken a toll. Aside from the grand old 1895/96 Telegraph Station, today the broader surrounds are home to several other buildings and structures of historical importance, including Brooks' Cottage ('Waratah'), Cook's Cottage ('Glencoe'), the Israelite Bay Jetty, an assortment of outbuildings and the gravesites of four Johns and a Tom - John Cook (1912), John Francis (1920), John Healy (1890), John Charles Leecount (1922 - buried under an alias as 'John Smith') and Thomas Brass (1916).[1724, 1725]

[1715] The Inquirer and Commercial News (Perth), 2 October, 1876
[1716] The Herald (Fremantle) 7 October, 1876
[1717] The Pictorial Australian, 1 July, 1885
[1718] The East-West Telegraph, 1875-77 (G. P. Stevens, 1933)
[1719] Government Gazette of Western Australia, 24 May, 1895
[1720] Government Gazette of Western Australia, 16 August, 1895
[1721] The Advertiser (Adelaide), 23 December, 1895
[1722] The Bunbury Herald, 4 August, 1896
[1723] The West Australian, 9 July, 1927
[1724] Memories of Israelite Bay; Ian Hay - Faith, Hope & Reality (Penny Blumann, 1995)
[1725] Israelite Bay Post Office and Telegraph Station Conservation Plan (National Trust, 1995 - Shire Reserve File R36002)



An extract from an early survey dating circa 1876, showing the exact site of the original Israelite Bay Telegraph Station.[1726]

[1726] Image Courtesy State Records Office of Western Australia (Item No. East 61 Consignment No. 3869)

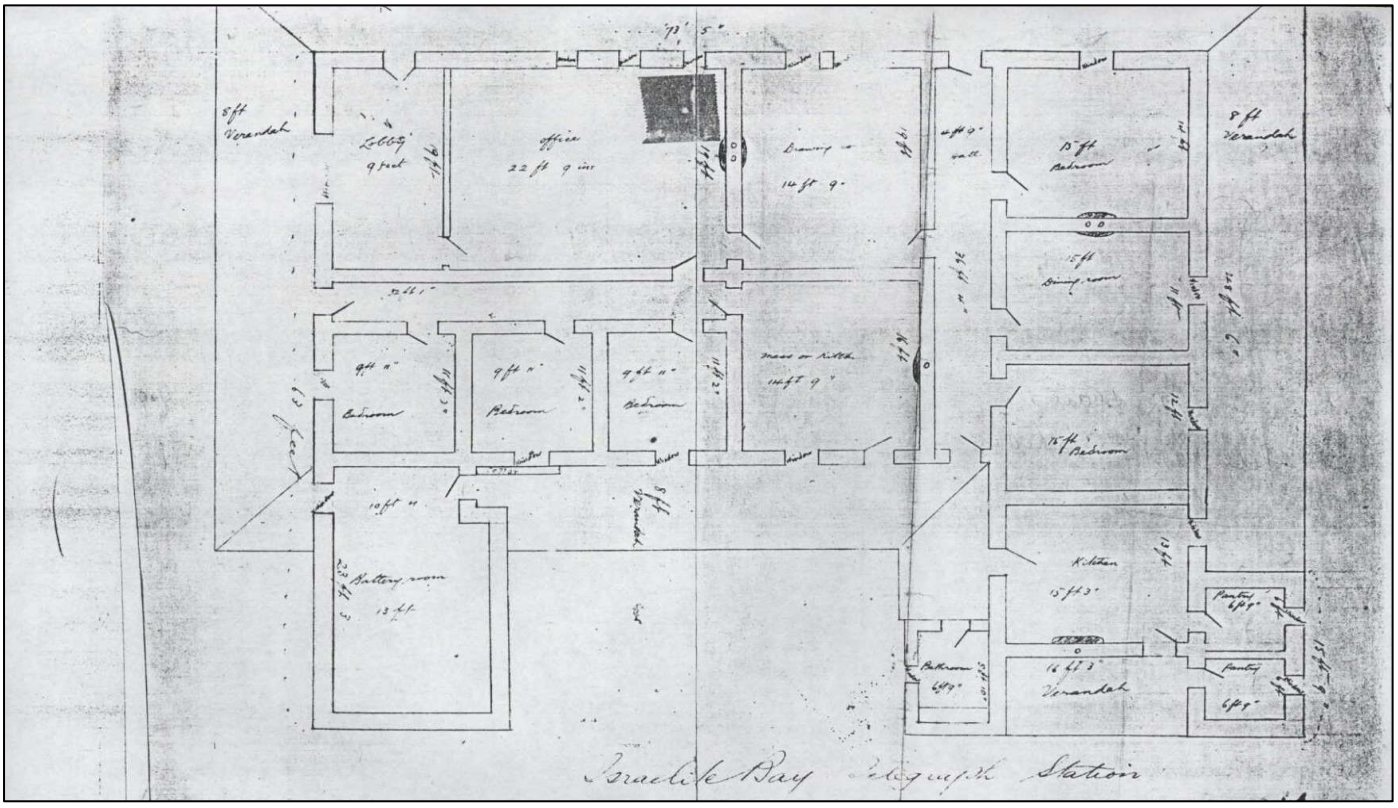


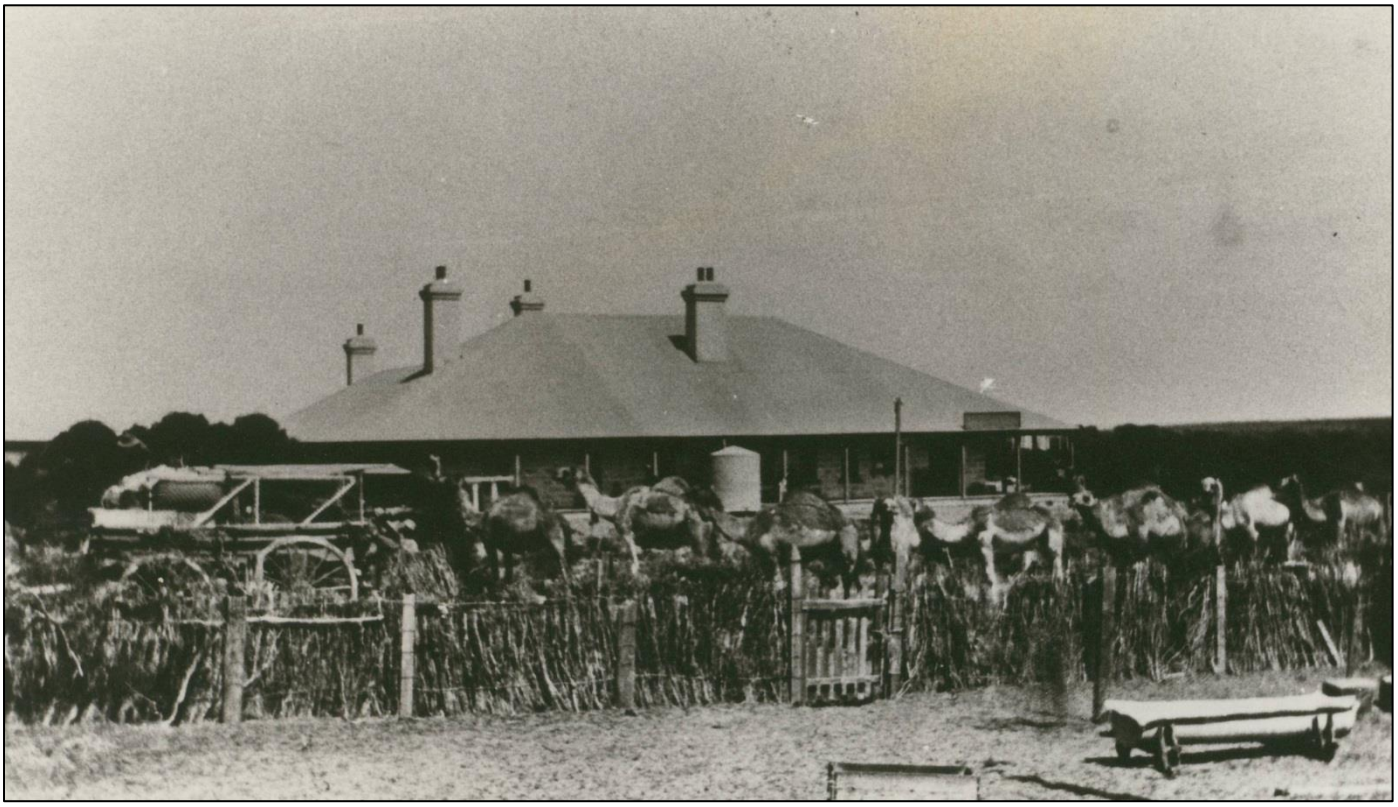
Sketches of the original telegraph stations at Israelite Bay, Bremer Bay, Esperance and Eucla as published in the *Pictorial Australian* in 1885. Also pictured is John Healy, then station-master at Bremer Bay, who was later buried at the Israelite Bay Telegraph Station in 1890.[1727]

[1727] Image Courtesy The Pictorial Australian, 1 July, 1885

A beautiful scene by local artist Charlotte Taylor - the wife of Campbell Taylor of Lynburn Station - showing the Israelite Bay Telegraph Station per a painting dating circa 1885. Inscribed on the back is “Israelite Bay Telegraph Station, samphire flat in foreground, Mt Ragged in distance. 400 miles from Albany, S. E. coast.”[1728]

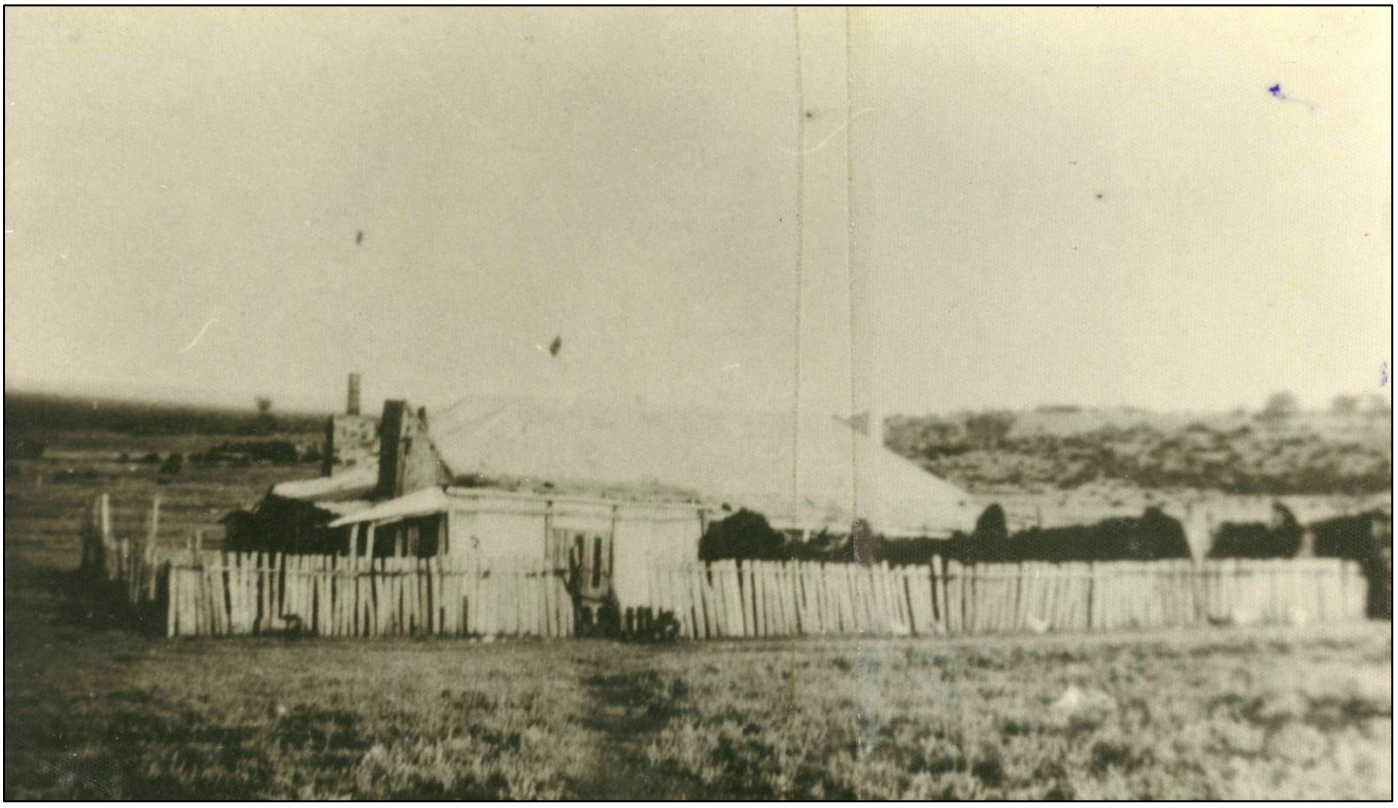
[1728] Image Courtesy Royal Historical Society of Victoria





The ‘new’ Israelite Bay Telegraph Station per plans dated 1905 (top) and a photograph dating circa 1898, the latter of which shows Heinrich Dimer’s camel team.[1729, 1730]

[1729] Image Courtesy National Archives of Australia
[1730] Photograph Courtesy Esperance Museum



Undated photographs showing the family homes of Heinrich Dimer (top) and linesman John Cook (bottom) near the Israelite Bay Telegraph Station.[1731]

[1731] Photographs Courtesy Esperance Museum

Close up photographs showing the intricate stonework and lavish finishes involved in the construction of the Israelite Bay Telegraph Station circa 2008.[1732]

[1732] Photographs Courtesy Shire of Esperance

Place No: 37

KANGAWARRIE TANK & RUINS

The tank at John Paul Brooks' Kangawarrie outstation circa 1990. While this unique feature was originally intended to be used to supply the nearby unfinished outstation with water, by design, position and in the absence of evidence of a lid or roof to keep stock out, it is possible that it may have seen alternative use for the hunting and trapping of kangaroos on horseback, or "kangarooing" as it was known.[1733, 1734]

Place Name(s):	Kangawarrie Tank & Ruins (alternatively referred to as Gingarwarrie, "Gingar" meaning parakeet)
Use(s):	Original: Water Tank & Unfinished Outstation, Present: Unused / Abandoned
Address:	Vacant Crown Land, Parmango Road, Buraminya
Ownership:	Crown Land

[1733] The Pictorial Australian, 1 July, 1885
[1734] Photograph Courtesy Kangawarrie, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

State Heritage Listing:	N/A

Original Date of Construction:	Unknown, likely circa 1884, being the year that John Paul Brooks moved from Israelite Bay to take up nearby Balbinia Station. John Paul Brooks' 1908 application for a pastoral lease covering Kangawarrie shows the tank existing as a reference point, which clearly shows that this feature had been constructed prior to this date.[1735, 1736]
Construction Materials:	Walls: Stone (Ruins), Rendered Stone (Tank)
Builder / Designer:	Likely designed and built for or on behalf of John Paul Brooks.[1737]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Fair. Integrity: Low. Authenticity: High. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1735] End of an Era, 1980-2002 - Challenge in Isolation (John R. Bridges, 2004)
[1736] Esperance Museum Archives (Accession No. M088 - 17 March, 1915)
[1737] Kangawarrie Tank, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

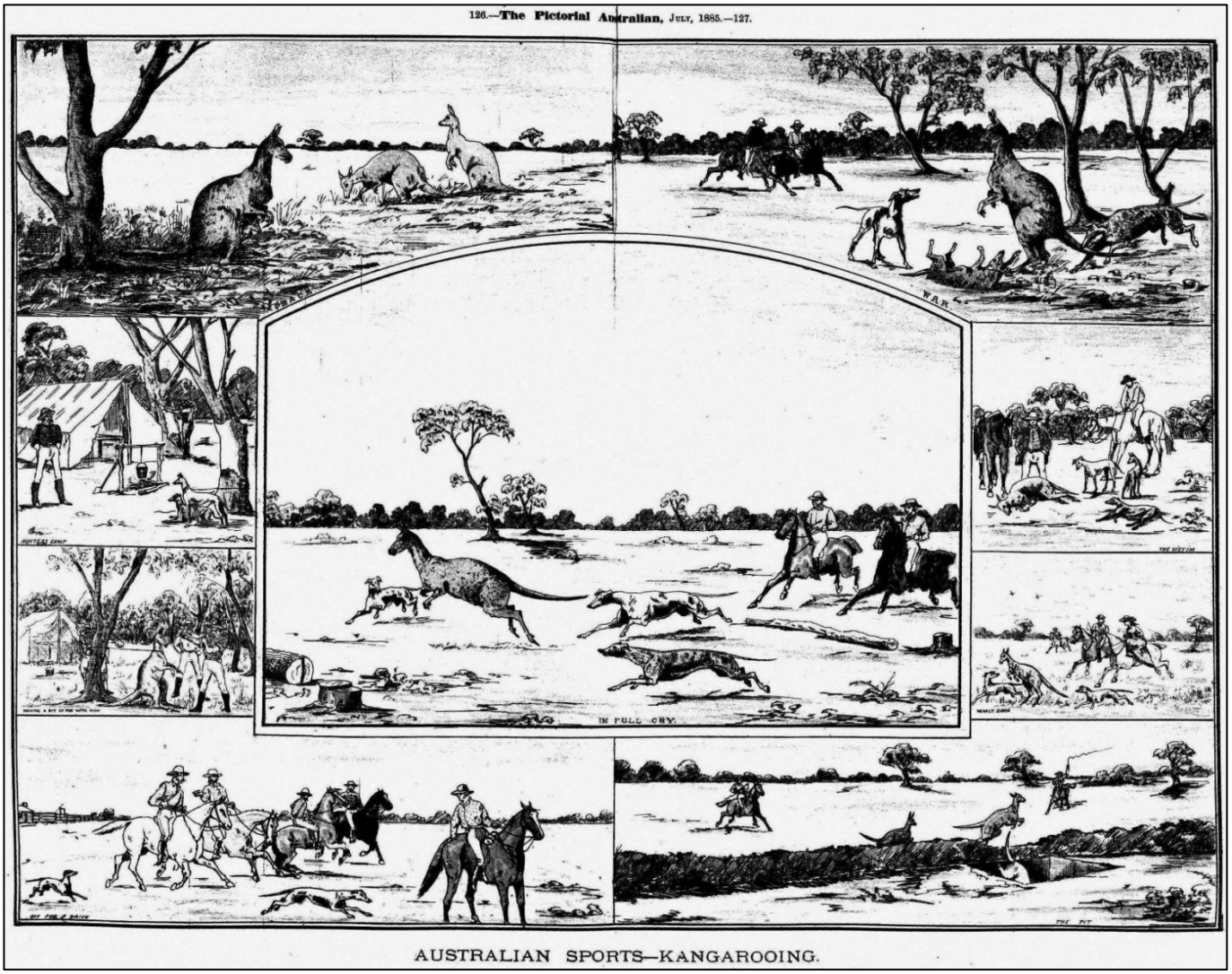
HISTORY & DESCRIPTION

For such a large and unusual feature, surprisingly little is known or recorded about the Kangawarrie tank and nearby ruins. Both the tank and ruins are commonly attributed to John Paul Brooks who had settled at nearby Balbinia Station in 1884, which lies to the north-northwest about 15 kilometres away from Kangawarrie, and it is thought that Brooks used or intended to use Kangawarrie as an outstation for Balbinia. The ruins themselves are more aptly described as an incomplete building site, given the lack of collapsed stone and other building materials, while the tank is still in remarkably good condition due to the high quality of its original construction.[1738, 1739]

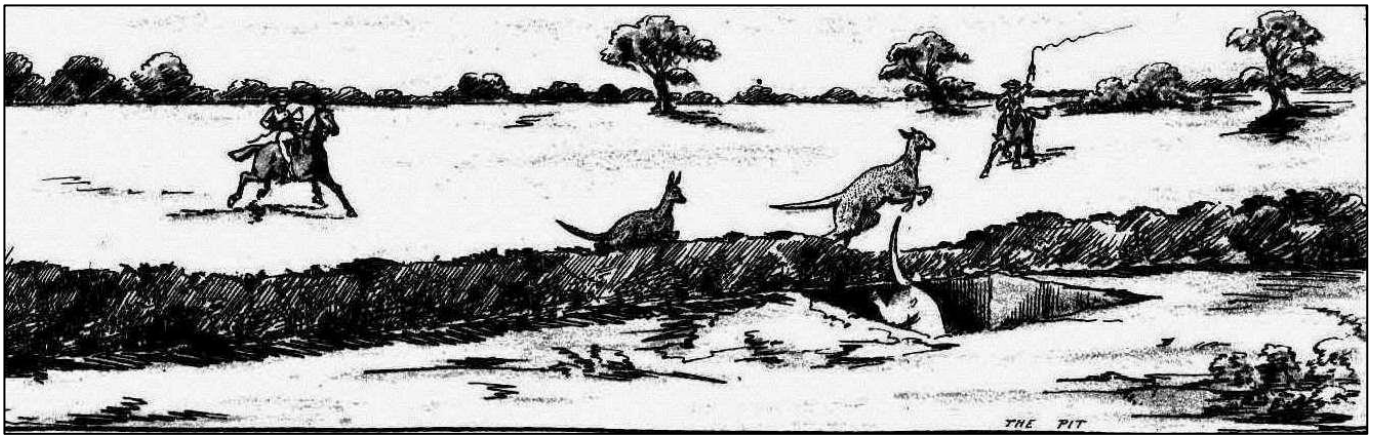
A similar style tank dating from about the same era on the Grass Patch Farm shares some of the same design features, although in that instance the walls extend above ground level with a smaller inlet, while the tank has been completed with a roof to keep animals and stock from drowning. Although the design and rendering of the Kangawarrie Tank is, in many regards, similar to the tank at the Grass Patch Farm, and evidence certainly suggests that it would have originally been intended to act as a water supply to service the nearby unfinished outstation, digging and lining a more conventional dam would likely have better served this purpose, particularly if it had been intended to act as a watering point for stock. Without a lid or roof, its unusual vertical sides would have trapped anything unlucky enough to fall in, thus another possibility is that it was deliberately left unfinished and unenclosed to be used in the hunting of kangaroos, either for sport, fur, meat or just to reduce numbers in order to increase the feed on offer to stock. There was good money to be made in the sale of kangaroo skins, and many of the early settlers thus either supplemented their incomes or were known to make a full time living from kangaroo hunting, with the list of known hunters, full time or part time, including Heinrich Dimer, William Henry Hutchinson Vincent, Joseph Keogh, George Burns Scott and many others who lived or operated in the immediate area.[1740, 1741] A vivid and illustrated description of "kangarooing", published in 1885, records the following details related to this method of hunting:[1742]

"For many years, men have been employed on stations for the purpose of keeping down the marsupial, and so enabling the squatter to carry more sheep or cattle on the run. In most of the Australian Colonies, men have taken to this employment, and in most cases, have made fair sums of money by it. The usual terms used to be (when a man contracted to kill kangaroos on a station) four pence per head, and his rations from the station, besides this the kangaroo hunter had the skins, and from this alone he would earn a handsome income. The usual plan, after a hunter had come to terms with the station manager, was to put down pits on different portions of the run, especially along the brush fence, and where the pits were the fence was made a little lower, the consequence was the marsupials would take the low portion of the fence when jumping, and then, of course, would find themselves in the trap the hunter had cunningly placed there for their reception. On some stations where the pest was more numerous, a large pit, capable of holding hundreds of them, would be put down by the hunters, and a high brush fence would be then erected, forming wings of over a mile long to the pit. On a given day, the hunters, and perhaps the station people, who had been invited to join in the sport, would then start out, and, after going out a good distance, would wheel round, and, riding side by side, at distances of a chain apart, would drive all the kangaroos that came in their way straight for the pit. When they got them between the wings, the horsemen would then, of course, keep closer together, so that none of the marsupials had much chance of getting back again to the open country. In some cases nearly a couple of thousand kangaroos have been taken in one drive. Now that the governments of the different colonies have taken in hand the destruction of all vermin, a large number of the unemployed in the big towns and capitals have taken to it as a means of livelihood, and in many cases are making good wages thereby. Our sketches shown [following] give a good idea of the means used in kangarooing."

[1738] Kangawarrie Tank, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[1739] End of an Era, 1980-2002 - Challenge in Isolation (John R. Bridges, 2004)
[1740] Jumping Ship, 1884-1894 - Elsewhere Fine (Karl Dimer, 1989)
[1741] A Calendar of Events - Challenge in Isolation (John R. Bridges, 2004)
[1742] The Pictorial Australian, 1 July, 1885

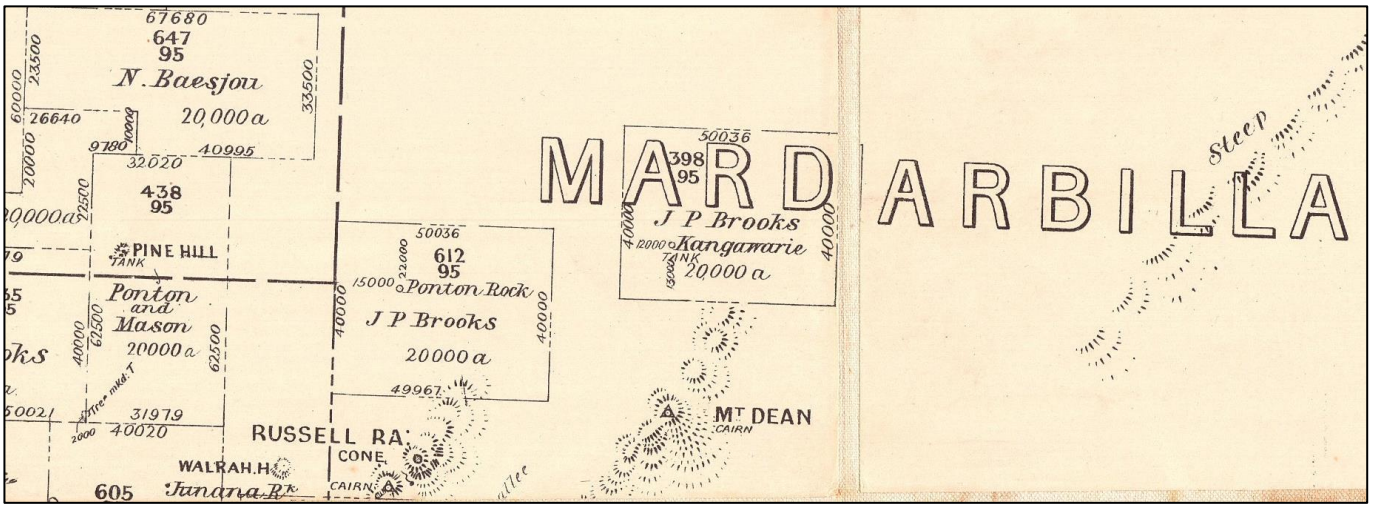


AUSTRALIAN SPORTS—KANGAROOING.



An alternative theory relating to the positioning of the tank in an open and grassy area, the lack of evidence of a roof, the fact that the sides are vertical and finished below ground level is that this feature may, at some point, have been used in the hunting of kangaroos per the images of “The Pit” above, which was both a popular sport and means of employment in the fur industry at the time.[1743]

[1743] Images Courtesy The Pictorial Australian, 1 July, 1885



An extract from a survey dated March 13, 1915 showing some of John Paul Brooks' nearby holdings and the Kangawarrie (top, spelled 'Kangawarie' thereon) outstation, and (bottom) the stone remains of the unfinished building, thought to be the beginnings of an outstation, at Kangawarrie.[1744, 1745]

[1744] Image Courtesy Esperance Museum

[1745] Photograph Courtesy Kangawarrie, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

The view looking from the site of the ruins towards the tank at Kangawarrie, circa 1990.[1746]

[1746] Photograph Courtesy Kangawarrie, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

A tank of similar dimensions, design and age (albeit a little later, dating to 1899/1900) to the tank at Kangawarrie, with this particular example being on the Grass Patch Farm, noting in particular that the walls have been finished higher than ground level with a roof installed to protect the water from contaminants, though particularly to keep out wandering animals and stock.[1747, 1748]

[1747] Brendan Freeman Interview, Nicholas Kleinig, 28 August, 2014
[1748] Photograph Courtesy Nicholas Kleinig

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 38

LAKE VIEW HOTEL

On the Norseman track - William Foote's Royal Mail coach calling in at Fred Gilmore's Lake View Hotel in 1912.[1749]

Note regarding inclusion of this site in this Local Heritage Survey:

Although no physical fabric from any of the early hotel sites remains in situ, inclusive of the original Lake View Hotel, the Basic Principles for Local Government Inventories produced by the State Heritage Office state that "the inventory should identify places and areas that retain significant physical fabric from the past. It is not intended that the Survey encompass sites without remnant fabric (i.e. vacant or redeveloped sites), **unless** they have historic associations of major importance to the locality." In this instance, although no physical fabric from the original structure remains, all of the early hotel sites throughout the Shire of Esperance have been deemed to have "…historic associations of major importance to the locality", hence their inclusion in this Local Heritage Survey. The significance of sites such as this cannot be understated, particularly with regards to their contributions towards the evolution of the district as public meeting and gathering places and as a direct link to the early trade and travellers to and from the goldfields.[1750]

In the absence of any "…physical fabric from the original structure", the entry of the Lake View Hotel site in this Local Heritage Survey thus seeks only to record and preserve the historical significance of the site alone.

[1749] Photograph Courtesy Esperance Museum, Digital Editing and Corrections Courtesy Lynda Horn
[1750] Basic Principles for Local Government Inventories (State Heritage Office, March 2012)

Place Name(s):	Lake View Hotel (alternatively referred to as Gilmore's Lake View Hotel)
Use(s):	Original: Hotel, Present: Vacant Site
Address:	Lot 1537 on Plan 203694, Lake King-Norseman Road, Salmon Gums; and Lot 1665 on Plan 92179, Coolgardie-Esperance Highway, Salmon Gums Reserve No. 42943
Ownership:	Crown Land
State Heritage Listing:	N/A

Original Date of Construction:	1896.[1751, 1752]
Construction Materials:	Walls: Corrugated Iron, Roofing: Corrugated Iron, Other: Timber Frame
Builder / Designer:	Likely designed and built by Fred and Anne Gilmore, possibly with assistance from Jock Wilson and Thomas 'Teddy' Knowles.[1753]

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: N/A. Integrity: N/A. Authenticity: N/A. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Little Significance - Does not fulfil the criteria for entry in the local Heritage List. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

[1751] The Miner (Norseman), 19 August, 1896
[1752] Report of the Royal Commission on the Mallee Belt and Esperance Lands (Royal Commission, 1917)
[1753] A Few Biographies - Gilmores - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)

HISTORY & DESCRIPTION

In or about the early part of 1896, Fred Gilmore - at the time a coach driver in Coolgardie, though formerly a hotel keeper at Woolgangie - travelled through the country surrounding the booming towns of Norseman and Dundas. Excited by the prospects of the Esperance trade, as many at the time thought that a rail line was imminent and that Esperance would naturally become the port to the goldfields, Mr Gilmore decided to establish the Lake View Hotel in the same year on the site of Jock Wilson and Teddy Knowles' 92 Mile Condenser on the banks of what is now Lake Gilmore.[1754, 1755, 1756]

Little is known of the operations at Lake View prior to the Gilmore's arrival, however the water condenser at the 92 Mile, then known as "Knowles and Wilson's Condenser" at the "105 Mile" (later resurveyed to 92 Mile) had been in operation since approximately January 1896. Mr Knowles evidently established a store at Lake View shortly thereafter, running the following advertisement from March 1896:[1757, 1758, 1759]

> AT 105 MILE CONDENSER
>
> ———
>
> KNOWLES & CO.
>
> Storekeepers, & C.
>
> ———
>
> All kinds of stores on hand.
>
> ———
>
> QUALITY GUARANTEED
>
> ———
>
> Water and chaff available at any time.

Like many similar locations at the time, it is likely that the store and caretaker accommodation on site would have initially been run from canvas tents, with both being later improved through the construction of Mr Gilmore's corrugated iron Lake View Hotel. In advertising his intent to apply for a Wayside House Licence, Mr Gilmore gives a brief description of the Lake View Hotel itself, stating:[1760]

> Application for a Wayside House License
>
> ———
>
> TO THE WORSHIPFUL THE RESIDENT MAGISTRATE,
>
> Acting in and for the District of Dundas Goldfield, in Western Australia.
>
> ———
>
> I, FREDRICK GILMORE, now residing at Dundas, Dundas Goldfield, gentleman, married in the district of Dundas Goldfield, do hereby give notice that it is my intention to apply at the next Licensing Meeting, to be holden for this district, for a Wayside House License, for the sale of fermented and spirituous liquors in the house and appurtenances thereunto belonging, situated at a place on the Esperance-Norseman Road, and distant about 92 miles from Esperance, and being the land comprised in business area No. 23; which buildings contain 3 bedrooms,

[1754] The Barrier Miner (Broken Hill), 9 April, 1896
[1755] Report of the Royal Commission on the Mallee Belt and Esperance Lands (Royal Commission, 1917)
[1756] Recollections of Lake View, 1 January, 1983 (Gordon Gilmore, Courtesy of Esperance Museum)
[1757] The Esperance Chronicle, 23 January, 1896
[1758] The Esperance Chronicle, 21 February, 1896
[1759] The Esperance Chronicle, 6 March, 1896
[1760] The Miner (Norseman), 19 August, 1896

dining room, sitting room, and bar, exclusive of the rooms required for my own private use, and also a detached kitchen, and which I intend to keep as an Inn or Public House under the name or sign of Lake View Hotel.

I have held a license for two years for premises situate at Woolgangie, on the Southern Cross-Coolgardie Road.

Given under my hand this 14th day of August, one thousand eight hundred and ninety-six.

FREDRICK GILMORE

Almost no trace of the Lake View Hotel remains on site today, however the history of the hotel has been beautifully preserved in the recollections of Fred and Anne Gilmore's son, Gordon, as follows:[1761]

"The name, Lake View, calls to mind an important part of the Golden Mile, famous the world over. There was, however, another and more local Lake View which played a part in the early life of these southern areas.

My parents, Fred and Anne Gilmore, joined the stream of eastern fortune seekers heading west after the gold discoveries of Bayley and Ford. Fred set up business at his trade of blacksmith and wheelwright in premises next to the Governor Broome Hotel in Perth. When the construction of a railway to Coolgardie was under way he was offered a lucrative job as driver of the mail coach from York to Southern Cross, so a shift was made to York, where I was born. This job became redundant when the rails reached Southern Cross, and the Gilmores were appointed to manage a wayside hotel, built by the contractors at Woolgangie, some forty miles from Coolgardie, and adjacent to a big granite outcrop. The next few months was a hectic period for all concerned, with a never-ending stream of traffic of every description, and many pushing their meagre possessions on wheelbarrows, or carrying their swags. The hotel served meals at all hours, and beds were made up in every spare corner. Shortage of fresh water was a serious problem until the arrival of the railhead, and typhoid fever was rampant. With her health broken by the constant pressures, my mother caught the fever, and had to be sent to a Perth hospital on the construction train.

Eventually the family moved to Coolgardie, where Fred renewed his coach driving activities. New fields were constantly opening up, including Londonderry finds, Wealth O' Nations and many others, and there was a constant demand for public transport, especially from investors and speculators, intensified with the development of the Kalgoorlie field. Fred took the first mail bags delivered to the Kalgoorlie post office, operating in a large tent.

During these exciting years the port of Esperance handled much of the trade to the new fields, and expanded rapidly from a sleepy hamlet to a busy town. There was a brisk shipping trade to the eastern states, chiefly Adelaide, and a regular service from Fremantle. It was generally conceded that, as the natural goldfields port, it would soon be linked to Coolgardie by railway. With all this in mind, the Gilmores decided to seek their fortune in the south, and Fred made a tour of inspection, passing through the quickly growing township of Norseman, and remnants of the Dundas settlement.

At the edge of a large sale lake, stretching away to the east, he found Jock Wilson's water station. Here a condensing plant operated almost continually, boiling salt water and cooling the steam to provide water fit for general use. The service was subsidised by the Government, and Jock was allowed to charge sixpence a drink for a horse, or one shilling for a camel, and ten shillings per hundred gallons to take away. At one time there were thirteen such plants in use between Norseman and Esperance, and the last one was in the Scaddan district; run by Henry Jenkins, who owned the Gibson Soak Hotel.

Fred became interested in Jock's condenser, which was for sale owing to ill health, and eventually a deal was made. He then applied for, and was granted, Miners Homestead Lease No 1, in the Dundas goldfield. The area was 40 acres, overlooking the lake and condenser. His next step was to apply for, and was granted, a wayside hotel licence, and in due course Lake View Hotel opened its doors. Situated 34 miles from Norseman and 92 miles from Esperance it was a handy lunch stop for two-day traffic, which would stay overnight at Salmon Gums, and it was a haven for those who preferred to take three days for the trip.

The next water points - 20 miles north to Dundas and 28 miles south to Salmon Gums - were convenient for heavy traffic. There were several teams of camels carrying heavy freight, and seemed mostly under the supervision of one Alana Khan, whose mode of transport was a saddle pony. His wife was a white woman and she was employed by my

[1761] Recollections of Lake View, 1 January, 1983 (Gordon Gilmore, Courtesy of Esperance Museum)

mother as a domestic. The camels were most unpopular with horse owners, and it was not unusual for a frightened horse to career madly through the scrub, perhaps dragging a vehicle as well.

From the outset the new hotel enjoyed a brisk trade and the condenser was never idle. A road from Ravensthorpe, via Fitzgerald Peaks, junctioned a mile south, and carried a lot of light traffic. There was also a track to Bremer Range, and on to Parkers Range and Southern Cross. Perhaps the busiest period for the hotel was around the turn of the century. Norseman had become an important centre and there were new finds further north. For a time the condenser was worked in two shifts, and stables were built to accommodate a change of horses for the passenger coaches. With the passage of time the projected railway to Esperance was constantly in the public mind, and caused many heated debates in Parliament. However, the opposition was very strong, and it was destined to be many years before the railway was an accomplished fact.

I recall an incident when a string of camels were being watered at the condenser, and I was a bare-footed youngster looking on. A mob of emus were crossing the lake nearby and Fred broke the leg of one with a lucky shot. The unfortunate bird was capering about on one leg, and Fred took after it. Suddenly I heard a wild yell behind me and an Afghan dashed madly past, waving a wicked looking butcher's knife. It seemed to my frightened gaze that my respected parent was about to be murdered, but I need not have worried. The man wanted some emu meat, but he was a Moslem, and his religion would not allow him to eat meat killed by someone not of his faith.

In 1902 a manager was appointed, and we went to Sydney for a holiday, returning several months later. There had been a decline in general traffic, but hopes were boosted by the Government's intention to survey and peg the route of the proposed railway. Remarkably, up to this time the sinking of dams to conserve water was not a common practice. Fred became interested in the idea, and used his blacksmith's know-how to fashion a scoop from a small square water tank, and reinforce a small garden plough. With these implements he put down a dam near the house. It was red clay soil, and when in due course the dam filled it held water very well. Sometime later the Government sent a gang to sink a dam at Stennet's Rock nearby. The site was chosen because of an excellent catchment area, but unfortunately the soil was not suitable, and would not retain water. As a remedy the dam was lined with red clay from alongside our dam, thereby creating another small dam for us. In later years the Dundas Road Board had a dam put down between Salmon Gums and Lake View, where it was urgently needed.

The provision of horse feed was always a problem, and chaff was both scarce and expensive. Especially so when relay horses were kept for the coaches. There was talk of trying to grow our own feed, and the idea was encouraged by the report that someone had grown a crop of oats in Norseman. Eventually a patch of ten acres was cleared and lightly cultivated, and sown broadcast with wheat sold as poultry food. The season proved to be ideal, and to the surprise of everyone, a fine crop resulted, estimated at around a ton to the acre, Jim Lewis brought his reaper and binder from Circle Valley, and we harvested our first crop.

Fred bought a hand-powered chaffcutter, but the drudgery of turning the handle was shunned by everyone. In due course, however, a horse works was procured, and Creamy, our saddle-cum-sulky horse, provided the power. More ground was cleared, and cropped for several years, with varying results, though I don't recall a failure. We were now able to keep a cow and grow our own vegetables. An underground cellar was built, to augment our Coolgardie coolers.

As an only child my life was somewhat lonely, and my education restricted. I had a brief term at Kindergarten in Sydney, and my mother gave me lessons. She also helped me write letters to Aunt Mary, of the children's corner in The Western Mail. At one time Aunt Mary offered a prize for the best suggestion naming a home nursing movement being organised. In due course a name was announced, and by sending a shilling I became a Link in the Silver Chain.

In 1906 road traffic had dwindled considerably, and the condenser became redundant. The hotel was still a lunch stop for the weekly mail coach, and a change of horses was kept. By this time the problem of my education was urgent so it was decided that we should five in Esperance for a couple of years, and I would attend school. Accordingly the hotel was leased and we rented a house in Dempster Street. In this period my sister was born, and Fred acquired some 400 acres of conditional purchase land at the Six Mile Hill. The long term plan was to develop this property as a permanent home for some future date. He worked on improvements there when possible and some gum trees were planted at the proposed house site, these are still flourishing, but the property has changed hands several times over the years.

Soon after our return to Lake View, another dam was put down chiefly to cater for our growing herd of cattle. These roamed far and wide in the surrounding bush. At one time the herd numbered more than fifty. I was now old enough

to be useful around the place, and there was plenty to do. I was permitted to use a .22 rifle, and in my spare time made some handy pocket money shooting and trapping dingoes, at five shillings a head.

The proposed railway was an evergreen topic, and was still a hot potato in Parliament. The route had been surveyed right to Esperance, and when the Coolgardie-Norseman line was opened in 1909, the optimists believed the line would soon be carried on. In actual fact, Esperance was not connected to the State railway system till 1927, but thereby hangs another tale. One of the chief arguments for the railway was the agricultural potential of some of the land it would serve, especially the Mallee belt south of Salmon Gums. The average rainfall was proved sufficient, and results from farms at Grass Patch and Circle Valley were very good.

The Government showed little further interest until 1912 when classification and survey of large areas began. One of these areas was at the thirty mile, where Henry Jenkins operated the last of the condensers, close to the demarcation line between the Mallee belt and the so-called sand plain. There were many 1000 acre blocks made available eventually, chiefly on the west side of the highway, and they were quickly snapped up. Soon there were quite a number of settlers, and a progress association was formed. The district was named Scaddan, to honour the Premier of the day.

At Lake View business had declined to a mere trickle. My sister had been sent to the nearest boarding school, which was at Coolgardie. However, she became very ill, and had to be brought home again. The railway to Norseman and the advent of the motor car were factors causing road traffic to dwindle, and my parents became impressed by developments in the Mallee. Eventually Fred applied for a one acre business lease at Scaddan. The townsite had not yet been surveyed. When the lease was granted he then applied for transfer of the wayside hotel licence from Lake View to Scaddan.

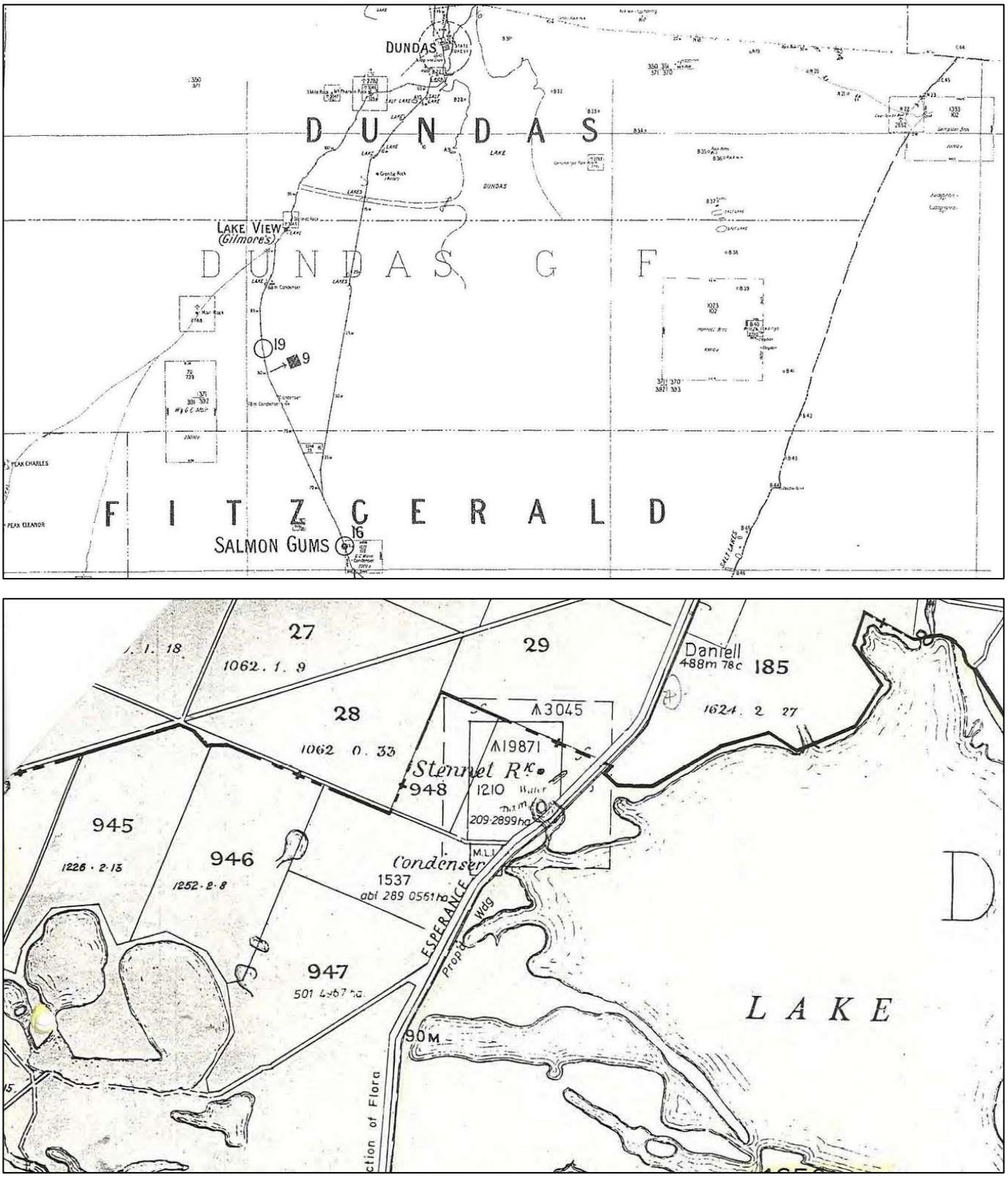
This was also granted in due course, and in 1915 the old hotel was closed, and dismantled. Part of the material was destined for the new building at Scaddan. This was well under way, with Jim Anderson, a local carpenter in charge, and a further consignment of new material had just arrived, when some stunning news arrived from Perth. A letter announced that as the site was a lease the transfer would be cancelled, as intoxicating liquor was not permitted for sale on Crown lands. Of course, this upset all plans and work was temporarily suspended. Later the building was completed in a modified form and opened as a general store and hostel, and later, post office.

There is no trace of Lake View remaining, except the clearing, and the present main highway is built over the site."

Advertised for sale in 1910, the Lake View Hotel boasted "…an all-iron and wood building, containing 7 rooms, in good condition and repair… 3 stall stable, feed house, blacksmith's shop, all having iron roofs and slabbed walls, and also fowl house and wire netting yard."[1762] In October 1917, a fleeting reference to the Lake View Hotel indicated that the old building was abandoned though still standing at least in some capacity around that time, the writer stating "…after a long, monotonous and dreary drive we reached Mr Gilmore's old hotel at 1.30pm, thankful that we could now stretch our numbed legs and look after our inside needs. The day being very warm we were glad of a little shade. The old hotel is still intact, a fine dam full of water is there, and as we do justice to our lunch, what memories seem to come before us of the good old days, when teams used to camp here and everything was full and business was brisk. Now everything is deserted…"[1763]

Remnants of the 92 Mile Condenser plant remains on the site today, however almost nothing of the Lake View Hotel was left following demolition, noting that some materials were reused in the subsequent construction of Fred Gilmore's Temperance Hotel in Scaddan. Fred Gilmore's dam to the west of the highway and evidence of his 40 acre "Miners Homestead" lease, as referenced by Gordon Gilmore, are both however still clearly visible, particularly from the air.

[1762] The Kalgoorlie Miner, 10 August, 1910
[1763] The Norseman Times, 27 October, 1917



The tracks to Gilmore's Lake View Hotel and the country beyond (top), as they appeared in the Royal Commission on the Mallee Belt and Esperance Lands report from 1916/17 and (bottom) an extract from an undated map showing the Lake View Hotel and 92 Mile Condenser sites, both located just off what was the southeast corner of "ML1" (Miners Homestead Lease No 1, dissected by the highway) on the edge of Lake Gilmore.[1764, 1765]

[1764] Image Courtesy Report of the Royal Commission on the Mallee Belt and Esperance Lands (Royal Commission, 1917)
[1765] Image Courtesy Shire of Esperance

Fred Gilmore, holding the horses (top), poses with the mail coach outside his Lake View Hotel in 1912, and (bottom) the same horses mere moments later as they were leaving, with 'Lena Mauska' putting on a show - note the legs of Fred Gilmore running behind the cart to settle the startled horse.[1766]

[1766] Photographs Courtesy Esperance Museum

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 39

LYNBURN STATION

The picturesque homestead (left) and shearing shed at Campbell Taylor's Lynburn Station in February 2002.[1767]

Place Name(s):	Lynburn Station (alternatively referred to as Lyn Burn, Lynburne, Lyndburn or Lynbourne Station, Taylor's Station or Thomas River Station)
Use(s):	Original: Pastoral Station, Present: Primary Production
Address:	Lot 5 on Plan 256428, Merivale Road, Boyatup
Ownership:	Private
State Heritage Listing:	State Heritage Listed - Registered Heritage Place No. 4216

[1767] Photograph Courtesy Pauline Grewar

Original Date of Construction:	1872 (Homestead).[1768]
Construction Materials:	Walls: Local River Sandstone / Limestone, Roofing: Thatched River Rushes (Original) / Corrugated Iron (Present), Other: Mud Mortar / Local Yate Timber Beams / Teak and Oregon Door Frames and Lintels
Builder / Designer:	Homestead built by Campbell Taylor with possible assistance from Henry James Townsend, local Aboriginals and others.[1769, 1770]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Fair. Integrity: Low. Authenticity: Medium. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Exceptional Significance - Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved. Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (where applicable).

[1768] Where Did the Settlers Come From? - Challenge in Isolation (John R. Bridges, 2004)
[1769] Thomas River Station East Esperance Conservation Plan (Heritage Council of Western Australia et al, 2000)
[1770] The Albany Advertiser, 9 May, 1932

HISTORY & DESCRIPTION

Following minor explorations to the east of Esperance, in April 1870, Campbell Taylor, a man whose deeds became legend, was granted a 125 acre homestead site together with a broader pastoral lease on the Thomas River. In the years prior, Taylor had been running sheep at Cowerup on the Oldfield River, however, unsatisfied with what the area was producing, in 1871 he decided to overland all his stock to the new run, a place which he named Lynburn. A small, one roomed wattle hut with a thatched roof and stone chimney (of which only the chimney and floor remain today) was soon built, however in 1872 construction began on a more permanent dwelling, and this building, the Lynburn Homestead, still stands today. Thought to be constructed with the aid of the local Aboriginals - one report indicates that his station was "…worked by a great staff of natives [sic], about 100 of them" - the initial quaint little two-room homestead boasted thick limestone and sandstone walls, driftwood architraves and a thatched roof, later being extended to include, among other features, four bedrooms, a lounge room, dining room, kitchen, and cellar. As a working sheep station, shearing facilities were an immediate essential, and a sizable river stone shearing shed, also still standing today, was then built in 1874, while an array of other structures including small sheds, stores and a blacksmith's shop soon followed.(1771, 1772, 1773, 1774, 1775)

While life at Lynburn carried on and the station developed, back to the west perhaps the most famous of all Campbell Taylor's deeds would soon take place, which, though certainly exaggerated by later story tellers, still provides a fascinating insight into the man himself as well as the broader developing community within which he lived. Prior to 1879, the nearest police were stationed in Albany, thus, when a crime was perpetrated, station owners often took law enforcement into their own hands. The story goes that while Campbell Taylor was away from Lynburn Station and back near the Oldfield River engaged in "cattle hunting" he found out the whereabouts of one of the men wanted for the murder of John Moir, for whom a warrant had been issued back in 1877.(1776, 1777) The tale of the famed citizen's arrest was big news in 1879, with a later account reporting that "…Tampin [the accused] remained at large, the terror of the district, for several months, but was ultimately captured by Campbell Taylor on the southern fringe of the Hampton Plains belt of country. Campbell tracked him and his dog from the head of the Oldfield River for several hundred miles. Eventually the intrepid Camby, who was one of the best bushmen of his day, came across Tampin while he was asleep, and before his watch-dog had time to give the slightest alarm, Mr. Taylor caught it by the tongue and, ramming his hand down the animal's throat, strangled it, at the same time covering Tampin with one of Adam's revolvers." To 'catch the dog by the tongue' was likely the author's way of saying that the dog sunk its teeth into Campbell Taylor's arm, however the end result was that the arrest was successfully made and that Tampin was then handed over to police to stand trial.(1778, 1779)

Although it did not sell, in 1887 Lynburn Station was put up for sale, with an advertisement recording of the homestead lot that "…this grant is enclosed with a six-wire fence, and is subdivided into sheep-yards, kitchen, garden, etc., etc. The water at the homestead is supplied by several tanks formed in clay soil, which readily fill, the watershed being at a good angle and extensive. The buildings comprise a substantial stone and lime dwelling house (furnished); also a commodious stone shearing shed with a galvanised iron roof, blacksmith's shop, workers' cottages, and provision store, all separate buildings; also a large galvanised iron shed on the shore of the Taguer Harbour, about 5 miles from the homestead. The plant consists of wool-press, chaffcutter and horse-gear, ploughs, harrows, roller and other agricultural implements, forge, and blacksmith's and carpenter's tools necessary for station work."(1780)

Ever on the move, during a trip to Esperance in July 1900, Campbell Taylor met with a horrific accident at Blackboy Creek which saw his wife and an Aboriginal travelling companion thrown from the buggy to relative safety while Campbell himself was crushed. Although later taken to Albany to seek urgent medical attention, so severe were his

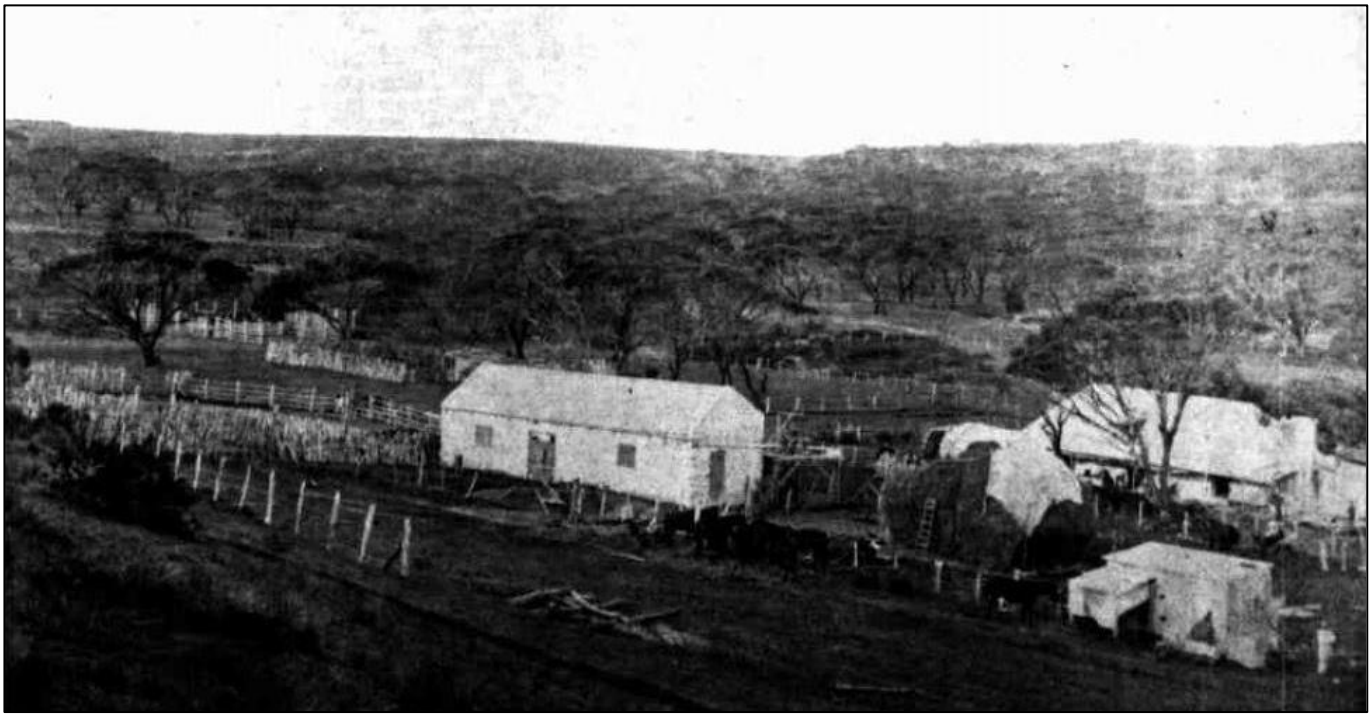
[1771] The Port Augusta Dispatch, Newcastle and Flinders Chronicle, 27 March, 1888
[1772] The Western Mail, 7 April, 1927
[1773] The Albany Advertiser, 9 May, 1932
[1774] The Western Mail, 7 May, 1953
[1775] Where Did the Settlers Come From? - Challenge in Isolation (John R. Bridges, 2004)
[1776] Murder Report - John Moir - Police Gazette, Western Australia, 18 April, 1877
[1777] Warrant Issued - Tampin - Police Gazette, Western Australia, 30 May, 1877
[1778] The Inquirer and Commercial News (Perth), 9 July, 1879
[1779] The Western Mail, 18 September, 1914
[1780] The Albany Mail, 2 November, 1887

wounds that Campbell Taylor, by then a Justice of the Peace described as "…bushman born and bred, loving the open spaces, and the charm of nature's secrets" passed away on August 16, 1900.(1781, 1782, 1783, 1784, 1785, 1786)

Following the death of Campbell Taylor, the property passed to his widow, Charlotte Taylor (nee Gresham, a relative of the Dempsters), however, due to declining wool production Lynburn Station began to struggle, and in 1901 the station was again put up for sale.(1787) With Esperance and the surrounding country in the midst of a localised depression, and with no serious buyers, in 1902 Lynburn Station was once more offered for sale by Dalgety and Company at auction with their advertisements describing the property as containing "…146,000 acres leasehold land, watered by tanks, dams and wells. About 5,000 mixed sheep. About 45 horses. With working plant."(1788) Charlotte Taylor had left the property in the charge of Alex and Marian Turnbull from 1901, and although it later sold several times, the Turnbull family maintained a connection with Lynburn Station for many years while a handful of others came and went.(1789)

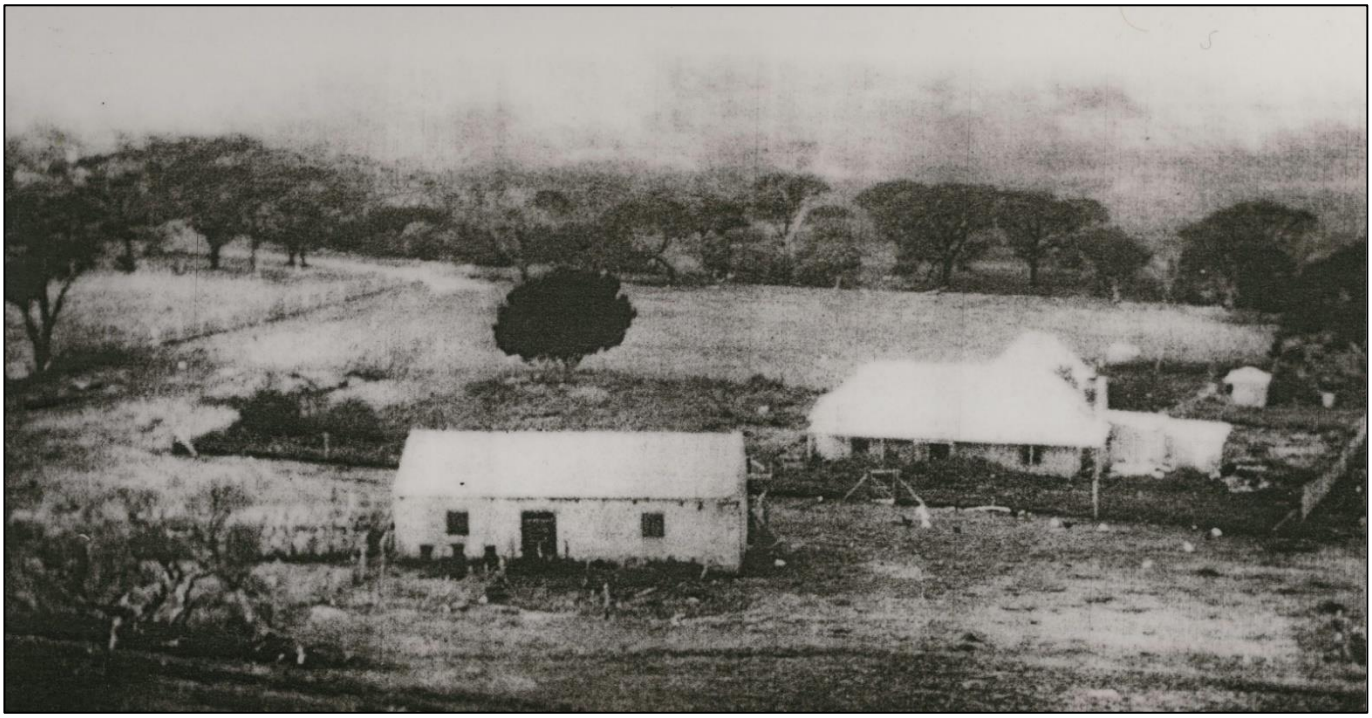
Although still used by others in the ensuing years, the homestead and station buildings slowly weathered, and with the aid of a fire, the thatched roof and roofing framework in the homestead were later destroyed, leaving the historic home exposed to the elements. In 1958, the station was sold once more, this time to Geoff and Pauline Grewar, who were keen to restore the historic buildings and set about the task almost immediately, ensuring the ongoing preservation of the history of Lynburn Station.(1790) The full story of Lynburn Station is long, complex and, in many ways, unwritten, however the Thomas River Station Conservation Plan and the archives of the Esperance Museum hold many more of the site's secrets.(1791, 1792)

1781 Justice of the Peace - Campbell Taylor, 7 August 1893 et al - State Records Office (Item No. 1893/1451 Consignment No. 527)
1782 The Kalgoorlie Miner, 1 August, 1900
1783 The Albany Advertiser, 18 August, 1900
1784 Department of the Attorney General - Births, Deaths and Marriages Register, Campbell Taylor, 1900
1785 The West Australian, 8 January, 1934
1786 New Century Brings Joy and Woe, 1900-1910 - Challenge in Isolation (John R. Bridges, 2004)
1787 The Kalgoorlie Miner, 2 October, 1900
1788 The West Australian, 17 March, 1902
1789 The West Australian, 6 May, 1902
1790 The Esperance Express, 10 October, 1986
1791 The Daily News (Perth), 12 January, 1891
1792 Campbell Taylor of Lynburn (A. Kelso, 1995 - Courtesy Esperance Museum)



The view over the yards, shearing shed and past a haystack towards the homestead at Lynburn Station per photographs published in 1904. Note the small hut on the right (bottom), constructed circa 1870/71, was the original home on the property, while the main homestead to the northeast was built in 1872.[1793, 1794]

[1793] Image Courtesy The Western Argus (Kalgoorlie), 12 July, 1904
[1794] Image Courtesy The Western Argus (Kalgoorlie), 9 August, 1904

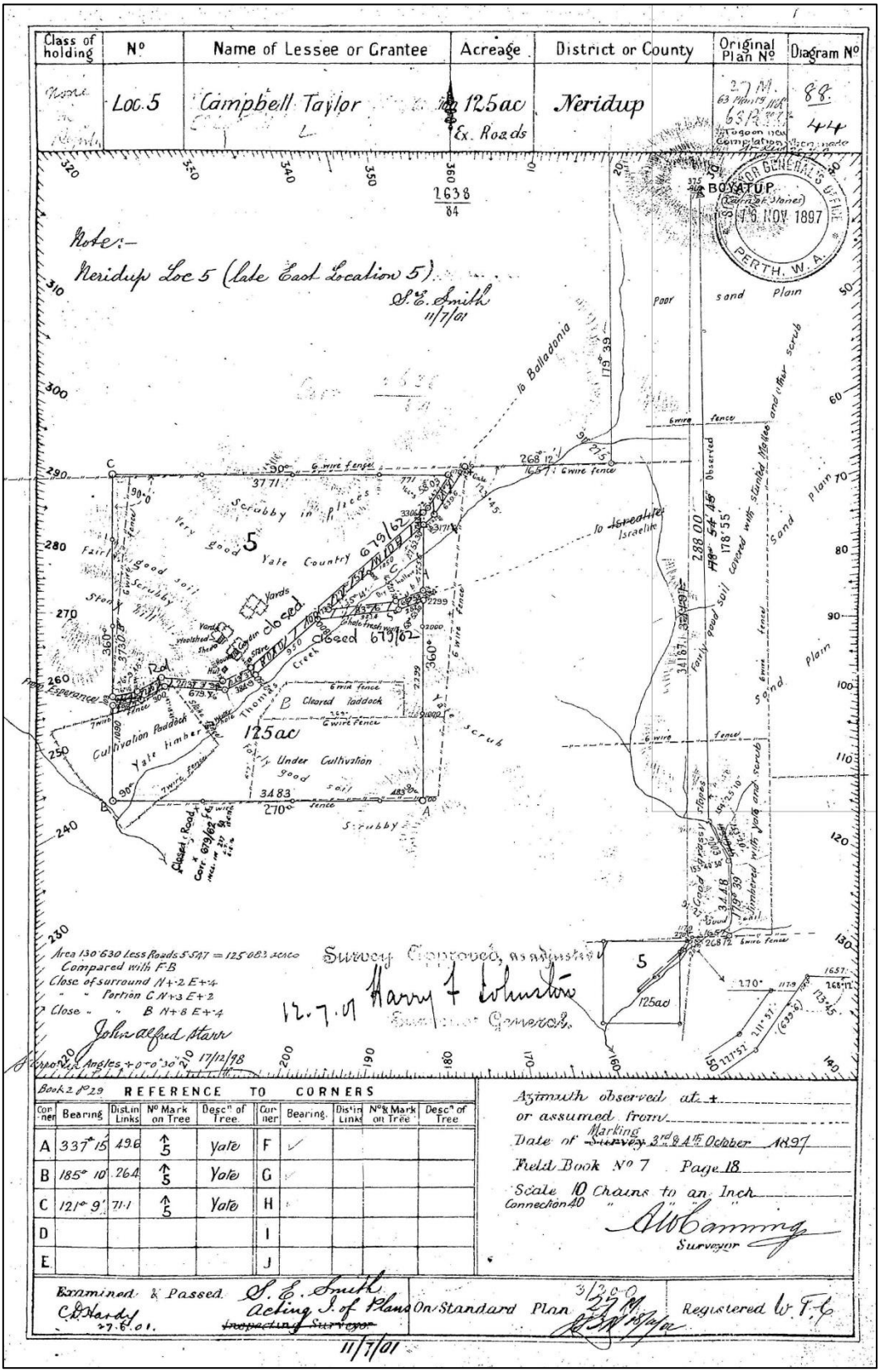


Views of the homestead and shearing shed at Lynburn Station dating circa the 1930's.[1795]

[1795] Photographs Courtesy Esperance Museum

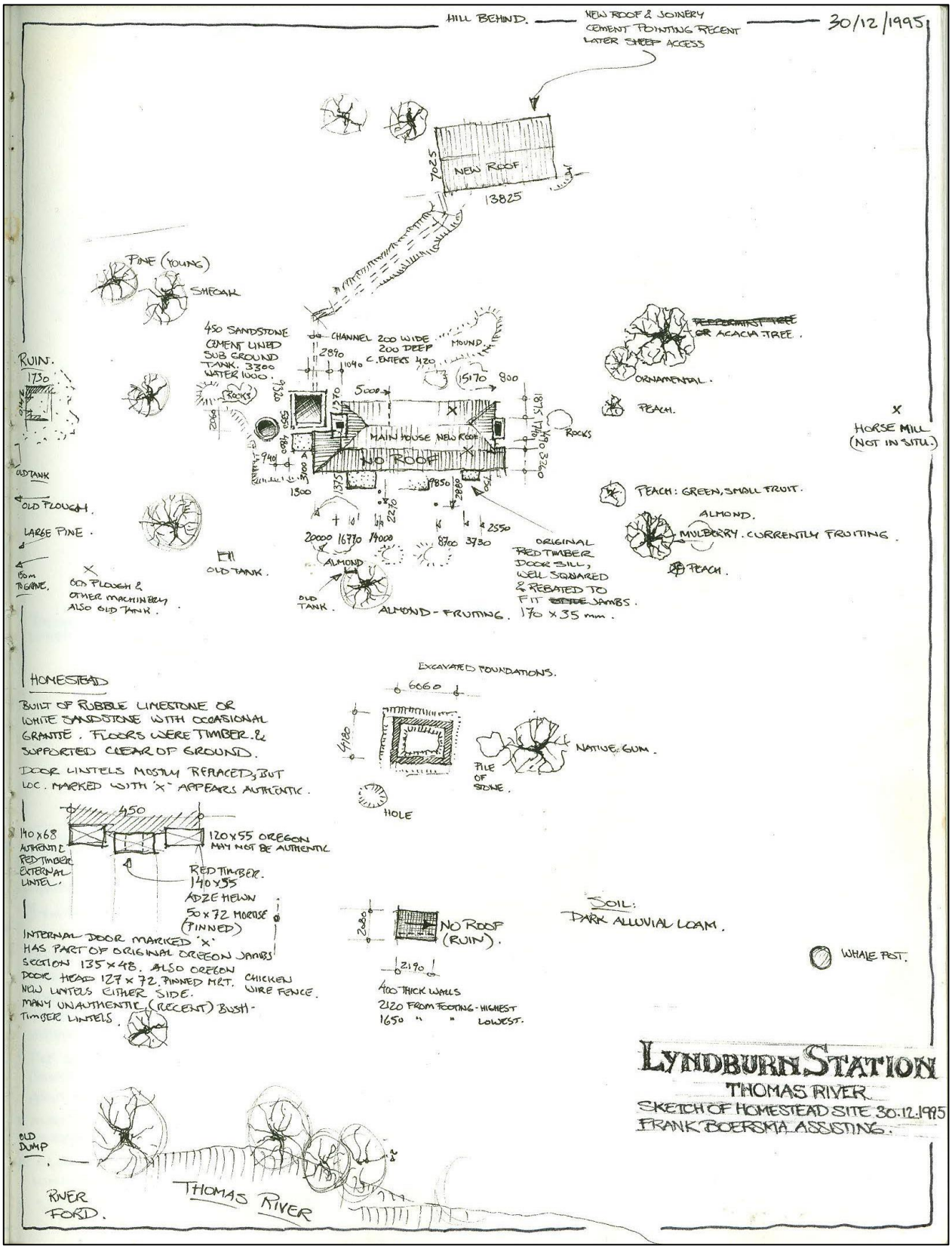
A rare coloured photograph over the homestead at Lynburn Station dated 1938, likely taken a few years after the previous two pictures.[1796]

[1796] Photograph Courtesy Esperance Museum



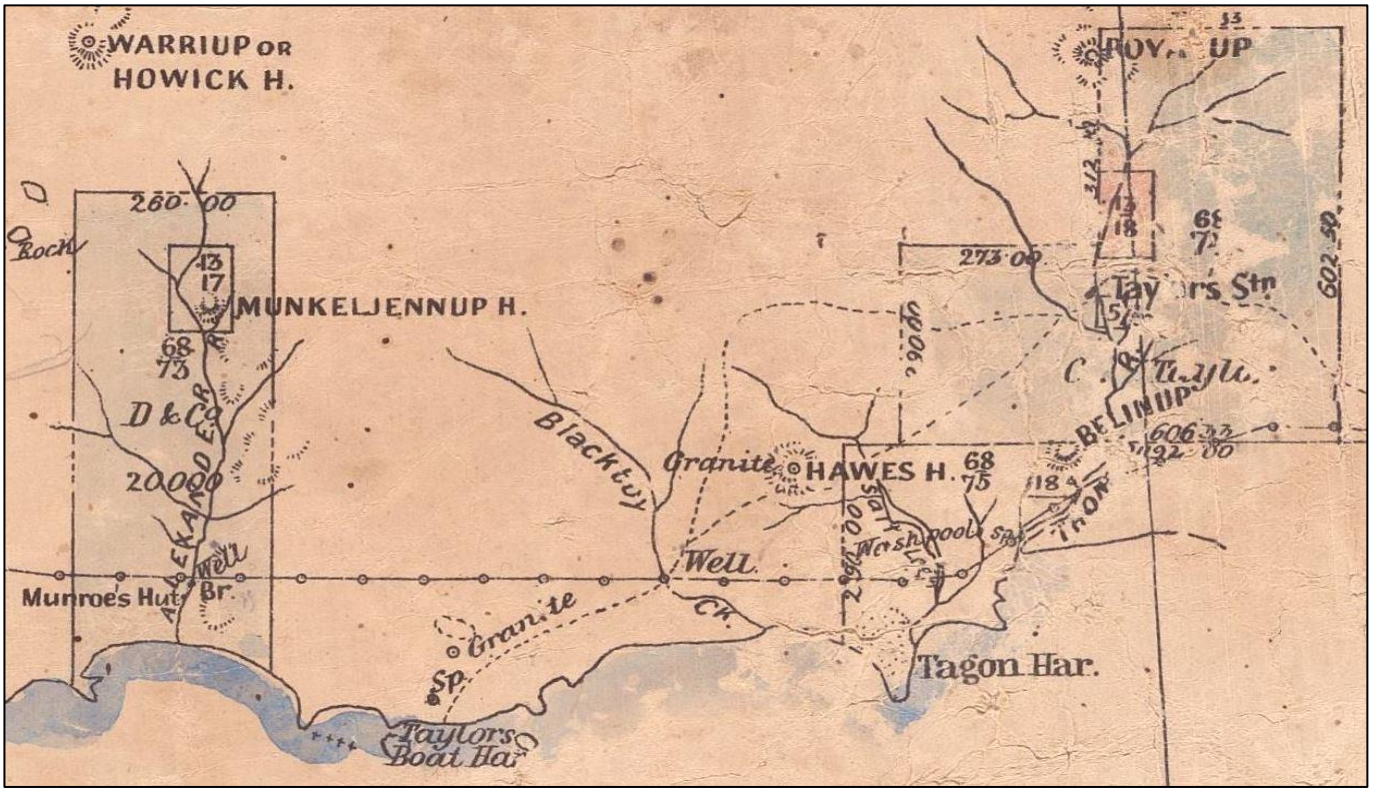
A survey showing the homestead buildings and broader layout of Campbell Taylor's Lynburn Station as at 1897.[1797]

[1797] Image Courtesy Shire of Esperance



A 1995 survey showing the layout of Campbell Taylor's homestead and broader surroundings at Lynburn Station.[1798]

[1798] Survey Courtesy Ian Boersma, 30 December, 1995



Part of a survey from 1897 (top) showing Campbell Taylor's Lynburn Station ("Taylor's Stn."), private harbour and surrounding holdings relative to nearby Munro's Hut and the telegraph line, and (bottom) the view over the shearing shed and homestead at Lynburn in 2002.[1799, 1800]

[1799] Image Courtesy Esperance Museum
[1800] Photograph Courtesy Pauline Grewar

Campbell Taylor's beautifully restored homestead at Lynburn Station in 2002.[1801]

[1801] Photographs Courtesy Pauline Grewar

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 40

MALLEE SCHOOL TRAIL

The Salmon Gums School, now located in the Museum Village in Esperance, in its original location in 1929.[1802]

Note regarding inclusion of these sites in this Municipal Heritage Inventory:

Although little or no physical fabric from any of the early school sites (1917 to 1934) remains in situ, the Basic Principles for Local Government Inventories produced by the State Heritage Office state that "the inventory should identify places and areas that retain significant physical fabric from the past. It is not intended that the inventory encompass sites without remnant fabric (i.e. vacant or redeveloped sites), **unless** they have historic associations of major importance to the locality." In this instance, although little or no physical fabric from the original structures remain, all of the early school sites throughout the Shire of Esperance have been deemed to have "…historic associations of major importance to the locality", hence their inclusion in this Municipal Heritage Inventory. The significance of sites such as these cannot be understated, particularly with regards to their contributions towards the evolution of the district in both a social and indeed an educational sense.[1803]

In the absence of any physical fabric from the original structures, the entry of these sites in this Municipal Heritage Inventory thus seeks only to record and preserve the historical significance of each of the Mallee school sites.

Place Name(s):	Mallee School Trail (incorporates Scaddan School, Red Lake School, Truslove School, East Circle Valley School, Grass Patch School, East Dowak School, Rich Meadow School, Kumarl School, Claverly School and Salmon Gums School)
Use(s):	Original: Education / Schooling

[1802] Photograph Courtesy Esperance Museum
[1803] Basic Principles for Local Government Inventories (State Heritage Office, March 2012)

Address:	Lot 1755 on Plan 165634, Dalyup Road, Scaddan (Reserve 21040) - West Scaddan School; Vicinity Lot 34 Coolgardie-Esperance Highway, Grass Patch (Reserve 29680) - (East) Red Lake School; Lot 1392 on Plan 152582, Swan Lagoon Road, Grass Patch - West Red Lake School; Vicinity Lot 550 on Plan 408909, Coolgardie-Esperance Highway, Grass Patch (Reserve 16801) - Truslove School; Lot 1395 on Plan 152307, Hobby Road, Salmon Gums - East Circle Valley School; Lot 33 on Plan 152269, Grass Patch Road, Grass Patch (Reserve 19624) - Grass Patch School (1927 to 1934); Lot 67 on Plan 170594, Freeman Street, Grass Patch (Reserve 27099) - Grass Patch School (1966 to 2015); Lot 1440 on Plan 152676, Fagan Road, Salmon Gums - East Dowak School; Vicinity Lot 1237 on Plan 138646, Tom Starcevich V.C. Road, Grass Patch - Rich Meadows School; Lot 1464 on Plan 156471, Kumarl Road, Salmon Gums - Kumarl School; Vicinity Lot 1485 on Plan 141277, Coolgardie-Esperance Highway, Grass Patch - Claverly School; and Lots 101 - 116 and 120 on Plan 152568, Rogers Street, Salmon Gums (Reserve 20080) - Salmon Gums School (1926 to present)
Ownership:	Private / Crown Land
State Heritage Listing:	N/A

Original Date of Construction:	1917 to 1934.[1804]
Construction Materials:	Various - Generally: Walls: Corrugated Iron, Roofing: Corrugated Iron, Other: Timber Flooring
Builder / Designer:	Various - Generally with assistance from locals and community progress groups on behalf of the Education Department.[1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818]

[1804] Historic Mallee School Trail (Esperance Bay Historical Society & Esperance Museum, 2005)
[1805] Claverly - Buildings and Works - State Records Office (Consignment: 1497, Item No: 1918/0927)
[1806] Claverly - Buildings and Works - State Records Office (Consignment: 1497, Item No: 1946/1052)
[1807] School Site - Red Lake West - State Records Office (Consignment: 1699, Item No: 1927/00460)
[1808] Red Lake West - Buildings and Works - State Records Office (Consignment: 1497, Item No: 1927/2209)
[1809] Red Lake West - Buildings and Works - State Records Office (Consignment: 1497, Item No: 1931/0905)
[1810] Red Lake East - Establishment - State Records Office (Consignment: 1497, Item No: 1927/1630)
[1811] Scaddan West - Establishment of Assisted School - State Records Office (Consignment: 1497, Item No: 1931/0905)
[1812] East Dowak - Buildings and Works - State Records Office (Consignment: 1497, Item No: 1930/1399)
[1813] Rich Meadows School Site - State Records Office (Consignment: 1699, Item No: 1926/04528)
[1814] Grass Patch Primary School - Buildings and Works - State Records Office (Consignment: 2533, Item No: 1931/1198)
[1815] Circle Valley East - Buildings and Works - State Records Office (Consignment: 1497, Item No: 1928/1751)
[1816] Kumarl - Buildings and Works - State Records Office (Consignment: 1497, Item No: 1932/0832)
[1817] Truslove - Buildings and Works - State Records Office (Consignment: 1497, Item No: 1932/1972)
[1818] Salmon Gums - Buildings and Works - State Records Office (Consignment: 1497, Item No: 1926/1009)

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: N/A. Integrity: N/A. Authenticity: N/A. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Little Significance - Does not fulfil the criteria for entry in the local Heritage List. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

HISTORY & DESCRIPTION

This item relates wholly to the 2005 publication “Historic Mallee School Trail - Early Education Trials & Tribulations”, available from the Esperance Museum, and encompasses the original Salmon Gums School building which, as the only remaining early school building, was the only Mallee school included in the original Municipal Heritage Inventory from 1996. The trail and accompanying publication provide an in-depth history of schools in the Mallee country to the north of Esperance, including:

- West Scaddan School (Lake Echo, 1934 to 1949);

- Red Lake / West Red Lake School (1927 to 1945);

- Truslove School (1932 to 1941);

- East Circle Valley School (1928 to 1946);

- Grass Patch School (1927 to 1934 and 1966 to 2015);

- East Dowak School (1930 to 1931);

- Rich Meadows School (1927 to 1942);

- Kumarl School (1932 to 1941);

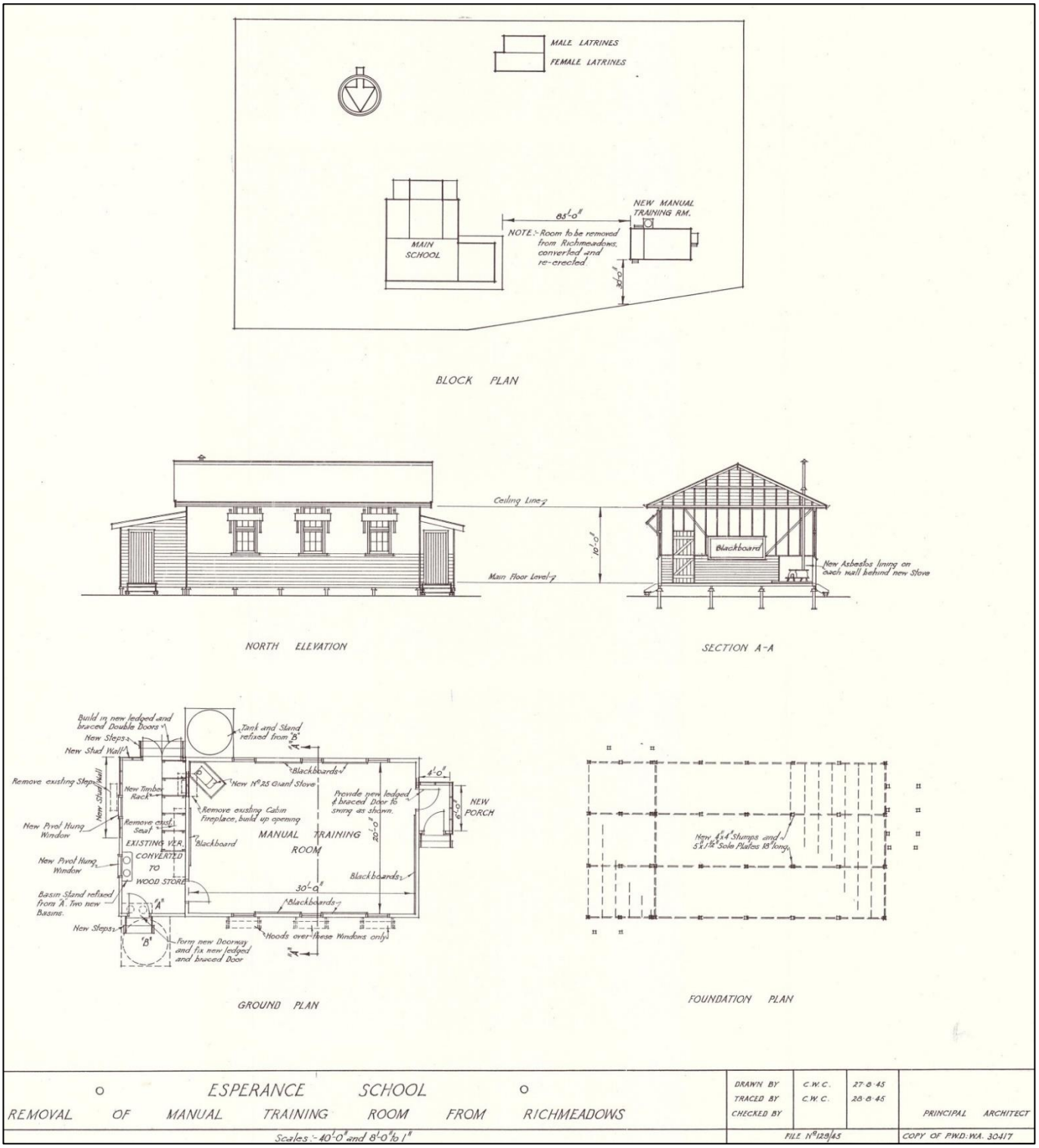
- Claverly School (1917 to 1936); and

- Salmon Gums School (1926 to present)

With a focus on the early Mallee schools (1917 to 1934), the Mallee School Trail does not include the present day Scaddan School (1973 to present).

Many of the sites are now levelled with the original buildings long since gone, however limited evidence and remnants of the structures once there can still be found where the school buildings formerly stood. The original Salmon Gums School building still stands however, and is now located in the Museum Village in Esperance.[1819]

[1819] Historic Mallee School Trail (Esperance Bay Historical Society & Esperance Museum, 2005)

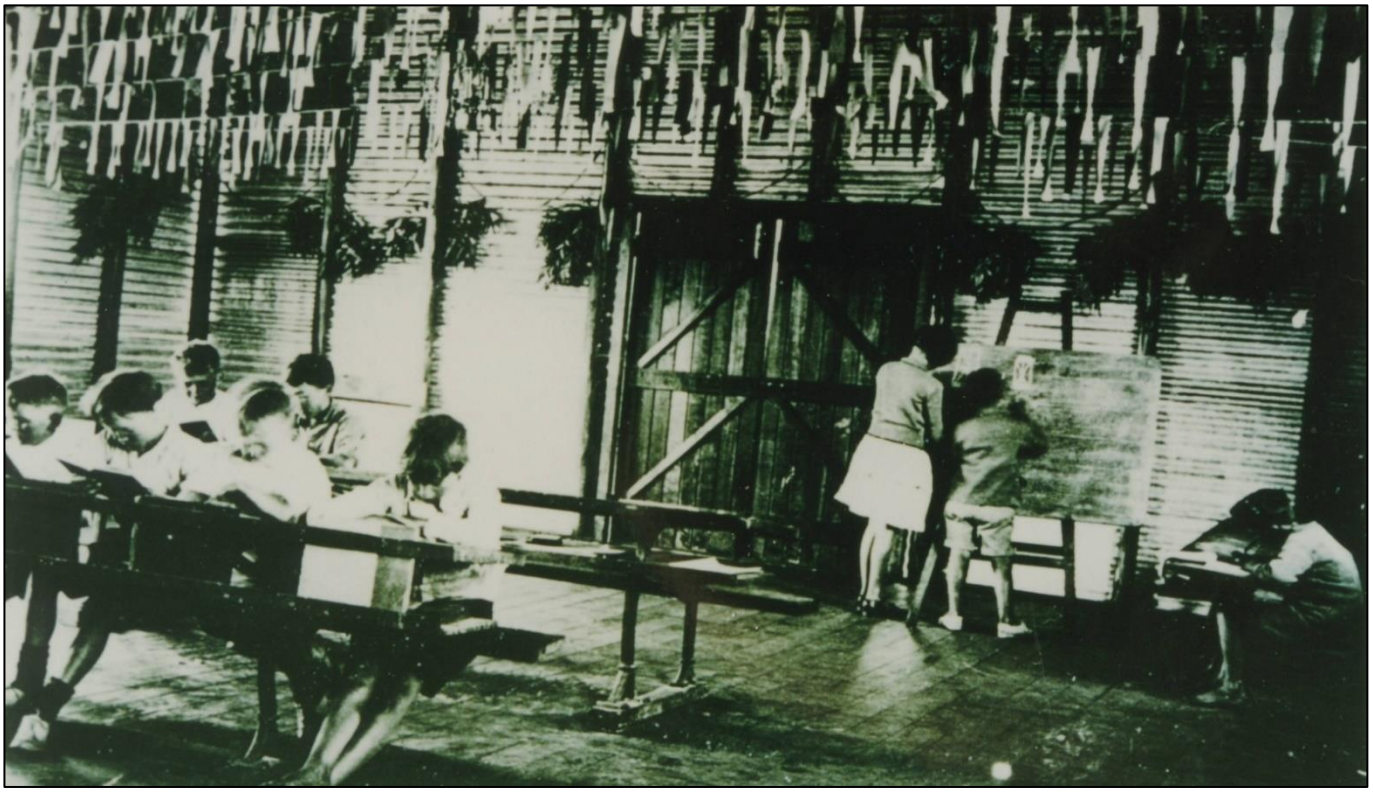


Having closed in 1942, the former Rich Meadows school building was relocated to the Esperance School (now Esperance Primary School) circa 1945 to be used as a manual training room.[1820]

[1820] Image Courtesy Esperance Museum

The Rich Meadows School building (top, right of picture) was relocated to the Esperance School (Esperance Primary School) site circa 1945 (photograph taken 1947) and (bottom) the East Circle Valley School, which operated from 1928 to 1946, as it stood in August 1937.[1821]

[1821] Photographs Courtesy Esperance Museum



A day in the classroom - children slaving away at the Truslove School in November 1932 (top) and (bottom) the original Salmon Gums School in its new and current home in the Esperance Museum Village in 2009.[1822, 1823]

[1822] Photograph Courtesy Esperance Museum
[1823] Photograph Courtesy Shire of Esperance

Place No: 41

MCCARTHY'S HOUSE

Believed to have been constructed circa 1919, this photograph (taken 2012) shows the home of Edward James McCarthy Junior, an Esperance local who served with the famed Australian Light Horse Brigade as a machine gunner during the First World War.[1824]

Place Name(s):	McCarthy's House (alternatively referred to as McCarthy's Residence or Baseden's Residence)
Use(s):	Original: Private Residence, Present: Private Residence
Address:	Lot 92 No. 16 on Plan 222408, The Esplanade (Corner Brazier Street), Esperance
Ownership:	Private
State Heritage Listing:	N/A

[1824] Photograph Courtesy Nicholas Kleinig

Original Date of Construction:	Circa 1919.[1825]
Construction Materials:	Walls: Weatherboard, Roofing: Corrugated Iron
Builder / Designer:	Built by Edward James McCarthy (Junior) with assistance from James Orr, Thomas Orr and Robert Douglas.

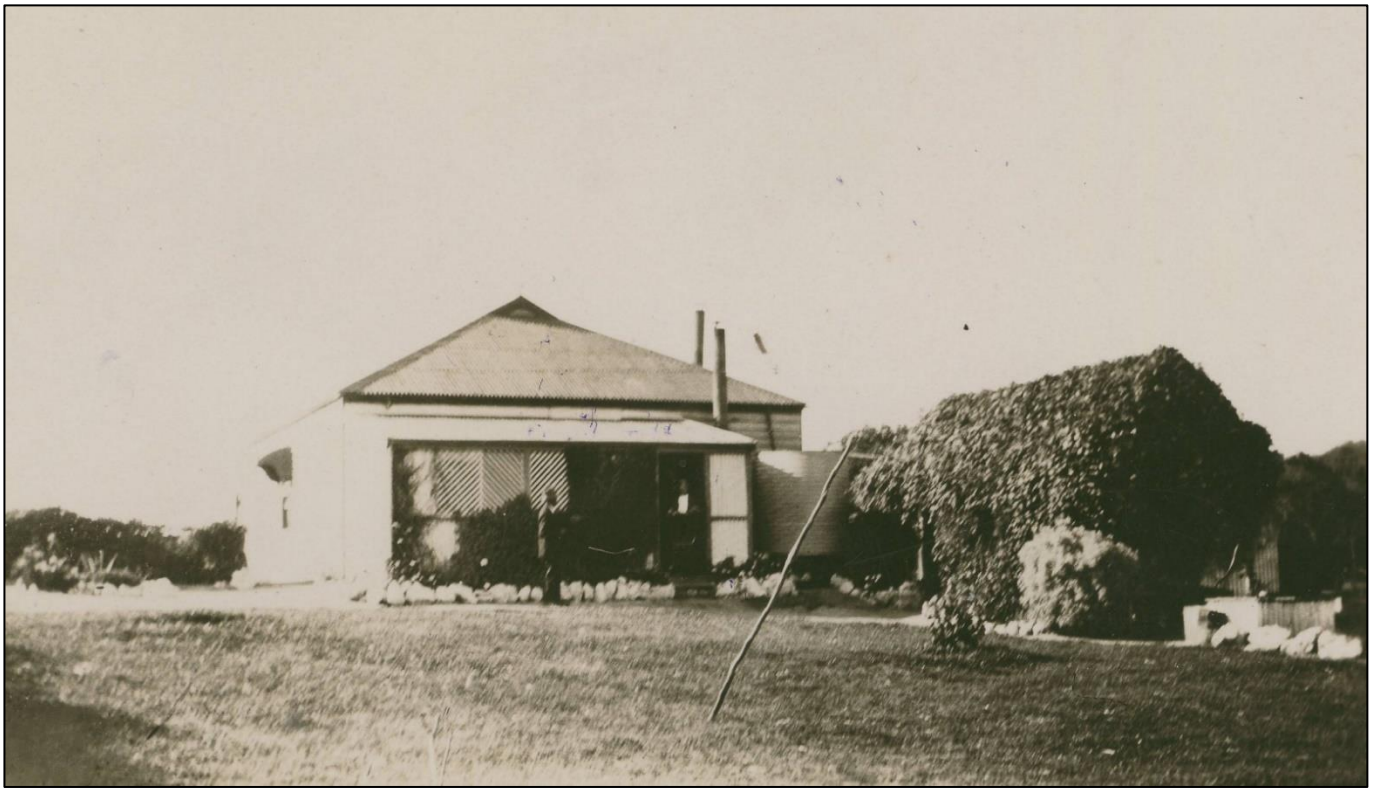
Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Good. Integrity: High. Authenticity: Medium. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1825] McCarthy's Residence, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

HISTORY & DESCRIPTION

In September 1919, Edward James McCarthy Junior, formerly a machine gunner with the famed Australian Light Horse Brigade, returned to Australia after extensive service throughout the duration of the Great War.(1826) Wasting no time at all, McCarthy married Margaret Martin, and in January 1920, it was reported that the newlyweds had returned to Esperance.(1827) The construction of McCarthy's House was later attributed to E. J. McCarthy Junior by a direct descendant as having occurred during 1919 in time to bring his new bride home, at which time the enormous Norfolk pine trees on the property were also reportedly planted.(1828) The Certificate of Title for the property shows that McCarthy then bought the site from the original non-resident landowners from South Australia in 1922, and only a handful of years later, the home was sold to Robert Baseden whose family maintained an association with the site for many years thereafter.(1829) Although modified several times in the years following, today this residence remains as a beautiful and rare example of contemporary architecture from circa the 1920's, with elaborate finishes including French doors, iron window shades and ornate cornices.(1830, 1831, 1832, 1833, 1834, 1835, 1836)

1826 Edward James McCarthy - Service Record (http://www.naa.gov.au/), Accessed 2016
1827 The Kalgoorlie Miner, 14 January, 1920
1828 McCarthy's Residence, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
1829 Certificate of Title, Lot 92 The Esplanade, Esperance, Daniel May, 18 September, 1895
1830 Edward James McCarthy - First World War Embarkation Roll (https://www.awm.gov.au/people/rolls/), Accessed 2016
1831 The Kalgoorlie Miner, 18 April, 1918
1832 The Kalgoorlie Miner, 9 August, 1918
1833 The Kalgoorlie Miner, 30 December, 1918
1834 Service Number 2302 - E. J. McCarthy - The Register (Adelaide), 27 October, 1919
1835 Building Records, McCarthy's House, Licence Number 61-64/65 (Shire of Esperance, 1964)
1836 Building Records, McCarthy's House, Licence Number 11011 (Shire of Esperance, 2000)



Views of McCarthy's House circa the 1930's (top, owned by the Baseden's at that time) and as it stood in 2012 (bottom).[1837, 1838]

[1837] Photograph Courtesy Esperance Museum
[1838] Photograph Courtesy Nicholas Kleinig

Place No: 42

MEMORIAL GROVE

A photograph showing the original site of Memorial Grove overlooking the beach at Blue Haven taken during the dedication ceremony which was held on December 7, 1947. The plaque in the centre of the group now stands at the new site of Memorial Grove near Lake Monjingup.[1839]

Place Name(s):	Memorial Grove (alternatively referred to as Memory Grove, per original plaque from 1947)
Use(s):	Original: Place of Remembrance / Memorial
Address:	Lot 819 on Plan 214940, Twilight Beach Road, West Beach (Original Site); and Lot 704 on Plan 203209, Telegraph Road, Monjingup (Current Site) Reserve No. 25891 (Original Site); and Reserve No. 23043 (Current Site)
Ownership:	Crown Land - Management Order to Shire of Esperance
State Heritage Listing:	N/A

[1839] Photograph Courtesy Esperance Museum

Original Date of Construction:	1947 (Original Site) and 2006 (Present Site).[1840, 1841]
Construction Materials:	Originally a grove of peppermint and tuart trees with plaques in memoriam of local men who gave their lives during World War II.
Builder / Designer:	Daw Family (Original Site)

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Poor (Original Site), Good (Current Site). Integrity: Low (Original Site), High (Current Site). Authenticity: Low (Original Site), High (Current Site). "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1840] The West Australian, 8 December, 1947
[1841] Site Interpretation - Plaque at Memorial Grove, Lake Monjingup, Accessed 2013

HISTORY & DESCRIPTION

On December 7, 1947, a Memorial Grove (originally referred to as 'Memory Grove') of peppermint and tuart trees was formally opened in Esperance on a site which overlooked the beach at Blue Haven and was dedicated to the men of the district who gave their lives in World War II. The formal dedication ceremony was conducted by the Bishop of Kalgoorlie, Doctor William Edward Elsey, while the concept and development of the grove had been led by the Daw family who had lost Gilbert Daw, a member of the Royal Australian Air Force (RAAF).[1842]

Sadly, with bushfires, vandalism and theft in the ensuing years, the decision was later made to remove the plaques to the Esperance Museum for safe keeping. In 2006, the plaques and a new grove were re-established in park land to the northeast of Lake Monjingup. A formal dedication ceremony for the new site was conducted by the Reverend Doug Murray on March 25, 2006.[1843, 1844]

The entrance to the new Memorial Grove near Lake Monjingup in 2013.[1845]

The memorial was originally "…dedicated to these boys who gave their lives in the war 1939-1945:

Johnnie Andre

Bob Baker

Gilbert Daw

Harold Douglas

Harry Draper

Ted Illingworth

[1842] The West Australian, 8 December, 1947
[1843] Subject Files - Returned Services League (Shire of Esperance Records, OAR.8)
[1844] Site Interpretation - Plaque at Memorial Grove, Lake Monjingup, Accessed 2013
[1845] Photograph Courtesy Nicholas Kleinig

Wallie McCudden

Frank O'Neill

Ben Robinson

Alban Stevens

Wally Wegner

Unforgettable - Unforgotten"

In Don Voigt's Old Esperance Pictorial History, he notes that "…Harry Draper (friend of Gilbert Daw), Ted Illingworth (cousin of the Daw family) and Ben Robinson (relative of Marjorie Coombe) were not from Esperance but [are] remembered".[1846] Separate plaques at the current site near Lake Monjingup remember Tom Raston, Donald Storrie, Arthur Walker and James Blain.[1847]

The original site of Memory Grove, overlooking Blue Haven, December 7, 1947.[1848]

[1846] Old Esperance Pictorial History (Don Voigt, 1996)
[1847] Site Interpretation - Individual Plaques at Memorial Grove, Lake Monjingup, Accessed 2013
[1848] Photograph Courtesy Esperance Museum

The original plaque recording the names of locals who gave their lives during World War II. This plaque came from the original site, and once overlooked the beach at Blue Haven.[1849, 1850]

[1849] Old Esperance Pictorial History (Don Voigt, 1996)
[1850] Photograph Courtesy Nicholas Kleinig

Place No: 43

MIDDLE ISLAND

One in a series of photographs taken in 2006, with this image showing stone paving leading to the remains of what appears to have been a small hut at Middle Island.[1851]

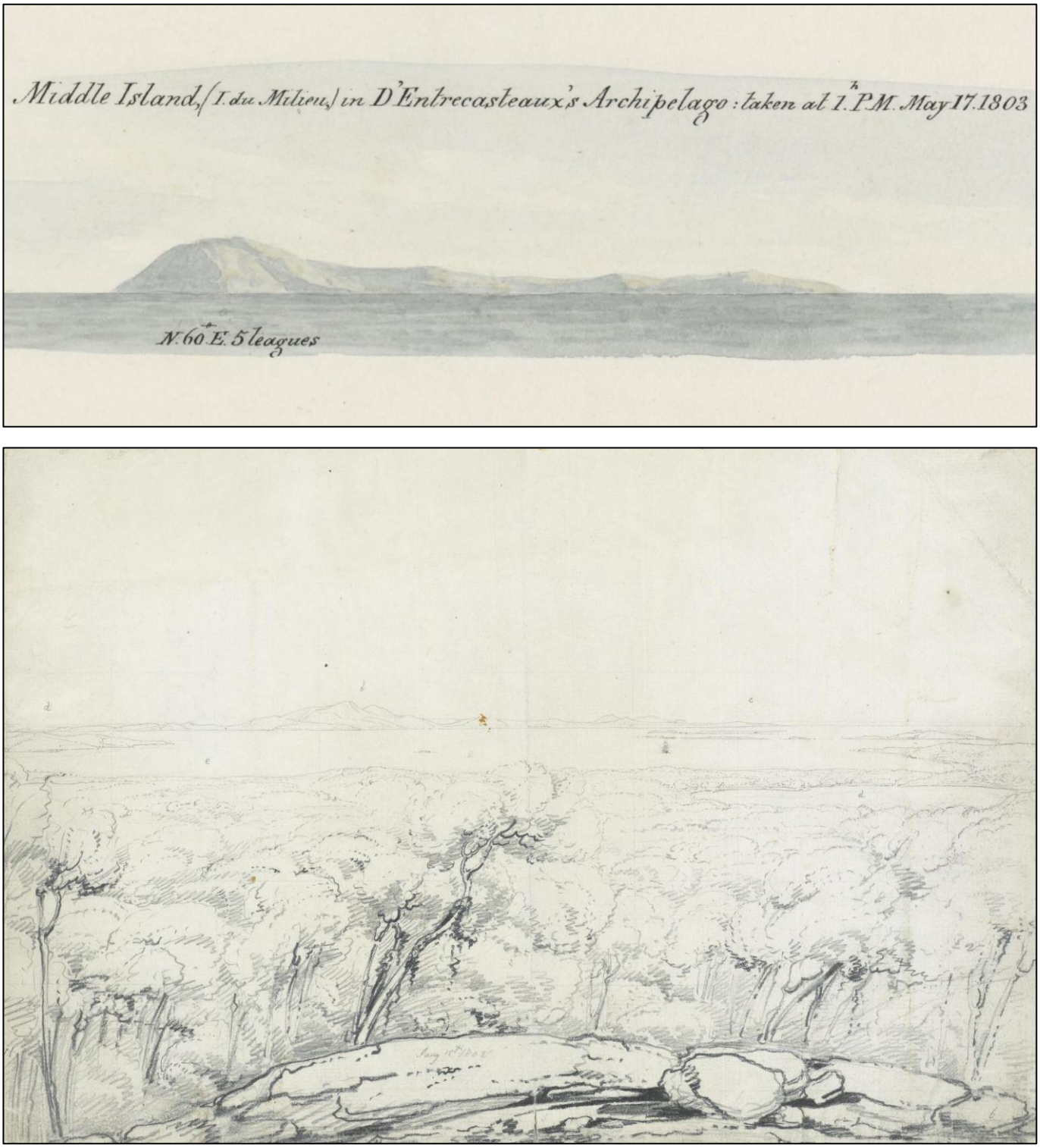
Place Name(s):	Middle Island (alternatively referred to by d'Entrecasteaux and the French as Ile du Milieu, from whence the name 'Middle Island' is derived)
Use(s):	The first known long term use was as a seal hunting base, though prior to this date Middle Island had been used as an anchorage during bad weather or as a restocking or resting point

[1851] Photograph by Alistair Paterson, 2006 - Courtesy Report on Historical Archaeological Expedition to Middle and Boxer Islands, Recherche Archipelago, Western Australia, 16-25 April, 2006 (WA Museum)

	for passing vessels. Presently a vacant Reserve (part Reserve 22796), other than sealing, the site has seen previous uses including as a base for whaling, salt mining and farming.
Address:	Recherche Archipelago, Southern Ocean Reserve No. 22796
Ownership:	Crown Land - Management Order to WA Wildlife Authority
State Heritage Listing:	N/A

Original Date of Construction:	Middle Island contains the remnants of several structures of historic significance, however the exact dates of construction cannot be reliably ascertained in most instances. It is likely that some structures, or at least parts thereof, may date to the wreck of the *Belinda* in 1824, as her crew was stranded there for almost six months and would have required some form of basic shelter and water at the very least as they would not have expected rescue for some months, if at all. The original well and some of the earliest buildings may date to or about 1826, being the year Middle Island was first more permanently inhabited. Sealers, whalers, salt miners and several others also added to and altered the structures on the island periodically.
Construction Materials:	Materials vary, however evidence suggests that most were sourced directly from Middle Island. Walls: Granite / Limestone, Roofing: Likely Thatched, Other: Flagstone Flooring / Flagstone Paths
Builder / Designer:	Unknown, the earliest buildings and the original well were likely constructed either by the shipwrecked crew of the *Belinda* or by the first seal hunting parties to be permanently based on the island.

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Poor. Integrity: Low. Authenticity: Medium. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.



Sketches of Middle Island by William Westall, artist aboard Matthew Flinders' ship the *Investigator*. The top sketch was drawn and dated May 17, 1803, the same day that Charles Douglas, the boatswain on the *Investigator*, passed away from severe dysentery, while the bottom sketch had been drawn by William Westall the previous year and shows the view from Middle Island, looking northwards past Lake Hillier (right) towards Cape Arid [1852]

[1852] Images Courtesy National Library of Australia

The history of Middle Island is convoluted and complex, and as such, the events that either took place thereon or had a significant association with the evolution of the site are best recorded chronologically, as this paints the clearest image to demonstrate how the use of the island and broader surrounds changed over time until the island was included in a broader Government Reserve in 1958:

December, 1792

Prior to this date, there are no physical records of people having visited Middle Island, however archaeological evidence suggests the presence of Aboriginal people in excess of 9,000 to 11,000 years ago prior to the island being separated from mainland Australia by rising sea levels.[1853] More recently, an admiralty chart made after the fleeting visit of the *Gulden Zeepaert* in 1627 quite crudely show that the Dutch had passed through the Recherche Archipelago, though with the limited detail on the chart and very little supporting evidence, it is impossible to know the exact path they took or the places they visited.[1854, 1855, 1856] In 1792 however, under the respective command of Antoine Raymond Joseph de Bruni d'Entrecasteaux and Jean-Michel Huon de Kermadec, the frigates *Recherche* and *Esperance* had sailed through the area, and although they did not record having set foot on Middle Island, d'Entrecasteaux is credited with the name, Ile du Milieu, which relates to the position of the island being roughly in the centre of the Recherche Archipelago.[1857]

January, 1802

Captain Matthew Flinders, the commander of the *Investigator*, anchored in the lee of Middle Island in the evening of January 14, 1802, and the following day, January 15, 1802, Flinders himself and a small party of botanists from the *Investigator* were the first known Europeans to land on Middle Island. To replenish their food supplies, that same day Flinders recorded that they had managed to kill 25 Cape Barren Geese, many from nearby Goose Island which Flinders named after its bounty, and the next day an additional 27 were captured from nearby islands. The first recorded references to the famed Lake Hillier, albeit not by that name, were also made that day when Flinders was presented a sample of crystallised salt from a "…lake of rose colour". Having surveyed Middle Island thoroughly, Flinders recorded that there was "…no trace of the island having been visited, either by Europeans or the natives [sic] of the main land", and on January 17, 1802, the *Investigator* set sail.[1858]

May, 1803

On a return voyage in 1803, Flinders again found himself passing through the Recherche Archipelago, although, having extensively surveyed the area the previous year, he had no intention of stopping. On May 17, 1803 however, the death of Charles Douglas from dysentery caused Flinders to pause at Middle Island where Douglas was buried the following day prior to Flinders setting sail once more. Another crewman, William Hillier, passed away shortly after setting sail, however this time the burial was performed at sea. A copper plate marking the site of Charles Douglas' grave was reported to be on site in October 1972, however the plate was allegedly removed and replaced with a timber cross which was later destroyed, leaving the gravesite unmarked.[1859, 1860]

April, 1810

No specific mention of Middle Island or the Recherche Archipelago is made, however a Sydney based newspaper published an article that month which referenced the *Endeavour* being at Kangaroo Island in South Australia with more than 700 prime seal skins and the intention "…to proceed farther on the West Coast [from Kangaroo Island] for the discovery of new sealing grounds, these already known being over-run with formidable gangs."[1861] A later

[1853] Prehistoric Stone Artefacts on Some Offshore Islands in Western Australia (C. E. Dortch and K. Morse, 1984)
[1854] Australian Dictionary of Biography - Nuyts, Pieter (http://adb.anu.edu.au/biography/nuyts-pieter-13138), Retrieved 2016
[1855] The Part Borne by the Dutch in the Discovery of Australia 1606-1765 (Jan Ernst Heeres, 1899), Retrieved 2016
[1856] 't Gulden Zeepaert (ship, 1626) - (https://en.wikipedia.org/wiki/%27t_Gulden_Zeepaert_(ship,_1626)), Retrieved 2016
[1857] Account of the Voyage in Search of La Perouse (Jacques-Julien Houton de La Billardiere, 1799)
[1858] A Voyage to Terra Australis, Volume 1 (Matthew Flinders, 1814)
[1859] A Voyage to Terra Australis, Volume 2 (Matthew Flinders, 1814)
[1860] The Esperance Express, 22 February, 2000
[1861] The Sydney Gazette and New South Wales Advertiser, 7 April, 1810

historian credited this as the beginning of a seal hunting period which lasted from "about 1810 to 1835", where gangs of 'ruffians' in the seal hunting trade began to spread into the Recherche Archipelago.[1862]

January, 1818

Admiral Phillip Parker King, commander of the *Mermaid* briefly landed on Middle Island on January 16, 1818, in the notable company of John Septimus Roe and the botanist Allan Cunningham. Although he met no one thereon, King noted the presence of whale bones on the beach at Middle Island, which, though speculative, may have been evidence of whalers operating in the area.[1863]

June to December, 1824

The sealer *Belinda*, under the command of Captain Thomas Coverdale, wrecked near Goose Island Bay on Middle Island on June 17, 1824, leaving the crew stranded for just under six months.[1864] The crew of the *Belinda* were later rescued from Middle Island by the sealer *Nereus*, under the command of Captain Thomas Swindells (alternatively spelled Swindles) on December 8, 1824.[1865] Sections of the *Belinda* were later salvaged by the *Liberty*, with a notice published on March 29, 1826, stating that the items salvaged would be auctioned if not claimed within 14 days.[1866]

Circa 1825 to 1827

On September 29, 1825, the Schooner *Governor Brisbane* set sail from Tasmania on a sealing voyage.[1867] Late the following year, a notice was published stating that "…the *Astrolabe*, which touched at Western Port, has brought up sixteen seamen from thence. They report themselves to have been left ashore there, by Captain Davidson, Master of the *Governor Brisbane*, for the purpose of collecting seal. This vessel left Hobart Town in the early part of the year on a speculative voyage. Eight of the crew were put on shore at King George's Sound [Albany], and as many more were landed on Middle Island, about 800 miles [sic] farther on the coast…"

Later that very same month, the body of a murdered Aboriginal man was discovered on Green Island in Oyster Harbour near Albany, and suspicions were soon laid on the sealers from Middle Island. Early in 1827, a published account from Major Edmund Lockyer of Albany detailed the exploits of these men, and his words gave this particular Middle Island crew, those who followed and all other sealers along the south coast of Australia a somewhat ill-fitting description as "…a regular set of pirates". In relation to the men at Middle Island specifically, Major Lockyer recorded in his journal at and around this time:

December 28, 1826 - "…on landing on Green Island [near Albany] we discovered the body of a dead native [sic]."

January 13, 1827 - "…one of those that had been taken… [was] a little [Aboriginal] girl that was said to be taken off the mainland opposite Middle Island."

January 16, 1827 - "…from the lawless manner in which these sealing gangs are ranging about, [the situation] requires some immediate measures to control them. From what I have learned and witnessed, they are a complete set of pirates going from island to island along the southern coast of New Holland from Rottnest Island to Bass's Straits, having their chief resort or den at Kangaroo Island, making occasional descents on the main [to] carry off by force females, and no doubt when resisted carry their point by the superior effect or the firearms with which they are armed, besides which every man has a knife and a steel along by his side. Being left by vessels on these islands with sometimes a month or two provisions at the most, [which] do not call for them again for eight, ten, fourteen months and sometimes longer. From the nauseous food these people make use of, and the miserable life they lead, it is no wonder they become actually savages. The great scene of villainy is at Kangaroo Island, where, to use the term of one of them, a great number of graves are to be seen, and where some desperate characters are, many of them runaways from Sydney and Van Diemen's Land. I should think it would be the means

[1862] The West Australian, 24 August, 1929
[1863] Narrative of a Survey of the Intertropical and Western Coasts of Australia (Phillip Parker King, 1826)
[1864] Western Australian Museum Shipwrecks Database - Belinda (http://museum.wa.gov.au/maritime-archaeology-db/wrecks/id-263), Retrieved 2016
[1865] The Sydney Gazette & New South Wales Advertiser, 17 March, 1825
[1866] The Sydney Gazette & New South Wales Advertiser, 29 March, 1826
[1867] The Hobart Town Gazette, 1 October, 1825

greatly to put a check to these atrocities to farm out the seal fishing on these islands on the coast, the merchants engaging that they should be answerable that their people should not go on the main or Middle Island. Quantities of salt [are] to be procured in the season. A smart government vessel of 150 tons, a cutter with 8 or 10 guns to visit these islands every now and then, would effectively check all these infamous proceedings."

January 18, 1827 - "…settled with Lieut. Festing that the brig should leave this [port] on Tuesday next and that as the boat that was expected here has not arrived, that for the purpose of securing the persons named as being concerned in the murder of the native on Green Island, which I have heard since was a runaway prisoner from Hobart Town, who actually shot the unfortunate man, and as all these persons, or at least the principal ones, are to be met with on Middle Island to the eastward, I have requested Lieut. Festing call there and, if possible, secure them and take them to Sydney to answer to this offence."

March 10, 1827 - "…two boats were reported to have just landed, and that it was the sealers [from Middle Island]. Ordered the guard down and on ascertaining it was the two sealing boats in charge of John Randall and James Everett, ordered them to surrender and deliver up their arms, and found them to contain the following persons.

James Everett's Boat:

James Leadenhall, John Smidmore, Edward Edwards, native [sic] boy Harry belonging to main opposite Kangaroo Island, Mooney a Native Woman of Van Diemen's Land.

John Randall's Boat:

James Kirby, George McGinnis, John Sigsworth, Sally a native [sic] woman of the main opposite Kangaroo Island, Dinah a native [sic] woman of Van Diemen's Land.

Had them confined in the store hut in charge of a sentry and the boat secured with their equipment to prevent their going off."

March 11, 1827 - "…sent for the boats' crew individually and informed them that they were charged with murder and would be sent to Sydney to answer for same. They all protested their innocence of the crime except John Smidmore, who acknowledged he shot the native, but that it was in self-defence, as he did it to save the lives of himself and those in the boat with him, that Edward Edwards was knocked down with a stone or stick and was bleeding in the water, to all appearances dead before he fired. They all admitted being at Oyster Harbor at the time and of taking the women and placing the four natives on Michaelmas Island, with the exception of John Sigsworth, who was at Middle Island at this time and consequently had nothing to do with the matter. I cautioned them individually against saying anything that might tend to incriminate themselves, and they said they would be glad to have the matter investigated and had come here for the purpose of giving themselves up, and I also stated that they had been left here by their employers in a most shameful manner, having been here 18 months on the coast with three months provisions only, with a promise that a vessel would be sent with supplies and to take them off within eight months of the time of their being left, since which no vessel or supplies have ever reached them, and consequently obliged to live noon anything they could get, even a flog. They have with them 100 fur seal skins and have about 700 on an island near Mondrain Island, opposite the mainland by Thistles Cove and Lucky Bay. From these men's account of the coast, from Middle Island down round Cape Leeuwin to Rottnest Island, off the Swan River, there are boat harbours all the way at convenient distances from 50 to 70 miles, and some less, and in many of them a vessel of good size could find shelter, good anchorage; mostly islands along shore with deep water between them and the mainland."

Major Edmund Lockyer permanently left Albany and returned to Sydney less than a month later, thus his journal ends in respect to Middle Island.[1868, 1869, 1870, 1871, 1872, 1873]

Circa December, 1833 to January, 1834

[1868] The Australian (Sydney), 9 December, 1826
[1869] The Hobart Town Gazette, 7 April, 1827
[1870] The Albany Advertiser, 15 January, 1927
[1871] The Albany Advertiser, 19 January, 1927
[1872] The Albany Advertiser, 9 March, 1927
[1873] Report on Historical Archaeological Expedition to Middle and Boxer Islands et al (WA Museum, 2006)

On February 1, 1834, a Perth based newspaper published an article which stated:

"The *Thistle* [which departed Launceston on December 8, 1833], on her way to this port, left two boats well manned some distance to the eastward of King George's Sound, to collect seal skins, which abound in that quarter; the speculation, it is fully anticipated, will be a profitable one."[1874, 1875]

Although no specific reference to an exact area is given, it is almost certain from the description that the grounds hunted would have been those surrounding Middle Island and the Recherche Archipelago. However speculative, the timing of this appears to coincide with the arrival of John 'Black Jack' Anderson and his seal hunting party off the south coast of Western Australia, thus it is possible that this reference relates directly to the arrival of his crew.

September, 1834 to January, 1835

Formal statements made by James Newell and James Manning in August 1835 record that in September 1834, John 'Black Jack' Anderson appeared at Kangaroo Island in South Australia. It was alleged that while on Kangaroo Island, John 'Black Jack' Anderson and others had stolen from James Manning at the end of a "…loaded pistol." It was also alleged that John 'Black Jack' Anderson and others had kidnapped five Aboriginal women from the vicinity of Port Lincoln and then brutally murdered two of their husbands, though no formal charges were ever laid in that regard. In January 1835, the sealer *Mountaineer* arrived at Kangaroo Island, and at about the same time John 'Black Jack' Anderson left for Middle Island.[1876, 1877]

March to September, 1835

On March 24, 1835, the *Mountaineer*, under the command of Captain Evanson Jansen, wrecked near Thistle Cove, with all survivors eventually reaching nearby Middle Island where they encountered the hospitality of the famed sealer John 'Black Jack' Anderson who, among others, was based thereon at that time.[1878] In April of the same year, a notice was published stating that "The *Isabella*… having been at King George's Sound [Albany]… has brought up 320 sealskins, [and] 4 tons Middle Island salt…"[1879] Somewhere towards the end of May, some of the crew and passengers from the *Mountaineer* left Middle Island in a boat bound for Albany, while James Newell and James Manning - both of whom were already acquainted with John 'Black Jack' Anderson - opted to stay at Middle Island to work with John 'Black Jack' Anderson and the other sealers.[1880] After persistent requests, on June 23, 1835 John 'Black Jack' Anderson landed James Newell and James Manning on the mainland near Middle Island, it being their intention to walk to Albany, which both reached in a poor state of health in August.[1881] John 'Black Jack' Anderson and another crewman, Isaac Winterbourne, later stood trial in Albany accused of theft by James Manning circa September of that same year, though both were acquitted of the charge.[1882]

November, 1835 to March, 1836

"…John ['Black Jack'] Anderson on his oath sayeth that on the 10th November [1835] he returned to Middle Island after an absence of about ten weeks and found that some persons had been to the Island and taken from his hut twelve skins of the seal… fifteen pounds in money, five hundred percussion caps, one trass cork, one hoe, one ball mould, one barrel of frowling [sic], five iron spoons marked 'Anderson' on the handle, about fifteen fathoms of rope [and] he at the same time discovered that two native women left by him on the Island had been removed. On the 24th November [1835] he found one of the women on an island called the Twin Peaks with only two small children [and] she told him that Mr. [John William] Andrews had taken her from Middle Island and landed her there. She did not wish to leave Middle Island but [John William] Andrews told her that he, [John 'Black Jack'] Anderson, was lost…"

1874 The Hobart Town Courier, 22 November, 1833
1875 The Perth Gazette and Western Australian Journal, 1 February, 1834
1876 Declaration of James Manning, 13 August, 1835 - Albany Courthouse Records (Courtesy Esperance Museum)
1877 Declaration of James Newell, 19 August, 1835 - Albany Courthouse Records (Courtesy Esperance Museum)
1878 Western Australian Museum Shipwrecks Database - Mountaineer (http://museum.wa.gov.au/maritime-archaeology-db/wrecks/id-1529)
1879 The Sydney Herald, 9 April, 1835
1880 Declaration of James Manning, 13 August, 1835 - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
1881 Declaration of James Newell, 19 August, 1835 - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
1882 The Islands and the Sealers, 1835 and Earlier - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)

"On March 18, 1836, John William Andrews brought a complaint of stealing against John ['Black Jack'] Anderson. He informed the Justice of the Peace at Albany, Sir Richard Spencer, that Anderson had stolen flour, cooking implements and a pouch of 35 Spanish dollars, from his campsite on Michaelmas Island, located in King George Sound about fifteen kilometres east of Princess Royal Harbour. In his defence Anderson suggested that he was only recovering property that Andrews had previously stolen from him [circa November, 1835]; specifically two aboriginal women, one taken from Middle Island and the other from Doubtful Island. In his complaint Andrews had failed to mention anything about women being taken. Anderson then counter-accused Andrews of having stolen seal skins and 500 percussion caps from Middle Island as well as an anchor and cable from Thistle Cove and materials salvaged from the wreck of the '*Mountaineer*' that had sunk in the Cove in March 1835. Having dealt previously with another complaint of stealing against Anderson, Justice Spencer seems to have placed less weight on Black Jack's story and found in Andrews favour. He imposed a restraining order on Anderson and his associates, Thomas Symers and James Newell, preventing them from, 'interfering with or meddling with or injuring any goods or chattels or any property whatsoever belonging to John William Andrews, particularly such as Andrews may from time to time deposit or leave on any uninhabited island off the coast of Western Australia…"[1883, 1884]

November, 1836

On November 2, 1836, John 'Black Jack' Anderson gave witness in a criminal assault charge brought against a crewman, Robert Gamble, in Albany for an incident that had taken place in a local inn. Although the incident did not take place at Middle Island, it is nonetheless tied to the history of the island's most infamous character, John 'Black Jack' Anderson, as his signed witness statement is the last known evidence of his life which would shortly come to an abrupt end.[1885]

Circa December 25, 1836

On March 29, 1837, Robert Gamble, the same crewman mentioned above, reported the death of John 'Black Jack' Anderson to Justice of the Peace Patrick Taylor in Albany, in a poorly detailed statement which simply read "…I, Robert Gamble, Mariner of Albany in the Colony of Western Australia, do solemnly swear that on the twenty fifth of December I buried John Anderson on an island called Maundrin [sic, Mondrain] Island. Sworn before me, Patrick Taylor J.P., 29th of March, 1837."[1886] Founded in Gamble's statement, rumours later began to circulate that John 'Black Jack' Anderson, together with an unnamed Aboriginal woman, had been deliberately shot and killed by members of Anderson's own sealing crew while on Mondrain Island - not Middle Island - and evidence suggests that both were buried in the same shallow grave near where they fell. Robert Gamble and others may have continued to use the base at Middle Island until as late as 1842, however very few references to seal hunting operations appear for more than a decade after this.[1887] One account from 1842 (as follows) suggests that the crew members responsible for the murders fled the area immediately for fear of being caught, leaving the Middle Island base and indeed any base at Mondrain Island vacant at least for a short time.

Whether factual or otherwise, an article published in 1842 enhanced the legend of John 'Black Jack' Anderson, recording that "…the great rendezvous of the sealers was the Archipelago of Islands [the Recherche Archipelago] to the eastward of Doubtful Island Bay… One of the most daring of these people was a man of colour [sic] of the name of Anderson, and lawless as these men were, they looked up to him with a sort of dread. Anderson usually carried a brace of pistols about him, knowing that he held his life by a very precarious tenure. By persevering exertions he had amassed a considerable sum of money, and usually kept one or two black [sic] women to attend on him and minister to his wants, when not engaged in sealing. One of his crew met with an untimely end near Doubtful Island Bay, and the body was to be seen some years ago, lying under a fall of water, with the throat cut from ear to ear. The constant wash of water kept it in a state of good preservation. Many were the conjectures respecting this body, and suspicions of foul play on the part of Anderson were loudly expressed, but no information was ever laid before the authorities, and if any of his crew were entrusted with the buried secret, they faithfully kept

[1883] John Bailey Pavey (Campbell 'Jock' Beer, Courtesy Albany Public Library)
[1884] Statements: John Anderson, 18 March, 1836 - Albany Courthouse Records (Courtesy Esperance Museum)
[1885] Statement: John Anderson, 2 November, 1836 - State Records Office of Western Australia (Series 1686, Record Item 002)
[1886] Statement: Robert Gamble, 29 March, 1837 - Albany Courthouse Records (Courtesy Esperance Museum)
[1887] Thesis - Beneath the Colonial Gaze: Modelling Maritime Society and Cross-cultural Contact on Australia's Southern Ocean Frontier - the Archipelago of the Recherche, Western Australia (Ross Anderson, 2016)

it. The favourite resort of Anderson was Manduran Island [sic, a misspelling of Mondrain Island, and likely a mistaken reference to Middle Island given the description following - some of the early surveys varied in their spelling of Mondrain Island, such as the 1871 survey by Alexander Forrest which records it as “Mandarin Island”], one of the isles of the Archipelago. This is one of the finest islands off the main, and contains some natural salt pans, from which immense quantities of that commodity might be annually obtained… The last time that Anderson paid a visit to Manduran [sic, Mondrain Island] he had a full boat’s crew with him, and a black [sic] woman, but neither he nor the woman were ever more seen, and when the boat returned to King George’s Sound [Albany] the crew reported that he had thrown himself overboard, and [that] the female had died of cold. Anderson had about him a considerable sum in specie, which the sealers usually strap around their bodies in a leathern belt, so suspicious are they of foul play amongst themselves, and he likewise had money concealed at the Sound [Albany], but this was in all likelihood distributed amongst the sharers in the plunder of the dead. Having quarrelled amongst themselves, one of the gang unfolded the mystery. They got quite disgusted with Anderson’s harshness, and determined to remove him, but were puzzled how to accomplish it, as he was a stout, powerful man, and being armed he was always on his guard. At last, one day when he was asleep in the tent, one of them entered and, taking deliberate aim, blew his brains out. The corpse was thrown into a hole, and covered with earth, they then shared the booty, and killed the native woman in case she should afterwards tell the tale… One of the sealers named “Gemble”, or familiarly “Bob Gemble” [Robert Gamble]… belonged to Anderson’s party, and first let out the fatal secret respecting his murder, but it came in such a vague shape to the ears of the authorities that no notice was taken of it, and all the parties implicated have long ago left the Colony [of Western Australia].[1888, 1889]

June to September, 1840

Two American whalers, the *Hamilton* and the *Julian* were recorded as having their base at Goose Island Bay on Middle Island, between them taking 16 whales and 1,200 barrels of oil. The *Julian* would return to whale near Cape Arid the following season as a result.[1890]

Circa 1842 to 1844 and 1847

Several contemporary newspapers report on the *Alpha* sailing to and from Middle Island to obtain large quantities of salt.[1891, 1892]

Circa 1844 to 1848

The Hobart based colonial whalers *Francis*, *Harriet Nathan*, and *Patriot* all spent at least parts of this period bay whaling at and around Middle Island and Cape Arid.[1893]

On June 7, 1848 an article was published in a Perth based newspaper recording that three men from the *Patriot* had been put ashore near Cape Arid by the ship’s Master, Mr. Hudspeth, with the intent of walking to Albany as James Manning and James Newell had done from the mainland adjacent Middle Island in 1835. Only one of the three, James Welch, survived the journey, while the remaining two died near Bremer Bay. One of the bodies of the two men was later discovered and buried by the explorer John Septimus Roe, while evidence suggests that the other may have been located nearby in 1935.[1894, 1895, 1896, 1897]

March to August, 1845

[1888] The Perth Gazette and Western Australian Journal, 8 October, 1842

[1889] Campbell Taylor and the Cape Arid Connection (http://www.theviewfrommountclarence.com/?p=911#more-911, Ciaran Lynch, 2016), Retrieved 2016

[1890] Department of Maritime Archaeology Visit to Middle Island et al (WA Museum, 2001)

[1891] The South Australian, 1 March, 1844

[1892] The South Australian, 18 May, 1847

[1893] Thesis - Beneath the Colonial Gaze: Modelling Maritime Society and Cross-cultural Contact on Australia’s Southern Ocean Frontier - the Archipelago of the Recherche, Western Australia (Ross Anderson, 2016)

[1894] The Inquirer (Perth), 7 June, 1848

[1895] The Courier (Hobart), 22 July, 1848

[1896] Report of an Expedition to the South Eastward of Perth, in Western Australia (John Septimus Roe, 1849)

[1897] The West Australian, 1 June, 1935

In March of 1845, the *Vulcan* was reported to have arrived in Adelaide with a cargo of Middle Island salt.[1898] The following month, the *Vulcan* wrecked while "…bound to a newly formed whaling station on Middle Island in the Archipelago of the Recherche."[1899] The shipwrecked crew improvised a serviceable vessel out of the wreckage of the *Vulcan*, and then a small number headed for Port Adelaide, eventually ending up in Coffin Bay.[1900]

April, 1848

A Perth based newspaper published an article recording that "…the schooner *Thetis*… [arrived in Fremantle] with 16 tons salt from Middle Island.[1901]

January, 1848

On January 5, 1848 a Perth based newspaper published an article on Middle Island which stated that:

"We have been informed that Middle Island, one of the group called Recherche Archipelago, in the Great Southern Bight, has been for some time past the resort of a set of lawless desperados, composed of runaway convicts, sealers, etc. If what we hear be true, the most frightful scenes have been enacted in this portion of our Western Australian possessions; murder, robbery, and other crimes which disgrace humanity, are common amongst its population. It may be thought that the sooner such a set exterminate one another, the better, but the station they have selected is one well fitted for the purpose of piracy, and this being the case, measures should be taken by our Government for the effectual dispersion of the gang of ruffians who have now made it their abode…"[1902]

April, 1850

A Perth based newspaper published an article recording the "…death, by drowning, of two men, from the upsetting of a boat near the beach abreast of Middle Island. They formed two of a party of sealers, and had succeeded in obtaining a very fair proportion of skins and oil, most of which, we regret to hear, has been lost. The survivors, three in number, walked from the spot where the accident occurred to Cheyne's Beach, at which place they arrived in a wretched condition."[1903]

September, 1851

A Perth based newspaper published an article recording that "…the schooner *Grace* arrived on the 15th from Middle Island with seal skins and seal oil and salt."[1904]

December, 1855 to March, 1856

A Perth based newspaper published an article in December 1855, recording that "…the cutter *Henry & Mary*, Coss, master, sailed on the 7th instant for Middle Island, on a sealing voyage." In March 1856, the same newspaper recorded that the *Henry & Mary* had recently returned "…from Middle Island, with seal skins, oil, and salt".[1905, 1906]

1855 to 1859

Although no specific mention of Middle Island is made, a crewman aboard the American whaler *Pacific* recorded of their voyage that "…during our cruise we were constantly in sight of some one or more islands of the Recherche Archipelago… Around these islands the seal is found in great numbers, and small craft resort to them for the purpose of capturing these sea-dogs."[1907]

[1898] The Adelaide Observer, 5 April, 1845
[1899] Launceston Advertiser, 17 July, 1845
[1900] The Adelaide Observer, 21 June, 1845
[1901] The Inquirer (Perth), 15 April, 1845
[1902] The Inquirer (Perth), 5 January, 1848
[1903] The Inquirer (Perth), 17 April, 1850
[1904] The Inquirer (Perth), 9 September, 1851
[1905] The Inquirer (Perth), 19 December, 1855
[1906] The Inquirer (Perth), 19 March, 1856
[1907] Recherche Archipelago Excerpts; Four Years Aboard the Whaleship et al, 1860 (William B. Whitecar Junior)

March to July, 1856

Solomon Aspinall and two other men set off from King George Sound in a whale boat and "…went to Middle Island in search of seals" after finding a lost schooner, the *Mary Ann*.[1908]

March, 1861

A Perth based newspaper records that the schooner *Amelia* departed Albany in March en route for Middle Island, returning that same month with a cargo of salt.[1909, 1910]

July, 1862

The Western Australian Government Gazette published a notice which recorded that John Thomas, the manager of a whaling station at Cheyne Beach, had engaged a list of men "…to work at a Whale Fishery at Middle Island during the season of 1862."[1911]

February, 1863

A Perth based newspaper published an article stating that "…the schooner *Amelia* touched here [Albany] on 1st of Feb. on her way to Middle Island for salt."[1912]

September, 1863

George Larnach, one of the party who had explored Esperance Bay and surrounds with the Dempster Brothers earlier that same year, took out a lease covering Middle Island for the purpose of extracting salt in 1863. The lease, due to expire on September 14, 1866, is noted to have lapsed soon after.[1913, 1914, 1915]

May to June, 1866

In May of 1866, it was reported that "…promising indications of the presence of gold have been discovered in the Middle Island in the Great Australian Bight, to which a party [aboard the schooner *Adelaide*] has been despatched with provisions for five months."[1916] The following month, the *Adelaide* returned to port from Goose and Middle Islands without success.[1917]

November, 1873

A newspaper reported that "…the Albany whaling party have returned from their cruise about Middle Island, but their efforts have not been crowned with much success."[1918]

September, 1886

In September of 1886 while operating nearby, crew from an American whaler, the *John and Winthrop*, discovered the washed up wreckage of what they believed to be a lost whale boat from the Hobart based whaler, *Emily Downing*. Together with a crew of five men, the *Emily Downing's* small whale boat had been lost in 1882 near Termination Island while "…attached to a whale." The wreckage was found on the mainland at Barrier Anchorage to the north of Middle Island.[1919]

[1908] The Adelaide Observer, 2 August, 1856
[1909] The Inquirer and Commercial News (Perth), 27 March, 1861
[1910] The Inquirer and Commercial News (Perth), 24 April, 1861
[1911] The Government Gazette of Western Australia, 29 July, 1862
[1912] The Inquirer and Commercial News (Perth), 18 February, 1863
[1913] The Inquirer and Commercial News (Perth), 23 September, 1863
[1914] The Inquirer and Commercial News (Perth), 2 March, 1864
[1915] Lease Record - East Location 1: George Larnach, 23 September, 1863 (Courtesy Shire of Esperance)
[1916] The Argus (Melbourne), 8 May, 1866
[1917] The South Australian Advertiser, 9 June, 1866
[1918] The Border Watch (Mount Gambier), 26 November, 1873
[1919] Thesis - Beneath the Colonial Gaze: Modelling Maritime Society and Cross-cultural Contact on Australia's Southern Ocean Frontier - the Archipelago of the Recherche, Western Australia (Ross Anderson, 2016)

Circa 1890

The exact dates relating to this account are difficult to make sense of - it is known that these boys were on Middle Island in or about June and July 1891 - however somewhere circa 1890 an Albany man by the name of Edward Andrews went to live on Middle Island together with two of his young sons, Tom (Thomas Clarence Andrews, also known as "Clarrie" or "Clarence") and Fred (Frederick William Andrews) to commercially "…explore the possibilities" of Lake Hillier. Three months into their stay at the island, the boys were left on their own, with their father having to leave for reasons unknown. Although he had intended to return, the boys spent the next five months of their total eight month stay on their own, and the full account of the brief life of Tom and Fred Andrews on Middle Island is thus a fascinating story of remote survival.

Thomas "Clarrie" Andrews later recorded "…when we first went to live there we selected the southern end of Bellinger Beach [sic, Belinda Beach, being the site of the 1824 wreck of the sealer *Belinda*, more commonly known as Goose Island Bay], in the vicinity of the fresh water well, there was a good stone oven there which we turned to good account, there was also the remains of a chimney which we turned into a sty."[1920] Evidently, none of the sealers shelters remained in a habitable state, and the Andrews family thus spent their first night on Middle Island in a tent. A more permanent hut was however built soon after, with Thomas Andrews recording "…when we went to the island it was the intention of our parents to settle there and build a house. From the time we landed there we made a habit of collecting any material we thought might come in handy. There was and is an abundance of building material such as native timber, limestone and granite. One side of the island was entirely composed of limestone of first class quality for making lime. We did make a small amount, which we used for the building of a fireplace for their [mother and father's] hut. There were no clay deposits as far as we knew on the island. Our plan was for a wattle and daub construction, using the lime as a basis for the daub." Once complete, one evening the boys received an unexpected visit, recording "…out of the night came the sound of a human voice calling to us to open the door. We knew the owner of that voice and opened the door - four men stood there holding a fifth on his feet, they carried him into the hut and laid him on one of our beds. We knew the man; he was one of the crew of a sailing vessel [engaged in seal hunting]. He had been attacked by a mother seal and badly bitten on both knees." Living on fish as well as hunting and trapping an estimated 864 tammar wallabies, the Andrews family had relied on "an original well" for water when they first arrived, however an additional well - with terribly unhealthy water - was later sunk near their hut. At the end of their eight month stay, Thomas Andrews recalled that "…we had to dismantle our hut", and thus limited evidence of their occupation remains today.[1921, 1922, 1923, 1924]

July, 1891

A Perth based newspaper published an article stating that "…Mr. C. G. Millar's handsome steam yacht *Saidie* arrived at Albany… [having] left that port [Adelaide] on Thursday, June 19… Sailed on Wednesday morning for Middle Island, where she anchored. There they found the two Andrews boys. Next morning steamed to Sandy [Hook] Island and then back to Middle Island. Then on to Goose Island, where the party had [sic] some rabbit shooting."[1925]

December, 1893

Goose Island Bay on Middle Island was already a favoured harbour for passing vessels, however after the Gazettal of Esperance as a townsite in 1893 on the back of the gold rushes to the north, Middle Island began to gain in popularity as a tourist destination, generally for day trips, picnics or as part of a pleasure cruise.[1926, 1927, 1928]

[1920] Middle Island - Esperance and Districts Street Names (Esperance Bay Historical Society and Esperance Museum, 2007)
[1921] Papers, 1899-1959 - Thomas Clarence Andrews (Courtesy State Library of Western Australia)
[1922] The Story of the Middle Island Boys (Courtesy Esperance Island Cruises)
[1923] Department of Maritime Archaeology Visit to Middle Island et al (WA Museum, 2001)
[1924] Report on Historical Archaeological Expedition to Middle and Boxer Islands et al (WA Museum, 2006)
[1925] The West Australian, 9 July, 1891
[1926] Government Gazette of Western Australia, 15 December, 1893
[1927] The West Australian, 16 September, 1897
[1928] The West Australian, 12 February, 1898

October, 1894

In the early hours of October 7, 1894, the *Rodondo* famously sank after striking Pollock's Reef near Point Malcolm, with Captain Fred Douglas of the *Grace Darling* coming to the rescue soon after. Although the details in each account vary, it appears that some of the shipwrecked crew or passengers may have made it to Middle Island (other accounts refer to South East Island instead) and a boy named Andrews working on the *Grace Darling*, the very same Thomas "Clarrie" Andrews who had lived on Middle Island earlier, was later congratulated for the bravery he had displayed during the rescue.[1929, 1930, 1931, 1932]

August, 1900

In August 1900 a report was published stating that two new settlers from South Australia had been landed at Middle Island with farming equipment and the intention of starting cultivation immediately.[1933]

December, 1900

The schooner *Eclipse* ran aground and was wrecked at Middle Island, however the crew and cargo were saved. The wreck of the *Eclipse* was reported by the commander of the *Penguin*, another vessel which would, rather coincidently, later be wrecked at Middle Island.[1934]

January, 1904

A Perth based newspaper published an article stating that "…Messrs. E. J. [Edward James] McCarthy and Co., the proprietors of the Esperance Pink Lake Salt Works, have leased the salt lakes upon Middle Island from the Government for a period. The salt from these lakes [sic; Lake Hillier] gives even a better analysis than that from Pink Lake, which is almost pure, and is well known by the public. This firm intend working and treating the Middle Island salt with up-to-date machinery, and it is hoped that their enterprise will meet with the success it deserves." The company soon had men working their new lease for many years thereafter, and E. J. McCarthy later applied for a separate lease covering "…five acres for shed accommodation and jetty rights."[1935, 1936, 1937]

February, 1906

A Perth based newspaper published an article stating "…leaving Esperance on Monday morning the steamer [*Penguin*] made a delightful excursion to Middle Island through the Recherche group of islands, a series of picturesque granite outcrops of varying size and shape, studding the ocean from the east of Esperance to the commencement of the [Great] Australian Bight. The *Penguin* threaded her way through these myriads of islands for over 70 miles, and early in the afternoon she anchored off Middle Island, probably the largest in the group. While some of the party found sport with the gun amongst the wild geese and rabbits on the neighbouring Goose Island, His Excellency [the Governor of Western Australia], with the Colonial Secretary (Mr. Kingsmill) and the Chief Harbour Master (Captain Irvine), landed on Middle Island and inspected the land. A most romantic feature of the island is its occupation by a middle-aged married couple [Mr and Mrs McKay], who have lived there two years already and are apparently making preparations to spend the remainder of their lives in this isolated spot, in relation to which Esperance is the nearest point of civilisation. They have no industry to give attraction to such a hermit-like life, and are content to fish and hunt for food, with the chance of some vessel bringing them supplies and a mail every six months or so. It seemed a strange, unnatural existence, but the couple professed themselves happy and contented."[1938]

[1929] The West Australian, 27 October, 1894
[1930] The Wreck of the Rodondo - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[1931] Shipwreck Database - The Rodondo (http://museum.wa.gov.au/maritime-archaeology-db/wrecks/id-412), Retrieved 2016
[1932] Shipwreck Database - The Grace Darling (http://museum.wa.gov.au/maritime-archaeology-db/wrecks/id-1259), Retrieved 2016
[1933] The Norseman Times, 11 August, 1900
[1934] The West Australian, 17 December, 1900
[1935] The West Australian, 13 January, 1904
[1936] The West Australian, 10 March, 1904
[1937] The Kalgoorlie Miner, 12 June, 1905
[1938] The West Australian, 23 February, 1906

June, 1920

On June 27, 1920, the trawler *Penguin* sought shelter in Goose Island Bay on Middle Island during terrible conditions, however the anchor dragged and the vessel together with a full load of fish was blown onto a reef, resulting in a complete wreck near the shore on Middle Island itself.[1939, 1940]

October, 1920

A Perth based newspaper published an article stating that "…the ketch *Kia Ora*, which is engaged by a sealing party, returned to Esperance this morning with Captain A. Douglas and crew in charge. They have been on a sealing excursion to the islands of the Recherche Archipelago, and the results are satisfactory."[1941] Although no specific mention is made of Middle Island, the seal hunting grounds surrounding were still viewed as being commercially viable, and in the following two decades, seal hunting was known to still be taking place throughout the Recherche Archipelago.[1942, 1943, 1944]

March, 1922

A Perth based newspaper published an article reporting on two unnamed men who were marooned on Middle Island for a period of three months between late 1921 and early 1922. The two men, resembling "hairy cavemen" by that time, were eventually rescued, having survived on shellfish, fish, wallabies and birds.[1945]

December, 1934

A Perth based newspaper published an article about a 'middle-aged sturdy German' man named Henry Ihlan who intended to build a home for himself in the Recherche Archipelago, stating "…Ihlan said he had taken up Middle Island from the State Government as a pastoral lease following on a visit to it some two years ago. He had then been immensely impressed by its fertility, and conceived the idea of returning to it someday to make a permanent home, and stocking it with sheep. A hut erected by roving hunters still stood and could be made habitable, while fresh water was obtainable from a well, and could be augmented by rock catchment supplies. Middle Island was the only one in the Archipelago that carried heavy timber, beautiful ornamental trees which had marketable value growing freely and to a great height. Paper bark trees also dotted the island. Food supplies could be augmented by Cape Barren geese, wallaby and mutton birds, and fish could be caught at will. "It is a place that would have delighted the heart of Robinson Crusoe," said Ihlan."[1946]

1937 to 1958

Henry Ihlan's pastoral lease covering Middle Island was taken over by Alexander Chisholm of Kalgoorlie.[1947]

May, 1939

Henry Charles Sims forwarded a copper penny that had been "…coined during the reign of King George III in 1797" and discovered on Middle Island circa 1900 to a local newspaper. The coin was "…believed to be a relic of the sealing days on the southern coast of Western Australia." Many other such relics, inclusive of a copper plate which once marked the 1803 grave of Charles Douglas, are rumoured to have been 'souvenired' from Middle Island in the years before and since, and as a result, an unknown quantity of items such as these likely reside lost forever in private collections. In spite of this, many of the historic sites on and surrounding Middle Island inclusive

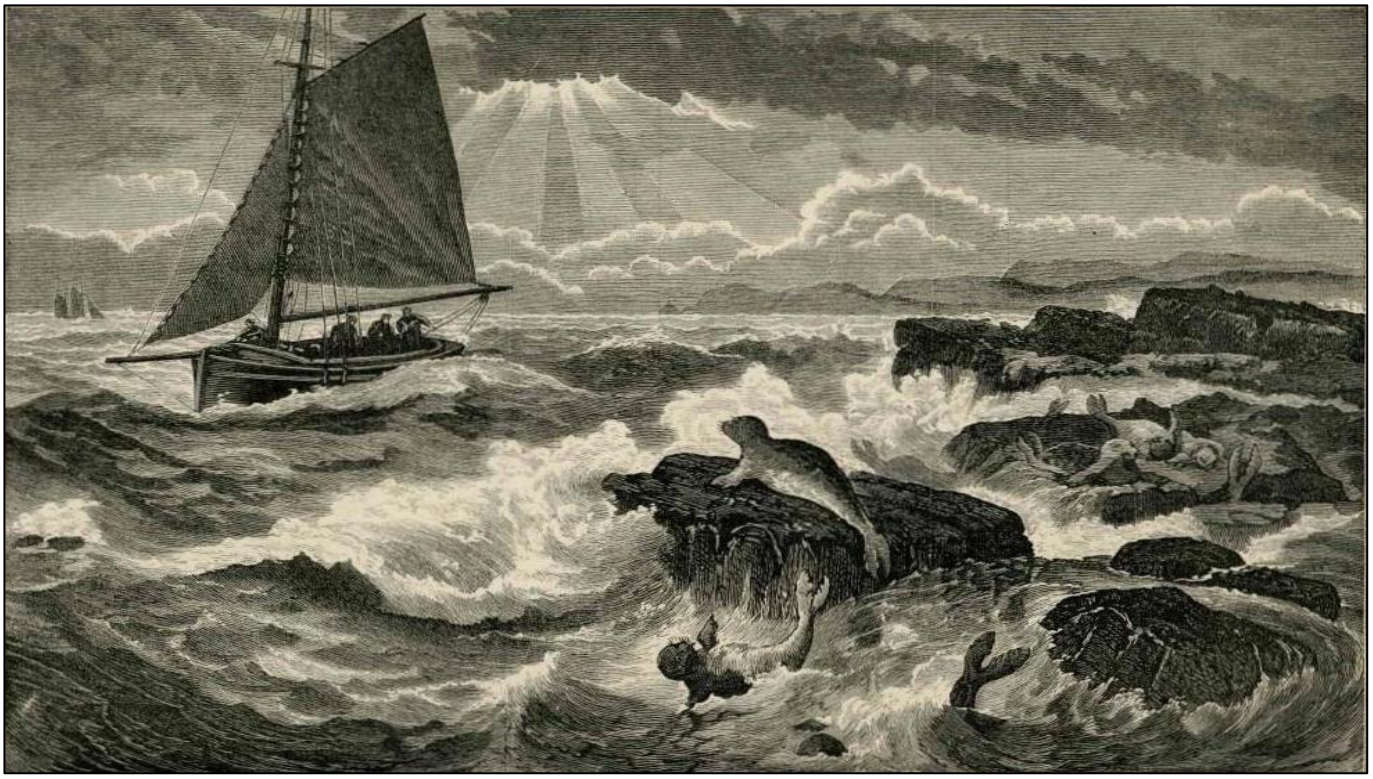
[1939] The West Australian, 2 July, 1920
[1940] Shipwreck Database - The Penguin (http://museum.wa.gov.au/maritime-archaeology-db/wrecks/id-278), Retrieved 2016
[1941] The Western Argus (Kalgoorlie), 12 October, 1920
[1942] Sealing Expedition to Recherche Island [sic], A. Scott - State Records Office of Western Australia (Item No. 1920/1993 v2 Consignment No. 477)
[1943] Licence to Take Seals, Recherche Archipelago, Scott and Car Ltd - State Records Office of Western Australia (Item No. 1928/0028 Consignment No. 477)
[1944] Application for Licence to Take Seals, Recherche Archipelago, R. B. Fullerton - State Records Office of Western Australia (Item No. 1938/0081 Consignment No. 477)
[1945] The Sunday Times (Perth), 5 March, 1922
[1946] The West Australian, 20 December, 1934
[1947] Middle Island, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

of the various ruins and shipwrecks have been surveyed by the Western Australian Museum, and a large collection of artefacts - including a number of coins identical to that described above, all taken from the 1824 wreck of the *Belinda* - are thus preserved in their archives.[1948]

November, 1958

In November 1958, Middle Island became part of a Government Reserve, Reserve 22796, which had been established for the protection of flora and fauna in 1948 and encompassed the majority of islands in the Recherche Archipelago.[1949]

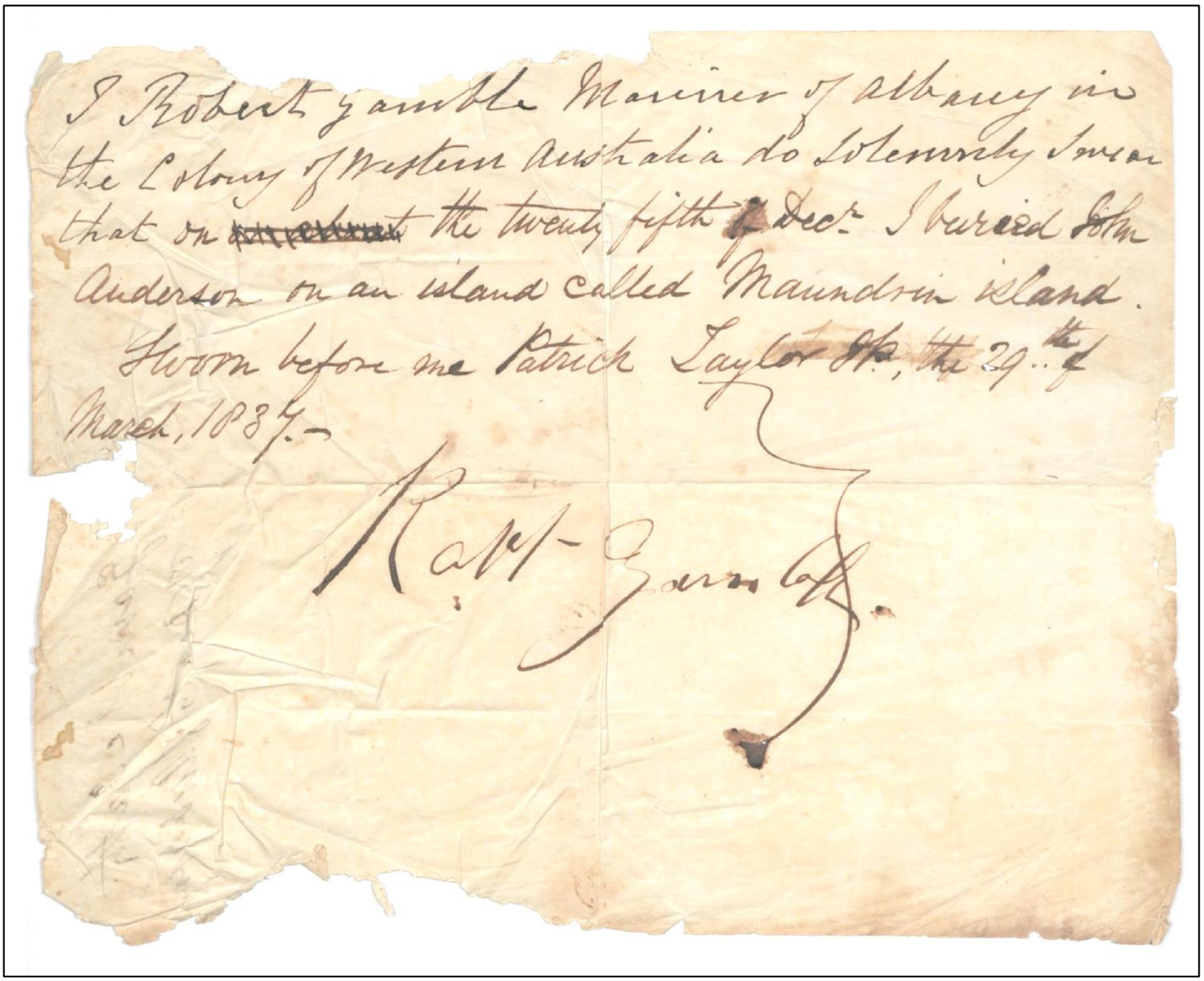
[1948] The West Australian, 27 May, 1939
[1949] Government Gazette of Western Australia, 21 November, 1958



In 1826/27, the conduct of certain south coast sealers from Bass Strait (top) through to Rottnest Island in the west earnt their entire profession a somewhat ill-fitting reputation as "…a regular set of pirates", with special mention being made in the journal of Major Edmund Lockyer detailing the atrocities committed by the men sealing at Middle Island in particular, where the salt supply from Lake Hillier (bottom, photograph circa 1904) - later mined in its own right - had been a major attraction for use in the preservation of seal skins from as early as 1824 onwards.[1950, 1951]

[1950] Image Courtesy The Illustrated Australian News, 4 May, 1881

[1951] Photograph Courtesy Esperance Museum, Digital Editing and Corrections Courtesy Jon Creedon

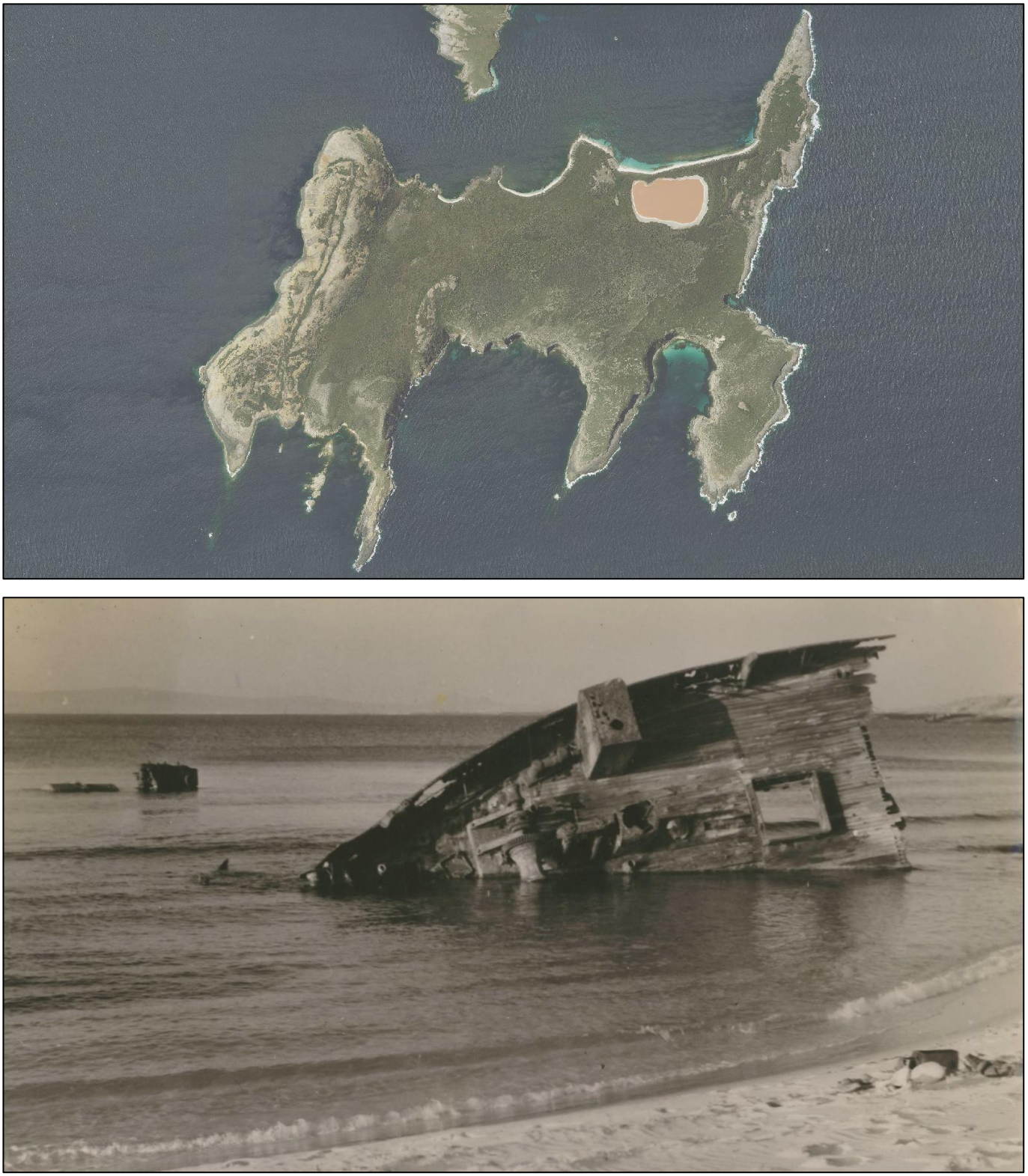

I Robert Gamble Mariner of Albany in the Colony of Western Australia do Solemnly Swear that on ~~or about~~ the twenty fifth of Decr I buried John Anderson on an island called Maundrin island.
Sworn before me Patrick Taylor J.P., the 29th of March, 1837.—
Robt Gamble

The news of the sealer John 'Black Jack' Anderson's death came "…in such a vague shape to the ears of the authorities that no notice was taken of it", with the statement by former crewman Robert Gamble simply reading, "I, Robert Gamble, Mariner of Albany in the Colony of Western Australia, do solemnly swear that on ~~or about~~ [crossed out] the twenty fifth of December I buried John Anderson on an island called Maundrin [sic, Mondrain] Island. Sworn before me, Patrick Taylor J.P., the 29th of March, 1837."[1952, 1953]

[1952] The Perth Gazette and Western Australian Journal, 8 October, 1842
[1953] Image Courtesy State Records Office of Western Australia (Item No. 003 Consignment No. 348)

Together with the ship *Hamilton* of Bridgeport, Connecticut, the American whaler *Julian* of New Bedford, Massachusetts, whaled from a base at Middle Island in 1840, then returned again the following season to whale around Cape Arid.[1954]

[1954] Image Courtesy National Library of Australia (Logbook of the Ship Hamilton, 1839-1841; PMB 687)



The majority of ruins on Middle Island (top, photograph taken 2013) lie between the western side of Lake Hillier and a nearby granite outcrop, while the remains of the *Penguin* (bottom, wrecked 1920, photograph taken 1950) and the *Belinda* (wrecked 1824) in Goose Island Bay form just two of several known shipwrecks in the area.[1955, 1956]

[1955] Aerial Photograph Courtesy Shire of Esperance
[1956] Photograph Courtesy Esperance Museum

Some of the remaining structures on Middle Island - stone remains of separate hearths, one of which (top) is located near the ruins of a hut, while the other lies isolated further to the south.[1957]

[1957] Photographs by Alistair Paterson, 2006 - Courtesy Report on Historical Archaeological Expedition to Middle and Boxer Islands, Recherche Archipelago, Western Australia, 16-25 April, 2006 (WA Museum)

Place No: 44

MOIRS' HOMESTEAD

Moirs' Homestead as viewed from the blacksmith's workshop, per a photograph published in *The Western Mail* in December 1955.[1958]

Place Name(s):	Moirs' Homestead (alternatively referred to as Fanny Cove Homestead)
Use(s):	Original: Pastoral Station, Present: Unused / Abandoned
Address:	Lot 1961 on Plan 255109, Stokes Inlet Road, Coomalbidgup Reserve No. 32601
Ownership:	Crown Land - Management Order to National Trust of Australia, Executive Director of the Department of Conservation and Land Management

[1958] Photograph Courtesy The Western Mail (Perth), 23 December, 1955

State Heritage Listing:	State Heritage Listed - Registered Heritage Place No. 3540

Original Date of Construction:	A two-roomed limestone cottage, the first stage of what is now known as Moirs' Homestead, is believed to have been constructed circa 1873, and this is then believed to have been extended circa the 1880's.[1959] Other structures in the immediate vicinity include the blacksmith's workshop (circa 1873), shepherd's camp (circa 1873) and the woolshed / stables (circa 1880).[1960]
Construction Materials:	Walls: Limestone, Roofing: Corrugated Iron, Other: Limestone Flooring / Foundations, Yate Rafters
Builder / Designer:	Moirs' Homestead itself was built by John and Alexander Moir with later extensions by William and George (Geordie) Moir. 'Ticket-of-Leave' convict stonemasons and farm labourers are also rumoured to have assisted in the original construction and extensions.[1961]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Fair. Integrity: Low. Authenticity: High. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Exceptional Significance - Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved. Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (where applicable).

[1959] Moir Homestead Conservation Plan (National Trust, 2000 - Shire of Esperance Reserve File R32601)
[1960] Register of Heritage Places - Moir Homestead Ruins (State Heritage Office, 2001)
[1961] Moirs' Homestead, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

Moirs' Homestead circa the early 1900's - note the undeniable similarities to the design of Dempster Homestead in Esperance as well as the extensive clearing and Stokes Inlet in the background.[1962]

In 1873, the brothers John and Alexander Moir secured a series of leases surrounding Fanny Cove, and soon thereafter they began the process of establishing a new sheep station.[1963] On first moving to the area, the Moirs had built a bush hut on the lower reaches of the Young River, however a lack of fresh water swiftly forced them to choose a new site on the eastern side of Stokes Inlet, this being the location of the present homestead. The brothers then built a two-roomed cottage (circa 1873, later extended circa the 1880's - known today as Moirs' Homestead) of limestone and bush timber, as well as a blacksmith's workshop (circa 1873), shepherd's camp (circa 1873) and a large woolshed / stable complex (circa 1880).[1964] Plans for Moirs' Homestead itself, particularly what is thought to be the original 'two-roomed cottage' section, bear remarkable similarity to Dempster Homestead in Esperance, and given the construction timeframes, it is likely that the design of the latter was the inspiration for the former.[1965, 1966, 1967]

Very little is recorded about the development of Moirs' Homestead throughout these early years, however that was soon to change when, in 1877, the property famously hit the headlines following the murder of John Moir.[1968] Although gruesome, a series of published witness statements provide some of the most credible details relating to the death of John Moir, and albeit inadvertently, in so doing these also afford a glimpse into how the station was evolving at the time. The evidence provided by a lead witness in the case, "…a young Aborigine, called Maggie" revealed that "…one day the prisoner [Tampin] and another native named Bower [alternatively known as Joe

[1962] Photograph Courtesy Department of Conservation and Land Management
[1963] Application for Lease or License of Pastoral Lands - Location 30; Alexander Moir, 1873 (Shire of Esperance Records)
[1964] Register of Heritage Places - Moir Homestead Ruins (State Heritage Office, 2001)
[1965] Moirs' Homestead Inspection Report (National Trust, 1971 - Shire of Esperance Reserve File R32601)
[1966] Moir Homestead Conservation Plan (National Trust, 2000 - Shire of Esperance Reserve File R32601)
[1967] Building Records, Dempster Homestead, Licence Number 85/67-68 (Shire of Esperance, 1967)
[1968] The Western Australian Times, 6 April, 1877

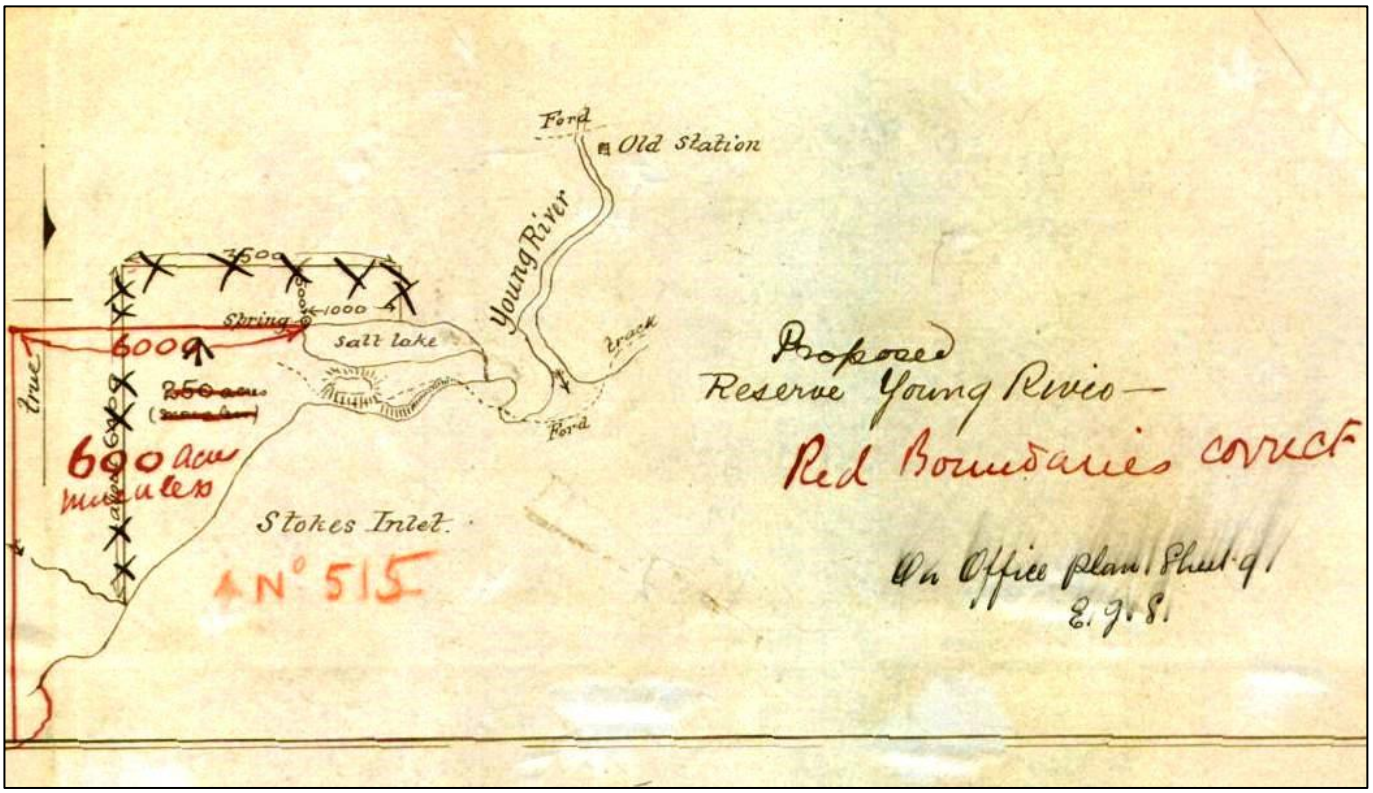
Fennatty, killed by police near the scene in 1877] resolved to burn down the shepherd's hut, because he [the shepherd] was sulky and cross… Mr. Moir, on hearing of this, arrested the two natives [sic] and secured them with chains in a hut. There were two native [sic] women on the camp [at Moirs' Homestead], who used to communicate, as occasion offered, with the two chained men, who, it appears, conceived the idea of putting an end to Mr. Moir's life, the first chance they got. To that end, they asked the native [sic] women to furnish them, surreptitiously, with a knife [other accounts record the use of a set of shears], which was done. One day, when Mr. Moir took them out for exercise, outside the hut, the prisoner [Tampin] and Bower, one of whom had the knife concealed about him, turned upon the deceased and killed him with it." Being found guilty of murder, Tampin was sentenced to death, later becoming the first known person to be hanged at Rottnest Island.(1969, 1970, 1971)

Following the death of John Moir, another brother, William Moir, joined his brother Alexander in the management of the station at Fanny Cove two years later in 1879, and the next year the property was left to William entirely. Late in 1880, William Moir married Eliza Hymus in Albany, and the newlyweds then returned to Fanny Cove where they were joined by another of the brothers, George (Geordie) Moir. It was noted at the time of the marriage that the only buildings on the property were the original two-roomed limestone cottage, the blacksmith's shop and the shepherd's huts, and somewhere at or about that time, the homestead itself was thus extended in order to better accommodate the growing family of William and Eliza Moir. Although sparing in detail, a published description of the homestead from 1886 records that "…we reached the settlement at Fanny's Cove, named after the schooner of the old whaler captain. The Messrs. Moir have their homestead amongst grassy hills dotted with cabbage trees, and the stone building, with orchard, flower garden, and arched trellis of vines, is one of the bright spots in this West Australian wilderness."(1972)

For many years after, the station was worked by members of the Moir family, however in 1949, Litch Moir, the manager at that time, died while returning from Esperance, and the lease was later taken over by the White family who ran the property in conjunction with Young River Station. In the 1970's, a mining consortium had expressed an interest in the area, however rather than seeing the history of the old station lost forever beneath a mine site, the lease covering Moirs' Homestead and the broader surrounds was surrendered to the Crown on the condition that it would be declared a National Park, and in 1974, Government Reserves covering entire area were formally Gazetted.(1973, 1974) Inspection reports from 1971 noted that the roof sheeting from all the buildings excluding the Shepherd's Hut had been removed, and in March 1993, extensive fires destroyed most of the remaining timber substructures. Today, in spite of a series of remediation works in the interests of public safety, continued exposure and limited maintenance have resulted in significant structural damage to most of the homestead buildings, and as a result, these lie in a steadily deteriorating state of ruin.(1975, 1976, 1977, 1978, 1979)

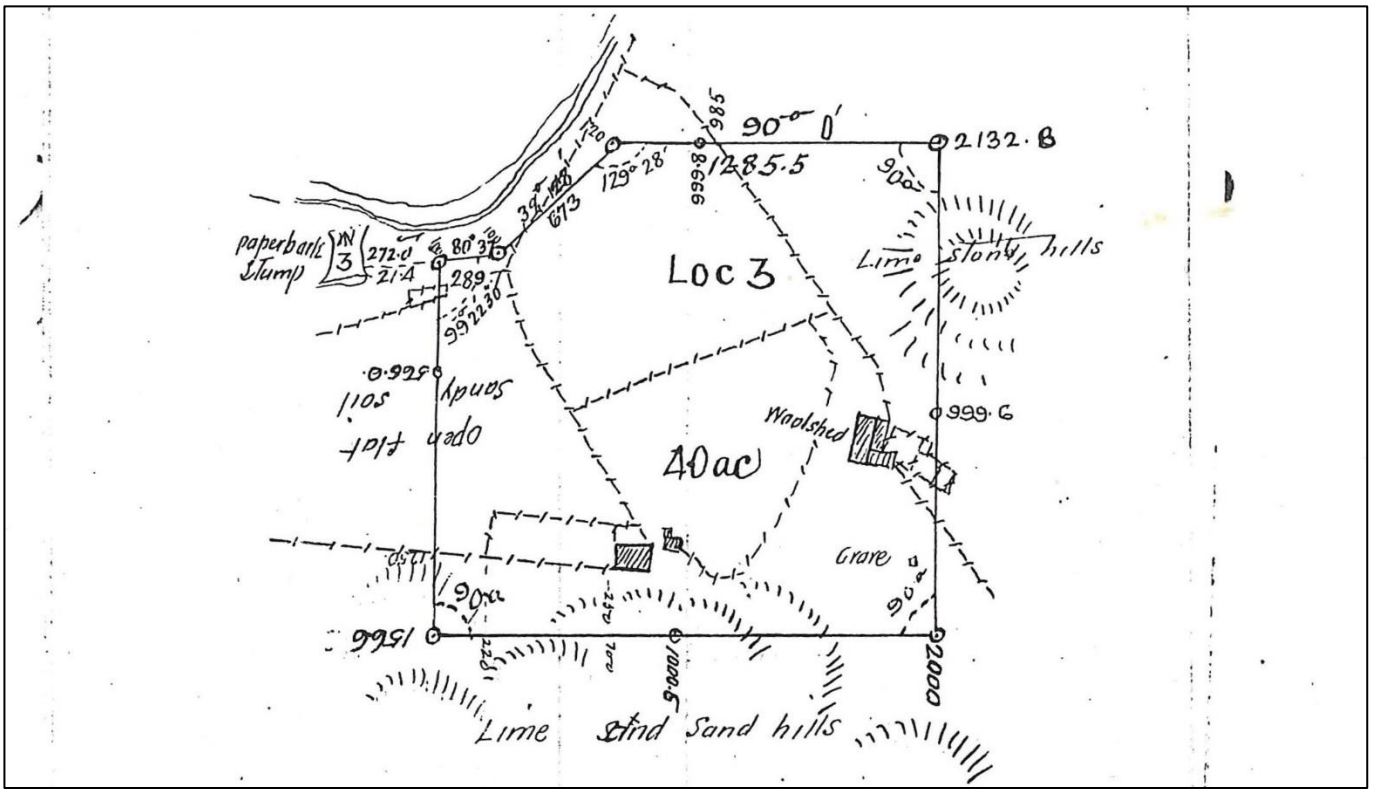
In addition to the lonely gravesite of John Moir, Moirs' Homestead is the known final resting place of others including Catherine Mazzini, Polly Munro and an Aboriginal child whose name is not recorded, with the locations of the latter three sites being presently unknown and unmarked.(1980, 1981, 1982)

[1969] The Inquirer and Commercial News (Perth), 8 July, 1879
[1970] The Inquirer and Commercial News (Perth), 9 July, 1879
[1971] The Herald (Fremantle), 26 July, 1879
[1972] The Australasian (Melbourne), 27 November, 1886
[1973] The West Australian, 13 March, 1971
[1974] Government Gazette of Western Australia, 21 June, 1974
[1975] Fanny Cove and Young River Station - Faith, Hope & Reality (Penny Blumann, 1995)
[1976] The Continuing Moir Saga - A Genealogical Record of an Albany Family (Amelia Moir and Greg Wardell-Johnson, 1995)
[1977] Application for Lease or License of Pastoral Lands - Location 30; Alexander Moir, 1873 (Shire of Esperance Records)
[1978] Moirs' Homestead Inspection Report (National Trust, 1971 - Shire of Esperance Reserve File R32601)
[1979] Moir Homestead Conservation Plan (National Trust, 2000 - Shire of Esperance Reserve File R32601)
[1980] The West Australian, 16 August, 1887
[1981] Polly Munro - Accession ID P673 (Esperance Museum)
[1982] Charles Moir Interview, Ronda Jamieson, 1978 (State Library of Western Australia)



Moirs' Homestead (bottom, shown as 'Moirs' Station') near Stokes Inlet and other holdings including the 'Old Station' to the north (top) which was on the lower reaches of the Young River per undated surveys circa the 1880's.[1983]

[1983] Images Courtesy State Records Office of Western Australia (Item No. East 61 and East & Kent 09 Consignment No. 3869 and 4919)



An 1896 survey of Moirs' Homestead by Alfred Canning (top) and a view from the home paddock looking towards the homestead and nearby blacksmith's workshop in 1938.[1984, 1985]

[1984] Image Courtesy Graham Gath
[1985] Photograph Courtesy Esperance Museum

The steadily crumbling remains of the large limestone shearing shed near the site of Moirs' Homestead in 2009.[1986]

[1986] Photographs Courtesy Nicholas Kleinig

The ‘cosy’ little shepherd’s hut, still in remarkably good condition - due in part to the protection afforded to the substructure by the roof - in April, 2009.[1987]

[1987] Photographs Courtesy Nicholas Kleinig

Ruins of the old blacksmith's workshop in 2009, with the now enormous Moreton Bay fig tree in the background.[1988]

[1988] Photographs Courtesy Nicholas Kleinig

The ruins of what was once a grand old building - Moirs' Homestead itself in April, 2009. In many respects, the design and layout of sections within Moirs' Homestead are remarkably similar to Dempster Homestead, and it is thus possible that the latter was the inspiration for the former.[1989]

[1989] Photographs Courtesy Nicholas Kleinig

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 45

MORETON BAY FIG TREE

A photograph dating circa 1945 partially showing the Moreton Bay Fig Tree planted by E. J. McCarthy in 1897 to commemorate the birth of his son, Richard, that year. Still growing today just off William Street, this tree is now enormous and has since become a well-known local landmark.[1990]

Place Name(s):	Moreton Bay Fig Tree
Use(s):	N/A

[1990] Photograph Courtesy Esperance Museum

Address:	Lot 66 on Plan 36388, William Street, Esperance; and Lot 654 on Diagram 36388, William Street, Esperance Reserve No. 30034
Ownership:	Crown Land - Management Order to Shire of Esperance
State Heritage Listing:	N/A

Original Date of Construction:	Believed to have been planted in 1897.[1991]
Construction Materials:	N/A
Builder / Designer:	N/A

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Good. Integrity: N/A. Authenticity: N/A. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[1991] Moreton Bay Fig Tree, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

HISTORY & DESCRIPTION

More than a century old, this immense landmark in William Street is said to have been planted in 1897 on the rear of a property where Edward James McCarthy (E. J. McCarthy senior of E. J. McCarthy & Co.) had established a two storey store and dwelling alongside the Bijou Theatre - another building built by E. J. McCarthy & Co. - in 1896. The tree is believed to have been planted in 1897 on the same day that E. J. McCarthy's first son to his second wife (Mary Walsh, married E. J. McCarthy in 1895), Richard Joyce McCarthy, was born as a form of commemorating that occasion, however there is some speculation that it may have been planted in 1907 to mark the birth of their fourth child together, Maurice Desmond ('Peter') McCarthy. In 1897, the Esperance Municipal (Town) Council was reported to have planted "an avenue of fig trees in James Street", and given McCarthy's association with the Council at the time, it is possible that this tree was sourced at or about the same period.[1992, 1993, 1994, 1995, 1996, 1997, 1998]

[1992] The Northern Argus (Clare), 4 September, 1896
[1993] The Daily News (Perth), 18 September, 1897
[1994] Old Esperance Pictorial History (Don Voigt, 1996)
[1995] The Esperance Express, 7 August, 2001
[1996] A Few Biographies - McCarthy - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[1997] Letter - Hazel McCarthy, 27 August, 2004 (Shire of Esperance Records, CI04-3791)
[1998] Moreton Bay Fig Tree, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

This now towering Moreton Bay fig tree (bottom, photograph taken 2017) is believed to have been planted by E. J. McCarthy Senior behind his general store (top) in 1897 to mark the birth of his son.[1999, 2000]

[1999] Photograph Courtesy Esperance Museum
[2000] Photograph Courtesy Peter Wilks

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 46

MUNRO'S HUT

The upper reaches of the Alexander River in April, 2018 - as at that date, the overgrowth evident above appears to have obscured whatever might remain of Munro's Hut which should lie hidden very close by.[2001]

Place Name(s):	Munro's Hut (alternatively referred to as Munro's Hut, Well & Bridge - commonly shown on early surveys as "Munroe's Hut" though the correct spelling, as he signed his own name, is Munro)
Use(s):	Original: Homestead
Address:	Lot 513 on Plan 240294, Alexander Road, Howick
Ownership:	Crown Land
State Heritage Listing:	N/A

[2001] Photograph Courtesy Nicholas Kleinig

Original Date of Construction:	Circa 1875.[2002, 2003]
Construction Materials:	Unknown
Builder / Designer:	Likely built by John De Burross Munro.[2004]

Nature of Significance:	Historic: It is significant in the evolution or pattern of the history of the local district. Research: It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	Rarity: It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Representativeness: It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Poor*. Integrity: Low*. Authenticity: Low*. *Site unseen, hidden by thick vegetation as at 2018. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2002] Application for a Free Stock Run - Location 55; John De Burross Munro, 1874 (Shire of Esperance Records)
[2003] Application for Lease or License of Pastoral Lands - Location 81; John De Burross Munro, 1874 (Shire of Esperance Records)
[2004] The Australian Advertiser, 2 January, 1889

HISTORY & DESCRIPTION

Very little appears to be known or recorded regarding John De Burross Munro specifically, however the most credible contemporary records available show that this particular John Munro arrived in Western Australia as a convict, though no convict by that name appears in any local register.[2005] That said, on January 1, 1858, four convicts who gave their names as "John Williams" arrived in Fremantle from England aboard the *Nile*, and one of these four men, prisoner 4568, had previously been known by the name "John Monro".[2006] In early 1856, "John Monro, alias Wilson" - later tried and convicted under the alias John Williams, one of "…a great many aliases" - and two others had been arrested and charged with theft having "burglariously" entered a house in London.[2007, 2008] The criminal trio were promptly awarded a three month sentence, however as they were being escorted from the court "a very intelligent officer" recognised the group and had them remanded on suspicion of further crimes, all of which were soon confirmed.[2009] On March 3, 1856, this time using the name "John Williams", John Munro and his two accomplices stood trial to face a string of new charges in London's "Old Bailey", and after much deliberation over their extensive criminal histories all three were sentenced to fifteen years transportation, arriving in Fremantle on January 1, 1858.[2010] In mid 1862, only six years into his sentence, prisoner "4568 - John Williams" received a conditional pardon, then two years later, an 1864 arrest warrant refers to prisoner 4568 as "John Williams alias John Munro".[2011, 2012]

In the ensuing years, John De Burross Munro seems to have made his way to Albany prior to being employed by both the Dempster Brothers at Esperance Bay and Campbell Taylor at Thomas River, possibly as a builder utilising the "stone dressing" skills referred to in his convict records, though also as a shepherd. Evidence shows that John Munro soon struck out on his own, and on December 15, 1874, an application for a "free stock run" notes that he had purchased 1,400 sheep and 4 horses from the Dempsters which he intended to stock on East Location 55; a holding of 100,000 acres covering the coastline between the Dempster Brothers' Esperance Bay station and Campbell Taylor's Lynburn Station.[2013] That same day, Munro - signing as "Jhon De Burrofs Munro" on both forms - had also applied for a smaller 20,000 acre pastoral lease covering East Location 81, nearer to the Dempsters' station, and this lease was granted on 17 May, 1875.[2014] Early maps indicate that somewhere at or about the time that the leases were initially granted, circa 1875, Munro established a homestead on part of East Location 55 near where the Alexander River meets the old telegraph line.

What little else we know about John De Burross Munro indicates that he led a fascinating and unusual life beyond and before shepherding and burglary, with an 1889 post-mortem account recording that:

"…on emerging from the yate covered grassy valleys of the Thomas River, the coast road lies across a few miles of sterile plains before it descends again into the series of dry creeks and valleys which form the watershed of the Alexander River… The road winds past the remains of an old hut and "shanties" where someone has lived. I am informed that an old man named John Munro lived here once with his wife and children. He was a convicted man who had been for many years the leader of a gang of "gentlemen" thieves in London. There were about forty in the band, and they all gave him precedence in the profession. "The General" or "Gentleman Jack" he was called among them. He was a ticket-of-leave man for many years when shepherding for Mr. [Campbell] Taylor at the Thomas River [Lynburn Station], and he ultimately obtained a few sheep of his own, and settled down on a corner of the run on his own account. He took unto himself a wife from the dusky "daughters of the land" [sic] which lady he bought for five shillings and a blue shirt from her espoused sable lord, whom she had not then seen, only having heard of him as her promised husband. The result of this union is a family of half-castes [sic], the two eldest boys being particularly handsome lads, and very capable, I hear, in farm work or any employment the settlers may give them. On the death of Munro [in 1883], the children, I believe, were taken to some orphanage where they take half-castes [sic], and educate them as white people. Many stories are told on the coast of old Munro. His dexterity at picking pockets is still talked about by those who knew him. A story goes that he made a bet of a gallon of rum, with a W.A. policeman, that he would take his watch from him and put another on the chain in a given time without detection. There were several eye-witnesses to this, and at a given time Munro called attention from the general conversation to the fact that he wanted his rum. The policeman desired him to begin his robbery first, and Munro told him to look at his watch, and

---

2005 John Munro - Esperance Museum Archives

2006 John Munro - Alias John Williams, Prisoner 4568; Convicts to Australia - http://members.iinet.net.au/~perthdps/convicts/con-wa21.html (Accessed 2017)

2007 The Daily News (London), 11 February, 1856

2008 Trewman's Exeter Flying Post (Exeter, England), 21 February, 1856

2009 The Standard (London), 11 February, 1856

2010 Proceedings of the Old Bailey (Central Criminal Court), 3 March, 1856

2011 John Munro - Alias John Williams, Prisoner 4568; Conditional Pardon (Government Gazette of Western Australia, 5 August, 1862)

2012 John Munro - Alias John Williams, Prisoner 4568; Arrest Warrant, 18 July, 1864 (State Records Office of Western Australia, Item No. 06/472 Consignment No. 129)

2013 Application for a Free Stock Run - Location 55; John De Burross Munro, 1874 (Shire of Esperance Records)

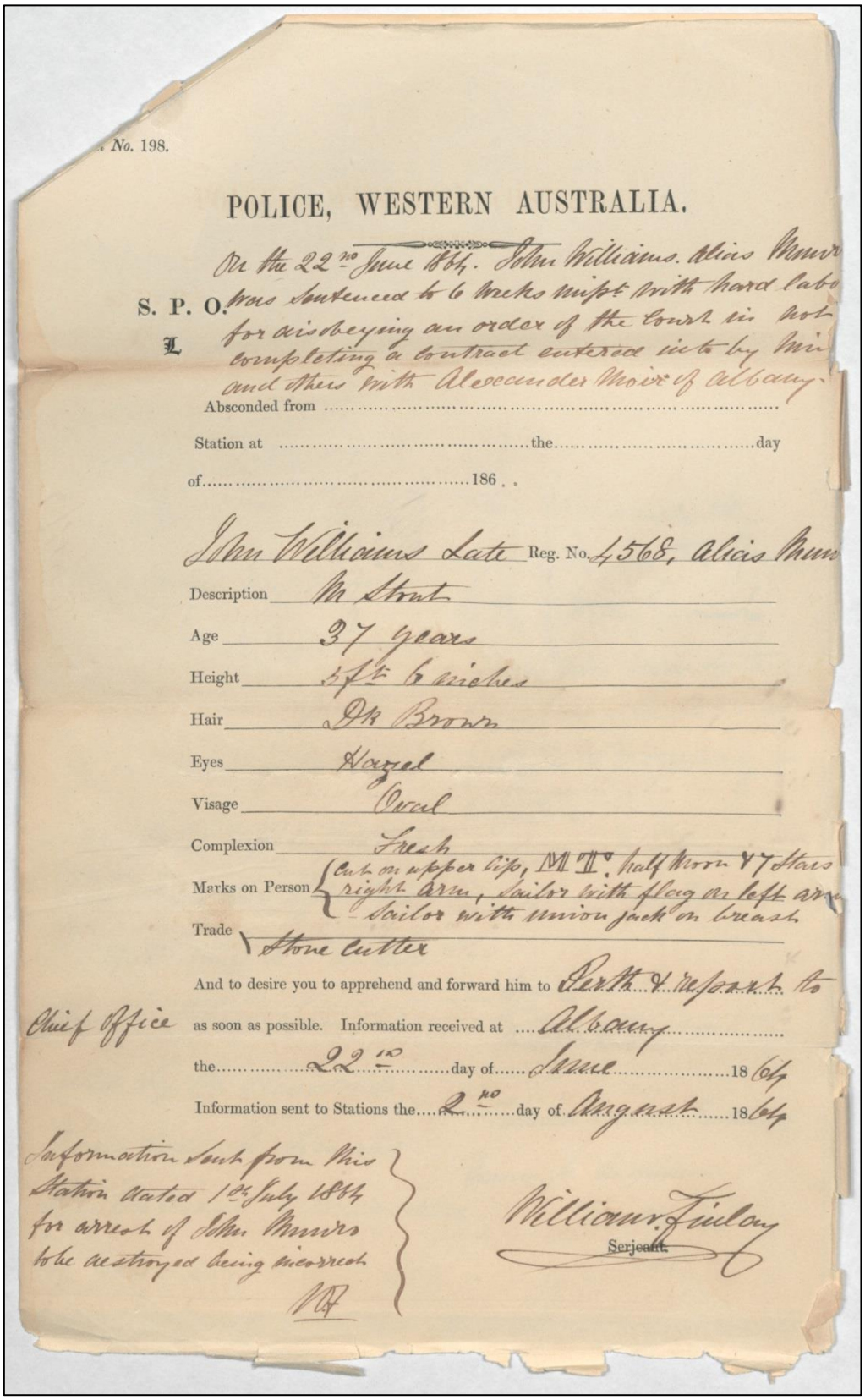
2014 Application for Lease or License of Pastoral Lands - Location 81; John De Burross Munro, 1874 (Shire of Esperance Records)

lo; it was a changed one. It was a common source of amusement for Munro to exhibit his sleight of hand to an admiring ring of men less gifted, and his regrets for the good old thieving days of London are handed down to this day. All that remains of this hero of the East Coast [of Western Australia] are the ruins of his house, his wife, who has gone to the primitive camp fire and a spouse of her own colour [sic], and the family of pretty half-caste [sic] children, who have gone to diffuse through this colony the cunning of the native [sic] combined with the perverted ideas which they inherit from generations of criminals on their father's side."[2015]

On Saturday, June 2, 1883, after a short illness John De Burross Munro, described only as a "sheep farmer", passed away, having been 'treated by telegraph from Albany' in the care of Andrew Dempster at Dempster Homestead in Esperance Bay for more than a month, though a later and perhaps less credible account recorded that "…the renowned Jack Munro… died at his [own] station, near the Duke of Orleans Bay."[2016, 2017, 2018] Whatever the case, Munro's wife, Gnamelum, and six children were left destitute, and the Governor of Western Australia suggested that the four younger children be sent to the Vasse Mission School (Ellensbrook) near Busselton, while the elder two evidently stayed near Esperance, at least for a time.[2019]

Along with two shepherds, Edward Reece and William Marchant, John De Burross Munro is reported to have been buried near Dempster Homestead in Esperance in a "little private cemetery, long since neglected and forgotten", with his grave and coffin recorded by Andrew Dempster as having cost £2.10.[2020, 2021] As of 2018, the reported remains of a fireplace at Munro's Hut have been lost within thick scrub, and the exact location is thus unknown.[2022]

[2015] The Australian Advertiser, 2 January, 1889
[2016] The Albany Mail and King George's Sound Advertiser, 6 June, 1883
[2017] The Albany Mail and King George's Sound Advertiser, 17 July, 1883
[2018] The Daily News (Perth), 29 December, 1893
[2019] John Munro - Bicentennial Dictionary of Western Australians (Friends of Battye Library Inc)
[2020] Department of the Attorney General - Births, Deaths and Marriages Register, John De Burross Munro Death Certificate, 1883
[2021] The Reminiscences of Mr W. E. Dempster - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[2022] The EMU - Esperance Museum Newsletter, June 1998 (Esperance Museum)



No. 198.

POLICE, WESTERN AUSTRALIA.

S. P. O. L

On the 22nd June 1864. John Williams. alias Munro was Sentenced to 6 Mths impt with hard labo for disobeying an order of the Court in not completing a Contract entered into by him and others with Alexander Moir of Albany.

Absconded from .....

Station at .....the.....day

of.....186 .

John Williams Late Reg. No. 4568, alias Munro

Description Mason

Age 37 years

Height 5 ft 6 inches

Hair Dk Brown

Eyes Hazel

Visage Oval

Complexion Fresh

Marks on Person { cut on upper lip, M T. half Moon & 7 stars right arm, Sailor with flag on left arm Sailor with union jack on breast.

Trade Stone cutter

And to desire you to apprehend and forward him to Perth & report to Chief Office as soon as possible. Information received at Albany

the 22nd day of June 1864

Information sent to Stations the 2nd day of August 1864

Information sent from this Station dated 1st July 1864 for arrest of John Munro to be destroyed being incorrect

WF

William Finlay

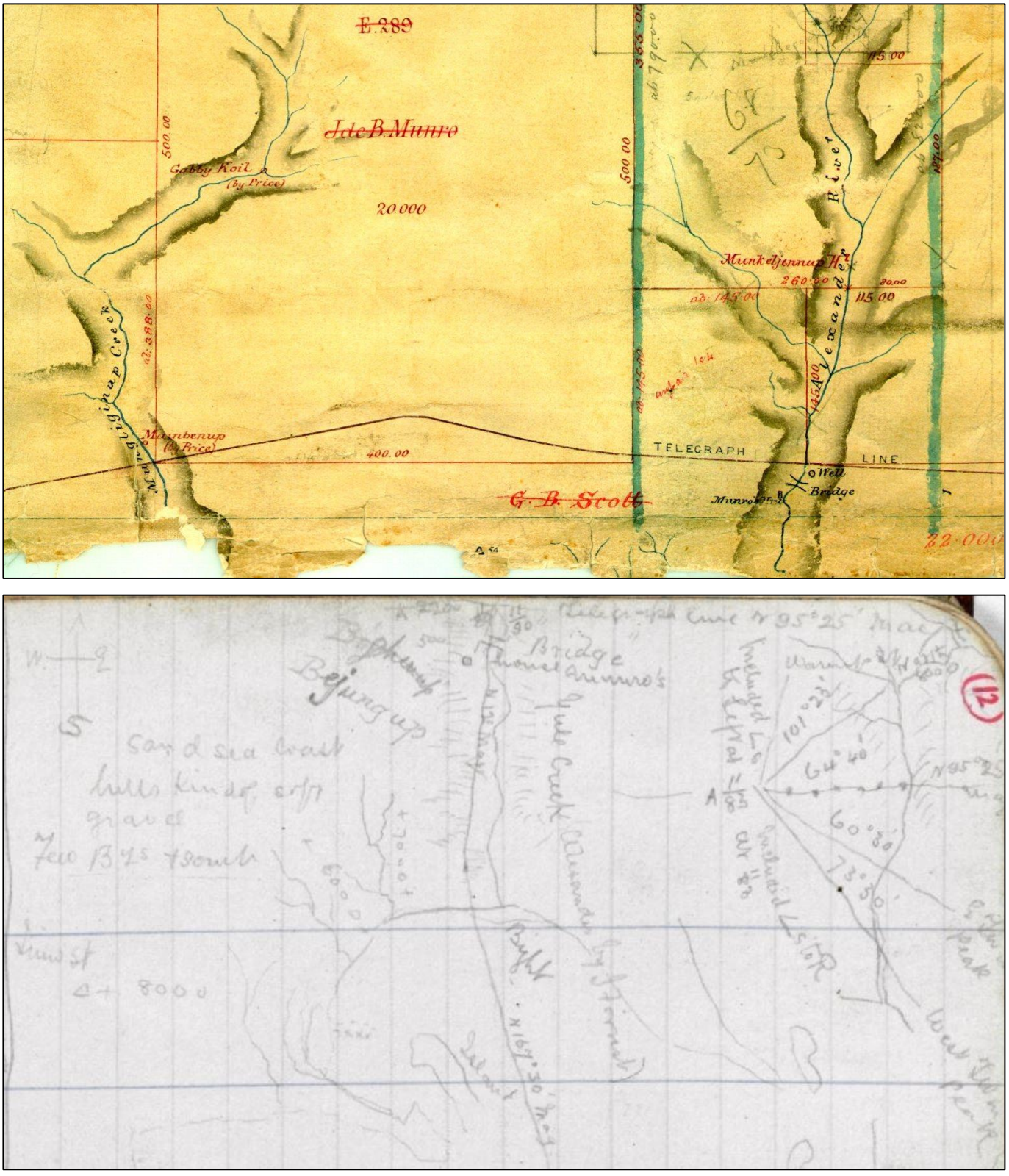
Sergeant

Part of John Munro's 1864 arrest warrant includes a description of the man himself while also linking his name to the alias John Williams, convict 4568, a man who arrived in Western Australia per the *Nile* on January 1, 1858.[2023]

[2023] Image Courtesy State Records Office of Western Australia (Item No. 06/472 Consignment No. 129)

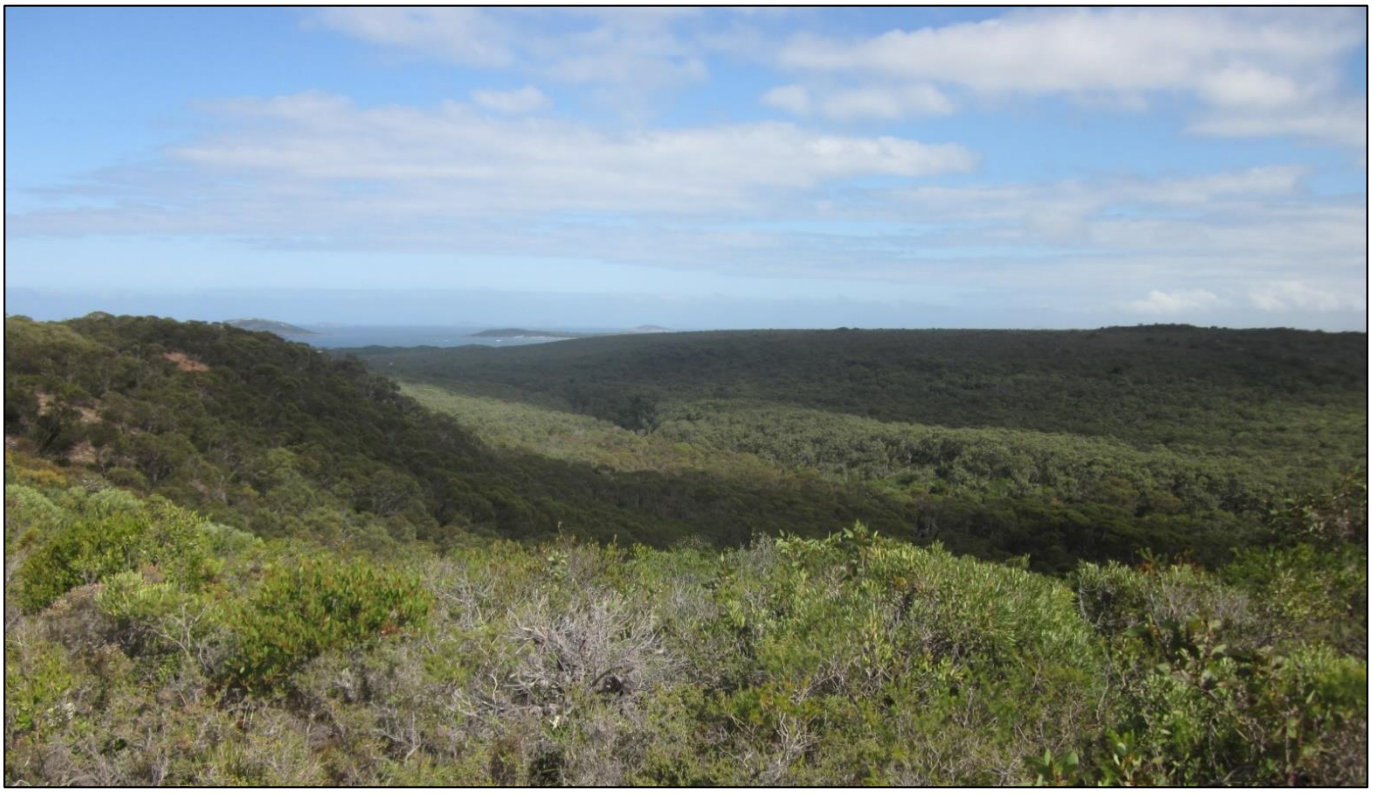
John De Burross Munro's early holdings (top) - East Locations 55 and 81 - per an extract from a plan dated April, 1868, with Munro's holdings being a later addition to the survey circa 1875. The bottom image shows a somewhat crude 1897 survey overlaid on 2013 aerial photography and modern day cadastre, giving the rough location of 'Munro's Hut, Well and Bridge' relative to the Alexander River and the telegraph line.[2024, 2025]

[2024] Image Courtesy State Records Office of Western Australia (Item No. East & Kent 07.1 Consignment No. 4919)
[2025] Image Courtesy Nicholas Kleinig (Shire of Esperance)



An extract from a circa 1888 plan (top) based on an 1877 field book survey (bottom) showing the position of Munro's Hut relative to the nearby telegraph line, bridge, Alexander Bay and the Alexander River, the latter two being shown (bottom) as the "Bight" and "Yule Creek (Alexander [River] by J. Forrest)" respectively.[2026, 2027]

[2026] Image Courtesy State Records Office of Western Australia (Item No. East 12 Consignment No. 4919)
[2027] Image Courtesy Field Book No. 4, H. S. Carey, 1877 (Item No. CAR/04 Consignment No. 3401)



Views over the valley that forms the Alexander River in 2018. The lost ruins of Munro's Hut are believed to lie hidden within the thick vegetation on the far side of the river near the distant track (top).[2028]

[2028] Photographs Courtesy Nicholas Kleinig

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 47

MURTADINIA DAM

The view over Murtadinia Dam towards one of the nearby drystone stacks in November 2014. Although the purpose of this particular stack is not known, others in the vicinity are thought to have been used as cover or for blinds during the hunting of waterfowl, emus and kangaroos.[2029]

Place Name(s):	Murtadinia Dam (alternatively referred to as Murtadinia Rock)
Use(s):	Original: Water Point
Address:	Vacant Crown Land, Parmango Road, Buraminya
Ownership:	Crown Land
State Heritage Listing:	N/A

[2029] Photograph Courtesy John Baas (http://www.exploroz.com/Places/107715/WA/Murtadinia_Rock.aspx), Accessed 2016

Original Date of Construction:	Circa 1885.[2030]
Construction Materials:	Walls: Earth, Other: Dry Stone Hunting Blinds
Builder / Designer:	Built by John Paul Brooks.[2031]

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Good. Integrity: Low. Authenticity: High. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2030] Taking up the Land, 1875-1884 - Challenge in Isolation (John R. Bridges, 2004)
[2031] Murtadinia Dam, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

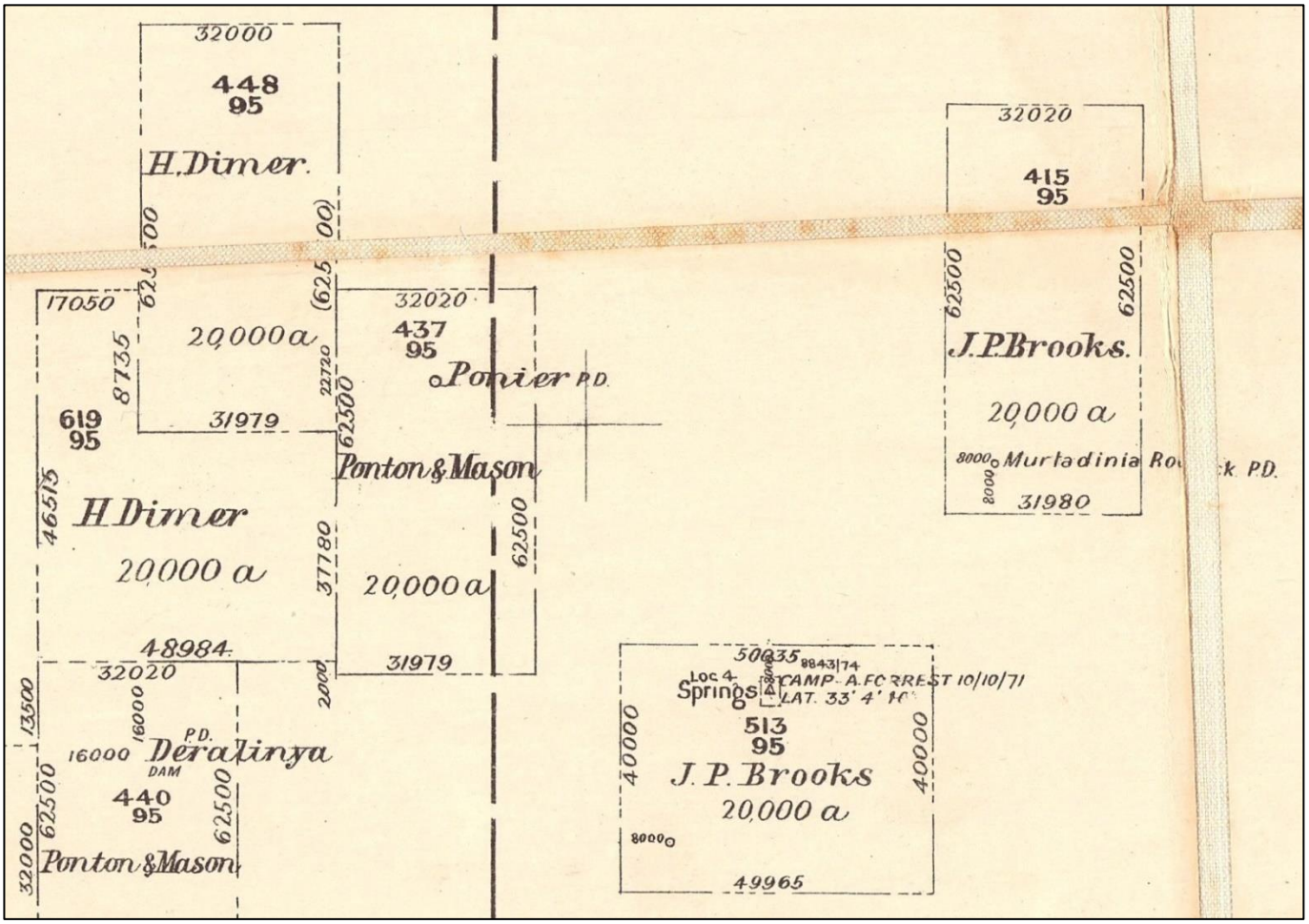
HISTORY & DESCRIPTION

Located 10 kilometres to the north-northeast of Balbinia Homestead, Murtadinia Dam is believed to have been made by John Paul Brooks which places the likely date of construction circa 1885, being shortly after the Brooks family took up Balbinia Station. The site encompasses a large granite rock with a man-made earthen wall which forms the holding area for the main dam, and together with a series of smaller catchments nearby, in their day, these would have been essential for running stock in an area that can seasonally be very dry. On the banks of the dams, dry stone blinds for hunting kangaroos, emus and ducks as they came in to water have been constructed, and at that time, this form of hunting was both a popular sport as well as being a way of providing food and supplementing an income through the sale of skins. Today, this site remains basically as it would have been when first built, a good example of bush life, craftsmanship and ingenuity.[2032, 2033, 2034]

[2032] Murtadinia Dam, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[2033] Taking up the Land, 1875-1884 - Challenge in Isolation (John R. Bridges, 2004)
[2034] Jumping Ship, 1884-1894 - Elsewhere Fine (Karl Dimer, 1989)

Photographs taken in November 2014 showing a series of small catchments near the dam on Murtadinia Rock.[2035]

[2035] Photographs Courtesy John Baas (http://www.exploroz.com/Places/107715/WA/Murtadinia_Rock.aspx), Accessed 2016



An extract from a survey dated March 17, 1915 showing Murtadinia Dam ('Murtadinia Rock', right of centre) on one of John Paul Brooks' holdings to the northeast of Balbinia Homestead ('Location 4', south of centre).[2036]

[2036] Image Courtesy Esperance Museum

An undated map showing the tracks leading northward from Israelite Bay past Murtadinia Dam to Balladonia. This area was once a hive of activity, and other landmarks shown 'nearby' include Deralinya, Balbinia, Kangawarrie, Nanambinia and Booanya.[2037]

[2037] Image Courtesy Shire of Esperance

Place No: 48

NEWTOWN JETTY

Constructed in 1894/95, the Newtown Jetty once served the needs of the Hampton Plains Syndicate, particularly during the development of "Hampton Town", now known as Castletown (photograph circa 1915).[2038]

Place Name(s):	Newtown Jetty (alternatively referred to as New Town Jetty, Esperance Bay Company Jetty, Esperance Land Company Jetty, Hampton Plains Jetty, the Esperance Proprietary Company Jetty or Castletown Jetty)
Use(s):	Original: Jetty, Present: Unused / Abandoned
Address:	Lot 1036 on Plan 39944, Castletown Quays, Castletown
Ownership:	Crown Land
State Heritage Listing:	N/A

Original Date of Construction:	1894/95.[2039, 2040]

[2038] Photograph Courtesy Thomas Edwards Collection
[2039] The West Australian, 10 December, 1894
[2040] The South Australian Register, 27 March, 1895

Construction Materials:	Timber
Builder / Designer:	Built by S. M. Stansmore on behalf of the Hampton Plains Syndicate.[2041, 2042]

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Poor. Integrity: N/A. Authenticity: Low. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2041] The West Australian, 15 November, 1895
[2042] The South Australian Register, 27 March, 1895

ESPERANCE BAY, W.A. [From a Drawing by Mr. H. Barlee, Perth.]

A sketch of Esperance Bay published in October 1894, conceptually showing the site of what was to be the Newtown Jetty from “Hampton Town” (alternatively known as “New Town”, “Newtown”, “Esperance Bay Town”, the “Esperance Bay Company’s Town” or later “North Esperance” and then “Castletown”), with Dempster Head and Esperance itself on the far right.[2043]

From as early as 1885, a private company had been petitioning the State Government seeking to secure the construction of a railway from the coast at Esperance Bay to the Hampton Plains in the north.[2044, 2045] Unfortunately for the company, the aptly named Hampton Plains Syndicate, nothing would come of that particular proposal, however the vast tracts of land that had been secured by George Simpson - one of the driving forces behing the original scheme - were still thought to be of great strategic value.[2046] In 1888, George Simpson transferred his holdings to the “Hampton Plains Syndicate Limited”, then in 1890 their interests were given over to a subsidiary, the “Esperance Bay Company Limited”.[2047] In the years following, gold rushes to the north led to the Gazettal of the townsite of Esperance itself late in 1893, and in an attempt to capitalise on the masses of people that were now flocking to the port, at about the same time the Hampton Plains Syndicate had been busily at work establishing a “new town” in the northern part of Esperance Bay.[2048, 2049, 2050] Most commonly referred to as “the Esperance Bay Company’s Town” or “the Hampton Town” at the time, this new town also went by names including “Newtown” and simply “Esperance Bay” (later “North Esperance” which would become “Castletown” - all correct names for the same place) and, as had happened in the properly Gazetted townsite of Esperance to the south, the new lots were soon swiftly snapped up by keen investors.[2051, 2052]

In November 1894, a series of advertisements were published detailing an auction of these properties in the first section of Hampton Town (“Section A” per the plan following) as follows:[2053]

ESPERANCE BAY! ESPERANCE BAY!

———

[2043] Image Courtesy The Pictorial Australian, 1 October, 1894
[2044] The West Australian, 12 September, 1885
[2045] The West Australian, 19 September, 1885
[2046] The West Australian, 27 March, 1888
[2047] Certificate of Title, East Location 18 (et al), George Simpson, 3 July, 1889
[2048] Government Gazette of Western Australia, 15 December, 1893
[2049] The Daily News (Perth), 24 April, 1894
[2050] The Daily News (Perth), 4 August, 1894
[2051] The West Australian, 15 November, 1894
[2052] The Western Mail, 8 December, 1894
[2053] The West Australian, 12 November, 1894

IMPORTANT SALE OF BUILDING LOTS

———

Messrs. Crossland & Co. have received instructions from the Esperance Bay Co. (Limited) to sell by Public Auction at the Mechanic's Institute, Perth, on Saturday, the 17th November, at 8 o'clock p.m., a number of town lots from half an acre upwards, in this townsite, and facing the beautiful harbour.

The auctioneers wish to point out that a contract for a jetty 250 ft. long has been let to Mr. Stansmore, and that the s.s. *Nemesis* is now loading the timber at Bunbury, under charter to deliver. The jetty extends into 3 ½ fathoms of water.

The Company has sent out a number of buildings [reportedly pre-fabricated in London], consisting of a large store, hotel and cottages. These are now lying at Albany ready for shipment. These buildings will be open to let, and every effort will be taken by the Company to make this a thriving townsite by making roads and other improvements. Fresh water is obtainable at easy depths on any part of the townsite.

The geographical position of Esperance Bay guarantees a great future for this place in connection with the goldfields, which are fast developing into important mining centres toward the harbour from Coolgardie.

The great advantages of the position of Esperance cannot be overrated, bringing the Eastern Colonies within reach of the goldfields at much less cost and time.

Stone & Burt, Attornies for the Company; C. Crossland & Co., Agents.

Plans obtainable, and all information given on application to our offices, Perth and Fremantle.

All of the properties listed in the first auction for "Section A" sold immediately during that auction, and in December 1894 a newspaper article recorded that "…the timber for the Land Company's jetty has been landed on the site some distance to the eastward of the township… It will be utterly useless to the business people of the place till a tramway has been laid over or through the sand hills, or a macadamised road made to connect it with the town."[2054, 2055] Construction on the Newtown Jetty was thus soon underway, and in March 1895 it was reported that "…the jetty, sanctioned by the Hampton Plains Syndicate, whose pastoral country is situated beyond Coolgardie, has been completed."[2056] In the months following, the Syndicate ran a series of advertisements detailing the sale of lots in "Sections B, C and D" (per the plan following, noting that all lots in "Section A" had sold in November 1894), reporting that "…the company's jetty and their buildings have been erected, so that purchasers have at once every facility needed for a first-class seaport. Regular steam service will shortly be established on the coast, also a camel train organised giving regular communication with Dundas and Coolgardie. The recent great discoveries of gold at Dundas (which is only about 120 miles from Esperance) with the facilities above referred to will beyond doubt give the town an impetus not yet experienced in the colony."[2057]

A brief description of "Hampton Town" was later published in 1896 recording that "…the bay [Esperance Bay] is like the figure 3 turned down, in the centre of the first circle on the left hand is the [James Street] jetty, evidently put there to be as far as possible from the private town site, Hampton town. A company known as the Hampton Plains had great concessions from the W.A. Government. They sold a block of land to a syndicate who laid out a townsite, and built a small jetty. As soon as the Norseman goldfields started, then began the rivalry between the two towns. The syndicate extended their jetty which no doubt compelled the Government to extend theirs. The two jetties are 1 ½ miles apart. The Government has prohibited any dutiable goods from being landed at the private jetty. I was informed that all the blocks of the private town were sold, well I hope the purchasers are satisfied with the (sand) land they bought."[2058]

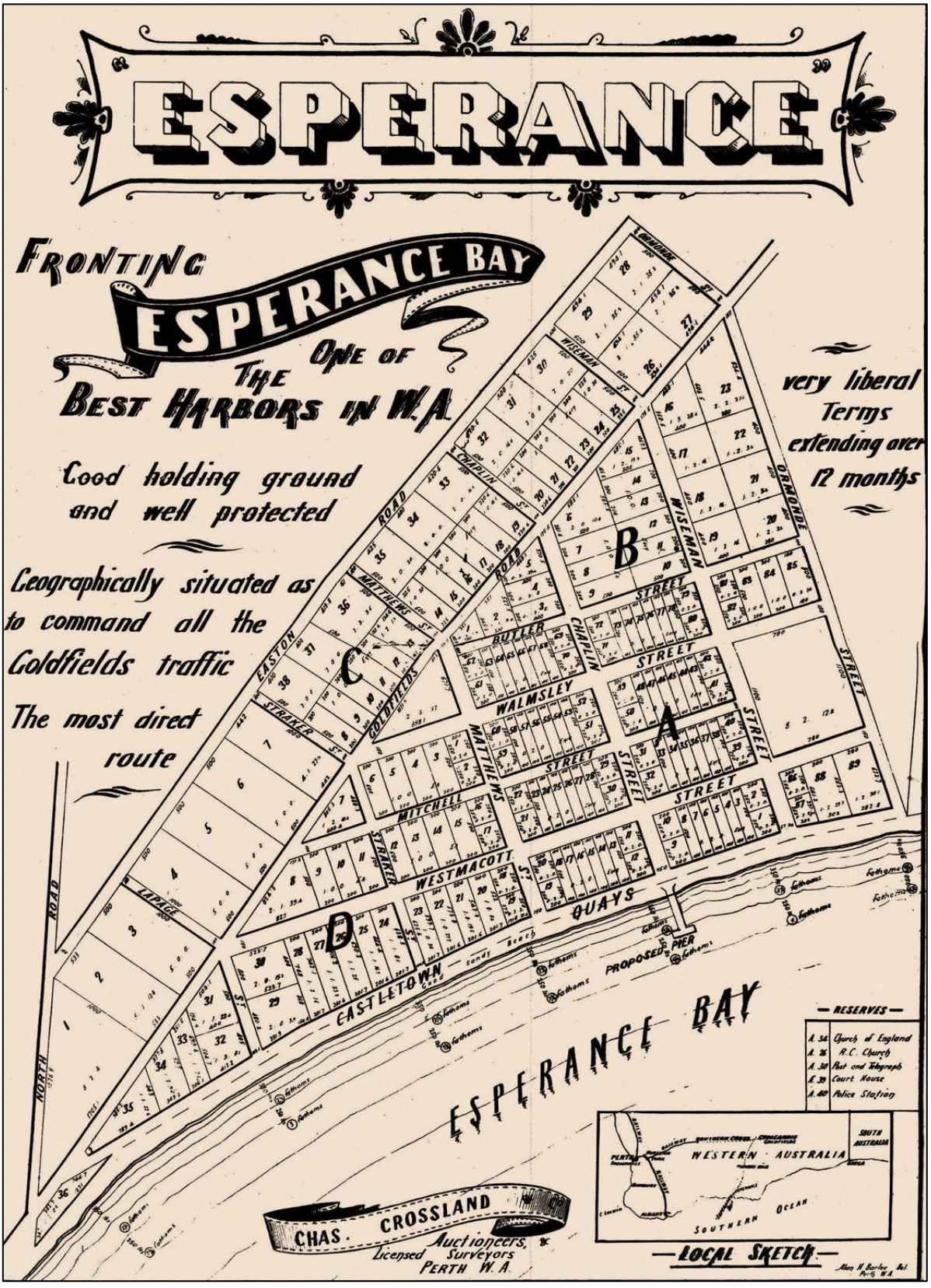
By late 1896, the West Australian rail network had reached Coolgardie and Kalgoorlie from Perth which left Esperance isolated from the trade created by these vital goldfields, and the once booming district swiftly began a descent into a

[2054] The Western Mail, 8 December, 1894
[2055] The West Australian, 10 December, 1894
[2056] The South Australian Register, 27 March, 1895
[2057] The Daily News (Perth), 9 May, 1895
[2058] The Kadina and Wallaroo Times, 24 October, 1896

localised depression where hundreds if not thousands of people abandoned the area as trade ground to a halt.[2059] In the coming years, Hampton Town was gradually all but abandoned, and the jetty eventually became completely unused, except by the occasional fisherman. In 1930, a wandering traveller recorded of the old Hampton Town that "…scattered along the sandy beach for a distance of about two miles eastward of the main jetty [James Street], are the small and low buildings that comprise the forlorn town of Esperance Bay [note this refers to Hampton Town, as distinct from the town of Esperance itself]. Arriving at the end of this two miles of beach, you come to a jetty once used for the landing of mining material, goods, etc., from overseas for the then prosperous mining towns of Dundas and Norseman. This old jetty, abandoned and forsaken by the then Esperance Bay Co., or Hampton Plains Estates, nearly thirty years ago, has pointed its nose seawards neglected and unused, shaking and rocking to the winds of time, and although she rocks and quivers with alarm at the thump of every wave, she seems to stand there defiant of the years, swaying away in her 40 ft. of water, with the waves forever rushing at her through the distant heads - heads that seem to have been placed there by some mysterious design of nature, seemingly to serve as a gateway for this beautiful bay of Esperance."[2060]

Circa 1948, what nature had not yet removed from the Newtown Jetty was sold, and the usable timbers were then milled and disposed of, leaving only a small remnant of what was once a beautiful structure. Today, aside from a few enduring pylons, very little of the original jetty remains, however what is left serves as a vague reminder to what life would once have been like amongst the lonely sand dunes in Hampton Town.[2061, 2062]

[2059] The West Australian, 9 September, 1896
[2060] The West Australian, 3 January, 1930
[2061] History of Esperance - The Port of the Goldfields, 1792 - 1946 (John Rintoul, 1946)
[2062] Castletown Jetty, Esperance - Maritime Heritage Site Inspection Report (Western Australian Maritime Museum, 1994)

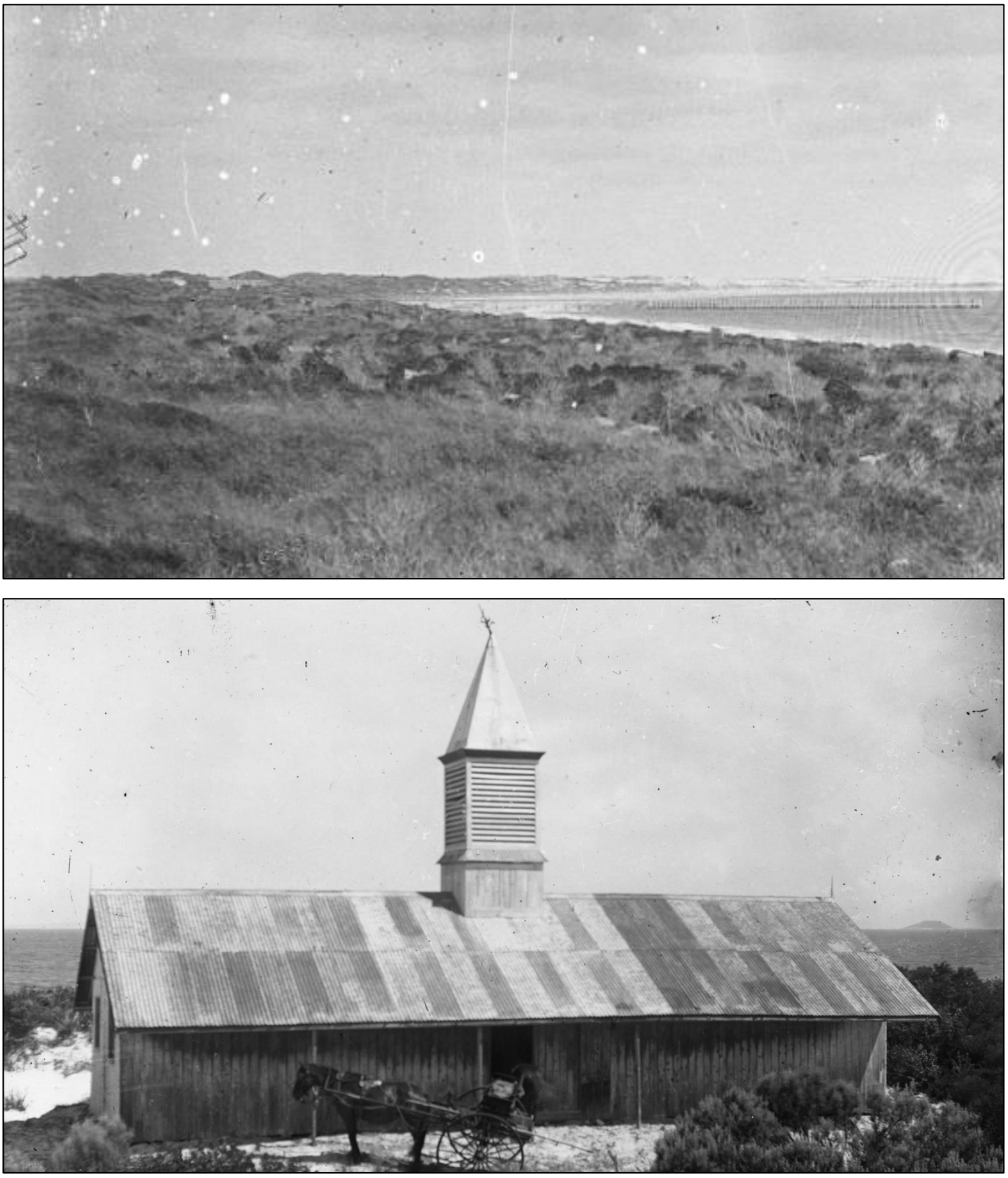


An advertisement published in September 1894 showing the “Esperance Bay Company’s Townsite” and proposed jetty. At the time, the area was also commonly known as the ‘Hampton Township’ or ‘New Town’ (‘Newtown’), later being referred to as ‘North Esperance’ prior to becoming part of the suburb of Castletown.[2063]

[2063] Image Courtesy The Pictorial Australian, 1 September, 1894

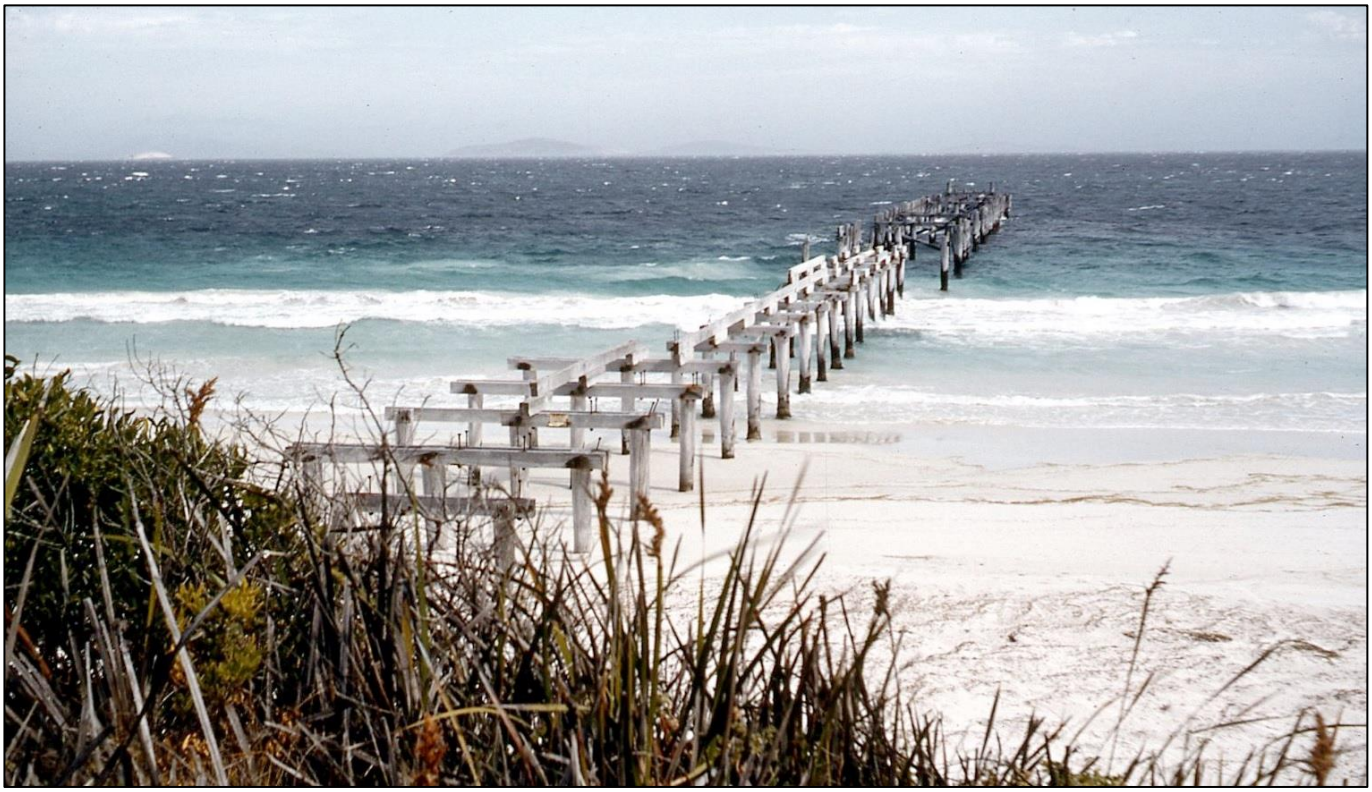
Photographs dated and dating to 1913 showing the Newtown Jetty, the top image bearing the inscription “North Esperance Deep Water Jetty, E. B. Co. Ltd”.[2064]

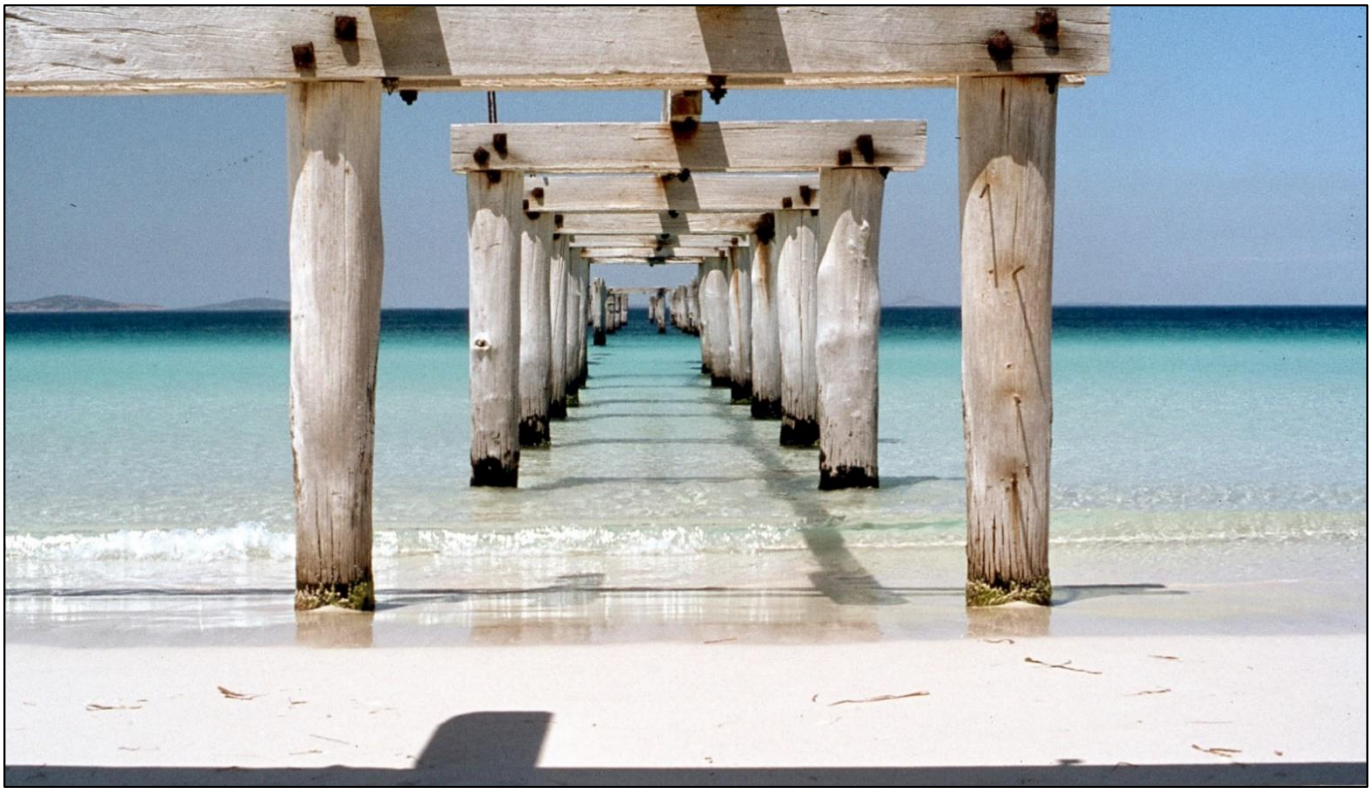
[2064] Photographs Courtesy Thomas Edwards Collection



The view towards what remained of Hampton Town or Newtown circa 1913 (top) and a close up of the Newtown Hall itself circa the same year, a building which once stood in the sand dunes by the base of the Newtown Jetty and was, at one time, locally renowned as a gathering point for social events and dances.[2065]

[2065] Photographs Courtesy Thomas Edwards Collection





Photographs showing what little was left of the Newtown Jetty by the 1960's. Many of the usable timbers had been salvaged and repurposed in the decades prior, leaving only a small remnant of the broader structure behind.[2066]

[2066] Photographs Courtesy Historic Images File (Shire of Esperance Records)

A path off the end of Chaplin Street (top, 2014) leads down to the remnants of the Newtown Jetty (bottom, 2013).[2067]

[2067] Photographs Courtesy Shire of Esperance

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 49

NORFOLK PINE TREES

Probably the most renowned of the local Norfolk Island Pines is that planted in 1896 in the area now known as Post Office Square (right of picture, taken 2013). A plaque at its base reads "This Norfolk Pine Tree was planted by J. Sinclair (Postmaster) in the year 1896. Height 30th August, 1965: 98 feet, 4 ¾ inches."[2068]

Place Name(s):	Norfolk Pine Trees (alternatively referred to as Norfolk Island Pine Trees)
Use(s):	N/A

[2068] Photograph Courtesy Shire of Esperance

Address:	Lot 3 No. 23 on Diagram 23165, Andrew Street, Esperance (Post Office Square); Lot 307 No. 86 on Plan 48799, Dempster Street, Esperance (RSL Carpark); Lot 308 No. 82 on Plan 48799, Dempster Street, Esperance (War Memorial); Lot 809 No. 84 on Plan 183864, Dempster Street, Esperance (RSL Building); and Encroached portion of Dempster Street adjacent RSL Reserve No. 6206 and 48842
Ownership:	Private & Crown Land - Part Management Order to Shire of Esperance
State Heritage Listing:	State Heritage Listed - Registered Heritage Place No. 5054

Original Date of Construction:	Initially planted in 1896/97, noting later plantings and re-plantings in some instances.[2069]
Construction Materials:	N/A
Builder / Designer:	N/A

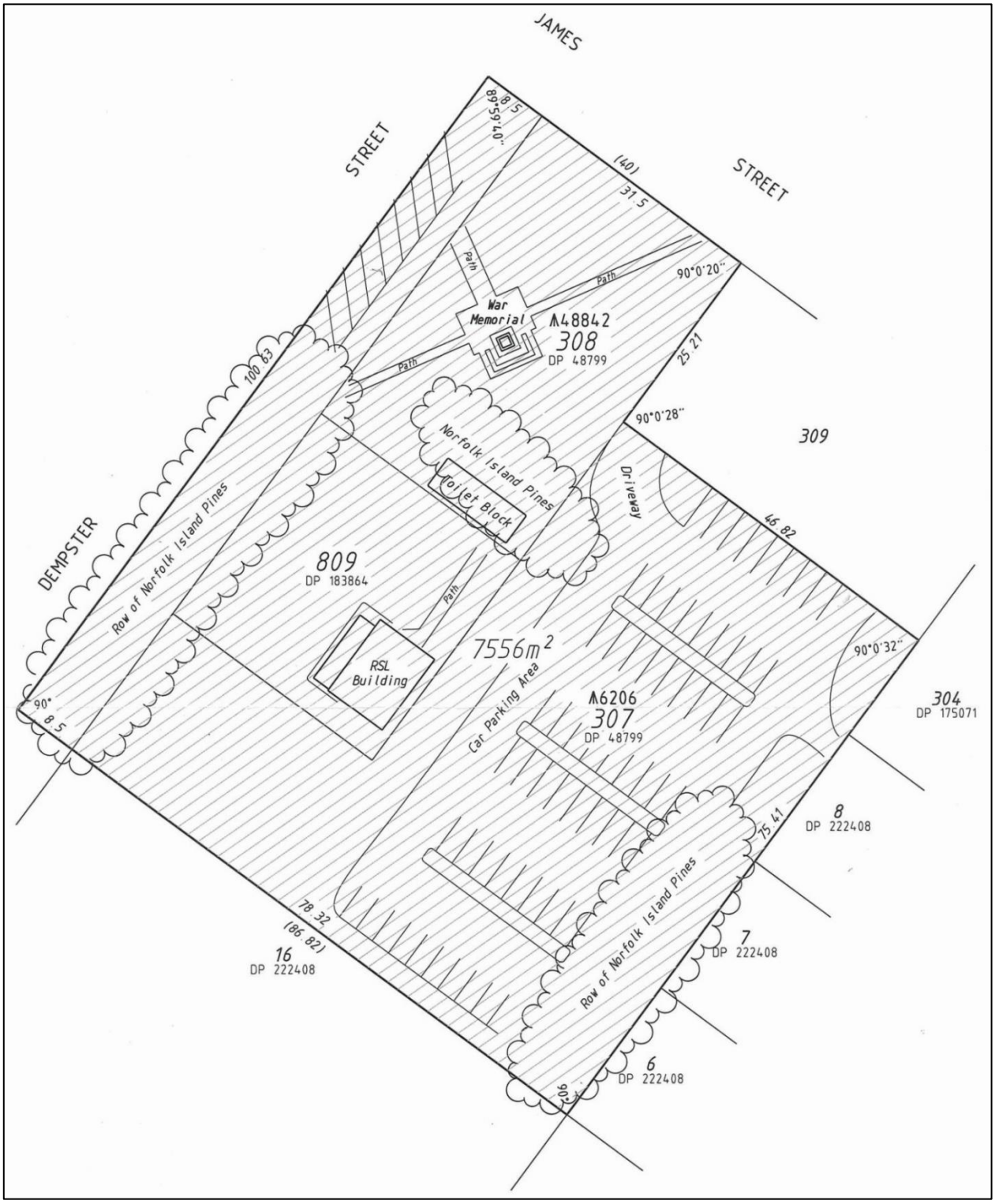
Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Good. Integrity: N/A. Authenticity: N/A. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2069] Norfolk Pine Trees, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

HISTORY & DESCRIPTION

Arguably the most iconic remaining landmark within the Esperance town centre, the large Norfolk Pine Tree in Post Office Square on the corner of Andrew and Dempster Streets was planted in 1896 along with two other trees of different species nearby; one sugar gum and one unknown, neither of which remain today. The plantings didn't stop there however, and a further row of Norfolk Pines, several of which still stand, was planted to the rear of the Government School (now Esperance RSL Headquarters) that same year. Early the following year, the Esperance Municipal Council decided to focus £100 of funding into "planting trees and grasses" throughout the town centre, and in July 1897, Arbour Day was celebrated with the planting of Norfolk Pine Trees along Dempster Street, while others were soon planted near and surrounding what is now the Esperance RSL headquarters (former Esperance School then Municipal Council and Road Board Offices). Beautifying the town had become quite a focus, and in September 1897, an "avenue of fig trees in James Street" was planted by the Municipal Council and a Parliamentary party, while further plantings along Dempster Street and The Esplanade (Edward Street) soon ensued. Although some have been replaced in the years and decades since, as they grew, these beautiful features steadily began to forever alter the face of the town, and today, the grand old Norfolk Pine Trees stretching along the networks of older roads and the coastline are now synonymous with the image of Esperance.[2070, 2071, 2072, 2073, 2074, 2075, 2076]

[2070] The West Australian, 16 November, 1896
[2071] The West Australian, 16 July, 1897
[2072] The Daily News (Perth), 18 September, 1897
[2073] The Kalgoorlie Miner, 9 December, 1897
[2074] Letter Regarding Norfolk Pine Trees - Maryann Lankester C/- Esperance Bay Historical Society, 6 November, 2006 (Shire of Esperance Records, CI06-5131)
[2075] Register of Heritage Places - Esperance RSL Building, Norfolk Island Pines & War Memorial (State Heritage Office, 2008)
[2076] Esperance RSL Building, Norfolk Island Pines & War Memorial Curtilage Plan (Shire of Esperance Records, CR10-228)



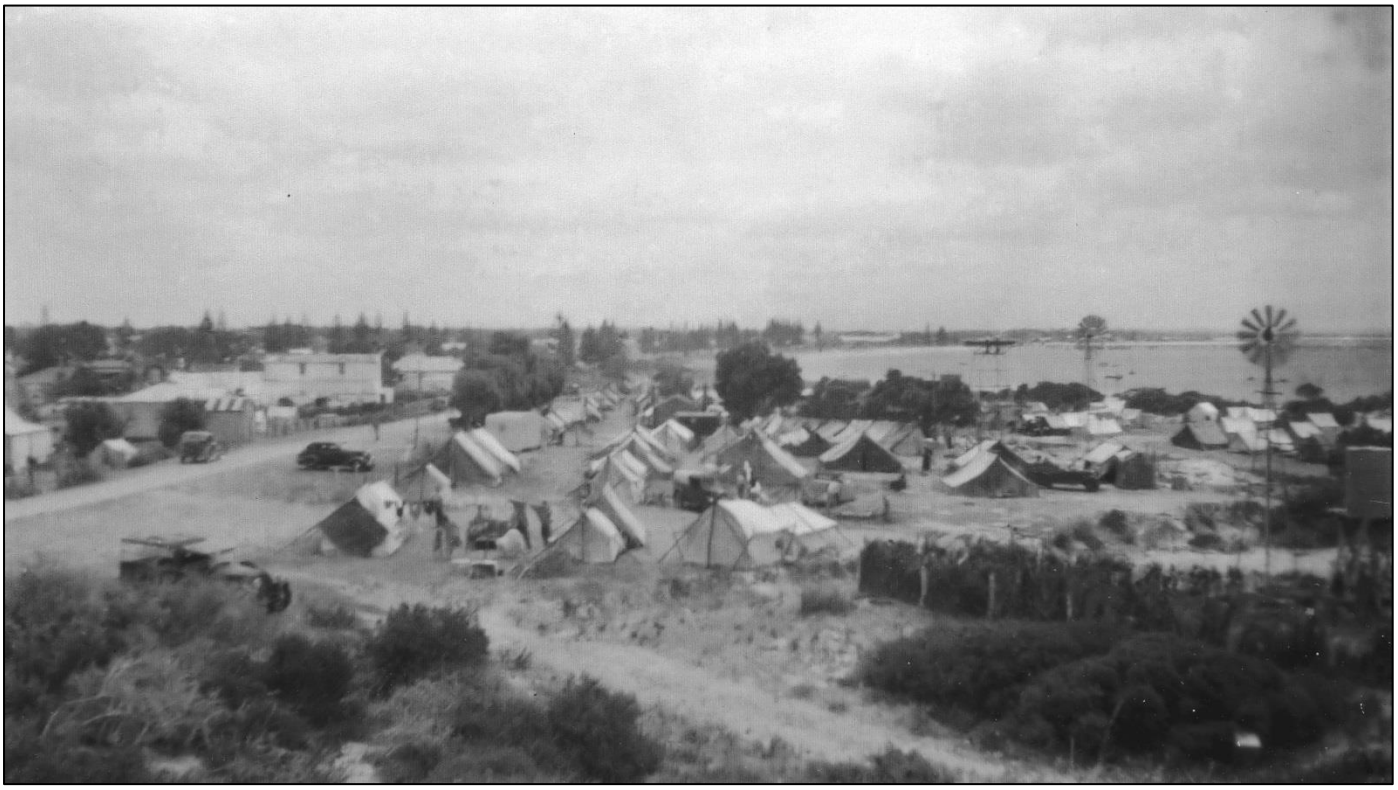
The extent of this site covers all those Norfolk Pine Trees shown above, as well as the remaining Norfolk Pine Tree in Post Office Square (not shown above). Trees in the southeast of this survey were planted in 1896, while those to the northwest of the site and near the toilet block are believed to date circa 1925 and 1929 respectively.[2077, 2078]

[2077] Letter Regarding Norfolk Pine Trees - Maryann Lankester C/- Esperance Bay Historical Society, 6 November, 2006 (Shire of Esperance Records, CI06-5131)

[2078] Image Courtesy Heritage Council of Western Australia (Shire of Esperance Records, CR10-228)

Place No: 50

OLD CAMPING GROUND



The 'Old Camping Ground' on what is now Port Authority Park, circa 1940.[2079]

Place Name(s):	Old Camping Ground (alternatively referred to as Port Authority Park)
Use(s):	Original: Camping Ground, Present: Park
Address:	Lot 982 on Plan 220260, The Esplanade, Esperance; Lot 984 on Plan 220260, The Esplanade, Esperance; Lot 985 on Plan 220260, The Esplanade, Esperance; and Lot 1027 on Plan 31503, The Esplanade, Esperance Reserve No. 27318, 28207 and 35460
Ownership:	Crown Land
State Heritage Listing:	N/A

[2079] Photograph Courtesy Esperance Museum

Original Date of Construction:	Circa 1929, noting earlier though less formalised use.[2080]
Construction Materials:	N/A
Builder / Designer:	Esperance Road Board

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: N/A. Integrity: N/A. Authenticity: N/A. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2080] The Kalgoorlie Miner, 17 April, 1929

HISTORY & DESCRIPTION

Following completion of the rail line to the goldfields in 1927, Esperance rapidly regained a reputation as a favoured tourist destination as people began to flock to the town once more.(2081) Although the site had seen informal use as a popular camping ground in the years prior, in 1929, it was reported that the Esperance Road Board were considering purchasing "…a triangular strip of sand dune [former Lot 22 per the survey following] adjacent to the foreshore and close against Dempster's Head for a sum of £80. This piece of ground has a well on it, put down by the P.W.D. [Public Works Department] for use while building the railway dam, and also the big overflow drain from the dam wends its way across it; the whole area of the ground being somewhat under half an acre. The suggestion that it be planted with trees and called a park by member T. Orr is rather surprising. Its use as a camping ground was also suggested by another, the campers are likely to become congested. Although in the future this ground, it is hoped, will be of some value, the present actual value is almost nil…"(2082) In spite of this gloomy report, and the fact that heavy winter seas occasionally swamped the area in the early days, the site chosen soon began to gain in popularity, with campers commonly setting themselves up in canvas tents prior to the advent of the caravanning craze which began to hit Esperance in earnest circa 1948/49.(2083, 2084, 2085)

Prior to this more formalised use, the surrounding area had been the campsite of the renowned explorers John and Alexander Forrest together with Tommy Windich - later buried nearby - and others in 1870, and two decades later it would also have seen frequent use by fortune seekers travelling to and from the goldfields, many of whom camped on the beach when the hotels and boarding houses were filled to capacity. During the Great War, a small guard that had been posted in Esperance to protect the then new OTC Station on Wireless Hill (Dempster Head) was encamped here, and later, many of the 'modern pioneers' that came in the 1950's and early 1960's also spent their first nights in Esperance at the Old Camping Ground. Circa 1963/64, plans were underway for the development of the Esperance Seafront Caravan Park, and this would shortly see the Old Camping Ground (now Port Authority Park) close as construction works on the Esperance Port began in the immediate vicinity.(2086, 2087, 2088)

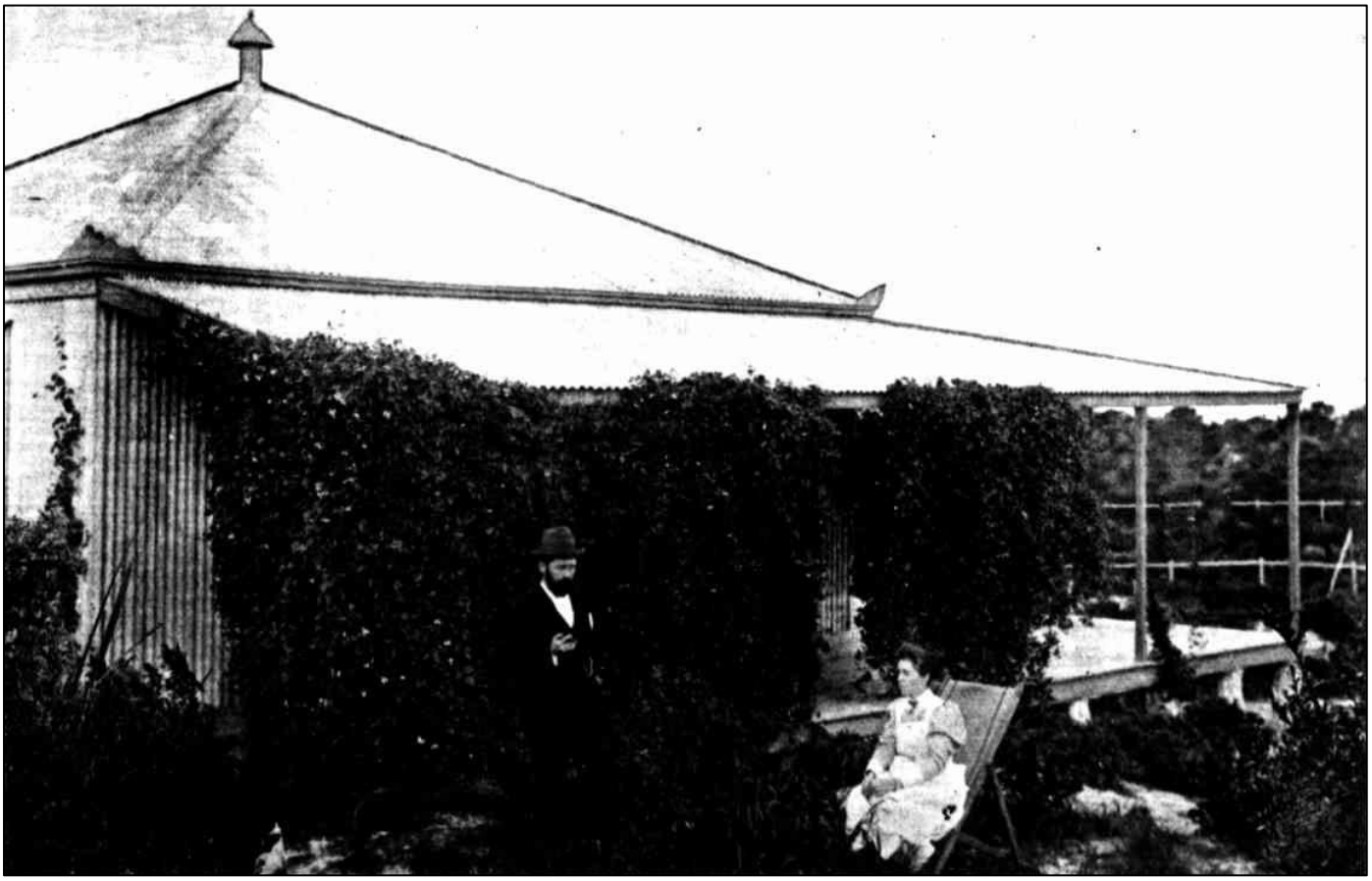
2081 The Daily News (Perth), 22 December, 1932
2082 The Kalgoorlie Miner, 17 April, 1929
2083 The Kalgoorlie Miner, 14 December, 1932
2084 The Kalgoorlie Miner, 12 March, 1948
2085 The Daily News (Perth), 9 January, 1949
2086 The Kalgoorlie Miner, 4 January, 1921
2087 Building Records, Esperance Seafront Caravan Park, Licence Number 19A-63/64 (Shire of Esperance, 1963)
2088 Old Camping Ground, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

An extract from a 1948 survey showing the position of the Old Camping Ground (centre) - now Port Authority Park - a short walk from the lonely grave of Tommy Windich by the base of Dempster Head. The camping area usually extended beyond the boundaries of the site as marked, and on occasion, tents and caravans could be seen stretching right to the beach during the peak of tourist seasons.[2089]

[2089] Image Courtesy Esperance Museum

Place No: 51

OLD HOSPITAL



The original Esperance Hospital, as it appeared in the *Kalgoorlie Western Argus* in 1904. Currently residing in the Esperance Museum Village, the building was originally constructed near the current hospital site on the corner of Hicks and Windich Streets in 1896, prior to being relocated to its second home on William Street in 1929.[2090]

Place Name(s):	Old Hospital (alternatively referred to as the Esperance Hospital or First Government Hospital)
Use(s):	Original: Hospital
Address:	Lot 61 No. 60 on Diagram 5742, Dempster Street, Esperance
Ownership:	Crown Land - Management Order to Shire of Esperance
State Heritage Listing:	N/A

[2090] Photograph Courtesy The Kalgoorlie Western Argus, 10 May, 1904

Original Date of Construction:	1896.[2091, 2092, 2093]
Construction Materials:	Walls: Corrugated Iron, Roofing: Corrugated Iron, Other: Pine Flooring, Painted Pine Doors and Casement Windows
Builder / Designer:	Built by John Winfield and furnished by Francis Daw on behalf of the Public Works Department.[2094]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Good. Integrity: Low. Authenticity: Medium. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2091] The Esperance Chronicle, 20 March, 1896
[2092] The Esperance Chronicle, 22 July, 1896
[2093] The Esperance Chronicle, 29 July, 1896
[2094] Old Hospital, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

HISTORY & DESCRIPTION

Early in 1896, with a booming population and no dedicated medical facilities, a series of accidents and an outbreak of typhoid fever highlighted the urgent need for a designated hospital in the ever growing town of Esperance. Under the charge of Doctor Ernest Black, the Resident Magistrate, community efforts and Government contributions had quickly secured sufficient funds for the project and construction began soon after, with the tender being awarded to John Winfield. Completed by July 1896, the Old Hospital originally sat on paperbark stumps, with dark green skirting boards, buff coloured walls and brown or mustard coloured doors, while a narrow hallway separated the nurse's room, a servant's room, the hospital ward and a kitchen/bathroom. Though purpose built, the design of the hospital was none-too brilliant, and the hallway itself was so narrow that patients occasionally had to be passed through the windows to get in and out of the building. In the ensuing years, the population of Esperance dropped at an alarming rate, and by 1909 there were so few people left in the town that the Old Hospital was no longer warranted, and thus it closed. Two decades later, on the back of the Esperance Northwards Railway and the subsequent Norseman-Salmon Gums Railway, the town of Esperance enjoyed a brief resurgence in population, and in 1929 a newer and larger hospital - the relocated former Wellard Hospital - opened in place of the original. Now completely redundant, that same year the Old Hospital was sold to William Baird, who then relocated the building in its entirety to a block in William Street where it remained until 2009, at which time it was again relocated, this time to its present site in the Esperance Museum Village, where it remains in use today.[2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106]

[2095] The Esperance Chronicle, 20 March, 1896
[2096] The Esperance Chronicle, 1 May, 1896
[2097] The Esperance Chronicle, 8 May, 1896
[2098] The Esperance Chronicle, 23 May, 1896
[2099] The Esperance Chronicle, 30 May, 1896
[2100] The Esperance Chronicle, 13 June, 1896
[2101] The Esperance Chronicle, 27 June, 1896
[2102] The Esperance Chronicle, 22 July, 1896
[2103] The Esperance Chronicle, 29 July, 1896
[2104] The Western Argus (Kalgoorlie), 13 August, 1929
[2105] The Esperance Express, 25 February, 2009
[2106] Building Records, Old Hospital, Licence Number 14153 (Shire of Esperance, 2009)

The very first and original Esperance Hospital as it stood, completely isolated, circa 1900 - the dirt track on the left (top) is Hicks Street.[2107, 2108]

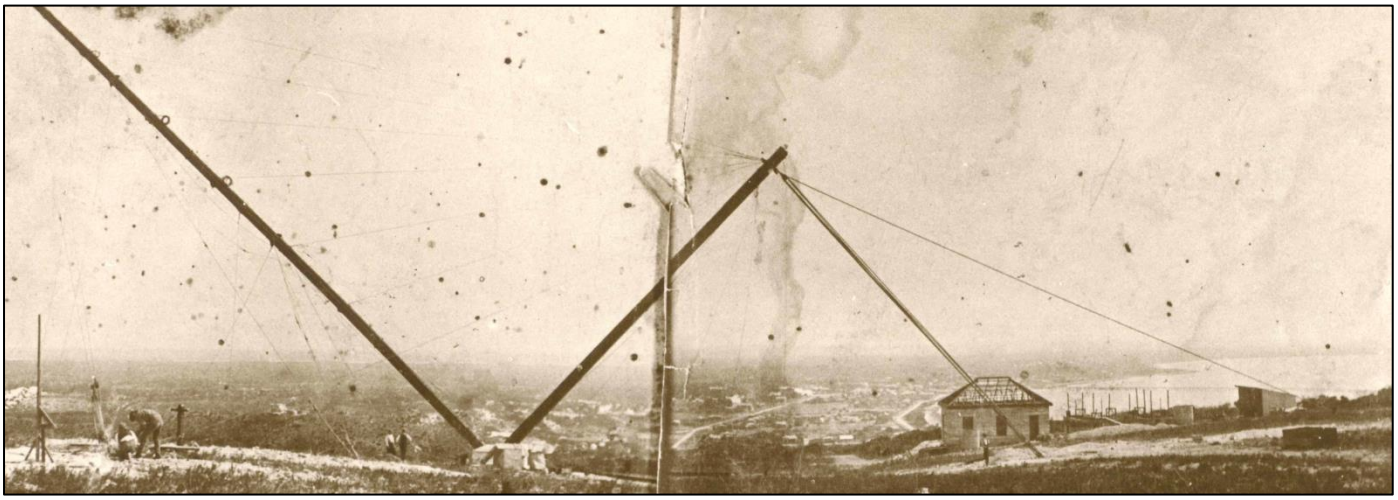
[2107] Photograph Courtesy Daw Collection
[2108] Photograph Courtesy Esperance Museum

Circa 1929, the old building was relocated to a site on William Street (top) where it remained until 2009. Again relocated one last time in 2009, the 'Old Hospital' is now at home in the Esperance Museum Village (bottom, photograph taken 2013).[2109]

[2109] Photographs Courtesy Shire of Esperance

Place No: 52

OTC WIRELESS STATION



The Esperance Wireless Station, later known as the Overseas Telecommunications Commission (OTC) Station, under construction in 1913.[2110]

Place Name(s):	OTC Wireless Station (alternatively referred to as the Esperance Wireless Station, Esperance Radio Station, Esperance Radio Telegraph Station or Overseas Telecommunications Commission (OTC) Station)
Use(s):	Original: Telecommunications Infrastructure, Present: Unused / Abandoned
Address:	Lot 697 on Plan 139063, Orr Street, West Beach
Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	1913.[2111, 2112, 2113]
Construction Materials:	Walls: Stone, Roofing: Asbestos

[2110] Photograph Courtesy Esperance Museum
[2111] The Seawatchers: The Story of Australia's Coast Radio Service (Lawrence Durrant, 1986)
[2112] The West Australian, 25 January, 1913
[2113] The Western Argus (Kalgoorlie), 12 August, 1913

Builder / Designer:	Built under the supervision of John Graham Balsillie (Engineer for Radiotelegraphy with the office of the Post Master General).[2114]

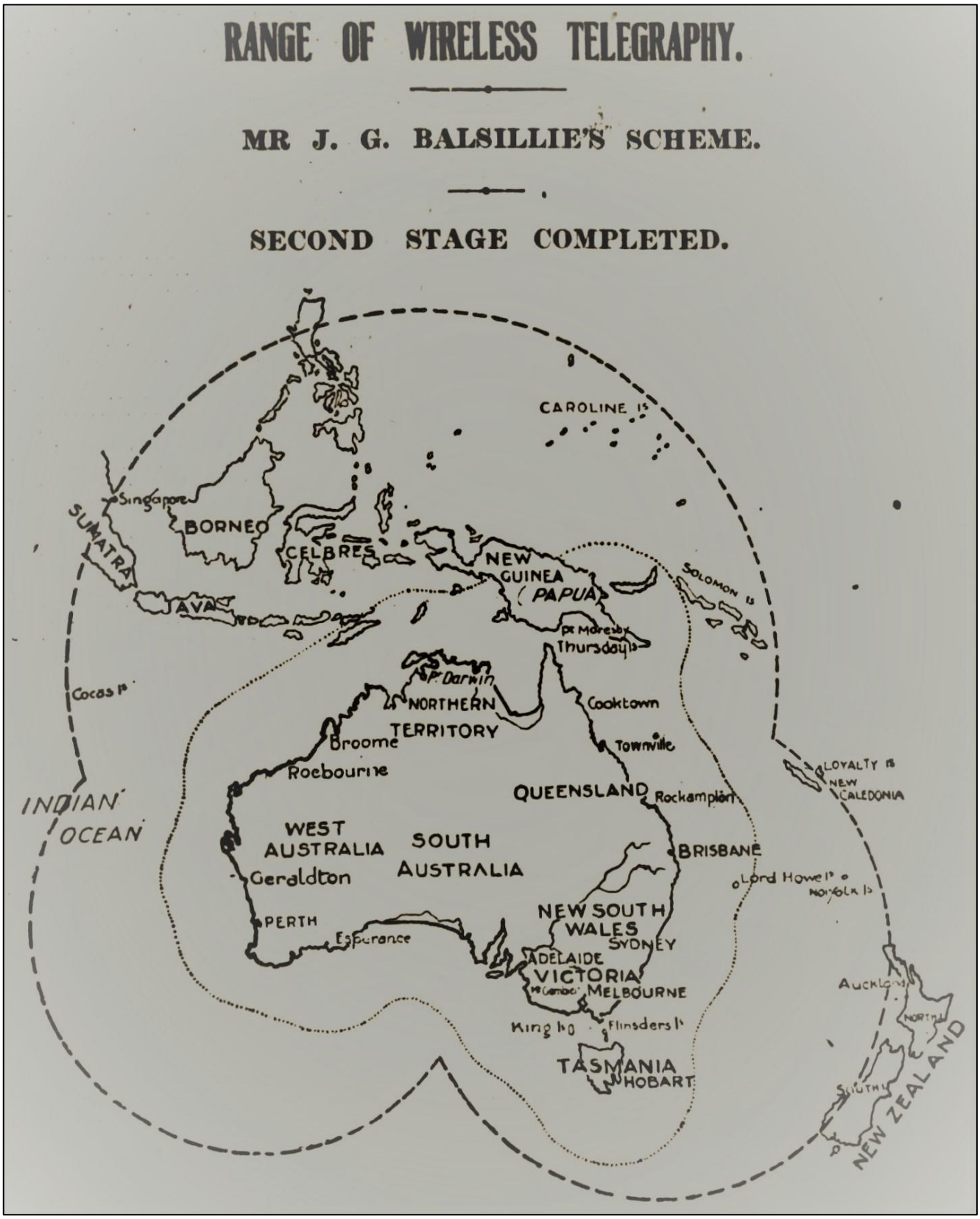
Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It is significant in demonstrating a high degree of technical innovation or achievement.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Fair. Integrity: Low. Authenticity: High. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2114] OTC Wireless Station, Shire of Esperance Municipal Heritage Inventory (O’Brien Planning Consultants, 1996)

HISTORY & DESCRIPTION

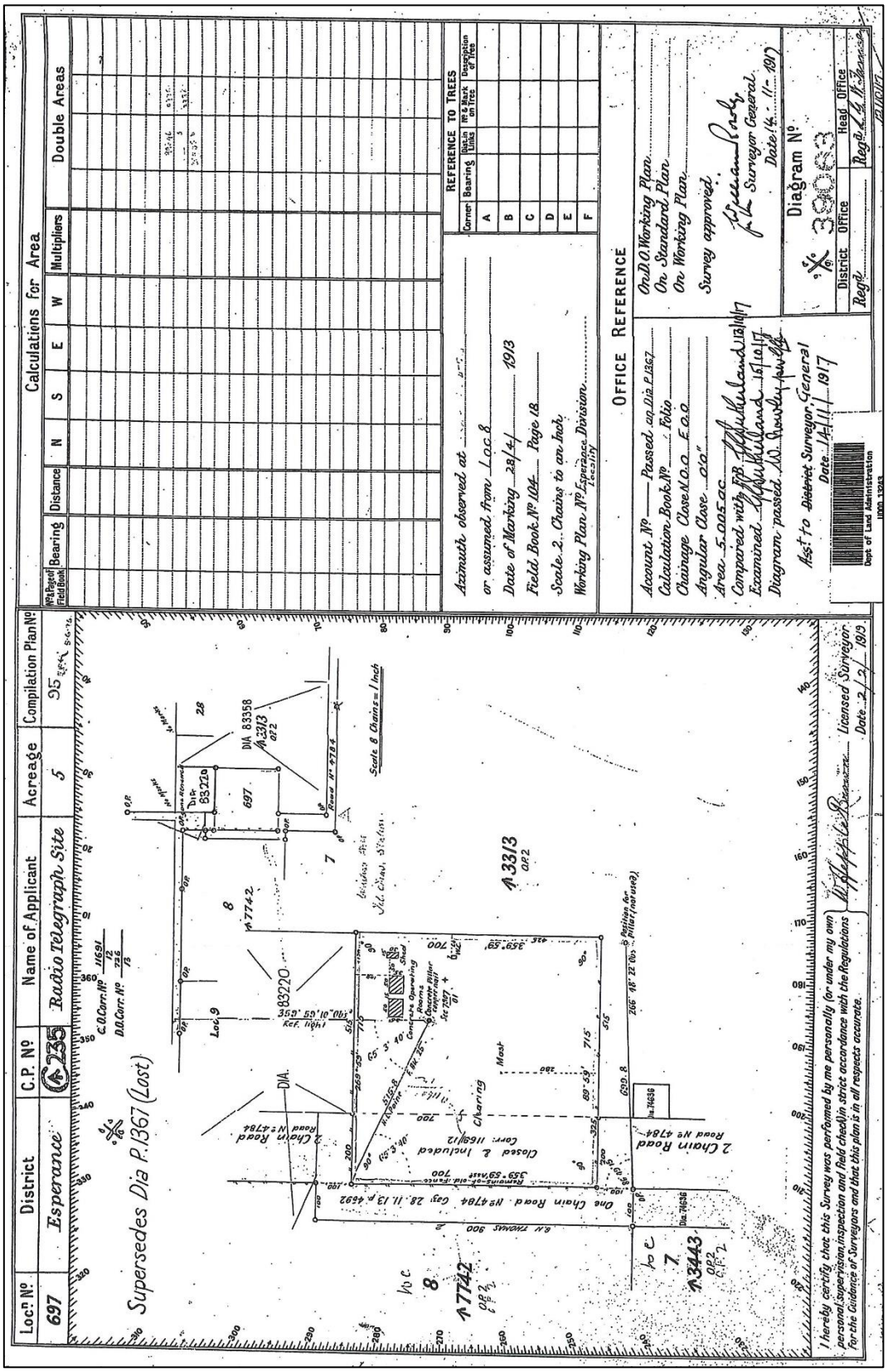
In the aftermath that followed the highly publicised sinking of the *RMS Titanic*, new Government legislation known as the Navigation Act of 1912 mandated that any vessel travelling to foreign waters, built in Australia or trading in Australian waters which was capable of carrying fifty or more persons was now required to be equipped for wireless radio communication. In order for the rollout of this new wireless communication technology to succeed, a series of land based relay facilities became necessary, and on July 21, 1913, the Esperance Wireless Station was commissioned, forming part of a network stretching from east to west across Australia and connected to the rest of the world via Darwin. Constructed of stone, the two buildings that comprised the new Esperance Wireless Station were almost identical in every regard, and in later years, sweeping verandahs connected both of these into one large structure. With the onset of the Great War in 1914, the new Esperance Wireless Station was soon commandeered by the Navy, and in order to protect this now vital link in the network, a small guard was posted in the town just in case "…any of the German Kaiser's roving ships of war decided to attack". Although technology changed over the years, the Esperance Wireless Station remained in operation for almost eight decades before finally being decommissioned on January 31, 1992.[2115, 2116, 2117]

[2115] Navigation Act, 1912
[2116] Esperance Wireless Station - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[2117] OTC Wireless Station, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)



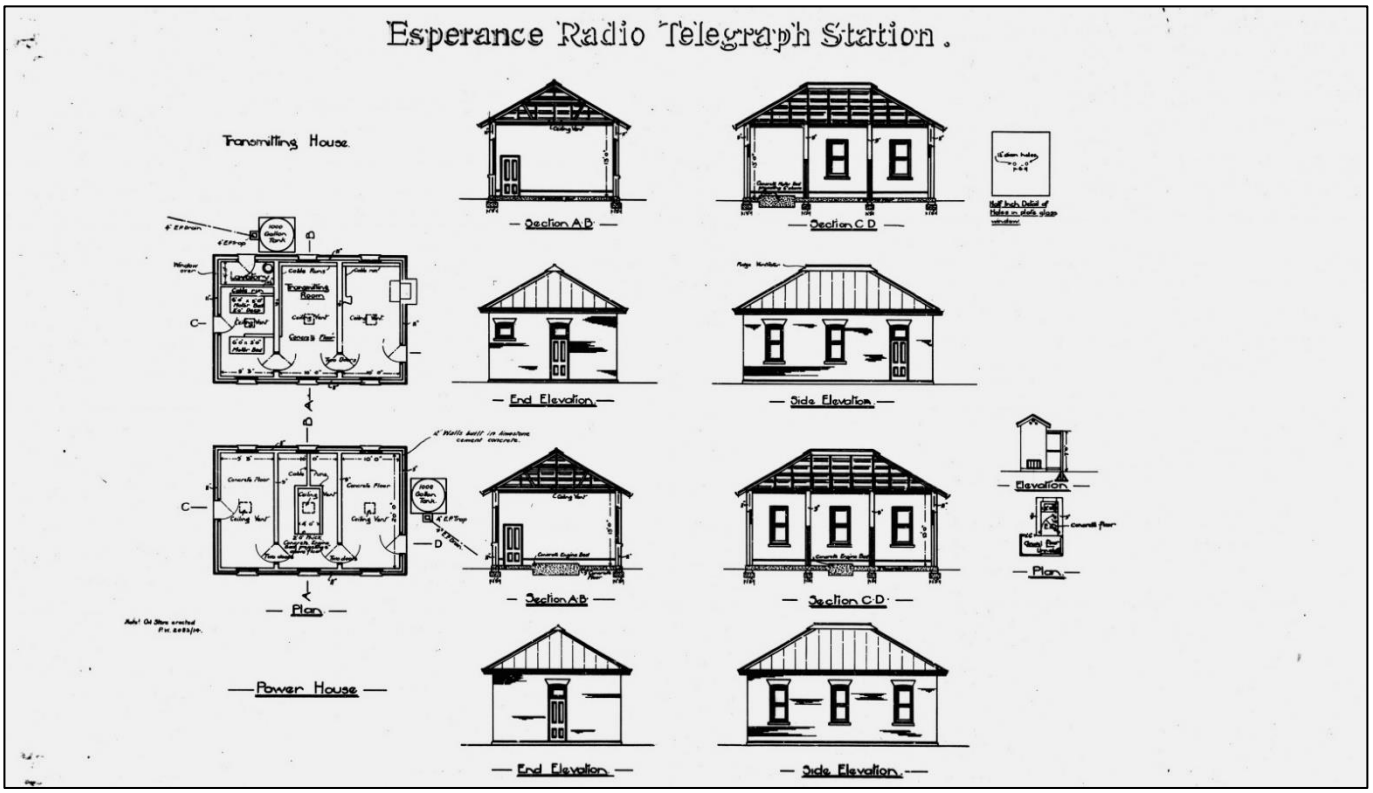
By 1913, radio technology advances in combination with a series of land-based relay facilities created a wireless communication network that connected distant passing ships to mainland Australia.[2118]

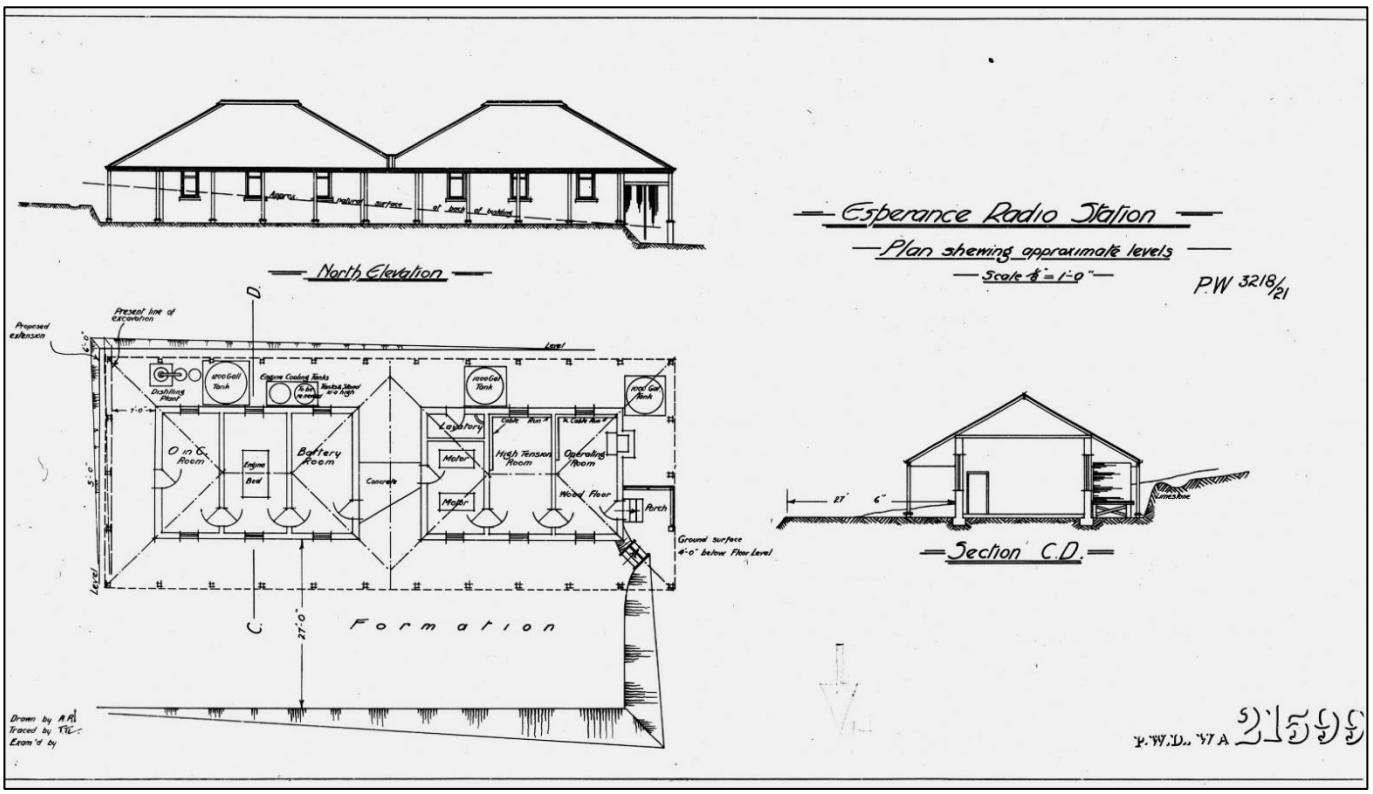
[2118] Image Courtesy The Herald, 26 July, 1913



A survey dated April 28, 1913 showing the layout of the Esperance “Radio Telegraph Site”. Just outside the southeast (right) corner of the OTC site marked “position for pillar (not used)” is a plate marking Cooke’s Astronomical Pillar, believed to date to or about the same period.[2119]

[2119] Image Courtesy Graham Gath





Plans for the original “Esperance Radio Telegraph Station” and later additions built circa 1913 and 1921 respectively.[2120, 2121]

[2120] Images Courtesy National Archives of Australia

[2121] Tenders - Esperance Wireless Station, Erection of Verandah - Government Gazette of Western Australia, 17 June, 1921

The Esperance Wireless Station, known today as the Overseas Telecommunications Commission (OTC) Station, in 1913 (top) and 2014 (bottom).[2122, 2123]

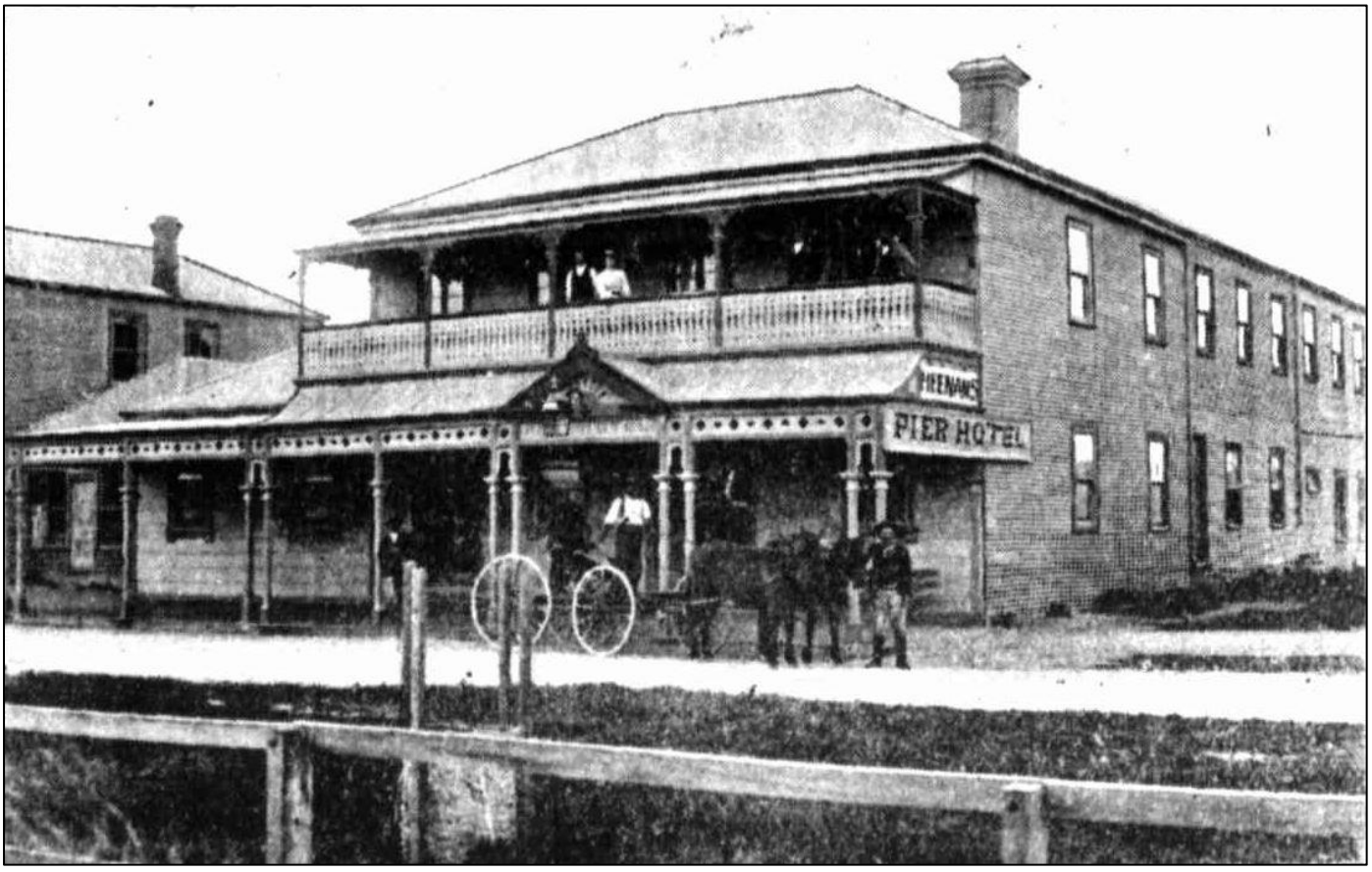
[2122] Photograph Courtesy The Western Mail, 27 June, 1913
[2123] Photograph Courtesy Peter Wilks (Shire of Esperance Records, D14/16598)

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 53

PIER HOTEL



The Pier Hotel as it appeared in *The Western Argus* in April 1903. Between late 1895 and early 1896, the double storey building at the rear of the property was completed, and a two storey façade addition to the original single storey section in 1896 later joined both buildings, all of which are visible in this photo.[2124]

Note regarding inclusion of this site in this Municipal Heritage Inventory:

Although no physical fabric from any of the early hotel sites remains in situ, inclusive of the original Pier Hotel, the Basic Principles for Local Government Inventories produced by the State Heritage Office state that "the inventory should identify places and areas that retain significant physical fabric from the past. It is not intended that the inventory encompass sites without remnant fabric (i.e. vacant or redeveloped sites), **unless** they have historic associations of major importance to the locality." In this instance, although no physical fabric from the original structure remains, all of the early hotel sites throughout the Shire of Esperance have been deemed to have "…historic associations of major importance to the locality", hence their inclusion in this Municipal Heritage Inventory. The significance of sites such as this cannot be understated, particularly with regards to their contributions towards the evolution of the district as public meeting and gathering places and as a direct link to the early trade and travellers to and from the goldfields.[2125]

[2124] Photograph Courtesy The Western Argus (Kalgoorlie), 21 April, 1903
[2125] Basic Principles for Local Government Inventories (State Heritage Office, March 2012)

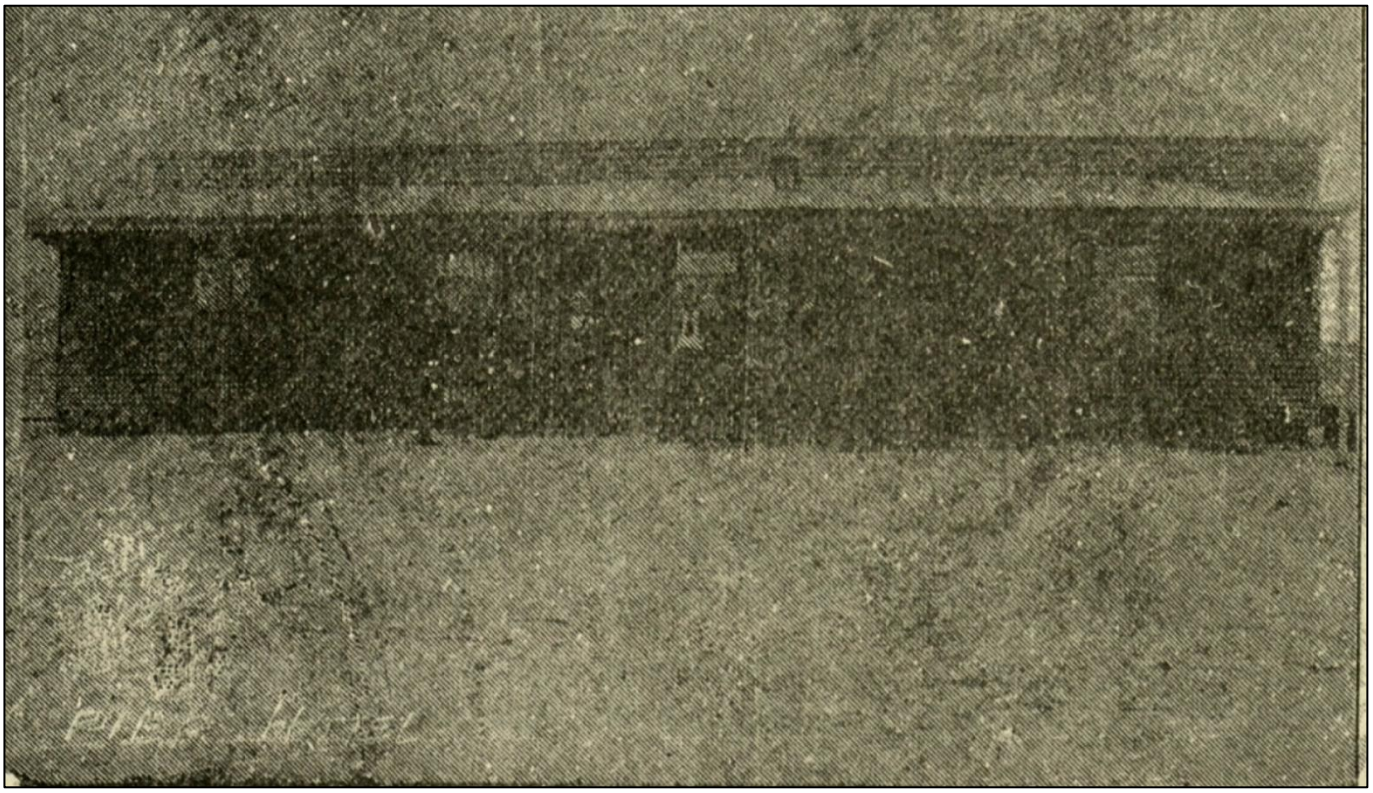
The entry of the Pier Hotel site in this Municipal Heritage Inventory thus seeks only to record and preserve the historical significance of the site alone, and due to the absence of any "…physical fabric from the original structure", no historical listing applies to the present building.

Place Name(s):	Pier Hotel (alternatively referred to as the South Australian Hotel, Symes' Hotel or Heenans' Hotel)
Use(s):	Original: Hotel, Present: Hotel
Address:	Lot 22 No. 47 on Plan 43165, The Esplanade, Esperance
Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	1894/95.[2126, 2127]
Construction Materials:	Walls: Corrugated Iron, Roofing: Corrugated Iron
Builder / Designer:	Not known.

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: N/A. Integrity: N/A. Authenticity: N/A. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Little Significance - Does not fulfil the criteria for entry in the local Heritage List. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

[2126] The Australian Advertiser (Albany), 19 November, 1894
[2127] The Australian Advertiser (Albany), 5 June, 1895



A faded photograph showing the original and then brand new single storey Pier Hotel as it stood circa mid 1895.[2128]

In or about the early part of May, 1894, the sites on which the original Pier Hotel and later extensions would be built - Lots 3 and 4 on what was then Edward Street - sold at auction to Albion and Frederick Tolley of Adelaide at £40 and £38 respectively, which, at the time was hugely expensive, albeit for what is today prime real estate.[2129, 2130, 2131] That same month, Robert Symes, another businessman from Adelaide, made notice of his intention to apply for a Provisional Certificate for the site, this being a conditional approval similar to a Publican's General Licence, though dependant on the completion of the hotel building itself which commenced construction in or about November that year.[2132, 2133] In 1895, the local Esperance police noted that the hotel was still under construction on May 17, however a telegram only a week later stated that works had been completed on May 25, and as a result Mr Symes was able to be issued with a formal Publican's General Licence on 5 June, 1895.[2134, 2135]

APPLICATION FOR A PUBLICAN'S GENERAL LICENSE

———

To the Worshipful the Justices of the Peace acting in and for the district of Plantagenet in Western Australia.

———

I, ROBERT SYMES, Hotel-keeper married now residing at Esperance Bay, Western Australia and also of Elliston in the Colony of South Australia, do hereby give notice that it is my intention to apply at the next Licensing Meeting to be holden for this district, for a Publican's General License for the sale of Liquor in the house and appurtenances

[2128] Photograph Courtesy The Pictorial Australian, 1 September, 1895 (Courtesy State Library of South Australia)
[2129] The Daily News (Perth), 4 May, 1894
[2130] Certificate of Title, Lot 3 The Esplanade, Esperance, Albion Edward Tolley and Frederick Osborne Tolley, 2 August, 1894
[2131] Certificate of Title, Lot 4 The Esplanade, Esperance, Albion Edward Tolley and Frederick Osborne Tolley, 2 August, 1894
[2132] State Records Office of Western Australia (Item No. 75 Consignment No. 691)
[2133] The Australian Advertiser (Albany), 19 November, 1894
[2134] The Australian Advertiser (Albany), 5 June, 1895
[2135] State Records Office of Western Australia (Item No. 89 Consignment No. 691)

thereunto belonging, situated at Esperance Bay on allotment No 3 Esperance Townsite containing three sitting rooms and five bedrooms exclusive of those required by the family, and which I intend to keep as an Inn or Public House. I have held a Publican's General License in South Australia.

Given under my hand this fourth day of May, one thousand eight hundred and ninety-five.

ROBERT SYMES

By his Attorney, Frank R. Dymes

———

HOUSEHOLDERS' CERTIFICATE FOR A PUBLICAN'S GENERAL LICENSE

———

WE, the undersigned, householders, residing within the town of Albany do hereby certify that the above Robert Symes, Hotel-keeper of Esperance Bay is a person of good fame and reputation and fit and proper to be licensed to keep an Inn or Public House for the sale of Fermented and Spirituous Liquors therein.

Witness our hands this 4th day of May one thousand eight hundred and ninety-five.

P. Duffner,

W. Johnson,

Jas. [James] Northover,

Geo. [George] Humphries,

T. Dew.

In 1895, Robert Symes applied for and received a Publican's General Licence for what would become the Pier Hotel.[2136, 2137]

ESPERANCE BAY APPLICATIONS

Robert Symes applied for a publican's general license for premises at Esperance Bay - Mr Dymes appeared for the applicant and Mr Haynes opposed on behalf of Mr Purchas of Esperance.

Mr Dymes put in a telegram dated May 20th and from Elliston, near Adelaide which stated that the hotel was ready for opening.

Mr Haynes objected to the telegrams and depended upon the legal mind of the Bench as constituted to discern what was evidence and what was not. He objected to the granting of the license on the ground that there was no proof of the completion of the premises and he would call evidence to show that the telegram was false and that the application should be withdrawn. He would prove that the building was not finished at that date. He also contended that the form of application before the Court was not in order as it was not signed by the applicant but by his attorney.

Mr Loftie pointed out that the Court was in possession of the constable's report dated May 17 which stated that the Hotel would be finished in two or three days. The Bench were satisfied that the best evidence available had been placed before the Court.

Mr Haynes said that another objection he had was that the house was not required in the neighbourhood and it was only 12 months ago [that] the Bench then unanimously decided that the population did not warrant the granting of any more licenses. He said it would be establishing a dangerous precedent if the Bench granted a license on telegraphic communication and a letter from the police. Under the circumstances Mr Symes, in justice to the public, whom the Bench were in duty bound to protect, should have given fair and clear evidence that the place was completed.

[2136] The Australian Advertiser (Albany), 5 June, 1895
[2137] The Australian Advertiser (Albany), 8 June, 1895

Mr Loftie said that the only locus standi Mr Haynes had was in proving that the house was not required or that the applicant was not a fit and proper person to hold a license.

W. Mattinson, ironmonger, stated that he was in Esperance about a week and left on May 17th. He saw the building in question and it did not appear to be completed. There was no yard, no outbuildings, and he did not notice any stables but there were plenty of fleas in Esperance. (Laughter.)

Fred Douglas, owner of the Grace Darling stated that Mr Symes left Esperance by the Helen Nicholl before he [himself] left and it would be impossible for that telegram to have been sent from Esperance.

It was pointed out that the telegram was from Elliston, a port about 200 miles from Adelaide.

Witness continuing said that on the 17th May there were no chimneys on the house, no stabling and no conveniences. It would be impossible to complete the premises by the 20th. Witness carted bricks to the premises for the chimneys.

Mr Haynes considered the evidence very strong that the telegram was untrue.

Ultimately the application was adjourned until Wednesday morning in order to get evidence from the police as to the condition of the house.

…

WEDNESDAY, JUNE 5

———

(Before the Government Resident, Mr Loftie.)

———

The adjourned application of Mr Symes for a publican's general license for Esperance was considered.

A telegram was received from the police stating that the hotel was completed on May 25th and the Bench granted the license.

On Monday, June 3, 1895, the applications for the Pier, Royal and Grace Darling hotels were heard before the Albany Licensing Court, all of which were later granted licences.[2138]

The Western Australian Police Gazette of June 19, 1895 records the Pier Hotel at the time as the "South Australian Hotel", with Robert Symes being the licensee, however the name "Pier Hotel" shared a proximity link to the nearby Government Jetty off James Street, constructed that same year.[2139, 2140] Many of the earliest references to the Pier Hotel thus refer to this hotel simply as either Symes' Hotel, while the earliest references to the name "Pier Hotel" appear from towards the end of 1895.[2141, 2142, 2143]

The very first Pier Hotel was a single storey building not too dissimilar in scale or design to the other Esperance hotels at the time, noting that all were later extended. The two storey section to the rear of the Pier Hotel was constructed circa late 1895, and it evidently became rapidly apparent that bigger was better, with all the major hotels expanding soon after to similarly sized buildings in order to remain competitive.[2144]

In 1896, under mortgage from Albion and Frederick Tolley, Robert Symes bought both properties (Lots 3 and 4 The Esplanade), and these remained in his ownership for several years to come. In or about the same year, with the massive influx of travellers to and from the goldfields - which was shortly to peter off following the completion of the rail line from Perth to Coolgardie - Robert Symes expanded the Pier Hotel, adding to the simple single storey building at the front of the property with a more prominent double storey structure and façade attached to the existing two

[2138] The Australian Advertiser (Albany), 5 June, 1895
[2139] Police Gazette, Western Australia, 19 June, 1895
[2140] South Australian Register, 27 March, 1895
[2141] The Daily News (Perth), 18 September, 1895
[2142] The Port Augusta Dispatch, Newcastle and Flinders Chronicle, 20 December, 1895
[2143] Police Gazette, Western Australia, 1 January, 1896
[2144] The Advertiser (Adelaide), 20 April, 1896

storey section behind. This new building covered the frontage of Lot 3 and 4, excluding a small section occupied by Peek & Castine's general store on part of Lot 3 between the two hotels.[2145] Aside from Robert Symes, other early hoteliers associated with the Pier Hotel around this period included Annie Opey, Henry Burkerfield, William Piccard, Susan Gall (often spelled Goll or Gale) and Charles Keyser of the Grass Patch Hotel. In 1900, following the untimely death of Charles Keyser, Michael Heenan took over as the publican and the site itself was later purchased in the name of his wife, Josephine Heenan, in 1902.[2146, 2147]

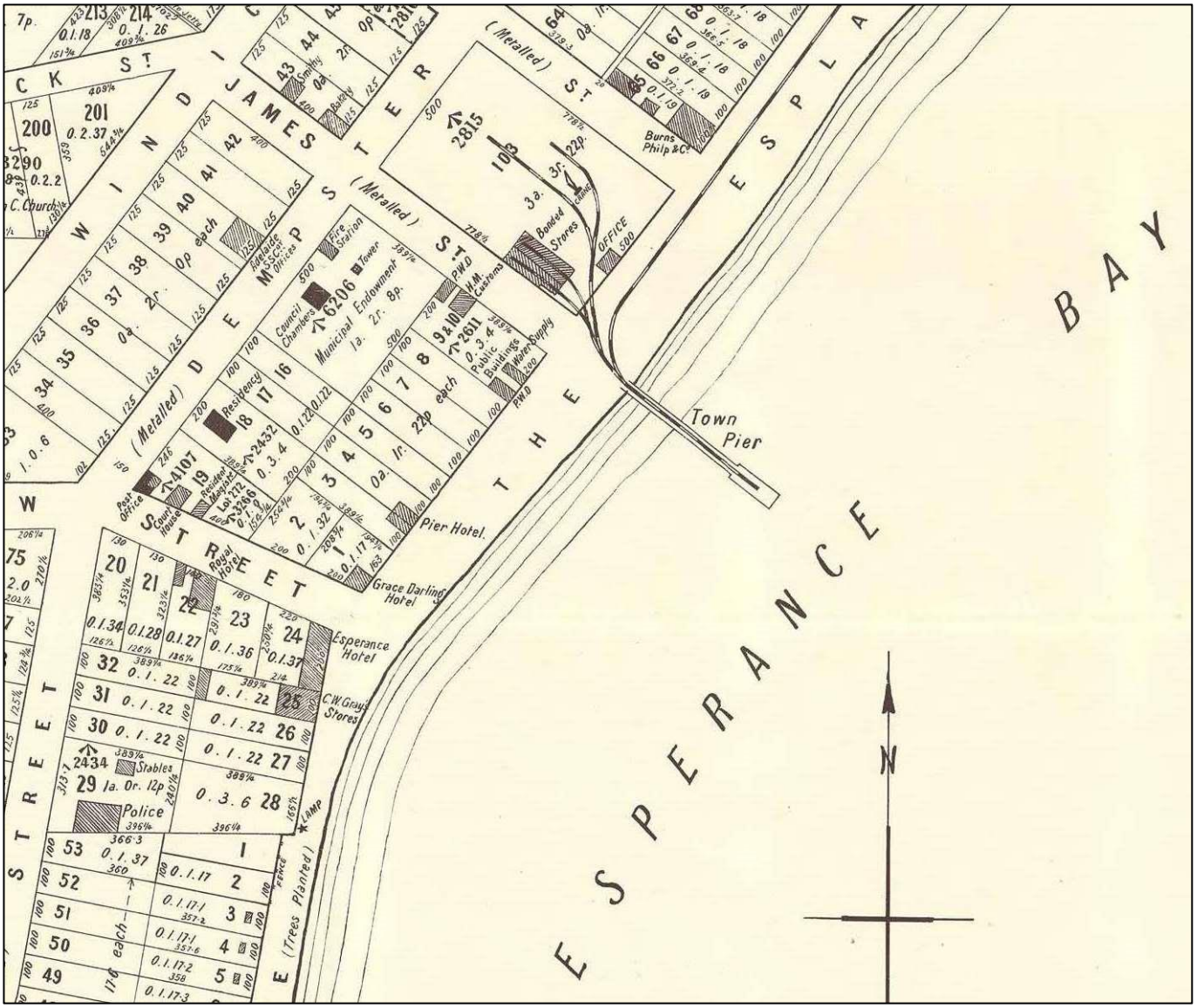
On February 24, 1909, the Pier Hotel was lucky to survive a fire that had originated in the bar area and spread to the cellar below, fortunately being extinguished before it could cause any significant damage.[2148] This luck ran out a little over a year later however when, in the early hours of Friday morning, April 29, 1910, the hotel again found itself alight, this time being completely destroyed by the fire, inclusive of all 48 fully furnished rooms.[2149] Gossip surrounding the fire rapidly extorted the facts, with early local newspaper reports claiming that the building had been insured for between £500 and £1,000, this figure reaching a whopping £11,000 by the time the news reached the eastern states tabloids.[2150, 2151] An inquest was held the following week to look into the circumstances of the fire and the jury returned a verdict stating that there was no evidence to show how the fire originated.[2152]

On December 5, 1910, Michael Heenan applied to the Licensing Court for a "temporary building" to be erected on the site, however in the absence of any building plans, no decision was made and the matter was postponed.[2153] A smaller version of the Pier Hotel was however approved shortly thereafter, and rebuilding of the hotel soon commenced with the new building being completed in or about 1911, of which John Rintoul recorded:[2154, 2155]

"The old Pier Hotel, which was a two storey wooden building, was burnt down in 1911 [sic; date of fire was April 29, 1910] and Michael Heenan, with the assistance of a couple of local tradesmen, built a single storey stone building to replace it. The lime stone was quarried at Second Beach and its high quality and the standard of workmanship is still apparent in that portion of the Pier Hotel which comprises the Lounge and Dining Room [note - the single storey 1911 building was incorporated into the 1929 double storey building, as evident in the photos following, demolished in 1968/69, and one of the arch windows from the 1911 section of what became the 1929 building has been donated to and is on display in the Esperance Museum]. Michael Heenan was one of the original members of the Esperance Railway League which for many years carried on a vigorous campaign for the construction of the railway from Norseman to Esperance. He also took an active interest in Local Government and served a period as Mayor of Esperance. Michael Heenan died in the year 1926 and the Pier Hotel was then carried on by his widow and family who in the year 1928 completed the construction [sic; building was completed in 1929, tender awarded to J. R. Moore of Northam] of the main two storey brick building recently extended by the present owners. The family eventually sold the property [to M. J. Drake-Brockman] in 1954."

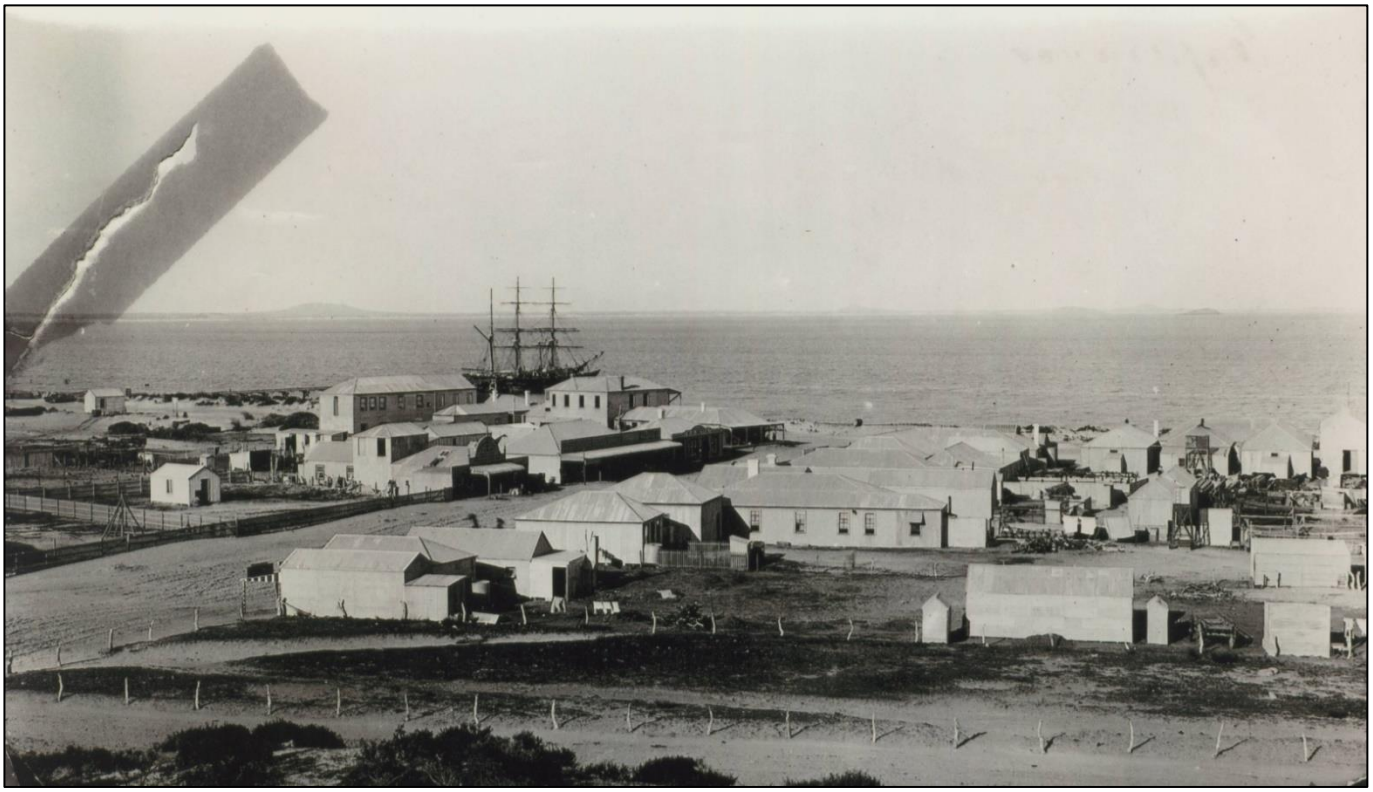
The Pier Hotel, again under new ownership, was replaced with its largest incarnation in 1968/69, with the new double storey building now spanning across the frontage of former Lots 1, 3, 4 and 5, encompassing parts of the sites formerly occupied by the Grace Darling Hotel and Peek & Castine's store. This new Pier Hotel, recently refurbished, remains in operation today.[2156]

[2145] The Evening Journal (Adelaide), 20 April, 1896
[2146] Certificate of Title, Lot 3 The Esplanade, Esperance, Albion Edward Tolley and Frederick Osborne Tolley, 2 August, 1894
[2147] Certificate of Title, Lot 4 The Esplanade, Esperance, Albion Edward Tolley and Frederick Osborne Tolley, 2 August, 1894
[2148] The West Australian, 4 March, 1909
[2149] The Kalgoorlie Miner, 30 April, 1910
[2150] The West Australian, 7 May, 1910
[2151] The Brisbane Courier, 30 April, 1910
[2152] The Kalgoorlie Miner, 6 May, 1910
[2153] The West Australian, 30 December, 1910
[2154] The Albany Advertiser, 22 March 1911
[2155] A Few Biographies - Heenans - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[2156] Building Records, Pier Hotel, Licence Number 158-67/68 (Shire of Esperance, 1968)



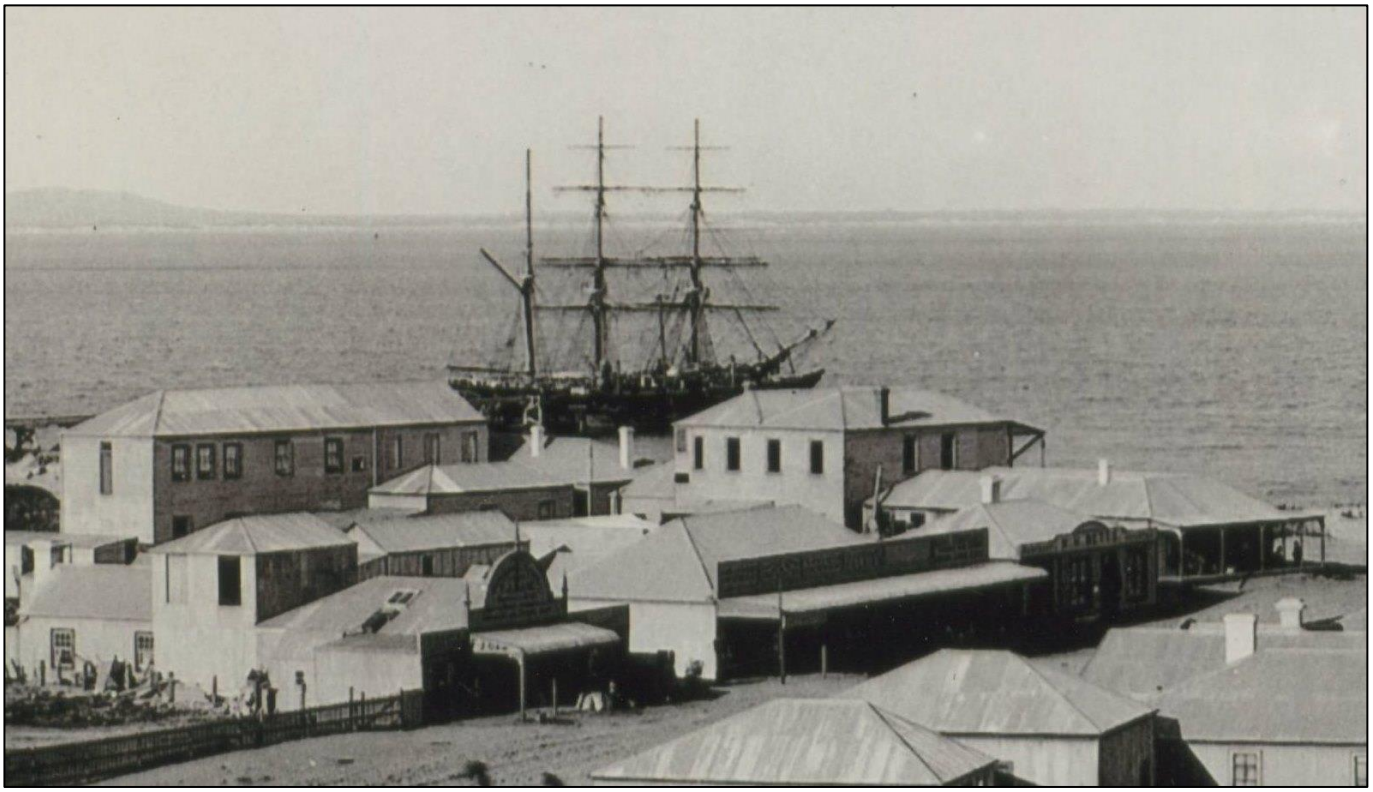
An extract from Peet & Co.'s survey entitled "Esperance Shewing Dempster Town" in 1903, showing the relative location of the Pier Hotel and other pertinent buildings around that time.[2157]

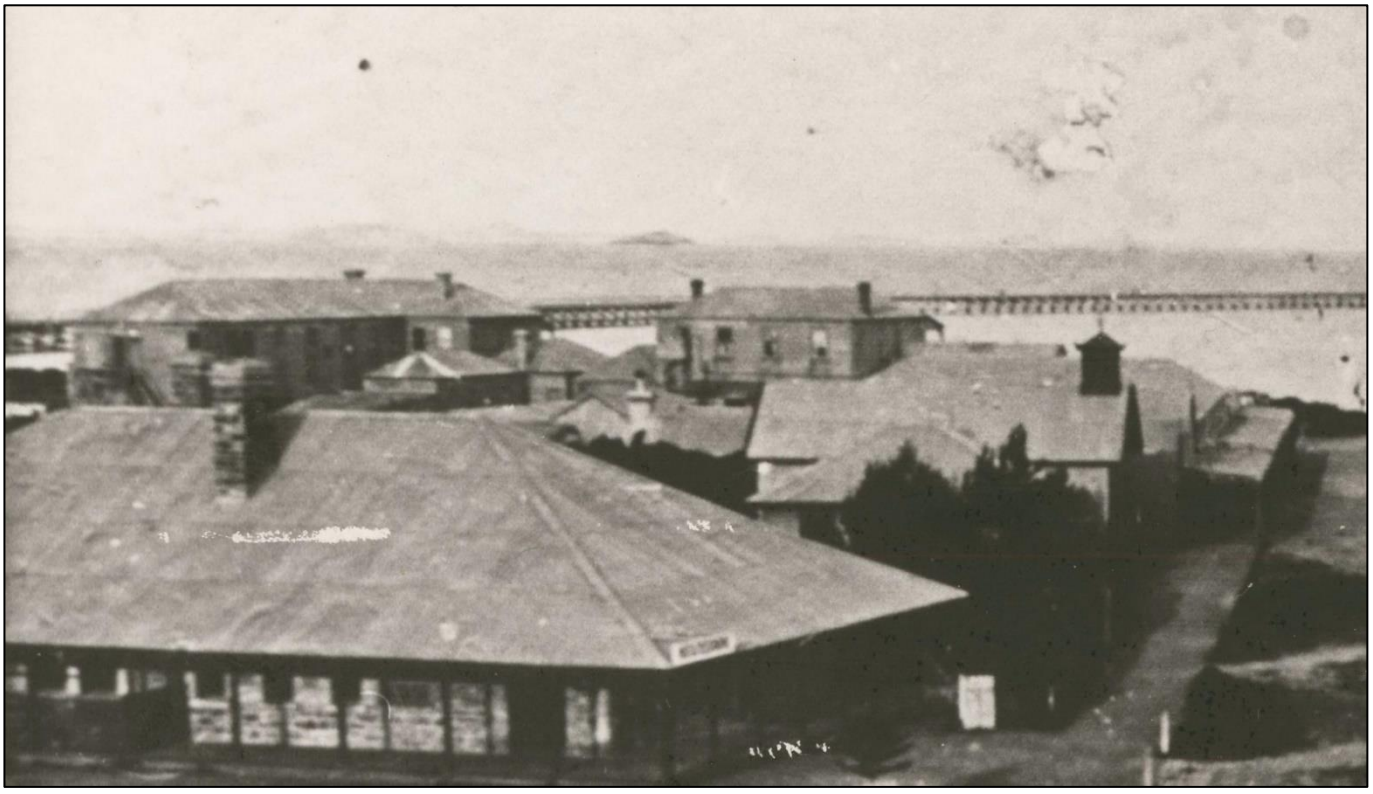
[2157] Image Courtesy Esperance Museum



The view across Dempster Street and down Andrew Street over the original James Street ‘Town Jetty’ in February 1896, showing the original single and later double storey Pier Hotel and Grace Darling Hotel (adjacent its single storey predecessor, note the new balcony). The two storey façade of the Pier Hotel, Royal Hotel and Esperance Hotel (all single storey in this picture) were built soon after.[2158]

[2158] Photograph Courtesy Esperance Museum





Overviews, noting a small difference in perspective, towards the James Street 'Town Jetty' from what were once sand dunes on the western side of Dempster Street showing the single and two storey sections of the Pier Hotel (top left, photo taken in February 1896) and later extensions (bottom left, photo 1904).[2159]

[2159] Photographs Courtesy Esperance Museum

Left to right (top); the 1896 double storey extensions to the Esperance, the Grace Darling and the Pier Hotel in 1904, and (bottom) the view towards town from the James Street 'Town Jetty' in 1928 - the building with the large arch ways (bottom, right of picture) was the 'temporary' Pier Hotel, built in 1911 after the fire in 1910, and a new Pier Hotel which incorporated this building was later completed in 1929.[2160, 2161]

[2160] The Western Argus (Kalgoorlie), 13 August, 1929
[2161] Photographs Courtesy Esperance Museum

Two of the grand old hotels along The Esplanade (top) as they stood in 1958 - the former Grace Darling Hotel (left of picture) and the 1929 version of the Pier Hotel (right of picture, both demolished late 1960's) which incorporated parts of the 'temporary' 1911 Pier Hotel (as indicated by the white-washed section in the photograph), and (bottom) the new and current version of the Pier Hotel circa 1988.[2162]

[2162] Photographs Courtesy Esperance Museum

Place No: 54

PINE HILL

The main dam off the edge of Pine Hill circa 1973 where the Ponton brothers, William and Stephen, and their business partner John Sharp established a station a century prior in 1874.[2163]

Place Name(s):	Pine Hill (alternatively referred to as Pine Hill Dam, Pine Hill Earth Dam, Gauroojendinya or Quaroojendinya)
Use(s):	Original: Water Point / Station / Station Outcamp
Address:	Lot 478 on Plan 91377, Fisheries Road, Cape Arid

[2163] Photograph Courtesy Esperance Museum

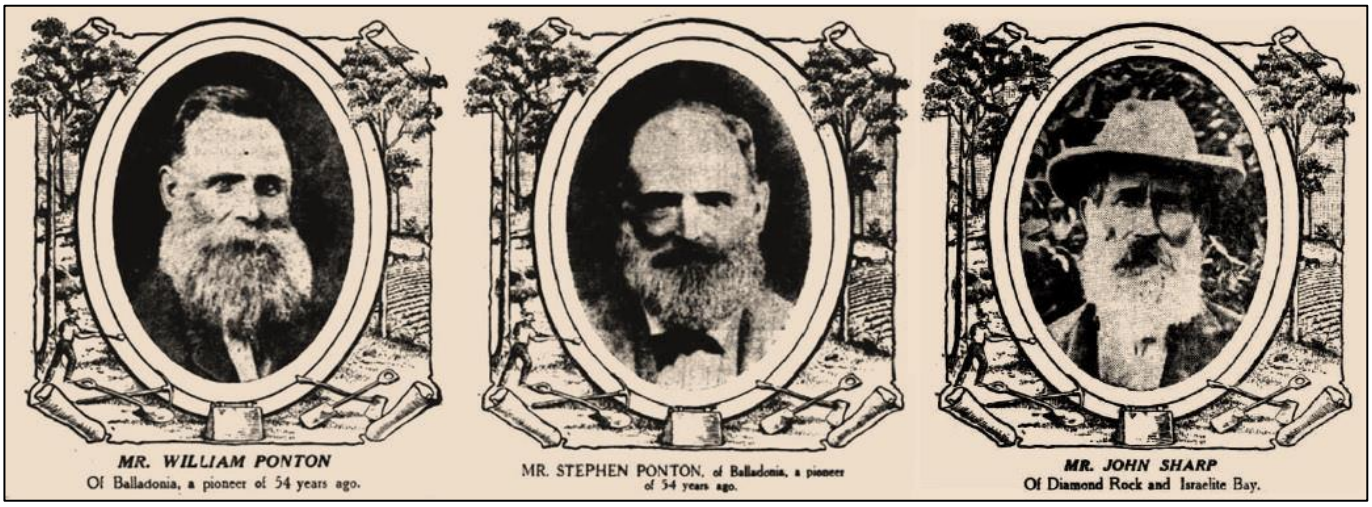
	Reserve No. 24047
Ownership:	Crown Land - Management Order to Conservation Commission of Western Australia
State Heritage Listing:	N/A

Original Date of Construction:	Circa 1874.[2164]
Construction Materials:	Walls: Earth (Dam), Stone / Mud (House), Stone Fireplace (House), Roofing: Bush Timber / Corrugated Iron / Thatching (House), Other: Stone (Trough), Stone (Oven), Timber (Yards).
Builder / Designer:	Built by Stephen Ponton, William Ponton and John Sharp.

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Poor. Integrity: Low. Authenticity: Medium. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2164] Pine Hill Dam, Shire of Esperance Municipal Heritage Inventory (O’Brien Planning Consultants, 1996)

HISTORY & DESCRIPTION



In the company of their friend and business partner John Sharp (right), William (left) and Stephen Ponton (centre) - brothers and ex-convicts - established a range of pastoral stations and homesteads throughout southeast Western Australia, including those at Pine Hill, Point Malcolm, Balladonia and Deralinya.[2165, 2166, 2167, 2168]

Pine Hill, named Gauroojendinya or Quaroojendinya by the local Aborigines, was settled by the brothers William and Stephen Ponton together with their business partner and friend John Sharp in 1874, shortly after their initial settlement at Point Malcolm had been established. Pine Hill itself, in fact being a large granite rock, was surrounded by eucalypt woodlands and native pines from whence the European name for the area was derived, and it was this rock that was modified via an earthen wall to form the catchment for the main dam. Nearby can be found the remnants of timber stockyards, a stone watering trough and the ruins of a small hut and shed, all believed to have been built at or about the time of settlement.

In her local history publication, *To Strive, To Achieve, To Leave a Splendid Memory*, Amy Crocker recalled of these early settlers that:[2169]

"…they built a hut at Pine Hill, a shearing shed and a baker's oven. Those last were a must in the old days and every place where people settled for any length of time had those old souvenirs of a past age. This one at Pine Hill lasted for many years and would have easily reached its century, but for some thoughtless destroyer taking the lichen-grown stones off the top for no reason…

The only threat of hostility from the wild natives [sic] came - and went - early in the pioneers' settlement at Pine Hill. The Mulba Tribe, first met with here, were generally a gentle, honest, friendly people. No doubt the fact that our three pioneers were also gentle, honest and friendly helped to maintain this attitude. But as with all people of any colour or creed, there were some exceptions who wanted to stir up trouble, and to this end they did! One day, many small smokes were seen, shooting up from all directions. After much careful questioning, they learnt that certain bush Mulbas had decided to get together, and when all were ready they would camp not too far away then approach Pine Hill at daybreak in the morning and spear the three white men in their beds! I believe old Noah [a local Aboriginal who became a "friend and advisor" to John Sharp and the Ponton brothers] was one of those who informed them, although they wondered if he was romancing, as he often did! Also they had a suspicion [that] he might be "hunting with the hounds and running with the hare!" But as was proved later, [neither] the old chap nor his immediate family took part in the scheme. Having found out exactly where the hostile natives [sic] were camping overnight, John [Sharp] and Bill [Ponton] made their plans and cleaned up their muzzle-loaders. Stephen [Ponton] would stay at the camp in case of a surprise attack.

[2165] A Calendar of Events - Challenge in Isolation (John R. Bridges, 2004)
[2166] Photograph Courtesy The Sunday Times (Perth), 30 October, 1927
[2167] Photograph Courtesy The Sunday Times (Perth), 6 November, 1927
[2168] Photograph Courtesy The Sunday Times (Perth), 1 January, 1928
[2169] We Will Not Turn Back - To Strive, To Achieve, To Leave a Splendid Memory (Amy Crocker, Undated)

Both experienced bushmen, Bill and John moved quietly through the timber with its saltbush undergrowth, in the wee small hours of that calm, chill morning. They reached the camp of the sleeping warriors just as the dawn was showing in a bright pink glow low down in the eastern sky.

Quietly they raised their weapons - muzzles pointing to the sky. They fired and on that silent, calm, clear morning the terrific noise roared through the tree tops to echo from Mt Ragged's steep sides across to her sister mounts, terrorising every bird and beast for miles! As for the sleeping camp, no-one will ever know how many natives [sic] were there, but they rose from their slumbers as one man! They screamed as one thousand men and they ran as no man had run before or since! Gone was the brave intention to kill these invaders, gone like the brave warriors themselves to the most distant corners of their tribal country!

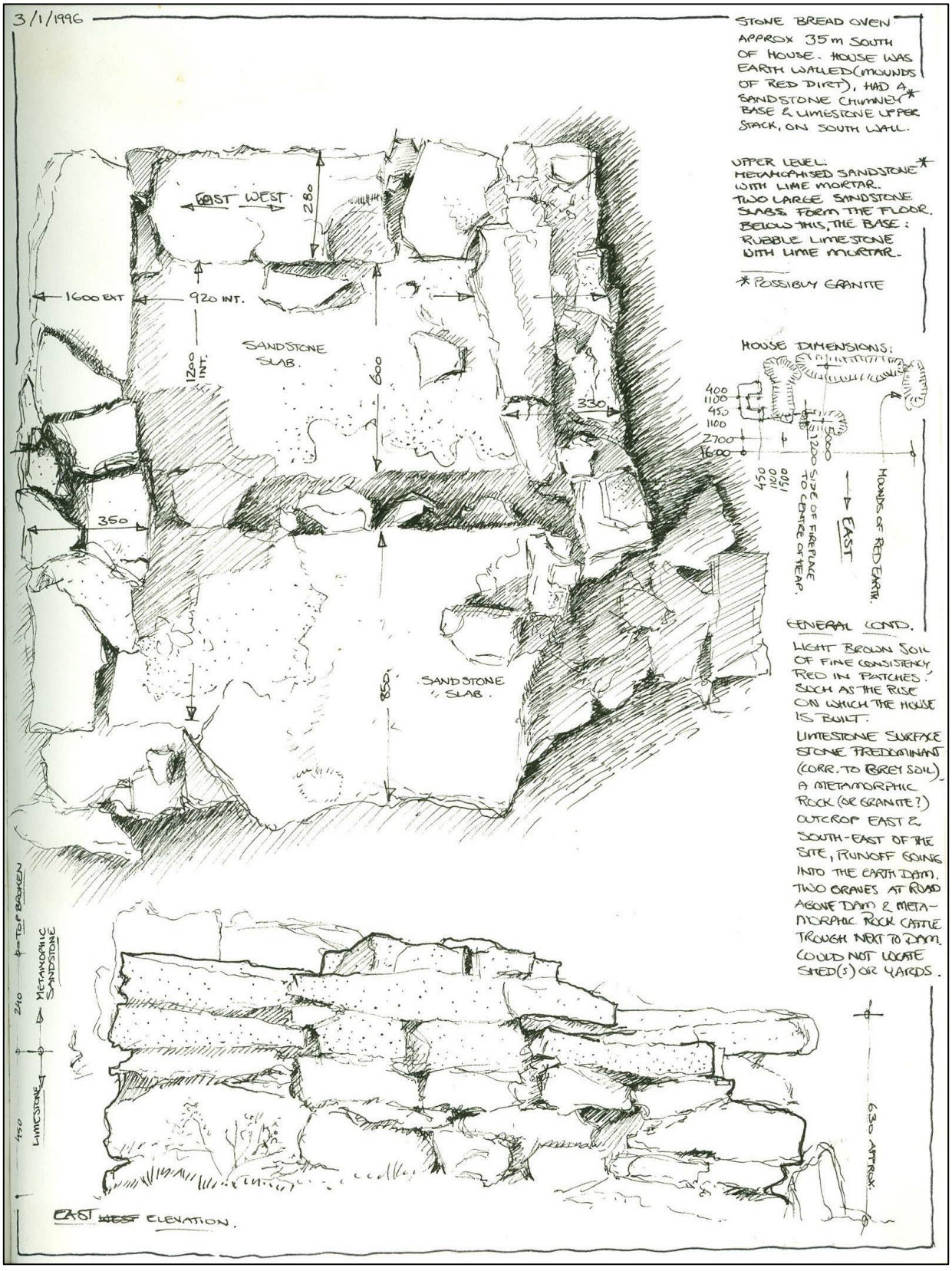
Laughing like naughty schoolboys, Bill and John returned to camp where Stephen had the billy boiling for a much needed mug of tea.

They never had any more trouble. No-one had been hurt. There was nothing to resent on either side. From then on, pioneers and all Mulbas became good friends, a friendship which lasted for nearly a hundred years, until "civilisation" stepped in and wrote finish to the happy association!"

From about 1879 onwards, the partnership "Ponton Bros. & Sharp" moved their main operations to their new station at Balladonia, however Pine Hill and some of the others were still run as outstations at least for a short period, albeit to an ever lessening degree. Eventually, somewhere in or about the 1890's, Pine Hill was abandoned, and everything that had been built at the station was either salvaged, souvenired or left to the elements. The main dam at the small outstation still saw some use in later years as a watering hole along the long and often dry route to the goldfields from Israelite Bay, and however infrequently, it is also known that the Dimer family of Nanambinia occasionally drove stock through the area, often camping at Pine Hill.[2170, 2171, 2172]

In addition to what remains of the historic structures, Pine Hill contains the known lonely graves of an Englishman, Jim McCoy (illness), and a German, August Kolodzeit (exhaustion), who passed away at the site in February and April 1895 respectively.[2173, 2174, 2175]

[2170] End of an Era, 1980-2002 - Challenge in Isolation (John R. Bridges, 2004)
[2171] Mother, 1918 - Elsewhere Fine (Karl Dimer, 1989)
[2172] Partners at Thomas River, 1932 - Elsewhere Fine (Karl Dimer, 1989)
[2173] The West Australian, 20 July, 1895
[2174] Jim McCoy; Future Settlers Jump Ship - Challenge in Isolation (John R. Bridges, 2004)
[2175] Department of the Attorney General - Births, Deaths and Marriages Register, August Kolodzeit, 1895



Sketches and a survey made in early 1996 detailing the composition of the stone oven and showing the layout of the hut at Pine Hill.[2176]

[2176] Survey Courtesy Ian Boersma, 3 January, 1996

Remnants of a stone oven circa 1970 at the ‘Messrs. Ponton & Sharp’s’ Pine Hill station, which was settled a century prior in 1874.[2177]

[2177] Photograph Courtesy Esperance Museum

The lonely graves of Jim McCoy and August Kolodzeit (photograph taken circa 1970), an Englishman and a German, who both died at Pine Hill in February and April 1895 respectively.[2178, 2179, 2180, 2181]

[2178] The West Australian, 20 July, 1895
[2179] Jim McCoy; Future Settlers Jump Ship - Challenge in Isolation (John R. Bridges, 2004)
[2180] Department of the Attorney General - Births, Deaths and Marriages Register, August Kolodzeit, 1895
[2181] Photograph Courtesy Esperance Museum

Place No: 55

POLICE SERGEANT'S QUARTERS

The former Police Sergeant's Quarters in their new and current home in the Esperance Museum Village in 2009.[2182]

Place Name(s):	Police Sergeant's Quarters (alternatively referred to as the Esperance Police Station Quarters)
Use(s):	Original: Dwelling
Address:	Lot 58 No. 54 on Plan 5742, Dempster Street, Esperance; and Lot 59 No. 56 on Plan 5742, Dempster Street, Esperance Reserve No. 2815

[2182] Photograph Courtesy Shire of Esperance

Ownership:	Crown Land - Management Order to Shire of Esperance
State Heritage Listing:	N/A

Original Date of Construction:	1926/27.[2183, 2184, 2185, 2186]
Construction Materials:	Walls: Timber, Roofing: Corrugated Iron
Builder / Designer:	Built by F. J. Barrett on behalf of the Public Works Department.[2187]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Good. Integrity: Low. Authenticity: High. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

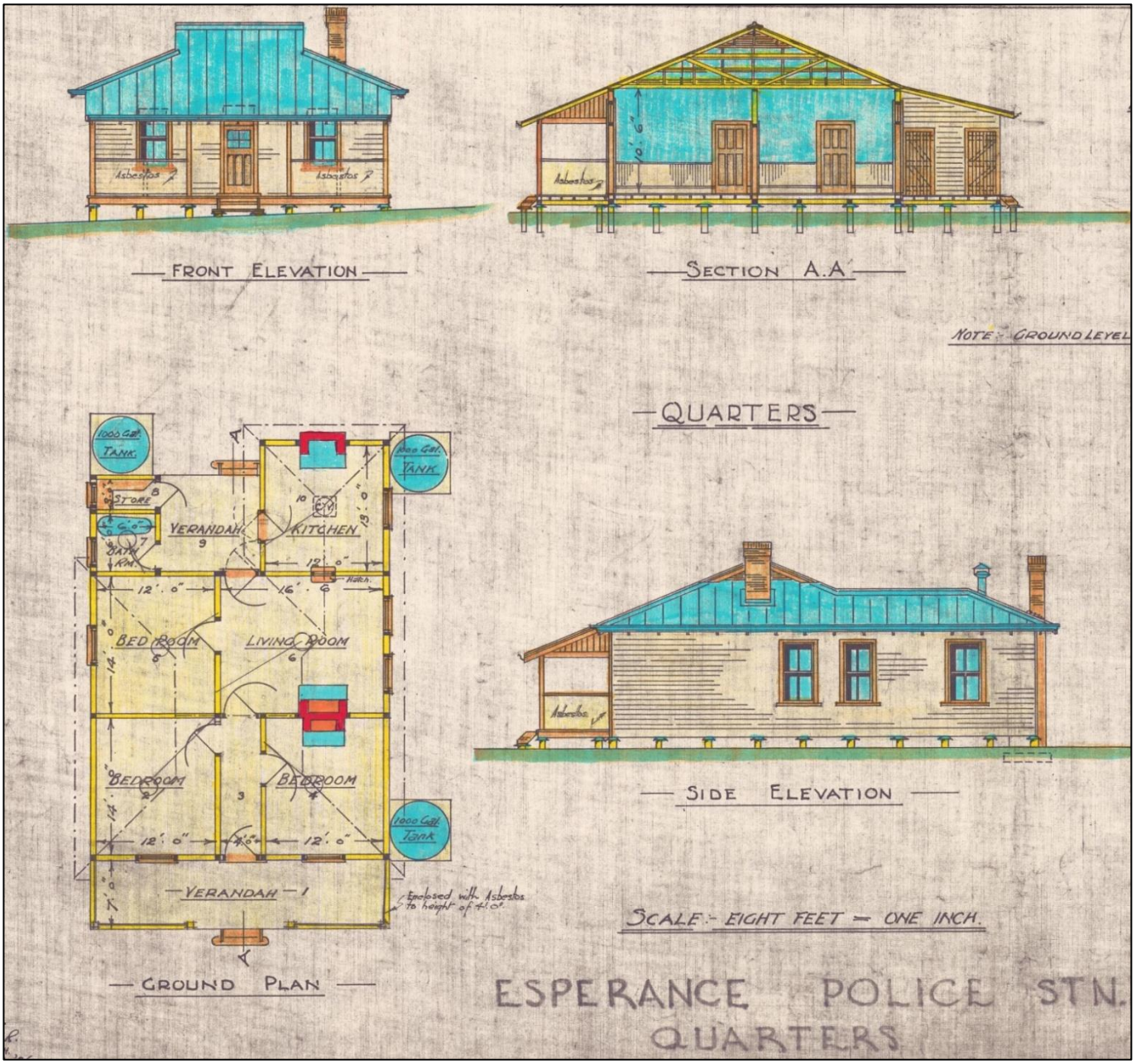
[2183] Government Gazette of Western Australia, 23 April, 1926
[2184] Government Gazette of Western Australia, 4 June, 1926
[2185] The Sunday Times, 10 June, 1928
[2186] Policing our State - A History of Police Stations and Police Officer in Western Australia, 1829-1945 (A R Pashly)
[2187] The Albany Advertiser, 21 July, 1926

HISTORY & DESCRIPTION

By 1925, the original Esperance Police Station and quarters had become basically uninhabitable, and it was reported that "…at present, the constable has to reside almost a mile from the centre of the town, and from his headquarters - the courthouse. Fortunately, the residents and visitors to Esperance are very law-abiding. This, however, cannot be advanced as a valid reason for the constable being domiciled so far away from his main centre of activity, and it is thought by Esperance district people generally that the present condition should be so altered as to be less exacting upon any constable who may be stationed there."[2188]

In March 1926, plans detailing the replacement of the entire station in Esperance were drawn up, and the following month tenders for construction were advertised closing in May that year.[2189] The tender of F. J. Barrett was then accepted in June 1926 at an all-inclusive cost of just under £1,760 - covering the new quarters, new lockup and new stables - and in July it was reported that "…Mr. Barrett, the contractor for the new police station and quarters at Esperance, has arrived per motor truck from Perth, with two workmen. Material for the work is due here this week per the *M.S. Kybra*, and a start will be made as soon as this is to hand."[2190, 2191] With works soon completed, the new station was opened on December 22, 1926, and it is likely that the Police Sergeant's Quarters (Esperance Police Station Quarters) had been completed by that point in time as well, if not 1927 at the latest.[2192, 2193] The new quarters saw use by the local constabulary for many years thereafter, however in 1986, another house was built in its place near the Esperance Police Station, and in order to protect the history of this building and the significance of the broader site, the old Police Sergeant's Quarters were relocated to the Esperance Museum Village for preservation where the building remains in use today.[2194]

[2188] The Kalgoorlie Miner, 18 February, 1925
[2189] Government Gazette of Western Australia, 23 April, 1926
[2190] Government Gazette of Western Australia, 4 June, 1926
[2191] The Albany Advertiser, 21 July, 1926
[2192] The Sunday Times, 10 June, 1928
[2193] Policing our State - A History of Police Stations and Police Officer in Western Australia, 1829-1945 (A R Pashly)
[2194] Police Sergeant's Quarters (http://www.visitesperance.com/pages/historic-museum-village/), Retrieved 2016

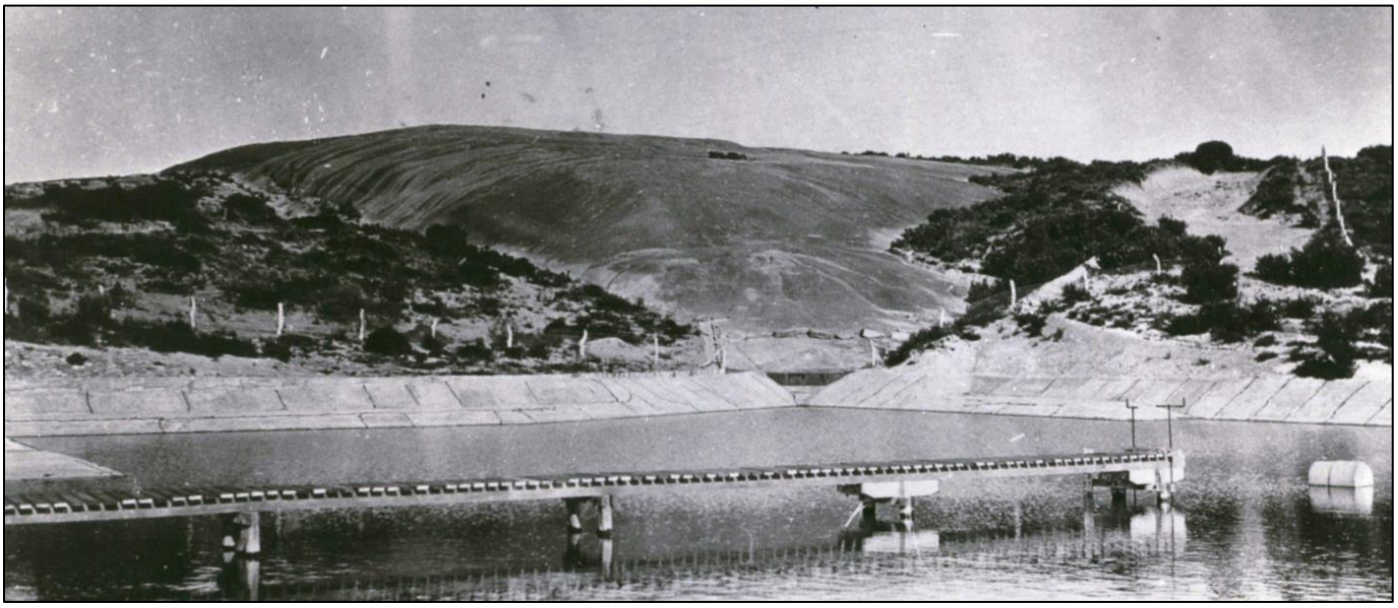


An extract from a beautifully hand coloured drawing detailing the construction of the Police Sergeant's Quarters (Esperance Police Station Quarters) per plans dated March 30, 1926.[2195]

[2195] Image Courtesy Esperance Museum

Place No: 56

RAILWAY DAM & CATCHMENT



Looking towards the catchment area over the brand new and very full Railway Dam on Dempster Head in 1927.[2196]

Place Name(s):	Railway Dam & Catchment (alternatively referred to as the Railway Water Supply or the Railway Reservoir)
Use(s):	Original: Railway Water Supply, Present: Unused / Abandoned
Address:	Lot 51 on Plan 5905, Fallon Court, West Beach; Lot 52 on Plan 5905, Fallon Court, West Beach; Lot 53 on Plan 5905, Fallon Court, West Beach; Lot 54 on Plan 5905, Bostock Close, West Beach; Lot 500 on Plan 57791, Panorama Place, West Beach; Lot 638 on Plan 2788, Moran Place, West Beach; Lot 639 on Plan 2788, Moran Place, West Beach; Lot 640 on Plan 2788, Moran Place, West Beach; and Lot 1020 on Plan 29411, Doust Street, West Beach Portion Reserve No. 41141 and 47992
Ownership:	Water Corporation / Crown Land

[2196] Photograph Courtesy Esperance Museum

State Heritage Listing:	N/A

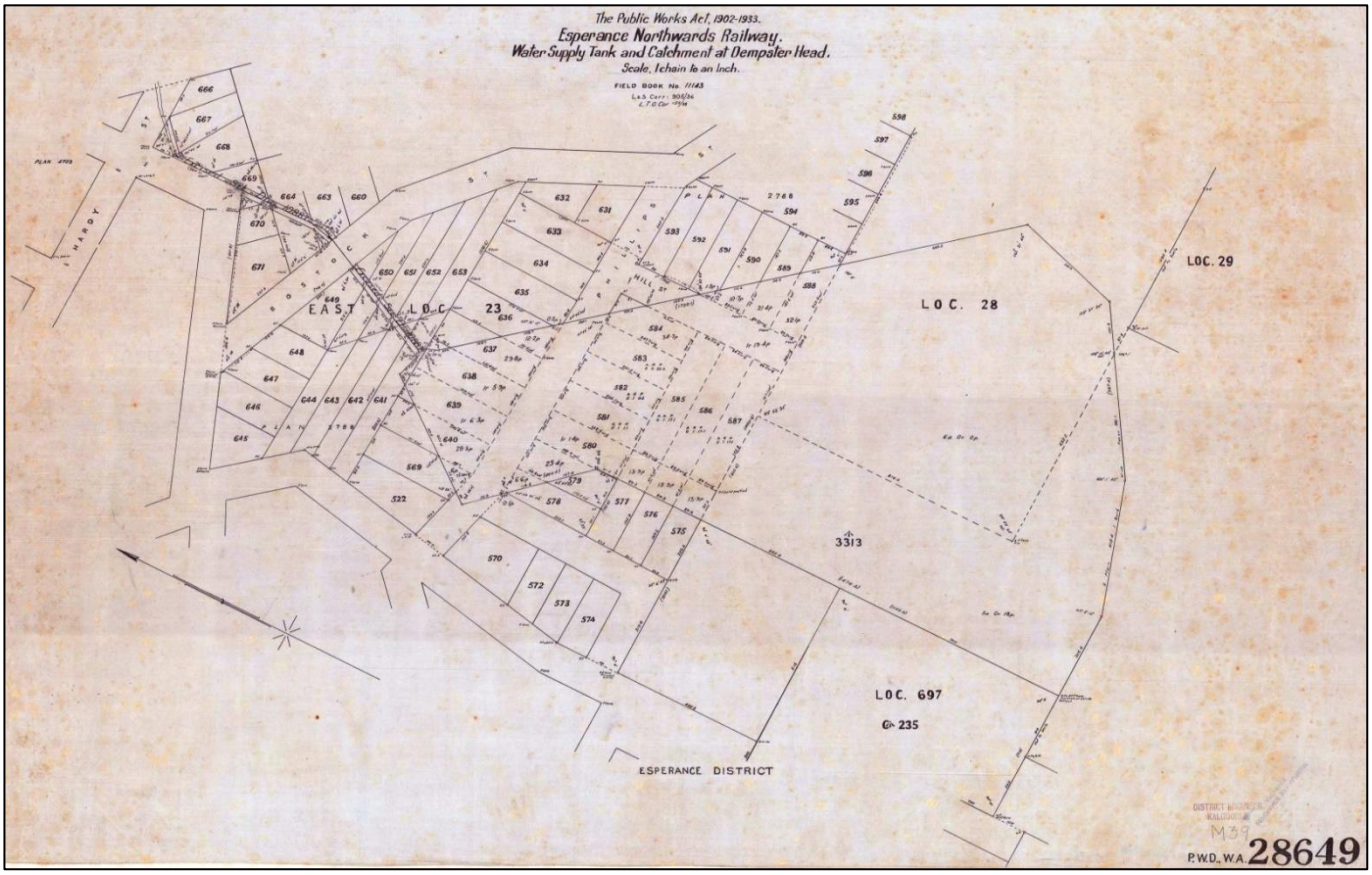
Original Date of Construction:	1921/22, noting later modifications.[2197]
Construction Materials:	Walls: Earth Banks / Cement & Stone Lining, Other: Granite Catchment
Builder / Designer:	Built and designed by the Public Works Department.[2198]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It is significant in demonstrating a high degree of technical innovation or achievement.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Fair. Integrity: Low. Authenticity: High. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2197] Railway Dam & Catchment, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[2198] Esperance Museum Archives (Accession No. M039 - Undated)

HISTORY & DESCRIPTION

After a temporary hiatus on the back of the Great War, construction on the Esperance Northwards Railway had finally recommenced in early 1921 after a break that lasted several years.[2199, 2200, 2201] Circa the same period, 1921/22, construction on the initial stages of the Railway Dam had commenced under the control of the Public Works Department, with members of families of local pioneering renown - including the Doust, Dunn, Eggeling, McCarthy, Stowe and Sinclair families - all working on the project. Later extended, in July 1925 the *Kalgoorlie Miner* reported that "…at Esperance on what was long known as Harney's Mount [sic, Dempster Head or Wireless Hill] where the wireless station stands, a dam with a capacity of over 1,500,000 [gallons] is in the course of construction. There is an excellent rock catchment. In fact, the catchment would probably keep well filled a dam of ten or twenty million gallons."[2202] Throughout its useful life, the Railway Dam also serviced the nearby camping ground and a few other premises that had tapped into the water supply, legally or otherwise.[2203, 2204] Locals often enjoyed a swim in the Railway Dam, and in 1944 the site bore witness to a double tragedy when two young children, both brothers, drowned in the same accident.[2205] The dam was used by the railways until the late 1950's when diesel locomotives were introduced, phasing out the old steam engines.[2206, 2207]



An undated plan circa 1925 showing the land resumption for the Railway Dam on Dempster Head as part of the Esperance Northwards Railway project.[2208]

[2199] The Kalgoorlie Miner, 8 February, 1921
[2200] The Kalgoorlie Miner, 8 August, 1923
[2201] Norseman-Salmon Gums Railway Act, 1924
[2202] The Kalgoorlie Miner, 20 July, 1925
[2203] The Kalgoorlie Miner, 7 March, 1934
[2204] The Kalgoorlie Miner, 26 September, 1936
[2205] The Kalgoorlie Miner, 28 January, 1944
[2206] Dempster Head Scheme, 1913-1924 - State Records Office of Western Australia (Item No. 23111 Consignment No. 4481)
[2207] Increased Catchment et al, 1924 - State Records Office of Western Australia (Item No. 11935 Consignment No. 3465)
[2208] Image Courtesy Esperance Museum

A section of the extensive modified water catchment on Dempster Head (top) and the Railway Dam itself in 2013.[2209]

[2209] Photographs Courtesy Nicholas Kleinig

Place No: 57

RAILWAY TICKET OFFICE & WAITING ROOM

The view towards and beyond the Railway Ticket Office (centre) and Waiting Room (right - later moved several times and modified to remove the window visible in this picture) as they stood in 1927. Flags flying from the eaves of the Ticket Office celebrated the official opening of the newly completed Esperance Railway, an event which marked a long awaited and important day in the history of Esperance.[2210, 2211]

Place Name(s):	Railway Ticket Office & Waiting Room (Railway Ticket Office alternatively referred to as the Railway Booking Office or the Station Master's Office, Waiting Room alternatively referred to as the Ladies' Waiting Room)
Use(s):	Original: Railway Offices / Waiting Room
Address:	Lot 103 No. 68 on Plan 5742, Dempster Street, Esperance Reserve No. 2815
Ownership:	Crown Land - Management Order to Shire of Esperance

[2210] The Kalgoorlie Miner, 12 September, 1927
[2211] Photograph Courtesy Mrs Beverley Riley

State Heritage Listing:	N/A

Original Date of Construction:	Circa 1927.[2212, 2213]
Construction Materials:	Walls: Timber / Fibro Interior, Roofing: Fibro, Other: Brick Fireplace (Railway Ticket Office); Walls: Timber, Roofing: Corrugated Iron (Waiting Room)
Builder / Designer:	Railway Ticket Office built by Boswell Synnot, builder of Waiting Room is not known, both built for and on behalf of the Public Works Department.[2214]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Good (Railway Ticket Office), Fair (Waiting Room). Integrity: Low. Authenticity: High. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2212] Railway Ticket Office, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[2213] Railway Waiting Room, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[2214] Railways - Esperance Museum Archives, Accessed 2016

HISTORY & DESCRIPTION

The advent of the local rail system forever changed Esperance as we know it. This photograph, with the Railway Ticket Office in the background circa the 1930's, shows just how busy the little station could be and provides a glimpse into the important role that the rail network played in the development of the town of Esperance.[2215]

For more than three decades, the residents of Esperance had repeatedly and with great gusto petitioned the Government for a rail connection between the thriving goldfields and the nearest port, being that at Esperance Bay.[2216] No such line was forthcoming however, and in late 1896, a rail line connecting Perth to Kalgoorlie was completed, of which the local historian John Rintoul recalled:[2217, 2218]

"The opening of the railway line Perth to Kalgoorlie at the beginning of 1897 was a severe blow to Esperance and convinced the residents that the vested interests of Perth were determined to capture the trade of the goldfields".

A humorous poem published in the Kalgoorlie Miner in 1896 expressed a commonly held sentiment of many Esperance and Goldfields residents at the time, stating:[2219]

"All hail the line that now connects
This distant township with the sea
Brings down the price of Usher's best
Jim Hennessey, and all the rest
We take when on the spree
And don't forget, the last (not least)
The swamper's humble tea

No more like sardines in a box
We travel down for Cobb and Co
But take our seats in first-class cars
When we to distant lands must go
To have a spell or float a lease
Or sell a wild cat or so

No more the heavy loaded team
Will plough the main from Coolgardie
Our goods will come direct

[2215] Photograph Courtesy Esperance Museum
[2216] The West Australian, 9 September, 1927
[2217] The West Australian, 9 September, 1896
[2218] The Municipality of Esperance, 1895-1908 - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[2219] The Kalgoorlie Miner, 8 September, 1896

In quickest time to Kalgoorlie
The thing is now in Wilkie's hands
What reputation higher stands

No carpet bag or humble swag
With them is ever known to stray
It's only got to be on board
To be delivered straight away
Their charges, too, so moderate are
We wonder how they make it pay

Though we rejoice to hail the line
That takes us to fair Perth away
We'd rather far jump in a car
That takes us straight to Esperance Bay

When resting on your coach Sir John
These simple verses think upon
Now is the line and now the hour
You may not always be in power
So if you still would carry sway
Give us the line to Esperance Bay"

In early 1927, thirty years too late, as was both reality and the local sentiment at the time, the final connections were made linking Norseman to Salmon Gums and correspondingly the goldfields to Esperance, and on February 11, 1927, the first through train arrived in Esperance from Coolgardie. One can only imagine how vastly different Esperance would be today if the Government of the day had seen fit to develop the goldfields to Esperance connection sooner.[2220]

Following the full completion of the line, on September 9, 1927 the line from Esperance to Coolgardie was formally opened by Premier Collier, and The West Australian published the following article verbatim, celebrating the new line and detailing the complex path taken to get to that point:[2221]

"Today the Premier (Mr. P. Collier), in the presence of a company, including a large number of goldfields residents and an extensive Parliamentary party, will formally declare open the Norseman - Salmon Gums section of the Coolgardie - Esperance railway - the last link in a line the genesis of which goes back many years.

As far back as 1896 an agitation started to have the Coolgardie - Esperance railway constructed. The first proposal was to connect the Norseman goldfields with Esperance. Private enterprise entered into the discussion, and an offer from South Australian capitalists was made to the Government to build this section on a 2 ft. gauge. The Forrest Government voted strongly against this proposal, and a motion embodying it was withdrawn. Next year the member for Dundas brought forward a proposal for a line from Dundas to Esperance, which was also defeated. In 1898 the proposal to build a line from Esperance to Norseman, by private enterprise, was again brought forward and defeated. In 1900 Sir John Forrest introduced the Coolgardie - Norseman Railway Bill, and it was defeated by a majority of five. The W.A. Goldfields Firewood Supply Company, in 1901, offered to construct a tramway from Coolgardie to Esperance, via Norseman. In 1902 offers were made to construct this line by Messrs. Bewick, Moreing and Co. and Monsieur Celeste Joly. In the same year a motion was submitted to Parliament for the construction of the line, and an amendment was moved to have a Royal Commission appointed to inquire into the desirability of constructing it. The motion was withdrawn, and the amendment was defeated by ten votes. Again, in 1902 a motion was brought forward for the construction of the line, and again it was defeated.

In 1906 a Bill was introduced for an Act to authorise the construction of a railway from Coolgardie to Norseman. This Bill was passed with a majority of five. In 1915 an Act for the construction of the Salmon Gums Esperance section was assented to, and in 1924 an Act for the construction of the Norseman - Salmon Gums section passed.

[2220] The Sunday Times (Perth), 13 February, 1927
[2221] The West Australian, 9 September, 1927

The Coolgardie-Esperance railway was constructed in four different sections - Coolgardie to Widgiemooltha, 52, miles; Widgiemooltha to Norseman, 57 miles; Norseman to Salmon Gums, 59 miles; Salmon Gums to Esperance, 66 miles - a total distance of 231 miles. The first two sections were built by contract, and the other two by departmental day labour. The construction of the Coolgardie to Widgiemooltha section started on May 18, 1907, and was completed on June 16, 1908. The second section was started on August 21, 1908, and was completed on November 1, 1909. The section from Salmon Gums to Esperance was the next to be constructed. After this section had been authorised - before the construction had started, and to obviate the necessity of carting from Esperance to Gibson's Soak, over a sand plain - the Government authorised the building of a road along the centre line of railway survey. This road was built on the proper grades of the railway, and culverts were put in in readiness to lay the plates when railway construction started. The construction of this section was started in February, 1916, and closed down in September, 1916. Work was started again in February, 1921. The work was slowed down in March, 1922, for want of rails. Full working order was restored again in January, 1923. The line was then completed and taken over by the Railway Department in September, 1925. The construction of the last section from Norseman to Salmon Gums was started on November 1, 1925, and completed and handed over to the Railway Department on August 8, 1927..."

As a small part of this much broader scale project, the Esperance Railway Ticket Office was initially constructed directly opposite the Hicks Street / Dempster Street intersection (later relocated a small distance to the southwest) by the local builder Boswell Synnot in 1927, while the builder of the relocated Waiting Room which likely dates circa the same year is unknown. Finished with broad sweeping eaves on all sides, a majority of the original features on the Railway Ticket Office still remain intact, including the copper grill ticket window finished with scotia sills, the original open fireplace and the timber mantelpiece, while the Waiting Room, with its rounded roof and decorative scalloped timber eaves, has charm in its simplicity. With a dual use as the Station Master's Office, the small Railway Ticket Office building in particular played an integral role in the transportation of passengers to and from Esperance for many years. Sometime after the 1940's, the Railway Ticket Office began to see more use as sleeping barracks for rail crews, and over the next two decades or so, road transport in particular began to phase out the necessity for passenger transport via rail, and both of these buildings, like many other rural examples, gradually became redundant. In 1976, the land on which the Railway Ticket Office and Waiting Room were located was re-vested in the Shire of Esperance, and that same year the Esperance Museum was officially opened on the same site nearby. The old Railway Ticket Office in particular has seen an array of commercial uses in the years following, and today, both of these buildings remain as important reminders as to the significance that the rail network played in the development and history of Esperance.[2222, 2223, 2224, 2225]

[2222] The Kalgoorlie Miner, 12 September, 1927
[2223] WA Government Railways (https://en.wikipedia.org/wiki/Western_Australian_Government_Railways), Retrieved 2016
[2224] Railway Ticket Office, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)
[2225] Railway Waiting Room, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

Looking northward along the line from the Railway Ticket Office (top) in 1946, and (bottom) the Railway Ticket Office and Waiting Room - not the building shown in the top photograph - forty years later in 1986.[2226, 2227]

[2226] Photograph Courtesy Esperance Museum
[2227] Photograph Courtesy State Library of Western Australia

The relocated Waiting Room (top, behind the Museum) and beautifully quaint Railway Ticket Office (bottom, photographs taken 2013/14 respectively).[2228]

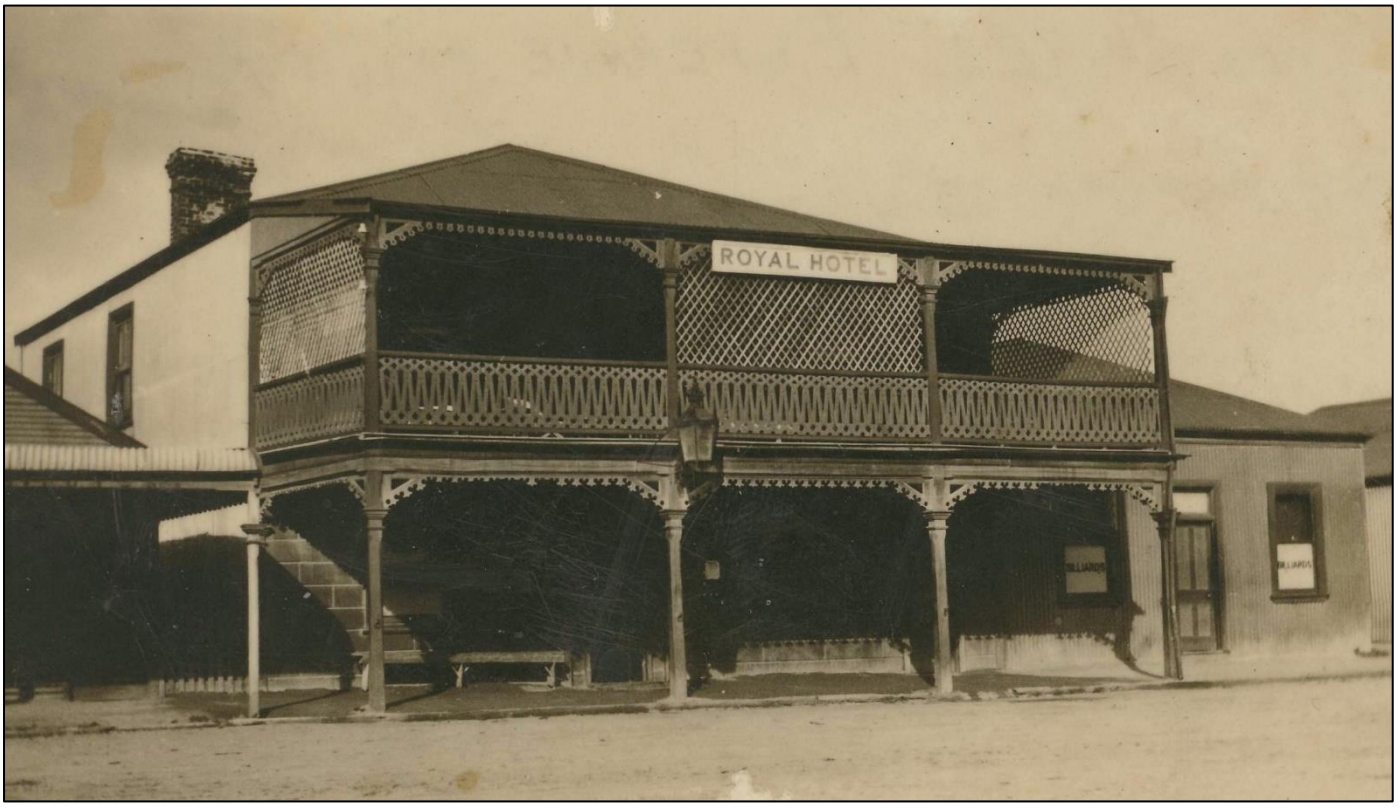
[2228] Photographs Courtesy Shire of Esperance

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 58

ROYAL HOTEL



The Royal Hotel, which later became the Esperance Hotel, and the small Billiards Saloon (right) circa 1930.[2229]

Note regarding inclusion of this site in this Municipal Heritage Inventory:

Although no physical fabric from any of the early hotel sites remains in situ, inclusive of the original Royal Hotel, the Basic Principles for Local Government Inventories produced by the State Heritage Office state that "the inventory should identify places and areas that retain significant physical fabric from the past. It is not intended that the inventory encompass sites without remnant fabric (i.e. vacant or redeveloped sites), **unless** they have historic associations of major importance to the locality." In this instance, although no physical fabric from the original structure remains, all of the early hotel sites throughout the Shire of Esperance have been deemed to have "…historic associations of major importance to the locality", hence their inclusion in this Municipal Heritage Inventory. The significance of sites such as this cannot be understated, particularly with regards to their contributions towards the evolution of the district as public meeting and gathering places and as a direct link to the early trade and travellers to and from the goldfields.[2230]

The entry of the Royal Hotel site in this Municipal Heritage Inventory thus seeks only to record and preserve the historical significance of the site alone, and due to the absence of any "…physical fabric from the original structure", no historical listing applies to the present building.

[2229] Photograph Courtesy Esperance Museum
[2230] Basic Principles for Local Government Inventories (State Heritage Office, March 2012)

Place Name(s):	Royal Hotel (currently known as the Esperance Hotel, linked in name only to the site of the original Esperance Hotel)
Use(s):	Original: Hotel, Present: Hotel
Address:	Lot 22 No. 14 on Plan 222408, Andrew Street, Esperance
Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	1894, noting later alterations and additions.[2231, 2232]
Construction Materials:	Refer to photographs
Builder / Designer:	Designer unknown, likely built by or on behalf of John McKenzie with later additions by Josiah 'Joe' Norman of the Norman Brothers (Albany).[2233]

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: N/A. Integrity: N/A. Authenticity: N/A. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Little Significance - Does not fulfil the criteria for entry in the local Heritage List. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

[2231] Certificate of Title, Lot 22 Andrew Street, Esperance, John McKenzie, 2 August, 1894
[2232] The Australian Advertiser (Albany), 7 January, 1895
[2233] Old Esperance Pictorial History (Don Voigt, 1996)

HISTORY & DESCRIPTION

The Royal Hotel on Lot 22 Andrew Street was one of four central Esperance hotels established during the mining boom period, with construction on what was to become the original single storey hotel finishing in or about late 1894 and trade commencing circa June 1895. John McKenzie, who had purchased the property in 1894, was the first registered proprietor and holder of the Publican's General Licence in 1895 in respect of the Royal Hotel, initially a simple single storey building similar to the other hotels, though later extended to become a grand two storey structure similar in design and scale to the other big hotels of the time, with a corrugated iron exterior on all sides barring the front, which had a decorative pressed iron façade finished with lace iron trimmings around the timber posts. In the ensuing years, several local identities later held charge of the hotel, including (among many others); Charles Moss, Albert McKenzie, Benjamin Peek, George Peek, William Taylor and John Taylor.[2234, 2235, 2236]

APPLICATION FOR A PUBLICAN'S GENERAL LICENSE

———

To the Worshipful the Justices of the Peace acting in and for the District of Plantagenet in Western Australia.

———

I, JOHN MCKENZIE, now residing at Albany, in the district of Plantagenet, do hereby give notice that it is my intention to apply at the next Licensing Meeting, to be holden for this district, for a Publican's General License for the sale of Liquor, in the house and appurtenances thereunto belonging, situated at Esperance Bay, being situate on Esperance Town Allotment No. 22, containing two sitting rooms and five bedrooms, exclusive of those required by the family, being my own freehold property and never before licensed, and which I intend to keep as an Inn or Public House. I have held a Publican's General License, for 11 years in Albany.

Given under my hand this the first day of January, one thousand eight hundred and ninety-five.

(Sd.) JOHN MCKENZIE.
By his Attorney, Frank R. Dymes.

———

HOUSEHOLDERS' CERTIFICATE FOR A PUBLICAN'S GENERAL LICENSE.

———

We, the undersigned, householders, residing within the Town of Albany, do hereby certify that the above John McKenzie, of Albany, is a person of good fame and reputation, and fit and proper to be licensed to keep an Inn or Public House for the sale of fermented and Spirituous Liquors therein.

Witness our hands this first day of January, one thousand eight hundred and ninety-five.

C. Drew,
E. Barnett,
J. Moir,
T. Sherratt,
J. M. Flanagan.

An advertisement published in January 1895 describing the original Royal Hotel as part of John McKenzie's application for a Publican's General Licence.[2237]

[2234] Certificate of Title, Lot 22 Andrew Street, Esperance, John McKenzie, 2 August, 1894
[2235] The Australian Advertiser (Albany), 5 June, 1895
[2236] Police Gazette, Western Australia, 5 June, 1895
[2237] The Australian Advertiser (Albany), 7 January, 1895

ESPERANCE BAY APPLICATIONS

…

J. McKenzie applied for a publican's general license at Esperance - Mr Dymes appeared for the applicant and Mr Haynes objected [on behalf of Mr Purchas of the Esperance Hotel].

Mr McKenzie gave evidence in support of his application.

Mr Mattinson spoke to having seen the premises complete on the occasion of his visit to Esperance.

Mr Haynes said that he had every respect for the Bench as constituted last March still the best of Benches did make mistakes. The Bench then constituted consisted of Mr Wright, the acting Government Resident, and Mr Wright expressed himself strongly then with respect to his views as regards licenses generally.

Mr Wright: Never; I don't even go in for licensing of the bar to say anything of that description. (Laughter.)

Mr Haynes said that Mr Wright expressed wide views, liberal views, but they were views that did not come within the spirit of their licensing laws.

Mr Wright explained that he sat as the licensing Bench in March and at that time he was obliged to refuse the application on purely technical grounds and he regretted that he had to do so. He did not say that he would give them a license at the next Court because it was not in his power to do so. He should have been *ultra vires* if he had. He said he would use his best endeavours to give a license to those persons who had applied, for they were simply trying to cut each other's throats as it were, and also that he had no power to refuse such an amount of money to the public revenue. He would not pretend to set up knowledge of what was required in preference to theirs who were the most interested parties. These applications were refused at that time purely on a technical point.

Mr Haynes: With an expression of regret, that Bench could not grant them. He contended that the evidence given that day showed that three public houses were not required. He put in a telegram from Mr Purchas showing the population of Esperance.

After a short consultation in private the Bench returned into Court.

Mr Loftie said: Before I announce the decision of the Bench it is only right to say [that] Mr Wright sits this day at my own request. I was quite aware of the fact that I could sit alone. Mr Wright has not come here merely to push his previously expressed wishes but at my request he came to assist me. We have carefully considered these cases and are placed in a rather invidious position; we are asked to say that one applicant is more or less fit than the other. Putting aside Mr Haynes objections we know that these are the most respectable people, in fact we could not have more respectable persons before us and it is hardly right that the Bench should be put in such an invidious position. It is not at all reasonable to expect us to say: We will grant one and we will refuse the other. We think both of the applicants [being Mr McKenzie of the Royal Hotel and Mr Douglas of the Esperance Hotel - the Publican's General Licence for Mr Symes' Pier Hotel being adjourned, though approved two days later on Wednesday, 5 June 1895] are fit to hold licenses and we are quite sure both of them if they get licenses will conduct the houses in a proper manner. Having said that much the question is raised that the population will not allow so many hotel licenses. Presumably these gentlemen were fully aware of that point when they applied. Mr Symes comes here, as well as the others, as a well-known business man and he must know his own business best. If they think they can make the places pay and not cut each other's throats as has been said, it is their own business not ours. We think we cannot refuse the licenses before the Bench and they will be granted. (Applause.)

Details from the Albany Licensing Court sessions held on Monday, 3 June 1895, during which John McKenzie was issued with a Publican's General Licence for the Royal Hotel.[2238]

In 1896, the Royal Hotel and the others nearby were all expanded significantly, generally involving the addition of a two storey addition in order to remain competitive with each other while also capitalising on the flood of men to and

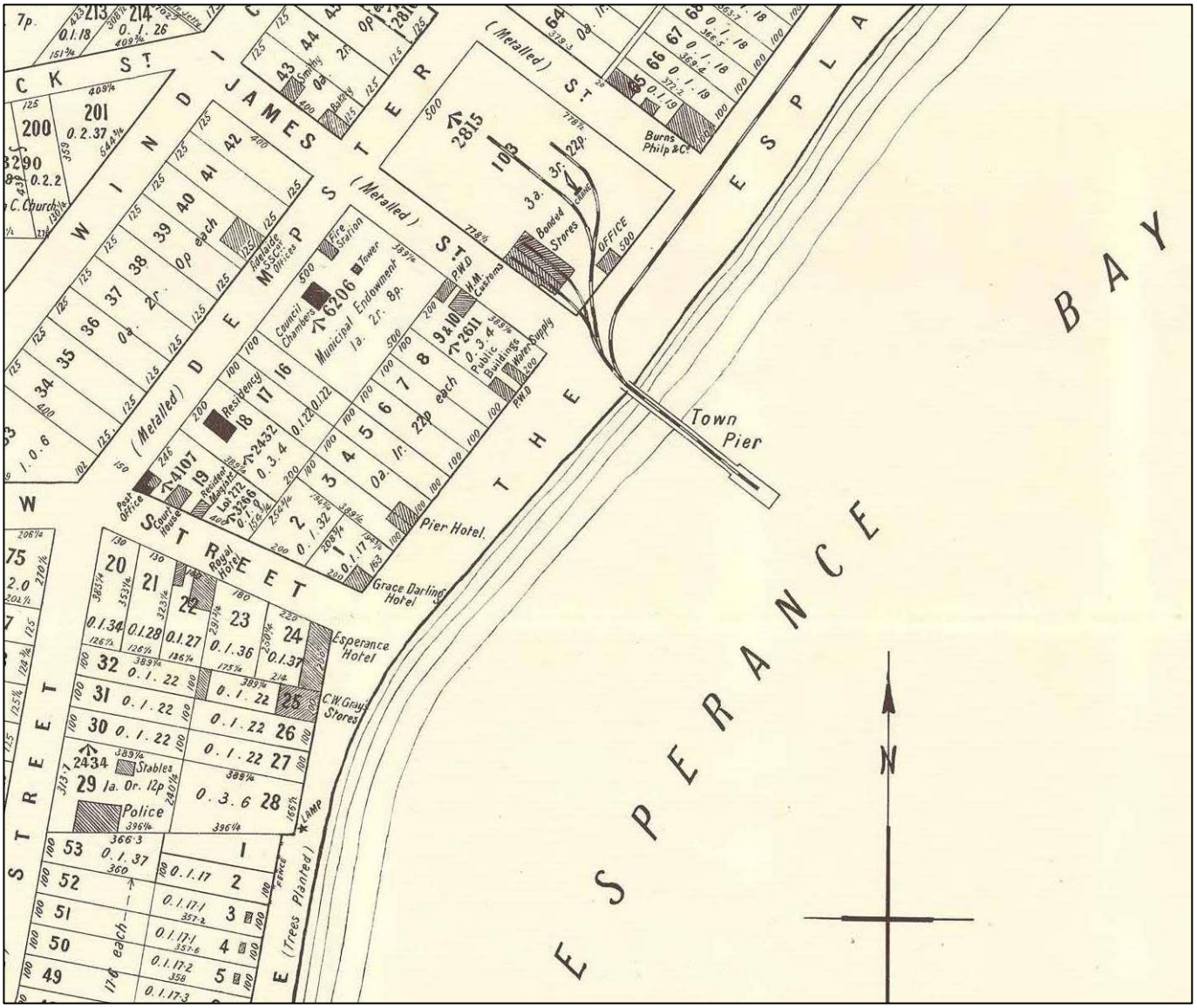
[2238] The Australian Advertiser (Albany), 5 June, 1895

from the goldfields.[2239] Building aside, events of note in the early years of the Royal Hotel included then proprietor Charles Moss being charged in 1896 with allowing gambling on a Sunday - a very big deal at the time - though he was later discharged with a caution.[2240] In late June of the same year, a drunk had attempted to stab the proprietor of the Royal Hotel one night, followed by a similar attack the next night at the Pier Hotel, with both attacks fortunately causing no physical harm.[2241] Later, public meetings held at the Royal in and around 1897 sought to reinstate and strengthen trade routes from Esperance to Norseman, as by this stage much of the traffic and trade had been redirected along the railway from Fremantle to Coolgardie, which in turn was to cause a significant downturn in business through the port at Esperance for many years.[2242] Aside from the occasional episode of drunken misbehaviour, for the most part business at the Royal Hotel ticked along as usual in the years following, however in 1910, the hotel played host to the suicide of a telegraph linesman in seemingly suspicious circumstances; the man, who apparently owed substantial debts, being found in his room with his throat neatly cut by a razor.[2243] These exceptional events aside, the hotel itself was for the most part no different in day to day operations than any of the other large establishments, generally acting as a watering hole for the weary while also hosting dances, public meetings, and the occasional charitable event.[2244]

By the 1920's, the original single storey Grace Darling Hotel building had been removed leaving only the two storey section, while the original Esperance Hotel across the road would also ceased operating in the years to come. In 1928, it was noted that only the Pier Hotel and the Royal Hotel remained in operation and that these "two hotels were sufficient to meet requirements" of the locality. Circa January 1945, the Royal Hotel was re-branded, officially becoming the "Esperance Hotel", noting that by this stage the original Esperance Hotel on The Esplanade had long since been closed. In December that same year, the magistrate presiding over the annual Licensing Court labelled the now former Royal Hotel premises "a death trap" that "should have been condemned years ago". This notwithstanding, the magistrate then agreed to a conditional licence for a three month period, pending the completion of a long list of remedial works, with this licence to terminate on March 31, 1946 if the extensive work orders were not attended to. By April 1946, the necessary remedial works had been partially completed, earning the proprietors a partial extension on their publicans licence.[2245, 2246, 2247, 2248]

In the years following, elements of aesthetic and remedial work were undertaken in an effort to enhance the appearance and prolong the life of the old Royal Hotel, however by the mid 1950's the building had reached the end of its useful life. In or about 1957, the original building, by then trading as the Esperance Hotel, was demolished to make way for 'Brennan's Esperance Hotel', more commonly known these days as the 'Esperance', which still stands today.[2249]

[2239] Old Esperance Pictorial History (Don Voigt, 1996)
[2240] Western Mail (Perth), 15 May, 1896
[2241] The Advertiser (Adelaide), 3 July, 1896
[2242] The Esperance Chronicle, 10 February, 1897
[2243] The Albany Advertiser, 30 April, 1910
[2244] The Kalgoorlie Miner, 18 October, 1906
[2245] The West Australian, 18 October, 1928
[2246] The West Australian, 20 January, 1945
[2247] The Kalgoorlie Miner, 5 December, 1945
[2248] The West Australian, 2 April, 1946
[2249] Building Records, Esperance Hotel, Licence Number 43-56/57 (Shire of Esperance, 1957)



An extract from a survey of Esperance circa 1903 showing the relative locations of the big four mid 1890's hotels - the Royal, the Esperance, the Grace Darling and the Pier.[2250]

[2250] Image Courtesy Esperance Museum

Andrew Street circa December 1895 (top) looking past the single storey Esperance Hotel (far left) and Grace Darling Hotel (far right) towards the original single storey Royal Hotel (distant white building, centre), and (bottom) the Royal Hotel and adjoining Billiard Saloon (the original 1894 single storey Royal Hotel) circa 1900.[2251, 2252]

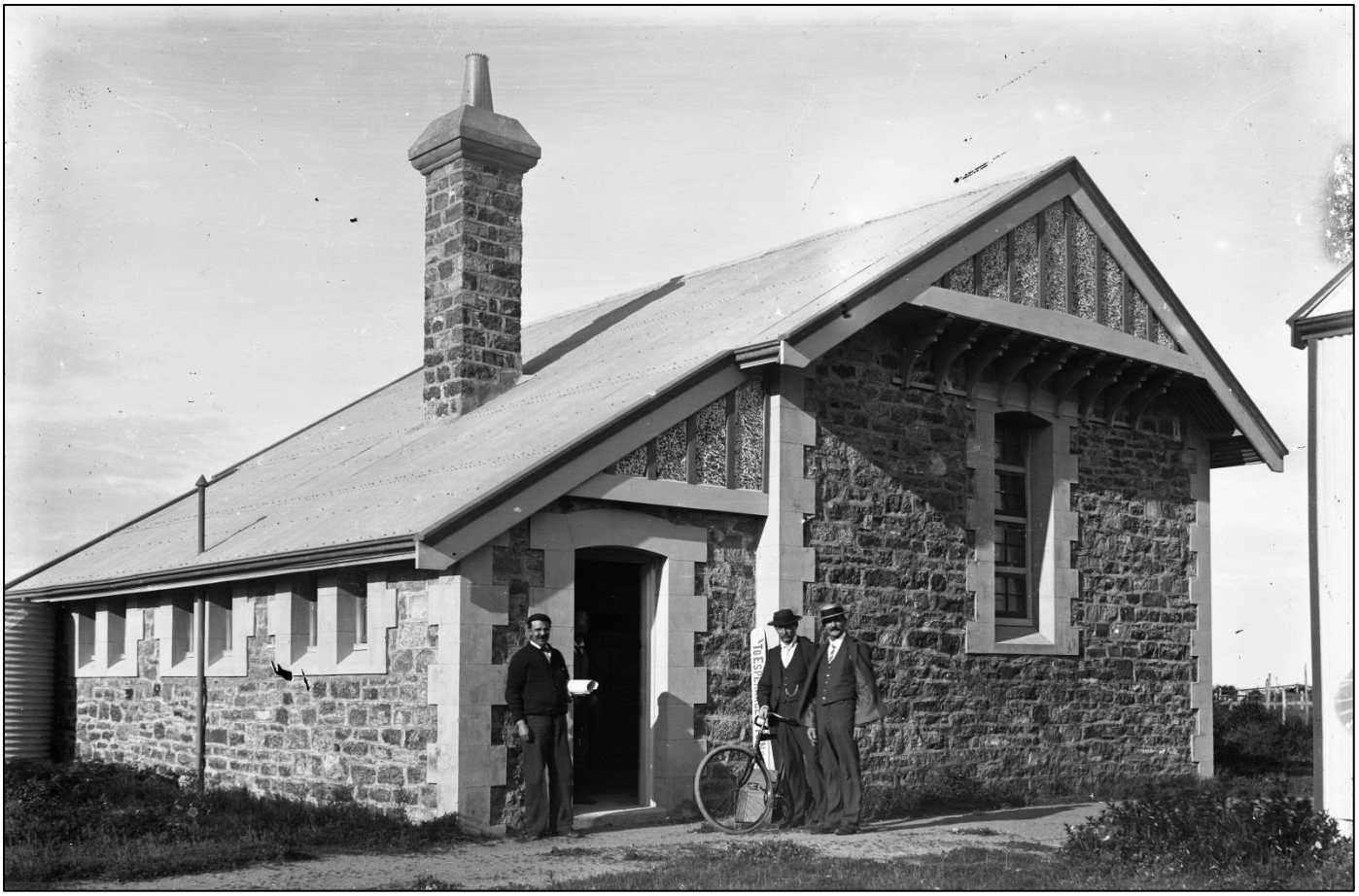
[2251] Photograph Courtesy Album of Goldfields Photographs, 1894-1896 (State Library of Western Australia)
[2252] Photograph Courtesy Esperance Museum

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 59

RSL HEADQUARTERS (FIRST GOVERNMENT SCHOOL)



The first Government School building circa 1903, which, by that stage, was being used as the offices and chambers of the Esperance Municipal Council as well as seeing occasional use by the Esperance Road Board. Barely visible in the shade of the door is the first mayor of the Esperance Municipal Council, Thomas Edwards.[2253]

Place Name(s):	RSL Headquarters / First Government School (alternatively referred to as the Esperance School, Government School, Municipal Offices or Esperance Road Board Offices)
Use(s):	Original: School, Present: RSL Headquarters, Previous: Municipal Council Chambers / Esperance Road Board Offices
Address:	Lot 809 No. 84 on Plan 183864, Dempster Street, Esperance

[2253] Photograph Courtesy Daw Collection, Published in The Kalgoorlie Western Argus, 15 December, 1903

Ownership:	Private
State Heritage Listing:	State Heritage Listed - Registered Heritage Place No. 825

Original Date of Construction:	1895/96.[2254]
Construction Materials:	Walls: Granite, Roofing: Corrugated Iron, Other: Timber Features
Builder / Designer:	Built by Charles Frederick Layton, Designed by Francis J. Davies (based on a standard design by George Temple Poole) on behalf of the Public Works Department.[2255, 2256, 2257]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Good. Integrity: N/A. Authenticity: High. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Exceptional Significance - Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved. Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (where applicable).

[2254] Register of Heritage Places - Esperance RSL Building et al (State Heritage Office, 2009)
[2255] Government Gazette of Western Australia, 31 May, 1895
[2256] Government Gazette of Western Australia, 21 June, 1895
[2257] Government Gazette of Western Australia, 27 June, 1895

HISTORY & DESCRIPTION

With a booming population as men flooded this peaceful port on their way to dreams of fortunes in the north, the town of Esperance had been Gazetted in December 1893. Being little more than a pastoral station up to that point, the limited amount of schooling required in Esperance had been conducted in less formal settings as necessary, however as the local population exploded, so too did the demand for dedicated school facilities. In the meantime, the local children still needed an education, and with no buildings to suit this need, schooling had to be conducted from private premises. Tenders for a purpose-built Government School were finally called in May 1895, and the following month the contract was awarded to Charles Frederick Layton, the same contractor who had concurrently constructed the 1895/96 Esperance Post & Telegraph Station. Construction then began in July that same year, and by January 1896 the new school building had been completed and was now ready for use, with Miss Amy Provis teaching an initial 52 enrolled students, although the building only had space for about 40.

School enrolments had grown to 79 circa April 1896, and with an average attendance of 73, the shortcomings of the new Government School building were quickly being realised. By July 1896, with more than 100 students now enrolled, the urgency of the situation was beginning to get through to the Minister for Education, and in September 1897, following an informal land swap with the Municipal Council, a new school building was completed on the present site of the Esperance Primary School. In October 1898, the land swap for the original school site (RSL Headquarters / First Government School) was finally formalised with the Gazettal of a Government Reserve which covered the school building itself as well as what then became the Municipal Endowment, a use which continued for many years thereafter.

The Municipal Council later began to rent out their new building to host meetings of the Esperance Road Board, however in 1908, the Municipal Council ceased to exist when the Municipality of Esperance was dissolved, and from that point on the Esperance Road Board assumed the roles of the former Council, inclusive of their assets. For several decades, the population within the Esperance Road Board District - more or less the Shire of Esperance boundaries of today - was little more than stagnant, and their small offices thus sufficed, however circa the 1950's, 60's and onwards, the town and broader district experienced a rapid rate of growth as farms within the Esperance sand plain were taken up and developed. As a result, the Esperance Road Board quickly outgrew their small offices, and in 1966, the building was vacated in favour of newer and larger premises on Windich Street. With the former Road Board offices now vacant, the Esperance Sub-Branch of the Returned Services League (RSL) soon secured a lease of the building, making it their permanent home from 1971 to today.[2258, 2259, 2260, 2261]

[2258] Government Gazette of Western Australia, 31 May, 1895
[2259] Government Gazette of Western Australia, 21 June, 1895
[2260] Government Gazette of Western Australia, 27 June, 1895
[2261] Register of Heritage Places - Esperance RSL Building et al (State Heritage Office, 2009)

A photograph of the original Government School taken on October 3, 1972, the year after the Esperance RSL took over the building.[2262]

[2262] Photograph Courtesy Esperance Museum

Place No: 60

SALMON BEACH WIND FARM

One of the turbines from the Salmon Beach Wind Farm in 2013, now a permanent display near the Esperance Museum.[2263]

Place Name(s):	Salmon Beach Wind Farm (alternatively referred to simply as the Wind Farm)
Use(s):	Original: Electricity Production, Present: Abandoned / Unused / Interpretive Heritage Trail
Address:	Lot 930 on Plan 192329, Peek Road, West Beach Reserve No. 44887
Ownership:	Crown Land - Management Order to Shire of Esperance
State Heritage Listing:	N/A

[2263] Photograph Courtesy Nicholas Kleinig

Original Date of Construction:	Operational from 1987, decommissioned 2002.[2264, 2265]
Construction Materials:	Other: Concrete / Steel / Composite
Builder / Designer:	Built on behalf of SECWA (State Energy Commission of Western Australia).[2266]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It is significant in demonstrating a high degree of technical innovation or achievement.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Poor. Integrity: N/A. Authenticity: Low. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2264] Site Interpretation - Signage at Salmon Beach Wind Farm, Accessed 2013
[2265] The Esperance Express, 2 May, 2002
[2266] Information Brochure - Esperance Salmon Beach Wind Farm (Courtesy Shire Reserve File R44887)

HISTORY & DESCRIPTION

The wind farm at Salmon Beach, which commenced operating in 1987, was the first commercial wind farm in Australia. It consisted of six 60kW wind turbines, each standing 22 metres high with three 8 metre long blades. The Salmon Beach wind farm was decommissioned in 2002, however one of the original six turbines remains on site as part of a picturesque heritage trail that leads to all six original turbine sites, while another of the removed turbines now stands at the Esperance Museum grounds as a permanent display.[2267, 2268, 2269]

Following the success of the Salmon Beach Wind Farm, a further nine 225kW turbines were installed in 1993 near Ten Mile Lagoon. These turbines stand 31.5 metres high with blades measuring 13.5 metres long, and all nine of these are still in operation. In 2003, six 600kW turbines - the largest in both size and output across all three sites - were installed between the Salmon Beach and Ten Mile Lagoon sites in the hills behind Nine Mile Beach. Still working today, these machines stand a massive 46 metres high, with individual blades measuring 22 metres in length.[2270]

The last remaining turbine from 1987 (distant, right of picture) at the Salmon Beach Wind Farm, and in the foreground, the base of a turbine that has since been converted into a lookout with stunning views towards Twilight Beach in 2013.[2271]

[2267] Wind Farm Ahead for Esperance - Energy Commission News, December, 1986 (Courtesy Shire Reserve File R44887)
[2268] Commercial Wind Farm is a First - Energy Commission News, April, 1987 (Courtesy Shire Reserve File R44887)
[2269] Salmon Beach Wind Farm (Shire Reserve File R44887)
[2270] Nine Mile Beach & Ten Mile Lagoon Wind Farms (Shire Reserve File R44701)
[2271] Photograph Courtesy Nicholas Kleinig

Place No: 61

SALMON GUMS HOTEL

A panoramic view along Rogers Street in Salmon Gums circa 1930, showing the brand new Salmon Gums Hotel on the right, with a Billiards Saloon next door.[2272]

Place Name(s):	Salmon Gums Hotel (linked to though separate from the former Salmon Gums Wayside Inn)
Use(s):	Original: Hotel, Present: Hotel
Address:	Lot 9 on Plan 146468, Rogers Street, Salmon Gums; and Lot 10 on Plan 146468, Rogers Street, Salmon Gums
Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	1926/27.[2273, 2274, 2275, 2276]
Construction Materials:	Walls: Granite, Lime Mortar, Roofing: Corrugated Iron, Other: Jarrah Timbers, Hoop Iron Reinforced Walls

[2272] Photograph Courtesy Esperance Museum
[2273] The Kalgoorlie Miner, 23 August, 1926
[2274] The West Australian, 18 January, 1927
[2275] The Sunday Times (Perth), 30 October, 1927
[2276] Certificate of Title, Lot 9 Rogers Street, Salmon Gums, Emil Nulsen and Michael Millea, 18 June, 1926

Builder / Designer:	Built by the contractor William James (Jim) Spratt with assistance from stonemason Mario Chidilla, Designed by Allen and Nicholas Architects on behalf of the business partners Emil Nulsen and Michael Millea.[2277, 2278]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Good. Integrity: High. Authenticity: High. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2277] Spratt Road - Esperance and Districts Street Names (Esperance Bay Historical Society and Esperance Museum, 2007)
[2278] Salmon Gums Hotel, Shire of Esperance Municipal Heritage Inventory (O’Brien Planning Consultants, 1996)

HISTORY & DESCRIPTION

By 1925, rail connected Esperance to Salmon Gums, and with the passing of the Norseman-Salmon Gums Railway Act the previous year, connection to trade routes in the goldfields and the rest of Western Australia was now finally an imminent certainty.[2279, 2280] The surveyed rail line had left the original Salmon Gums Hotel (see Salmon Gums Wayside Inn, constructed 1896) isolated from the proposed rail siding about a kilometre to the north-northwest, and with land in the newly Gazetted townsite of Salmon Gums now selling and highly desirable, in 1926 the owners of the Salmon Gums Hotel thought it prudent to establish a new and vastly more grand hotel on prime real estate within the new town centre to capture the business that the passing trains would inevitably bring.[2281, 2282, 2283] A local contractor, William James 'Jim' Spratt was soon engaged, and with the help of stonemason Mario Chidilla, granite was quarried from the 'Number 26' dam 27 kilometres due north and construction then began later that year.[2284] The idea of a two storey hotel had briefly been entertained initially, however in 1927, the brand new single storey Salmon Gums Hotel was completed, and this building, largely unchanged, remains in operation today.[2285, 2286]

[2279] Norseman-Salmon Gums Railway Act, 1924
[2280] The West Australian, 9 September, 1927
[2281] Government Gazette of Western Australia, 6 February, 1925
[2282] The Kalgoorlie Miner, 23 August, 1926
[2283] Certificate of Title, Lot 9 Rogers Street, Salmon Gums, Emil Nulsen and Michael Millea, 18 June, 1926
[2284] Spratt Road - Esperance and Districts Street Names (Esperance Bay Historical Society and Esperance Museum, 2007)
[2285] Salmon Gums Hotel - State Records Office (Item No. A456 v3 Consignment No. 5708)
[2286] Salmon Gums Hotel, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

Views over Rogers Street, towards and past the beautiful and almost century old Salmon Gums Hotel, in 2017.[2287]

[2287] Photographs Courtesy Paul Grayson

Place No: 62

SALMON GUMS WAYSIDE INN

Premier Scaddan and his motorcade entourage at the luxurious Salmon Gums Wayside Inn - better known as the Salmon Gums Hotel - in 1915, a simple timber and galvanised iron building which, in 1901, boasted "8 rooms, 2 sitting rooms and 5 bedrooms."[2288, 2289] This hotel was later made obsolete in 1927 when the new Salmon Gums Hotel was constructed in its present location, opposite the Salmon Gums rail siding.[2290]

Note regarding inclusion of this site in this Municipal Heritage Inventory:

Although no physical fabric from any of the early hotel sites remains in situ, inclusive of the original Salmon Gums Hotel (Salmon Gums Wayside Inn), the Basic Principles for Local Government Inventories produced by the State Heritage Office state that "the inventory should identify places and areas that retain significant physical fabric from the past. It is not intended that the Survey encompass sites without remnant fabric (i.e. vacant or redeveloped sites), **unless** they have historic associations of major importance to the locality." In this instance, although no physical fabric from the original structure remains, all of the early hotel sites throughout the Shire of Esperance have been deemed to have "…historic associations of major importance to the locality", hence their inclusion in this Local Heritage Survey. The

[2288] Photograph Courtesy Esperance Museum
[2289] The Kalgoorlie Miner, 3 April, 1901
[2290] The Sunday Times (Perth), 30 October, 1927

significance of sites such as this cannot be understated, particularly with regards to their contributions towards the evolution of the district as public meeting and gathering places and as a direct link to the early trade and travellers to and from the goldfields.[2291]

In the absence of any "…physical fabric from the original structure", the entry of the original Salmon Gums Hotel site in this Local Heritage Survey thus seeks only to record and preserve the historical significance of the site alone.

Place Name(s):	Salmon Gums Wayside Inn (alternatively referred to as Mann's Hotel, Mann's Salmon Gums Hotel, the Salmon Gums Wayside House or the Salmon Gums Hotel – linked to although separate from the current Salmon Gums Hotel)
Use(s):	Original: Hotel, Present: Primary Production
Address:	Lot 166 on Plan 89036, Coolgardie-Esperance Highway, Salmon Gums
Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	1896.[2292]
Construction Materials:	Walls: Corrugated Iron, Roofing: Corrugated Iron, Other: Hessian Wall Lining, Timber Frame.
Builder / Designer:	Built by James Charles Burman on behalf of George Caunter Mann.[2293]

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: N/A. Integrity: N/A. Authenticity: N/A. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Little Significance - Does not fulfil the criteria for entry in the local Heritage List. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

[2291] Basic Principles for Local Government Inventories (State Heritage Office, March 2012)
[2292] The Esperance Chronicle, 30 September, 1896
[2293] The West Australian, 30 November, 1896

HISTORY & DESCRIPTION

Although often referred to as the Salmon Gums 'Wayside House' or 'Wayside Inn', this premise traded mostly as the Salmon Gums Hotel - not to be confused with the current Salmon Gums Hotel - from its construction in late 1896. The original Salmon Gums Hotel was constructed on the same site as the 64 Mile Condenser a little under a kilometre south-southeast of the present hotel site on what is now Lot 166, Coolgardie Esperance Highway, Salmon Gums. George Caunter Mann was the first owner and licensee of the Salmon Gums Hotel, a place promoted as "the halfway house between Norseman and Esperance."[2294, 2295, 2296]

The Mann family's arrival in Esperance and their early association with the Salmon Gums Hotel is vividly described in Judy Smith's humorously titled family history publication, *My Grandmother Was a Mann*, an excerpt of which follows:[2297]

"…Their earliest impressions of Esperance were lots of white sand, flies and mosquitoes. The family was soon settled into one of the Hampton Plains Company houses at Esperance Bay, not far from the beach. The beautiful white sand was carried regularly from the beach to provide clean floors for their house. Unfortunately, Dolly's first news from home was the death of her mother on the 27th of December. Her grief would have been doubled by the distance that separated her from her family.

1895 was a year of great expansion for Esperance. The first school had begun late the previous year, and a hospital, general store, and public jetty were all built. The first newspaper began publishing and other amenities appeared for the first time. George and Peter were busy with farming and their thriving carrying business. By 1896 a weekly mail and passenger service between Esperance and Norseman had been established. George was quick to realise the business opportunities offered by the ever increasing traffic on the track to the goldfields.

In September that year, he applied for and was granted permission to build licensed premises at the sixty-four mile mark. Salmon Gums, as it became known, was half way between Esperance and Norseman, and George quickly set about building an Inn there. It was constructed of wood and iron, with hessian lining the walls, and comprised a kitchen, bar, six guest bedrooms each with two beds, a parlour and family quarters. The rosewood suite was given pride of place in the parlour, which was only used by family and friends. The Inn was situated about a mile from the present township and they called it the Wayside Inn. Way of course, was Dorothy's maiden name, but travellers probably never realised it had a special meaning for the family, as it was a common enough name for a half way house.

It was then time for George and brother Peter to go their separate ways and they reluctantly dissolved their partnership of eighteen years, although they remained close friends and visited when they could manage.

The family was settled at the Inn by early December 1896 and so began a new way of life for them. Every Monday about eight or nine in the evening, the weekly coach would arrive with its weary passengers and driver. Dolly provided food and lodgings for them and George attended to the stabling of horses and trade in the bar. The following morning they would both be up well before sunrise as a hearty breakfast had to be served before the coach departed for Norseman at six a.m. Life wasn't all hard work though, and it was not unusual for their friends the Gollans from Grass Patch to drive their horse and sulky eighteen miles to visit.

Even though she was a Methodist, Dolly ran a Sunday School in her parlour for the Church of England Minister at Esperance. They lived in an isolated area and there were no churches between Norseman and Esperance. The only priests to call were either Church of England or Roman Catholic. Dolly had a strong Christian faith and was happy to oblige. The parlour at the Inn was used for services of different denominations many times over the years. When Archbishop Reilly called at the Inn, he was amazed that Dolly not only knew he was coming, but had a meal waiting for him. The bush telegraph worked amazingly well!

On the 1st day of August 1897, there were great celebrations when Dolly gave birth to their first son. Her friend Mrs. Meadows from Swan Lagoon came to assist at the birth and the child was named George Lionel Claude. Soon after

[2294] The Esperance Chronicle, 30 September, 1896
[2295] The Esperance Chronicle, 14 October, 1896
[2296] The Kalgoorlie Miner, 3 April, 1901
[2297] My Grandmother Was a Mann (Judy Smith, 1997)

Claude's birth, the two older girls were sent to Miss Gresham's Private School for Girls. Miss Jesse Gresham, from Dempster station, opened her school in the gymnasium near the Esperance Anglican church on the 20th of October. Georgina and Rebecca were certainly old enough to attend school and Dolly would have been torn between sending them away, and worrying that they were missing out on an education.

With the Inn established and running successfully, George once again turned his attention to farming. There was a constant demand for hay for horses and despite the poor soil and unreliable rainfall, George was able to sow regular crops. Water was a constant problem in the district and particularly so for inn-keeper George. His customers regularly required water for their horses and camels as well as all the other demands of the Inn.

Ever enterprising, George built a condenser. In the words of his daughter Irene, "Pa had to draw the salt water from a sixty foot well, to fill the boiler, from there, the steam went through pipes to the cooling tanks where it condensed into drinking water. The camels drank the condensed water and the teamster and coach horses drank the water from the dam." George also excavated a dam which is described in detail by the 1916 Royal Commission into the Mallee Belt and Esperance Lands.

"Mr. Mann has excavated a small tank at the 64 mile, forty feet by twenty-five feet and six feet deep, with a slope of about one foot in three feet, which is now full and holds like a bottle. This tank is subdivided into three compartments by two natural clay walls a foot wide at the top by two foot at the bottom, and so tenacious is the clay that I have seen water pumped out of one compartment without any soaking through the wall from the next."

Their prosperity seemed assured and even though Kalgoorlie had been connected to Perth by rail in early 1897, trade was still brisk with business to Norseman continuing.

In early 1899, Dolly wrote to her sister in Augusta, asking her to come and live in Esperance to chaperone Georgina and Rebecca while they continued their education there. George rented a house three doors up from the Esperance Hotel and Aunty Gus, as the children called her, obligingly came to her sister's aid. The following year, Irene and Kathie joined them and when Aunty Gus decided to return to Adelaide, Dolly was forced to shift to Esperance, at least temporarily. As she was by this time pregnant with her sixth child, it seemed a sensible arrangement.

Shortly afterwards, George was devastated by the sudden death of his brother Peter in the Coolgardie Hospital. Peter had been his closest friend and brother for so long and they had shared so many years and adventures together, and now he was dead at only forty-three years.

George and his brother Richard, who had recently arrived in Esperance, helped their sister-in-law run the farm until Peter's affairs could be settled. It was a difficult time for George, grieving for his brother, trying to run two farms and an Inn, and caring for his own family with Dolly expecting again at any minute.

Peter was buried on the 14th of October in Coolgardie, and on the 3rd of November at Esperance, Dolly gave birth to Persis Susan, her fifth daughter.

Dolly and the children remained in Esperance until February the following year, when they all returned to Salmon Gums. Business had declined a little and the hard work and long hours were taking their toll. Dolly had had enough of the isolation and the separations, and wanted something better for the children. When she became pregnant with their seventh child they decided to leave the Inn.

On the 3rd of March 1902 the license for the Inn was transferred officially to a Mr. James Lewis. George retained ownership of the property and was paid one shilling a week rent. The family moved into their own home on The Esplanade in Esperance. George resumed his carrying business and may have worked with his brother Richard for a short time. On the 1st of September, their sixth daughter was born at home and they named her Josephine Caunter, the only one of George's children to be given the Caunter name. She was baptised at St. Andrews Church of England on the 1st of October.

Dolly was comfortably settled in Esperance and the children were all growing up, happy to be together. During 1903 George joined his brother Richard for a few months in Norseman, prospecting for gold near the Princess Royal mine. The family's happiness was shattered on the 7th of January 1904 when Josephine died of pneumonia. She was buried the following day in the Esperance Cemetery aged sixteen months. George and Dolly had been lucky, with seven healthy children, some born in difficult and isolated conditions. It was a sad blow to lose their youngest at sixteen months, living in the healthiest environment they had so far enjoyed.

Shortly after Josephine's death, Mr. Lewis advised that he was leaving the Inn to take up farming in the district. The children were taken out of school on the 2nd February and by the 15th March, George was once again the licensee of the Salmon Gums Inn. The situation lasted only for the time it took him to find a buyer, this time for the building as well.

Later that year it was purchased by Mr. George Rogers and the Mann family returned to Esperance…"

George Rogers then remained the proprietor until late 1914 when Joseph O'Shea took over the licence. Only a handful of years later, Joseph O'Shea became ill and died soon after, passing away while sleeping in a chair in the hotel in late May, 1918. Following the passing of Joseph O'Shea, Egbert Moore and later Archibald Rogers took over the licence, and this was then transferred to Michael Millea in 1924.(2298, 2299, 2300)

In 1926, Michael Millea relocated the Wayside House Licence from the old 64 Mile Condenser site (Lot 166 Coolgardie Esperance Highway, Salmon Gums) to Lots 9 and 10 on Rogers Street, immediately opposite the newly opened Salmon Gums rail siding. Hotel operations from the old '64 Mile' site thus ceased permanently and unceremoniously, with the new building on Lot 9 Rogers Street becoming the sole establishment in Salmon Gums. The new Salmon Gums Hotel, described as "a handsome stone structure fitted with almost every modern convenience", was completed in 1927. Michael Millea left Salmon Gums that same year, transferring the new hotel and operations to his former business partner Emil Nulsen.(2301, 2302, 2303)

An extract from a travelling lady's recollections during a cold spell of weather rather colourfully describes a night at the original Salmon Gums Hotel at the 64 Mile in 1905:(2304)

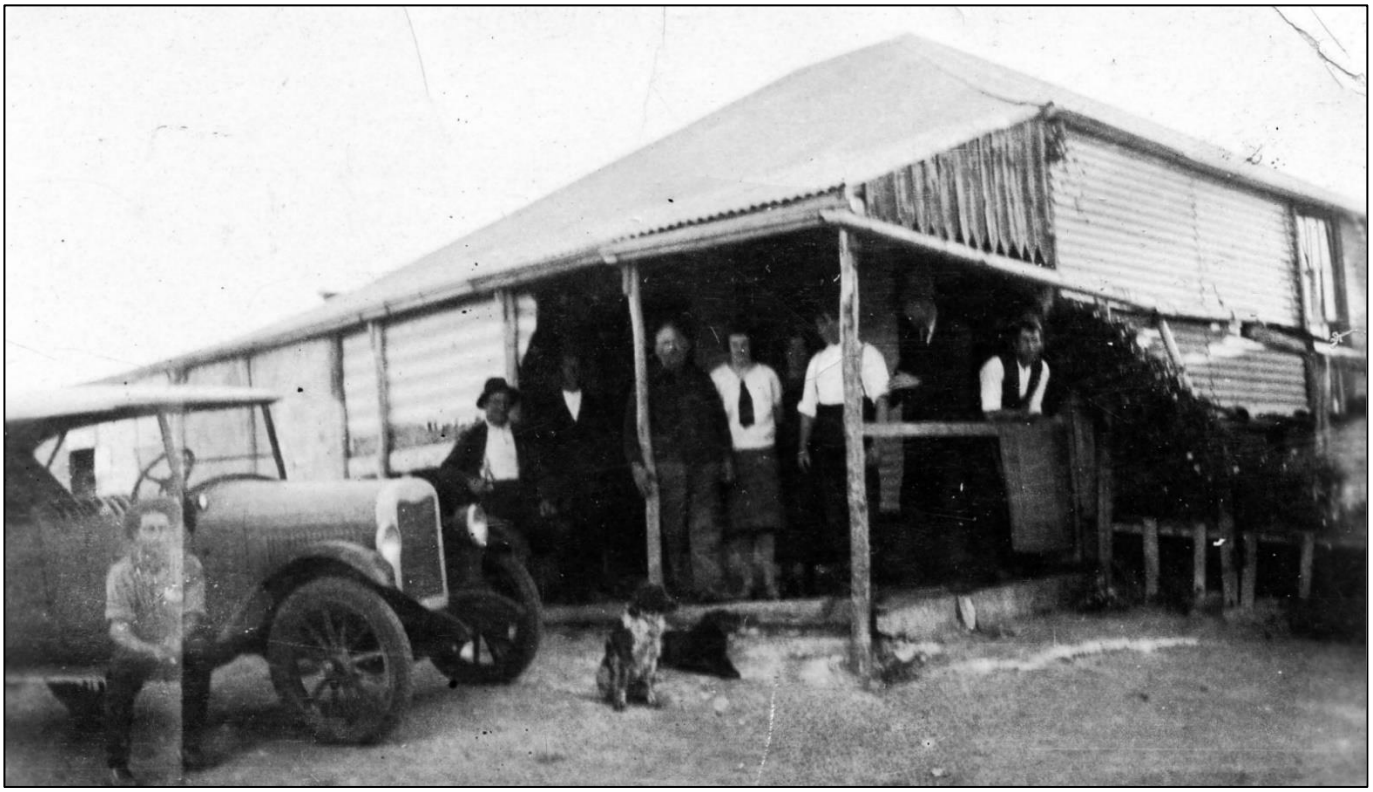
"…A chill, penetrating breeze compelled us to take careful regard of wraps and rugs, yet we resembled and felt like petrified beings when the welcome of the Salmon Gums Hotel was reached. Happily, a generous fire burned in the small parlour. Bathed in its genial glow, we thawed into convivial conversation, until we were summoned to a pleasant meal, and afterwards shown to our several apartments for a much needed night's rest.

How indignant we were when the stentorian voice of the coach-autocrat shattered our dreams at earliest dawn and called us from the depths of our slumber. "Come on! Come on!" he bawled, "Five minutes for breakfast!" Bang! Bang!

"Confound the fellow!" growls a masculine voice in the next room.

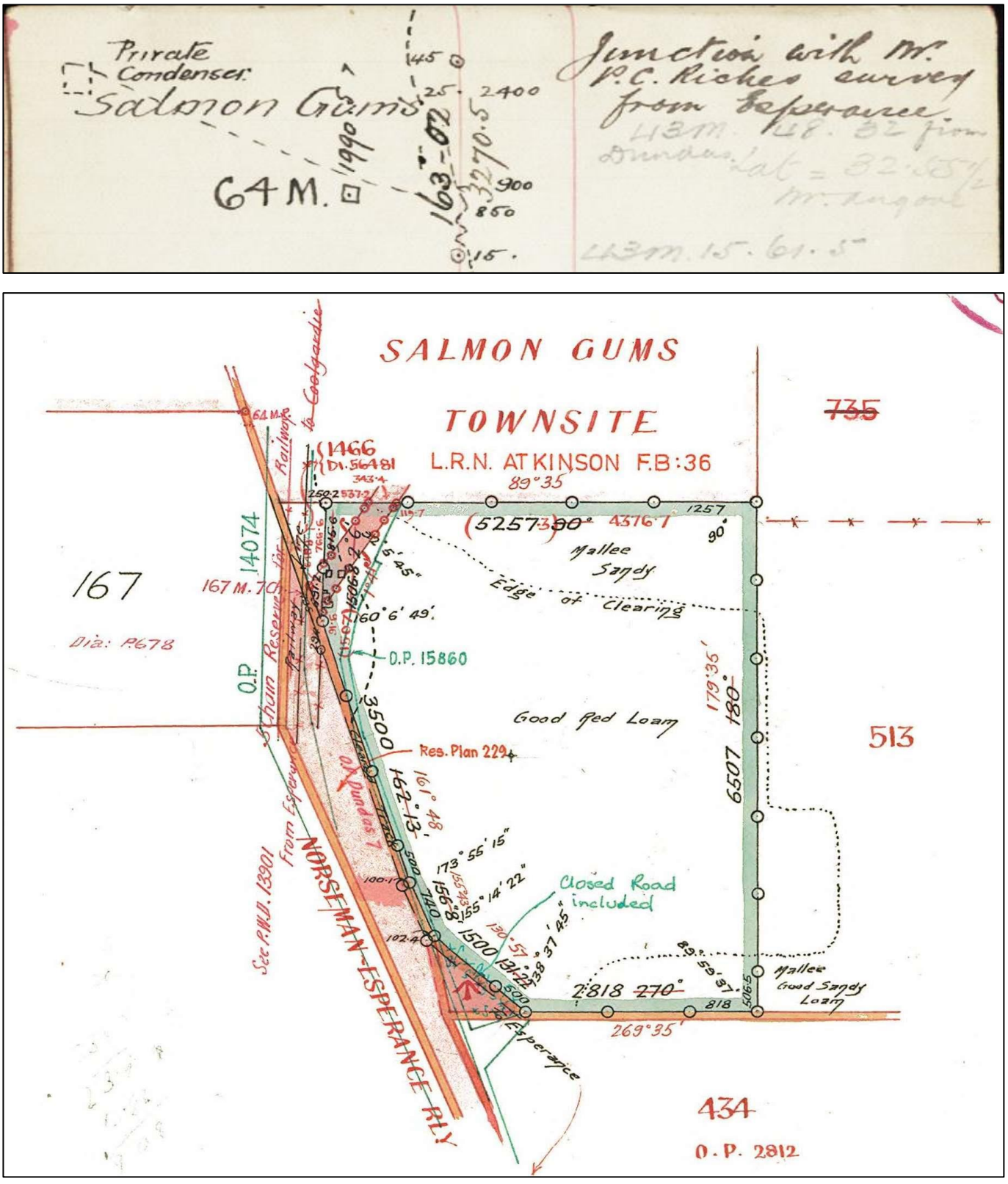
"Can't 'elp it!" yells the driver. "Got to raise 'ell or I'd never get a start!"

[2298] The Norseman Times, 23 November, 1914
[2299] The Kalgoorlie Miner, 5 June 1918
[2300] The Kalgoorlie Miner, 27 December, 1924
[2301] The West Australian, 9 September, 1927
[2302] The Western Argus, 25 October, 1927
[2303] The Sunday Times, 30 October, 1927
[2304] The Western Mail, 4 November, 1905



Photographs of the Salmon Gums Hotel circa the mid 1920's, shortly before the Salmon Gums Rail Siding was formally opened and the Wayside House Licence was transferred to the new hotel site. The sign above the door (bottom) reads 'Savings Bank Agency', while the advertisement next to the doorway is for the 'Guardian'.[2305]

[2305] Photographs Courtesy Esperance Museum

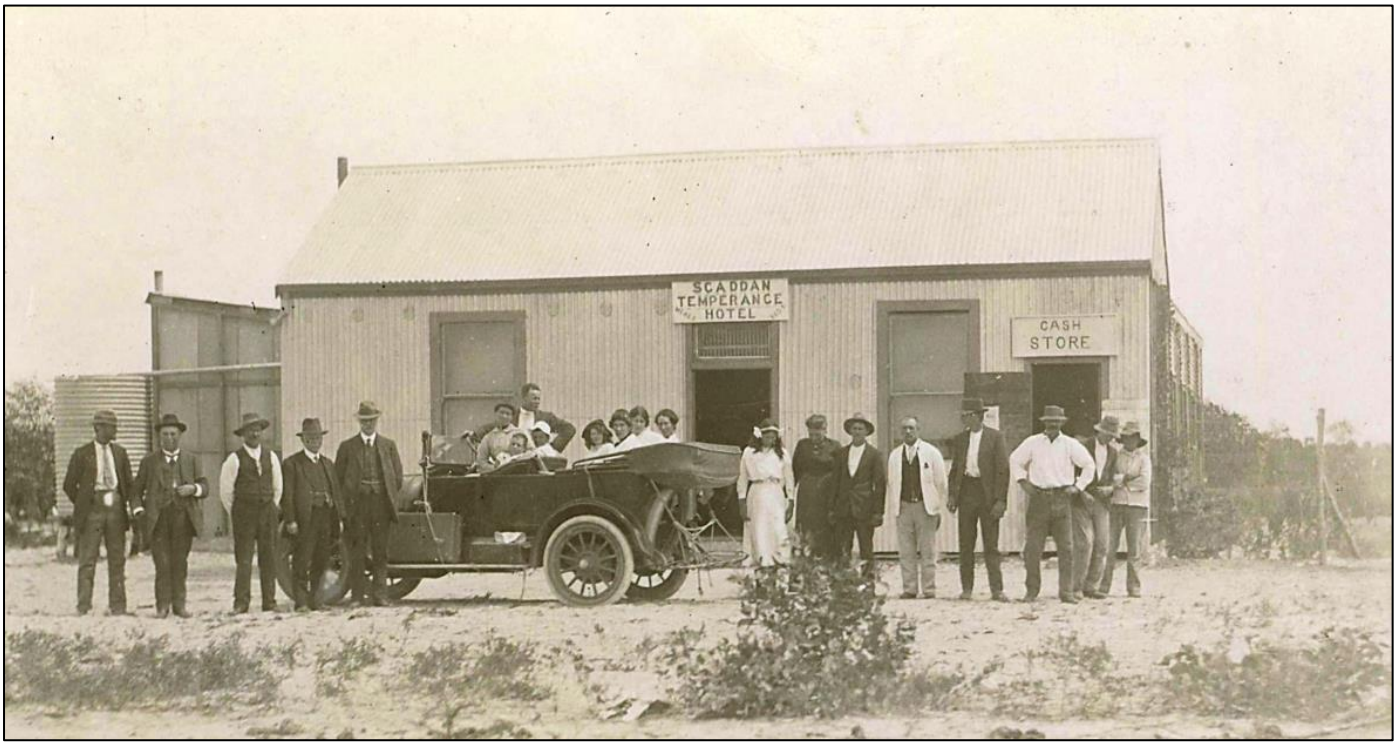


Extracts from surveys dated 1896 (top) and 1912 (bottom) showing the approximate location of the old condenser and original Salmon Gums Hotel near 'the 64 Mile'. The 1912 survey shows an assortment of buildings (small squares) in the northwest corner, likely including the original hotel itself.[2306, 2307]

[2306] Image Courtesy State Records Office of Western Australia (Item No. ALL/10 Consignment No. 3401)
[2307] Image Courtesy Shire of Esperance

Place No: 63

SCADDAN TEMPERANCE HOTEL



By the turn of the century, traffic from Esperance to the goldfields had greatly diminished, and business for those who had established roadside water points, stores and hotels along the way was particularly quiet. With little traffic already, and with the proposed Esperance Northwards Railway to terminate well south of his hotel, Fred Gilmore decided to close the Lake View Hotel and start another, opening the Scaddan Temperance Hotel - in effect, a pub with no beer - in 1915. Taken in 1915, this photograph bears the caption 'First Motor Car at Scaddan', and in small writing either side of the 'Scaddan Temperance Hotel' sign, 'Meals' and 'Beds' are advertised.[2308]

Note regarding inclusion of this site in this Local Heritage Survey:

Although no physical fabric from any of the early hotel sites remains in situ, inclusive of the original Scaddan Temperance Hotel, the Basic Principles for Local Government Inventories produced by the State Heritage Office state that "the inventory should identify places and areas that retain significant physical fabric from the past. It is not intended that the Survey encompass sites without remnant fabric (i.e. vacant or redeveloped sites), **unless** they have historic associations of major importance to the locality." In this instance, although no physical fabric from the original structure remains, all of the early hotel sites throughout the Shire of Esperance have been deemed to have "…historic associations of major importance to the locality", hence their inclusion in this Local Heritage Survey. The significance of sites such as this cannot be understated, particularly with regards to their contributions towards the evolution of the district as public meeting and gathering places and as a direct link to the early development of the Mallee.[2309]

[2308] Photograph Courtesy Esperance Museum
[2309] Basic Principles for Local Government Inventories (State Heritage Office, March 2012)

Place Name(s):	Scaddan Temperance Hotel (alternatively referred to as Gilmore's Temperance Hotel and occasionally as the old Scaddan Store or Scaddan Post Office, though separate from the store and post office that were later established across the road)
Use(s):	Original: Temperance Hotel
Address:	Lot 36 on Plan 230359, Coolgardie-Esperance Highway, Scaddan
Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	1915.[2310, 2311]
Construction Materials:	Walls: Corrugated Iron, Roofing: Corrugated Iron, Other: Timber Frame
Builder / Designer:	Built by Jim Anderson on behalf of Fred Gilmore.[2312]

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: N/A. Integrity: N/A. Authenticity: N/A. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Little Significance - Does not fulfil the criteria for entry in the local Heritage List. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

[2310] The Norseman Times, 1 June, 1914
[2311] The Western Mail, 16 April, 1915
[2312] Recollections of Lake View, 1 January, 1983 (Gordon Gilmore, 1983)

HISTORY & DESCRIPTION

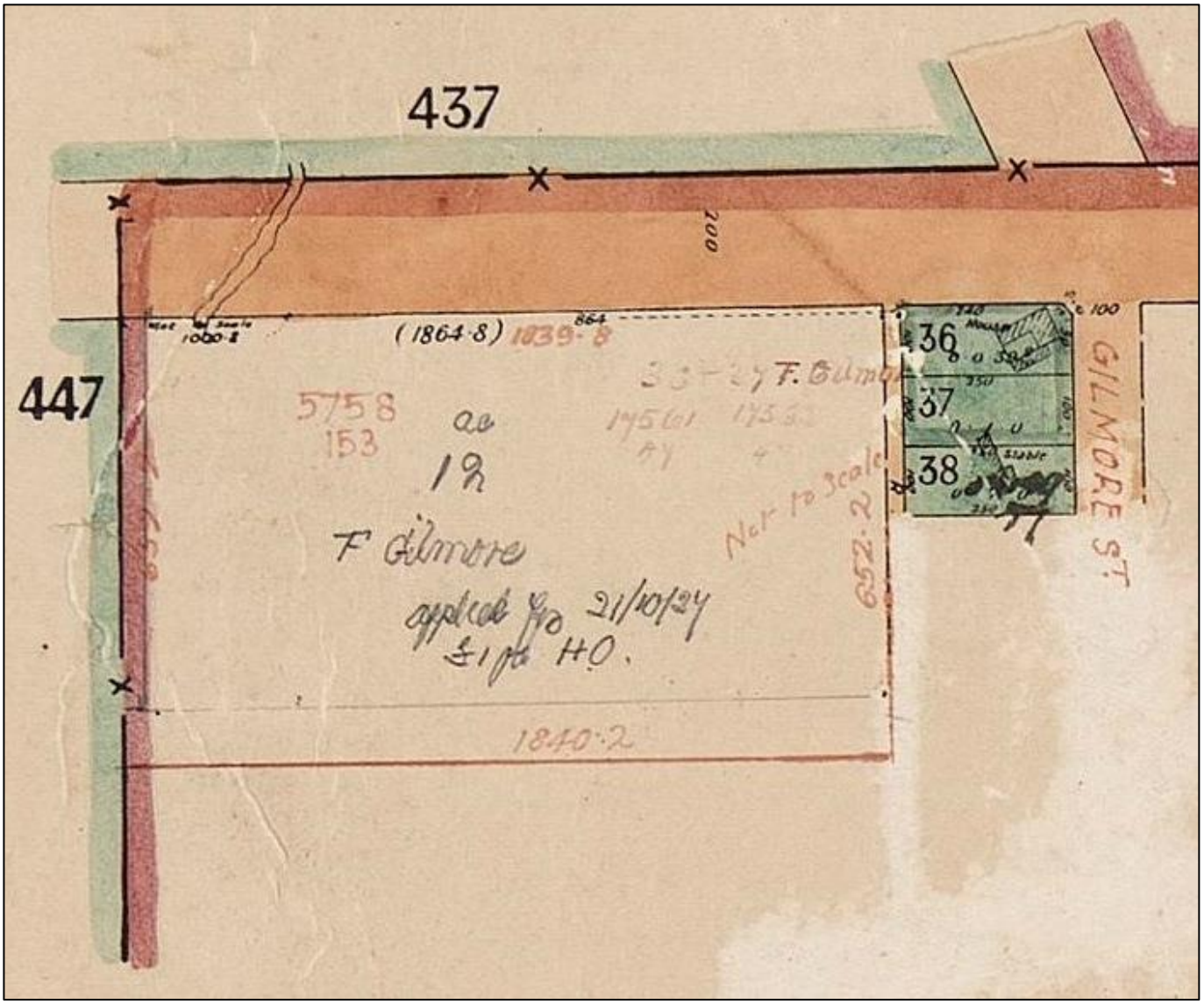
Fred Gilmore, together with his wife Anne, had moved to the district in 1896, at which time they had established the Lake View Hotel to the north of Salmon Gums.[2313, 2314, 2315] For an all too brief period, the Lake View Hotel had prospered, however later that same year, rail had connected the Kalgoorlie and Coolgardie to Fremantle, and that meant that the old trade routes via Esperance were no longer needed which then led to a localised depression.[2316] In the short term however, the continued isolation of the Norseman fields in particular from the Western Australian rail network meant that at least a small amount of remnant trade kept coming through the port and along the old track, and although it was now very quiet, that kept the Lake View Hotel in business. Circa 1914 however, business at Lake View was now all but a relic of the past, of which Fred Gilmore's son later recalled that:[2317]

"…At Lake View [see Lake View Hotel] business had declined to a mere trickle. My sister had been sent to the nearest boarding school, which was at Coolgardie. However, she became very ill, and had to be brought home again. The railway to Norseman and the advent of the motor car were factors causing road traffic to dwindle, and my parents became impressed by developments in the Mallee. Eventually Fred applied for a one acre business lease at Scaddan. The townsite had not yet been surveyed. When the lease was granted he then applied for transfer of the wayside hotel licence from Lake View to Scaddan.

This was also granted in due course, and in 1915 the old hotel was closed, and dismantled. Part of the material was destined for the new building at Scaddan. This was well under way, with Jim Anderson, a local carpenter in charge, and a further consignment of new material had just arrived, when some stunning news arrived from Perth. A letter announced that as the site was a lease the transfer would be cancelled, as intoxicating liquor was not permitted for sale on Crown lands. Of course, this upset all plans and work was temporarily suspended. Later the building was completed in a modified form and opened as a general store and hostel, and later, post office."

A photograph published in *The Western Mail* in April 1915 appears to show the Scaddan Temperance Hotel to have been completed by that date, and from about then on it became a renowned stop for coaches during the days prior to the train service (which reached Scaddan in 1923, prior to the line finally being completed all the way to Norseman and beyond in 1927), while it was also a hub for the local farming community.[2318, 2319, 2320] The living quarters were located at the rear of the hotel, and a shed, store and poultry run were all built nearby, while a 'bullnose' verandah was also added to the original building. In later years, the hotel itself began to see less use for that purpose, and the original dining room eventually became the bedroom of Annie Gilmore. With the hotel use itself now all but historic, other families of local renown including the McCarthy's, Daniel's, and Le Mercier's later took over the running of the old Temperance Hotel, with the building mainly functioning as a store and post office by that stage. Circa 1965, the Le Mercier's built the Scaddan Store on the opposite side of the highway, and when that opened there was little use for the old tin building.[2321] Nonetheless, the Scaddan Temperance Hotel sat there for many years, defiant of its age until 2014 - shortly after its 99th birthday - by which point in time the old building had fallen into such a severe state of disrepair that it simply had to be demolished.[2322] Driving past today, the site is so different that one would hardly know that the old hotel had ever existed, however its history and importance should never be forgotten.[2323]

[2313] The Miner (Norseman), 19 August, 1896
[2314] The Barrier Miner (Broken Hill), 9 April, 1896
[2315] Report of the Royal Commission on the Mallee Belt and Esperance Lands (Royal Commission, 1917)
[2316] The West Australian, 9 September, 1896
[2317] Recollections of Lake View, 1 January, 1983 (Gordon Gilmore, 1983)
[2318] The Western Mail, 16 April, 1915
[2319] The Western Argus (Kalgoorlie), 19 December, 1922
[2320] The Kalgoorlie Miner, 10 May, 1923
[2321] Building Records, Scaddan Store, Licence Number 70-64/65 (Shire of Esperance, 1965)
[2322] Demolition Records, Scaddan Temperance Hotel, Licence Number 15761 (Shire of Esperance, 2014)
[2323] Gilmore's Temperance Hotel, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)



An extract from a survey dated 1916 showing the rough location of Fred Gilmore's Scaddan Temperance Hotel (top right). Gilmore Street (as shown above) is now part of the Coolgardie-Esperance Highway, which now runs right past the front of what used to be the hotel site on Lot 36.[2324]

[2324] Image Courtesy State Library of Western Australia

Fred Gilmore's old, weathered and sadly collapsing Scaddan Temperance Hotel (front building per bottom photograph) as it stood in March 2014, demolished later that year.[2325]

[2325] Photographs Courtesy Phil Jones

Place No: 64

SEAFARERS CENTRE

The Mount Margaret Mission in Esperance (foreground, left of centre), which later became the Esperance Seafarers Centre, circa 1947. Over the top, both the Tanker Jetty and James Street Jetty are faintly visible in the distance, while Dempsters' Woolshed can be seen on the right.[2326]

Place Name(s):	Seafarers Centre, Esperance Seafarers Centre, Mount Margaret Mission Holiday Home
Use(s):	Original: Private Residence
Address:	Lot 419 on Plan 201799, Circle Valley Road, Salmon Gums (Present Location of Building)
Ownership:	Private
State Heritage Listing:	N/A

[2326] Photograph Courtesy National Library of Australia

Original Date of Construction:	Transported to Esperance circa 1945/46.[2327, 2328, 2329]
Construction Materials:	Walls: Fibre Cement / Weatherboard, Roofing: Corrugated Iron, Other: Timber Frame
Builder / Designer:	Unknown

Nature of Significance:	It is significant in the evolution or pattern of the history of the local district. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Unknown. Integrity: Unknown. Authenticity: Unknown. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2327] Certificate of Title, Lot 11 Dempster Street, Esperance, Rodolphe Samuel Schenk, 25 March, 1945
[2328] The Kalgoorlie Miner, 6 August, 1945
[2329] The Kalgoorlie Miner, 21 November, 1945

HISTORY & DESCRIPTION

Originally situated on Lot 11 No 166 Dempster Street (present Esperance Seafarers Centre), this building is believed to have been transported to site circa 1945/46 as part of the establishment of a local holiday home for Aboriginal children run by the founders of the Mount Margaret Mission near Laverton. The property itself had been bought by Rodolphe Samuel Schenk of the Mount Margaret Mission early in 1945, and soon after, Mr Schenk applied for a permit to build a small house thereon to act as a "summer rest cottage" for himself and his staff. In the ensuing years, in addition to the cottage referred to, the site was further developed to encompass a separate house as well as a freestanding kitchen, dormitory, washhouse, lavatories and an assortment of the usual outbuildings, all of which were used by Aboriginal children while down on holidays from the Mount Margaret Mission.

The two storey house (the subject of this MHI Item) is thought to have once seen use as a convent on the goldfields at some stage, possibly at or near the Mount Margaret Mission itself, prior to being relocated to Esperance during this same period to serve as the residence of the local supervisor, Mr Schenk. In 1964, the property reverted back to Crown ownership, and soon after, the house was acquired by Father Kevin Glover, a Catholic priest, to act as accommodation for the supervisor of what was then to become the Esperance Seafarers Centre. For a short time, until finance for a dedicated recreation hall to service the seamen could be obtained, seafarers were likely entertained in this home, however in 1971, the new hall to the rear was completed. This new building was, in actuality, the Esperance Seafarers Centre or Esperance Centre for Seamen, while the two storey house itself, although often incorrectly called the 'Seafarers Centre', remained as always a private residence for the use of the supervisors. Circa the year 2000, the new and current Esperance Seafarers Centre complex was constructed. In order to make room for the new buildings, the old two storey house had to go, and thus, in January that same year, it was relocated to Location 419 on Circle Valley Road in Grass Patch.[2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340]

[2330] Certificate of Title, Lot 11 Dempster Street, Esperance, Rodolphe Samuel Schenk, 25 March, 1945
[2331] Town Clubs - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[2332] Building Records, Mount Margaret Mission, Licence Number 62-53/54 (Shire of Esperance, 1954)
[2333] Building Records, Esperance Seafarers Centre, Licence Number 39-70/71 (Shire of Esperance, 1970)
[2334] Building Records, Esperance Seafarers Centre, Licence Number 10959 (Shire of Esperance, 2000)
[2335] Australian Dictionary of Biography - Schenk, Rodolphe (http://adb.anu.edu.au/biography/schenk-rodolphe-samuel-8354), Retrieved 2016
[2336] The Kalgoorlie Miner, 6 August, 1945
[2337] The Kalgoorlie Miner, 20 August, 1945
[2338] The Kalgoorlie Miner, 25 August, 1945
[2339] The Kalgoorlie Miner, 27 August, 1945
[2340] The Kalgoorlie Miner, 21 November, 1945

The start of the Esperance Seafarers Centre circa 1970 (top), with Father Kevin Glover (left) and Reverend Frank Roe (centre) discussing plans for the new recreation hall.[2341]

[2341] Photographs Courtesy Esperance Museum

Place No: 65

SINCLAIR HOUSE

Sinclair House in the Esperance Museum Village, June 2013.[2342]

Place Name(s):	Sinclair House (alternatively referred to as the Jones House or Jones Residence)
Use(s):	Original: Private Dwelling
Address:	Lot 60 No. 58 on Plan 5742, Dempster Street, Esperance; and Lot 61 No. 60 on Plan 5742, Dempster Street, Esperance Portion Reserve No. 2815

[2342] Photograph Courtesy Shire of Esperance

Ownership:	Crown Land - Management Order to Shire of Esperance; and Freehold - Shire of Esperance.
State Heritage Listing:	N/A

Original Date of Construction:	Circa 1896, noting subsequent alterations and additions and that the building was later relocated.[2343]
Construction Materials:	Walls: Corrugated Iron, Roofing: Corrugated Iron, Other: Coloured Hessian Based Linoleum Type Ceiling / Stringy Bark Timber Frame / Paperbark Stumps / Pine Panel Lining
Builder / Designer:	Original builder and designer unknown, later alterations / additions by Laurence Sinclair and his son, Les Sinclair.[2344]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Good. Integrity: N/A. Authenticity: High. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2343] Sinclair House (http://www.visitesperance.com/pages/historic-museum-village/), Retrieved 2016
[2344] Sinclair House, Shire of Esperance Municipal Heritage Inventory (O’Brien Planning Consultants, 1996)

HISTORY & DESCRIPTION

Given its highly fragmented history, the story of 'Sinclair House' is probably best summarised chronologically as follows:

1896 to 1923 - Lot 1 No 3 William Street, Esperance:

Sinclair House is thought to have originally been part of an eight roomed 'dormitory style' house which had been constructed circa 1896. The house was initially the home of William Henry 'Billy' Gibson - the man credited with the discovery of Gibson Soak - and originally, the full building was located on Lot 1 No 3 William Street, Esperance.

1923 to 1980 - Former Lot 49 Dempster Street (now Lot 76 No 106 Dempster Street), Esperance:

After the death of Bill Gibson in 1918, the estate eventually made its way into the hands of Frank Dunn, and as it was, the house was far too large to suit his needs. In 1923, a section comprising four rooms was thus sold to Les Sinclair (son of the famous Laurence Sinclair, credited with the discovery of gold in Norseman), and this section was then loaded onto a jinker and relocated to a new site on Dempster Street. From its new address, the building then became the basis of what is now known as 'Sinclair House', where Les (1897-1953) lived out his days with his sister Ethel (Cecilia Ethel Jones nee Sinclair, 1892-1976) and Ethel's husband, Roy Jones (Royal Norman Vance Jones, 1896-1977, married Ethel Sinclair in 1932), with the latter two living therein for their entire married life.

1980 to Present - Esperance Museum Village:

Circa 1980, following the passing of Ethel and Roy Jones, the building was donated to the Esperance Museum Village by their son, and in its new location, the old 'Sinclair House' remains in use today as a commercial building.[2345, 2346]

[2345] Sinclair House / Jones House (Shire of Esperance Records, OLD/5838)
[2346] Sinclair House (http://www.visitesperance.com/pages/historic-museum-village/), Retrieved 2016

Sinclair House as it stood circa the 1930's in its second (top) and third (bottom, photograph taken 2013) locations on Dempster Street.[2347, 2348]

[2347] Photograph Courtesy Esperance Museum
[2348] Photograph Courtesy Shire of Esperance

Place No: 66

STEWARTS' HOUSE

Stewarts' House on The Esplanade, one of the oldest remaining homes in the area and a typical example of contemporary local architecture from the mid 1890's (photograph taken 2012).[2349]

Place Name(s):	Stewarts' House
Use(s):	Original: Private Dwelling
Address:	Lot 3 No. 83 on Plan 1377, The Esplanade, Esperance
Ownership:	Private
State Heritage Listing:	N/A

Original Date of Construction:	1895.[2350, 2351]

[2349] Photograph Courtesy Shire of Esperance
[2350] Letter - Keith Randell, 18 October, 1976 (Shire of Esperance Records, File OAH.4.3)
[2351] Stewart Family Records (Esperance Museum)

Construction Materials:	Walls: Corrugated Iron, Roofing: Corrugated Iron, Other: Timber Frame
Builder / Designer:	Built by Mr Mitchell for and on behalf of Robert John Alexander Stewart and his family.[2352]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Fair. Integrity: N/A. Authenticity: High. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2352] History of Esperance - The Port of the Goldfields, 1792 - 1946 (John Rintoul, 1946)

HISTORY & DESCRIPTION

R. J. Stewart - Robert John Alexander Stewart - and some of his eldest sons arrived in Esperance in 1894, and late the following year he was joined by his wife and the rest of their children from Victoria.[2353] Circa late 1895, R. J. Stewart commissioned a Mr Mitchell to build a small timber framed corrugated iron home for his family on Lot 3 No 83 The Esplanade, and this home - a once typical though now rare remaining example of contemporary local architecture - remains on site today.[2354, 2355]

Stewart family anecdotes relating to their old family home record that:[2356]

"…the father, Robert John, returned to Ballan [Victoria] to spend the [1894] Christmas season with his wife Sarah and the rest of the family. It was during this visit that Robert and Sarah made the decision to transport the whole family to Western Australia and to make Esperance their home town.

Accordingly, Mr Stewart returned to Esperance and set up a home to receive his family. He chose to build on The Esplanade, and the home he built still stands today... Sarah remained behind to dispose of the family's interests and to await the arrival of her thirteenth child. This child was Alexander Philip, and when he was a few weeks old, the courageous Sarah packed the household goods into a dray, gathered around her daughters Alice, Mildred Mary and Constance May and with sons David George and baby Philip set out from Ballan to embark at Melbourne en route to Esperance. Sarah's sister, Elizabeth and her nephew Frank Williamson were part of the exodus, too. The undaunted spirit of Sarah did not let her neglect to take the nucleus of a dairy herd as part of her retinue - a bull and several heifers…

When Sarah and her party arrived in Esperance they were rowed ashore in small boats and were welcomed by the father Robert John, with sons Jack, Bill, Charles, Don and Arch. One of Sarah's heifers suffered a broken leg while being landed, but that was no permanent catastrophe as Sarah put the broken leg into splints and kept the animal close to the house until it recovered. With this small herd, Sarah established a dairy on The Esplanade, believed to be the first in Esperance..."

On April 1, 1897, "40 blocks of land with the Dalyup Special Area" were thrown open for selection, and the Stewart family became some of the first to take up farming in that district while still maintaining ties with their little house on The Esplanade.[2357] R. J. Stewart passed away in 1912, and following the death of his wife Sarah Ann in 1934, their estate was put up for auction, including their house and properties in Esperance.[2358] Today, in defiance of age and the ravages of time, Stewarts' House on The Esplanade remains standing, a quaint reminder of life in Esperance at the turn of the 20th century.

[2353] A Few Biographies - Stewarts - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[2354] History of Esperance - The Port of the Goldfields, 1792 - 1946 (John Rintoul, 1946)
[2355] Letter - Keith Randell, 18 October, 1976 (Shire of Esperance Records, File OAH.4.3)
[2356] Stewart Family Records (Esperance Museum)
[2357] Government Gazette of Western Australia, 5 March, 1897
[2358] The Sunday Times (Perth), 18 November, 1934

Esperance Bay in 1897, looking over Stewarts' House (centre) on The Esplanade towards the James Street Jetty.[2359]

[2359] Photograph Courtesy Esperance Museum

Place No: 67

TANKER JETTY

The brand-new Tanker Jetty, reaching out as if to touch Frenchman's Peak and Cape Le Grand, circa 1935.[2360]

Place Name(s):	Tanker Jetty (alternatively referred to as the New Jetty, Deepwater Wharf or Tanker Berth)
Use(s):	Original: Jetty
Address:	Lot 991 on Plan 220456, The Esplanade, Esperance; and Recherche Archipelago, Southern Ocean Reserve No. 27318
Ownership:	Crown Land
State Heritage Listing:	State Heritage Listed - Registered Heritage Place No. 831

[2360] Photograph Courtesy Esperance Museum

Original Date of Construction:	1934/35, deconstructed and replaced 2020/21.[2361, 2362, 2363, 2364]
Construction Materials:	Timber (Jarrah) / Concrete Additions
Builder / Designer:	Public Works Department

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Poor. Integrity: Medium. Authenticity: Medium. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable.* Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible. *Refer Conservation Order - Tanker Jetty, Esperance (D16/30816). See also: - Shire of Esperance Media Release: Partial Collapse of the Tanker Jetty (9 September, 2017); and - Shire of Esperance Media Release: Tanker Jetty Deterioration (20 June, 2018)

[2361] The Kalgoorlie Miner, 30 January, 1934
[2362] The Kalgoorlie Miner, 15 April, 1935
[2363] Media Release - Construction Starts on New Jetty, 15 April, 2020 (Shire of Esperance)
[2364] Media Release - Esperance Jetty Officially Opened, 28 March, 2021 (Shire of Esperance)

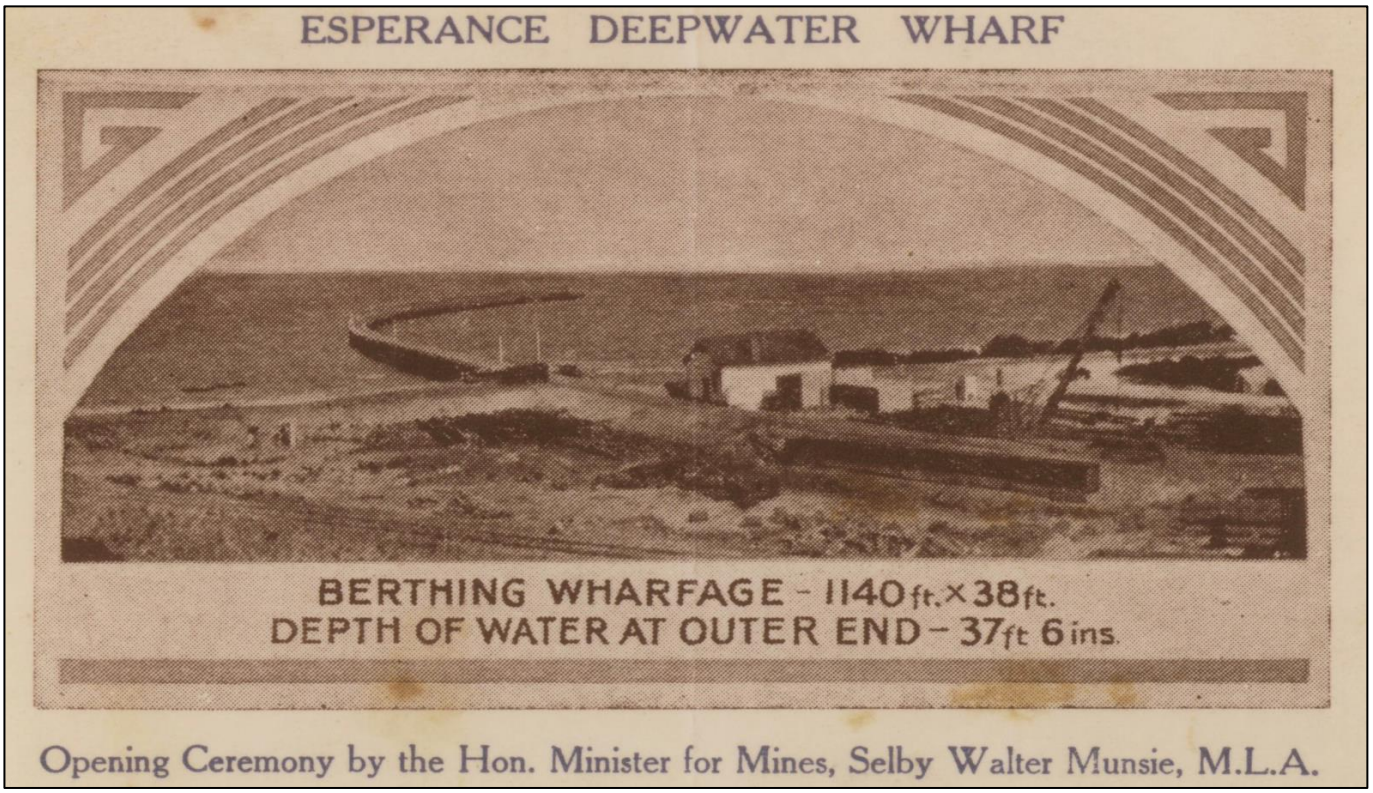
HISTORY & DESCRIPTION

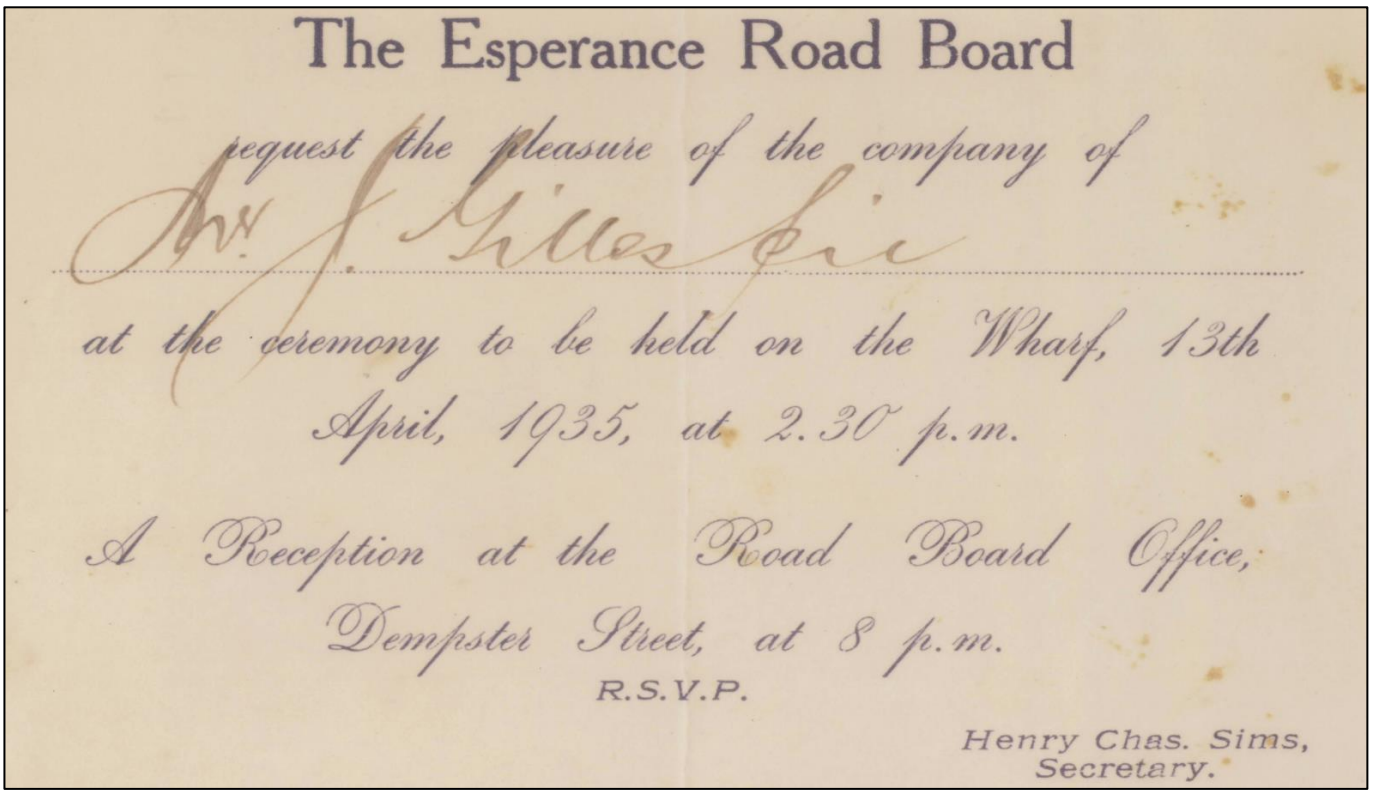
During the onset of the Great Depression, times were tough across Australia, and locally, many people in Esperance were struggling to get by, though few would ever have admitted it. Several years prior, the rail network from Esperance through to Coolgardie had connected the little port with the goldfields in the north, and ever so briefly, this had revived the ailing fortunes of Esperance, however the old 'Town Jetty' (James Street Jetty) that the rail network and town now depended upon had passed its structural prime, and a new loading facility was thus urgently needed. In 1932, the local member, Emil Nulsen, advised Parliament that there was a strong possibility of the James Street jetty collapsing "at any moment", and in combination with a vocal public, recent large scale investment in the district, and in light of the fact that new infrastructure projects were desperately needed to bolster the Western Australian economy, the Government soon listened. On January 29, 1934, construction on the 'New Jetty' commenced with a formal 'driving of the first pile' ceremony, and from there, works proceeded at a rapid pace, with all 2,867 feet being completed and formally opened the following year on April 13, 1935.[2365, 2366, 2367]

For many years thereafter, it was 'business as usual' at the 'New Jetty', however following the development of the land-backed wharf circa the mid 1960's and the sailing of the *Enterprise* on April 14, 1977, the Tanker Jetty had played witness to the last ever commercial vessel to berth there, and from that point on, it became purely recreational in use, with all shipping traffic now being redirected through to the new Esperance Port.[2368, 2369, 2370, 2371] In the ensuing years, the Tanker Jetty became ever more popular as a fishing destination, and countless locals and tourists alike would be able to fondly recall catching their first ever fish thereon or simply strolling along the jetty in the company of friends and family. Efforts to save and preserve the jetty managed to extend the lifespan of the structure for several years, however as the eighty year old timbers rotted, the iron corroded, and the ongoing costs rose, amid significant safety concerns the Tanker Jetty was finally closed to the public in December 2015, and a tender for its deconstruction was issued the following year.[2372, 2373] Large sections of the Tanker Jetty later collapsed under their own weight in 2017, 2018 and 2019, then, in 2020, the remnant material was deconstructed as works began on a replacement that was then formally opened on March 28, 2021.[2374, 2375, 2376, 2377, 2378]

Much of the history of the Tanker Jetty is and will always remain unwritten, lost forever in old memories, however the State Heritage Register and the archives of the Esperance Museum in particular continue to preserve the significance of the site.

[2365] Legislative Assembly, 10 November, 1932 (Hansard Archive, Parliament of Western Australia)
[2366] The Kalgoorlie Miner, 30 January, 1934
[2367] The Kalgoorlie Miner, 15 April, 1935
[2368] Land-Backed Wharf - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[2369] Esperance 1627 - 1995 (Esperance Bay Historical Society, 2007)
[2370] Register of Heritage Places - Esperance Railway Precinct (State Heritage Office, 2012)
[2371] Register of Heritage Places - Tanker Jetty (State Heritage Office, 2008)
[2372] Media Release - Closure of the Tanker Jetty, 1 December, 2015 (Shire of Esperance)
[2373] Media Release - Tanker Jetty Future, 9 November, 2016 (Shire of Esperance)
[2374] The Esperance Express, 15 September, 2017
[2375] Media Release - Tanker Jetty Deterioration, 20 June, 2018
[2376] Partial Jetty Collapse (Shire of Esperance Records, D19/24321)
[2377] Media Release - Construction Starts on New Jetty, 15 April, 2020 (Shire of Esperance)
[2378] Media Release - Esperance Jetty Officially Opened, 28 March, 2021 (Shire of Esperance)



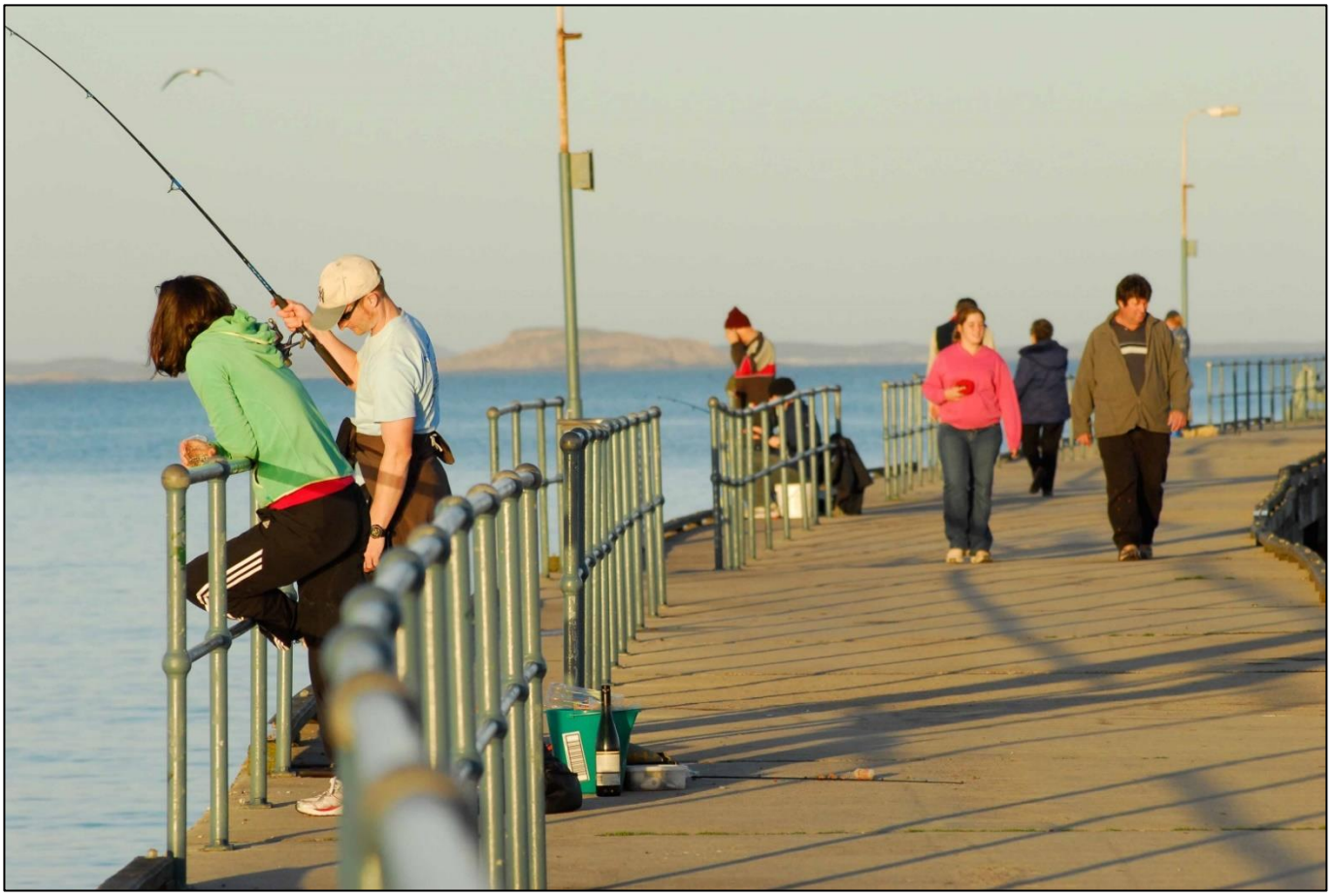


A copy of a formal invitation to attend the ceremony and reception for the opening of the brand new "Esperance Deepwater Wharf" - the Tanker Jetty - on April 13, 1935.[2379]

[2379] Images Courtesy Esperance Museum

The Tanker Jetty as it stood in 2008 - note the concrete ‘sleeves’, an attempt to extend the life of certain pylons.[2380]

[2380] Photograph Courtesy Shire of Esperance



The Tanker Jetty was always a popular spot for locals and tourists alike, particularly as a fishing destination or just for a simple stroll (photograph taken 2009).[2381]

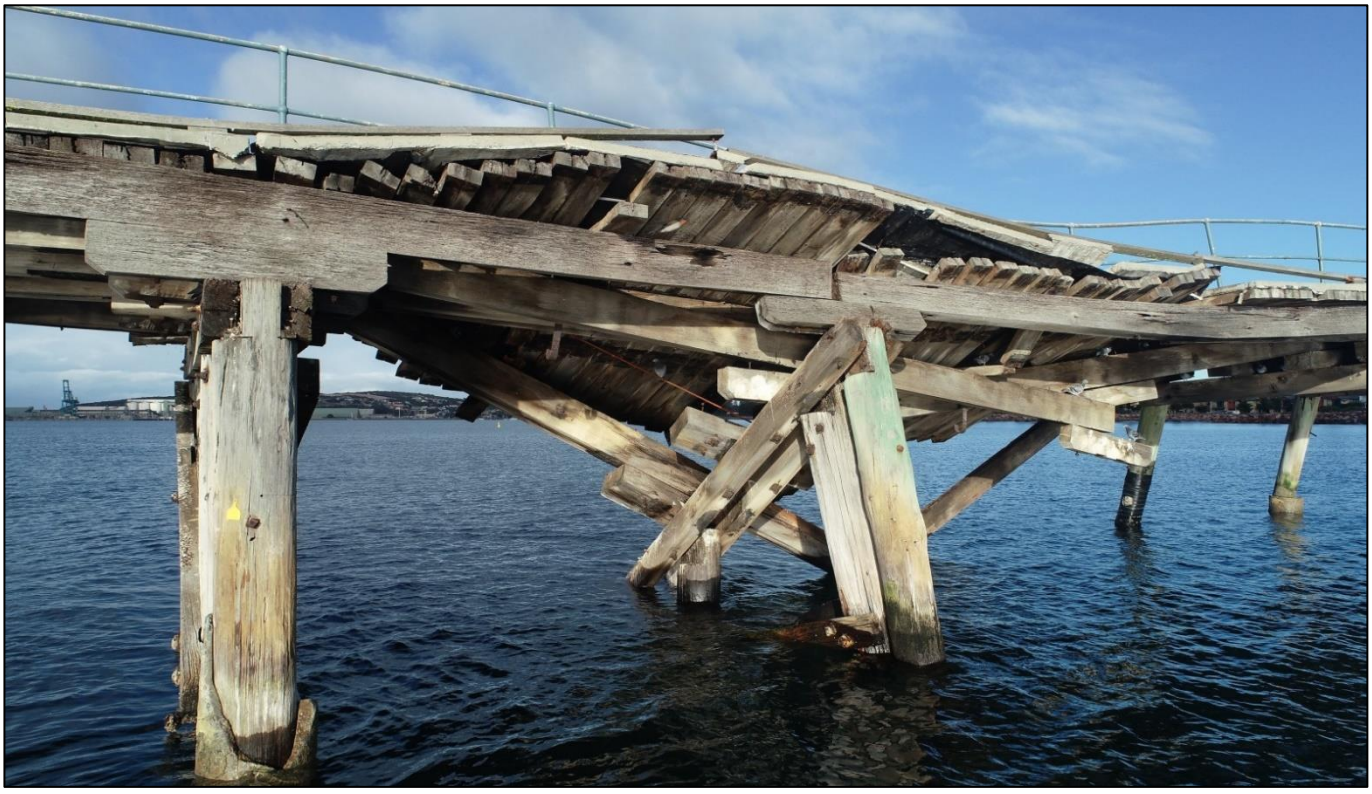
[2381] Photograph Courtesy Dan Paris (Shire of Esperance Records, D13/1758)

Circa the 1980's, a section towards the end of the Tanker Jetty was removed amid safety concerns, leaving an isolated 'Jetty Island' (right of picture) to mark what had once formed the end, later removed in 2015.[2382]

[2382] Photograph Courtesy Dan Paris (Shire of Esperance Records, D13/1779)

Assessing the structure following an expansion of the headland at the base of the Tanker Jetty as part of the Esperance Waterfront Project, 2013.[2383]

[2383] Photograph Courtesy Shire of Esperance

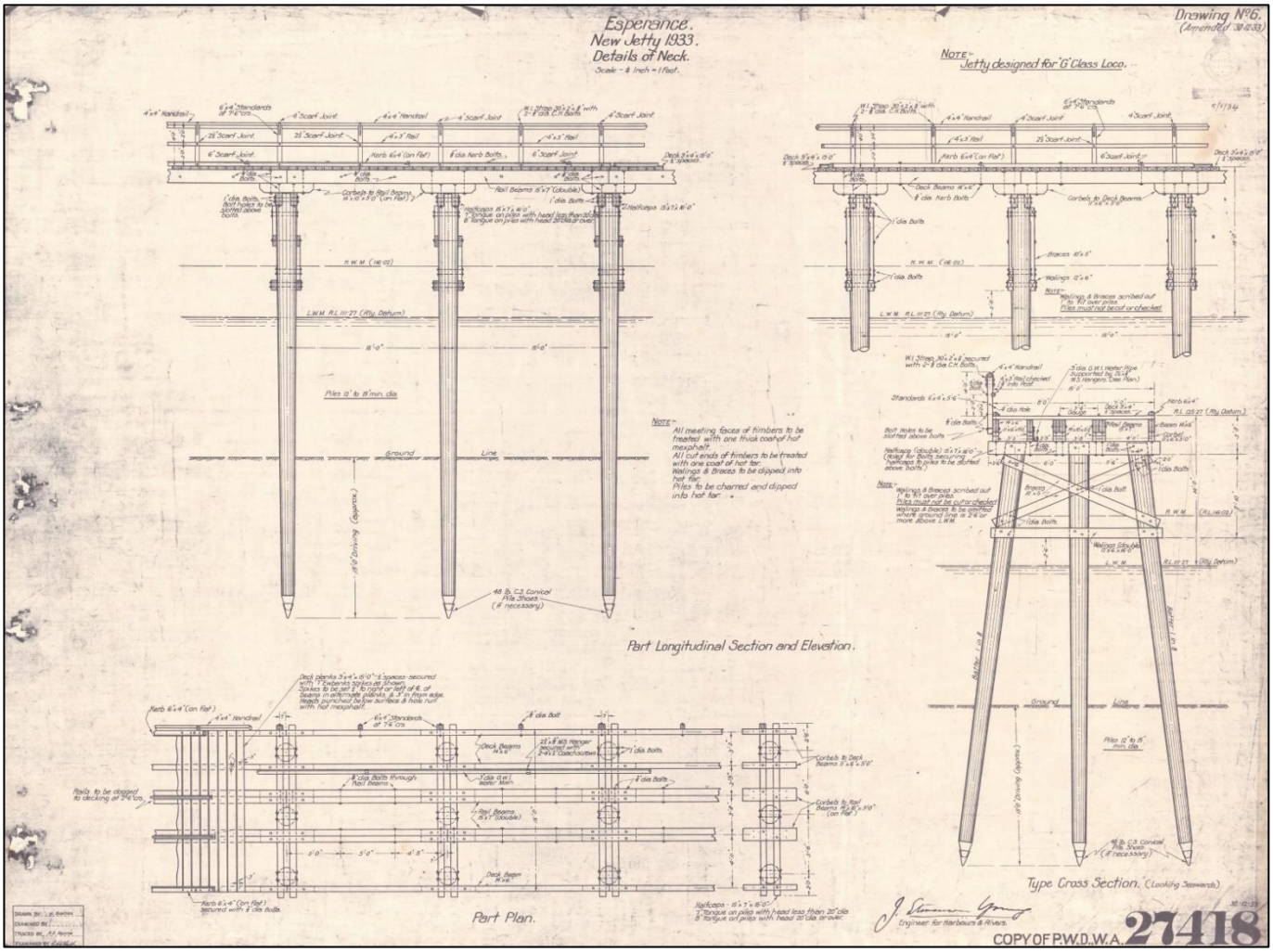


In December 2015, the Tanker Jetty was closed to the public amid significant structural safety concerns which became very evident soon after with collapses in 2017 (top) and 2018 (bottom).[2384]

[2384] Photographs Courtesy Shire of Esperance

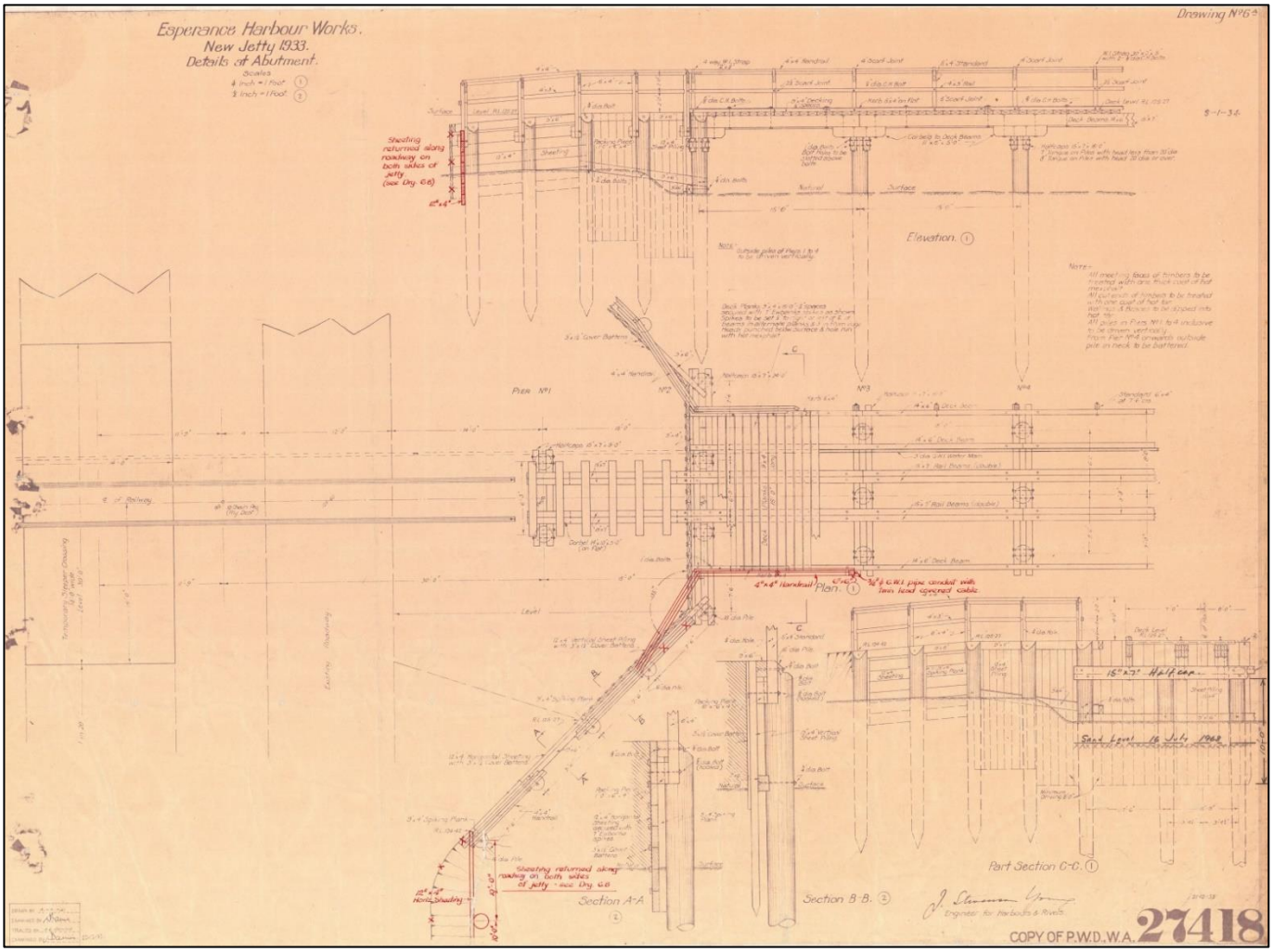
Locals enjoying their first experiences of the new Esperance Jetty, opening day, March 28, 2021. [2385]

[2385] Photographs Courtesy Shire of Esperance



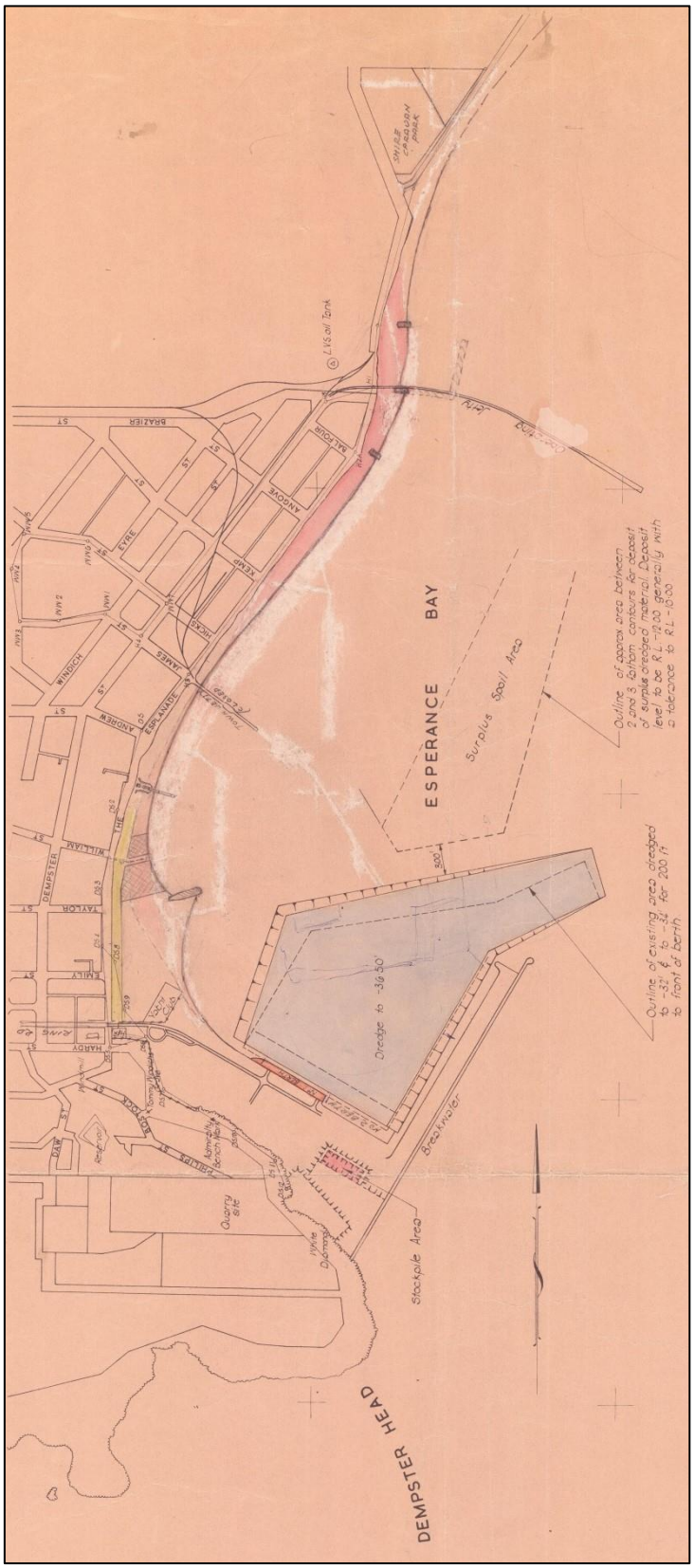
Section plans dating from 1933 provide a glimpse into the complexities of the Tanker Jetty substructure.[2386]

[2386] Image Courtesy Shire of Esperance (Engineering Department Plan Archives)



Where the land met the sea - a plan from 1933 detailing the connection of the Tanker Jetty structure via rail to the mainland at Hannett's Point.[2387]

[2387] Image Courtesy Shire of Esperance (Engineering Department Plan Archives)



*O*n April 14, 1977, the Tanker Jetty played witness to the last commercial vessel ever to berth there, the *Enterprise*, and from that point on, it became almost purely recreational in use with all larger shipping now being redirected through the new land-backed wharf. This plan, an extract from a larger survey dated 1968, shows the dredging and reclamation planned at that stage for the new land-backed wharf, as well as the extent of the Tanker Jetty.[2388]

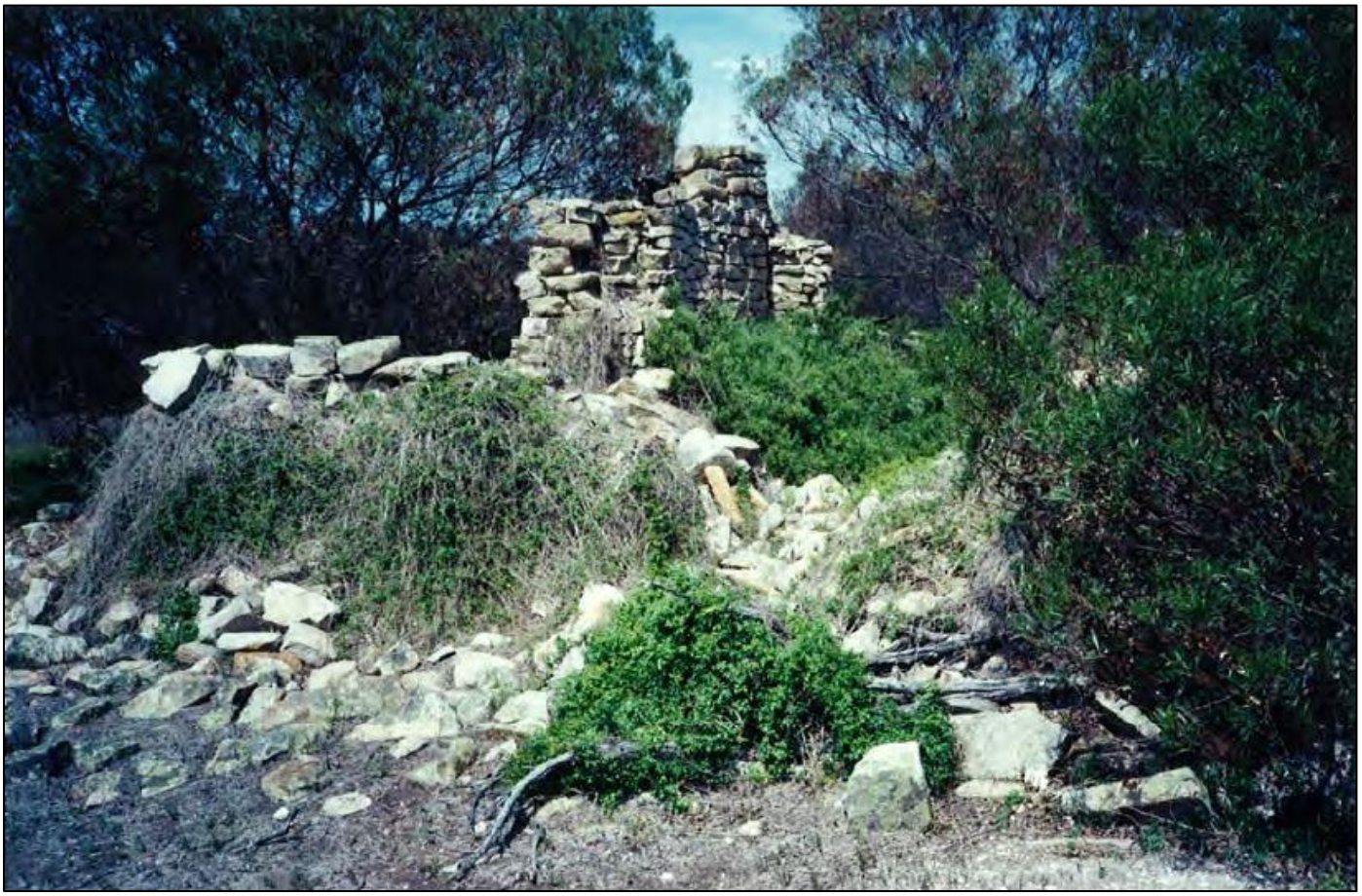
[2388] Image Courtesy Shire of Esperance (Engineering Department Plan Archives)

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 68

TOOKLEJENNA



The overgrown stone remnants of William Henry Hutchinson Vincent's Tooklejenna Homestead circa 1995.[2389]

Place Name(s):	Tooklejenna (alternatively referred to as Tooklejenna Rock, Tookle Jenna, Tukle Jenna, Tucklejenna, Tookjenina, Tookjinna or Duklejinna)
Use(s):	Original: Pastoral Station, Present: Unused / Abandoned
Address:	Lot 8 on Plan 89803, Fisheries Road, Israelite Bay Reserve No. 27632
Ownership:	Crown Land
State Heritage Listing:	N/A

[2389] Photograph Courtesy Tooklejenna, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

Original Date of Construction:	Believed to date circa 1899/1900.[2390, 2391]
Construction Materials:	Walls: Granite, Roofing: Corrugated Iron
Builder / Designer:	Unknown, likely built by or on behalf of William Henry Hutchinson Vincent.[2392]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Poor. Integrity: Low. Authenticity: Medium. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2390] Application for a Pastoral Lease, William Henry Hutchinson Vincent, Approved 8 December, 1899 (Application 294/93E)
[2391] Conditional Purchase Lease, William Henry Hutchinson Vincent, 1902 (Application 2978/55)
[2392] Tooklejenna, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

HISTORY & DESCRIPTION

Born into wealthy aristocracy in England on April 28, 1863, William Henry Hutchinson Vincent would later become known as a "remittance man", banished from his home for some crime or misdeed and paid a "remittance" by his family to stay away, having disgraced the family name.[2393] In an unrelated arrest warrant issued many years later, "Bill Vincent", who had arrived in Western Australia in July 1886, was described as a man of "…middling stout build, age 30 to 35 years, height about 5ft. 8in., dark hair and dark brown moustache, blue eyes, round visage, dark complexion, walks rather flat footed, fond of drink, dressed in brown tweed suit and felt hat, a prospector or station hand [and] native of England."[2394, 2395] Charged with obtaining £10 from another settler under "false pretences", William Vincent was arrested and discharged the following month, however this and other charges laid against Vincent together with his known penchant for liquor and a fondness for women deemed to be beneath his social standing may provide further insight as to why his family made the decision to exile him from England.[2396]

Minor character flaws aside, William Vincent, 'gentleman, kangaroo hunter and grazier', had taken up leases surrounding Tooklejenna Rock in 1899, and it is thought that the ruins of the nearby homestead thus date circa 1899/1900. In 1902, fleeting reference is made to William Vincent's "camp" at Tooklejenna, with that account recording:[2397]

"Tookjinna [sic] - Mr. Vincent.

Mr. [William] Vincent employs four [Aboriginal] men, [aged] about 30, six [Aboriginal] women, [aged] 15 to 50, principally kangarooing; these natives [sic] appear to do pretty well as they please, and get all they require…"

Bill Vincent died on April 16, 1929 and was buried in the Esperance Cemetery, and it was later recorded that "…there died here [in Esperance] in April one of the old bush brigade, named William Vincent. He was well known around Balladonia, and right to the South Australian border. He spent many years in this locality droving, kangarooing, and catching dingoes. Vincent was in the Zulu war with Sir Evelyn Woods' brigade. He was also one of the escorts who went with the Empress Eugene of France when she went to Zululand to see the spot where her son, the Prince Imperial, was killed by Zulus. He often told me some of the incidents of the Zulu war. He had relatives in England. No man ever passed his camp [at Tooklejenna] without being welcome to share his humble fare of the bush. Mr Ponton's station was his home [possibly untrue - this sentence was removed in a near identical article published in a different newspaper]. Mr. Ponton took him home to England some years ago, but Vincent did not stop there long. The Australian bush was calling him back. Thus another of the old bushmen that blazed many a track in our vast state has gone to his long rest."[2398, 2399, 2400, 2401]

Perhaps providing the greatest insight into the man himself, Amy Crocker (nee Baesjou), who, for a time, was a 'neighbour' of William Vincent's during her family's time at Hill Springs in particular later recalled:[2402]

"…we had one remittance man in this country, he was a most colourful person too, a very, very charming man. But he used to work about the stations here, and I used to love to listen to him talk because he spoke so beautifully. He'd been educated in Oxford, this man I'm talking of. But he was sent out [of England] by his people; for people, I can't understand them, because most mothers anyway would go through Hades for their sons and their daughters and anyone else. But his mother and father decided that he was a bit of a disgrace, so they sent him out, got him in the army, and away he went to South Africa. He was in the Boer War, or the Zulu War, one of those wars anyway. He was an officer, and he was getting on alright, but one night there was a Government House ball in Cape Town, so of course he was invited, and he had to bring a friend. He and another officer got the bright idea that they'd bring two

---

[2393] Armorial Families, Edinburgh, Scotland, 1905 (https://www.myheritage.com/research/collection-90100/armorial-families-edinburgh-scotland-1905?itemId=90343513&action=showRecord#fullscreen), Retrieved 2016
[2394] Developing the Station, 1906-1909 - Elsewhere Fine (Karl Dimer, 1989)
[2395] Warrant Issued - William Henry Hutchinson Vincent - Police Gazette, Western Australia, 5 October, 1898
[2396] The Good Seasons, 1915-1916 - Elsewhere Fine (Karl Dimer, 1989)
[2397] Aborigines Department - Report for the Financial Year Ending 30th June, 1902
[2398] The Sunday Times (Perth), 26 May, 1929
[2399] The Albany Advertiser, 28 May, 1929
[2400] Application for a Pastoral Lease, William Henry Hutchinson Vincent, Approved 8 December, 1899 (Application 294/93E)
[2401] Death, Marriage and War - Challenge in Isolation (John R. Bridges, 2004)
[2402] Amy Ena Crocker Interview, Chris Jeffery, 8 April,1978 (State Library of Western Australia)

black [sic] ladies for friends. Of course, that just wasn't done in those days. He wasn't in the army any more. So he drifted over to eastern Australia, and finally came back to this country from there. More or less settled about here. He started a farm [Tooklejenna] down on the coast, not far out from Point Malcolm, and the block, I think, is still in his name. He had a private block there. Bill Vincent was his name. William Vincent. But as I say, we found him a very charming person, loved him to come to the place [Hill Springs] because we could always talk, and even though I was a little girl, he always had nice manners, it was of no matter [to him] if you were a little girl or a little boy, he'd always come and speak to you as well as the rest of the family. And he used to love the fact that I was so friendly with my cows. He could never get over the fact that I was always playing with these cows. I think he was a bit nervous of them himself, but of course, that won my heart, because he loved my cows and always talked to me about my cows and my cats and all that you know. But he did tell my father once that he had fallen in love with a girl that was, I think she was, a servant or something of the kind anyway in his mother's household. And he said she was a very nice girl, he reckoned she was fit to be any man's wife, but of course his mother had other ideas. And he reckoned that was what started him really on the downhill trend as far as his drinking was concerned. And I think he was a man that loved a family, because he said to dad, he said, "You don't know how lucky you are, Jack," he said, "to have your home and your daughters and your wife," he said, "I love to get with a family that seems to be so happy with each other."

Constructed near a gnamma hole of Aboriginal heritage significance, the ruins of William Vincent's Tooklejenna Homestead are set in a partially cleared area above a sloping escarpment, with views towards the coast and Point Malcolm. Fragments of timber and pieces of corrugated iron from the old building can be found nearby, and sections of the stone walls currently remain standing, however without any protection from the weather or ongoing maintenance, these are slowly being reduced to rubble.[2403, 2404]

[2403] An Archaeological Investigation of the Western Nullarbor Region, WA (David Guilfoyle, 2000)
[2404] Tooklejenna, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

Tooklejenna - noting the spelling “Tookle Jenna Rock” and “Tukle Jenna Rock” (crossed out at some point) - to the north of Point Malcolm per an undated survey. William Vincent’s homestead lot was within the 200 acre lease area marked “1 C.G.” in orange immediately to the west of Tooklejenna / Tukle Jenna Rock.[2405]

[2405] Image Courtesy Shire of Esperance

Place No: 69

WAR MEMORIAL

The Esperance War Memorial - erected in the years following the Great War, this beautiful monument stands as a site sacred to the memory of local men and women who fought in the service of their country.[2406]

Place Name(s):	War Memorial (alternatively referred to as Memorial Park, the Soldiers' Memorial or the Anzac Monument)
Use(s):	Original: War Memorial

[2406] Photograph Courtesy Esperance Museum

Address:	Lot 308 No. 82 on Plan 48799, Dempster Street, Esperance Reserve No. 48842
Ownership:	Crown Land - Management Order to Shire of Esperance
State Heritage Listing:	State Heritage Listed - Registered Heritage Place No. 18402

Original Date of Construction:	1924/25.[2407, 2408]
Construction Materials:	Concrete Base (Precast) / Marble Tablet / Donnybrook Freestone
Builder / Designer:	Built by Messrs. Baker and Mathews of Perth, then reconstructed on site in Esperance by William George Hearne (Hearn) and others on behalf of the Esperance Soldiers and Sailors Memorial Committee.[2409, 2410]

Nature of Significance:	It is significant in exhibiting particular aesthetic characteristics. It is significant in the evolution or pattern of the history of the local district. It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Good. Integrity: High. Authenticity: High. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Considerable Significance - Very important to the heritage of the locality. High degree of integrity / authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

[2407] The Kalgoorlie Miner, 5 December, 1923
[2408] The Kalgoorlie Miner, 20 July, 1925
[2409] Esperance District Honour Roll and Gordon Gilmore’s History of Esperance RSL (Esperance Museum)
[2410] Register of Heritage Places - Esperance War Memorial et al (State Heritage Office, 2009)

HISTORY & DESCRIPTION

During the course of the Great War, seventy-eight men from the Esperance district and surrounds had enlisted, and of these, twenty were killed in action.[2411] In the years following, around Australia and in Esperance itself, community groups that were often led by the mothers of those who had given their lives to the war effort sought to commemorate their memories, and as such the "Esperance Soldiers and Sailors Memorial Committee" was established.[2412] Led by this group, fundraising efforts for a suitable local memorial were soon underway, and of the designs suggested - which included a monument, a hospital and a rotunda with an avenue of trees - a permanent monument was eventually decided to be the most appropriate.[2413, 2414] By 1923, the committee had raised "…nearly £350 for a war memorial", however, in the absence of a formalised memorial site, it was noted, as had occurred previously, that Anzac Day commemorations that year were held in front of the Bijou Theatre.[2415, 2416] In December 1923, *The Kalgoorlie Miner* reported that the committee had "…decided to accept the tender of Messrs. Baker and Mathews, of Perth, to cost about £320 for the monument, base and foundations. The design is to be carried out in Donnybrook freestone. The site on which the memorial is to be erected is close to the Fire Brigade station in the ground surrounding the Road Board office [now Esperance RSL Headquarters] in Dempster Street."[2417] Once finished, the various components of this completely unique memorial were freighted to Esperance for reconstruction by William George Hearne (Hearn) circa 1924, and in July 1925, several local tabloids reported that "…a beautiful memorial has just been erected in Esperance, near the Road Board Chambers, to "Our Heroic Dead." It contains the names of no less than twenty residents of Esperance and the vicinity who, in the Great War, paid the Supreme Sacrifice."[2418] In 1926, Anzac Day in Esperance was, at least in part, commemorated at the new War Memorial, with *The Albany Advertiser* reporting that "…on Anzac Day [in Esperance] several floral tributes were placed on the monument to fallen soldiers, and special Anzac services were conducted in the evening in both churches."[2419] Although relocated a small distance in 1974 within the same site, today the War Memorial has become the focal point for the commemorations of Anzac Day each and every year, while the monument itself, beautifully draped in the Australian flag, remains sacred to the memories of those who fought in the service of their country.[2420]

[2411] Esperance District Honour Roll and Gordon Gilmore's History of Esperance RSL (Esperance Museum)
[2412] The Kalgoorlie Miner, 25 February, 1920
[2413] The Kalgoorlie Miner, 18 March, 1922
[2414] The Kalgoorlie Miner, 26 September, 1922
[2415] The Kalgoorlie Miner, 21 February, 1923
[2416] The Kalgoorlie Miner, 10 May, 1923
[2417] The Kalgoorlie Miner, 5 December, 1923
[2418] The Kalgoorlie Miner, 20 July, 1925
[2419] The Albany Advertiser, 5 May, 1926
[2420] Register of Heritage Places - Esperance War Memorial et al (State Heritage Office, 2009)

Looking across Dempster Street towards the Esperance War Memorial as it originally stood in 1929 (top) and circa 1966 (bottom) where an Anzac Day service is in progress. The Memorial was later repositioned a small distance, though still within the boundaries of the same site.[2421]

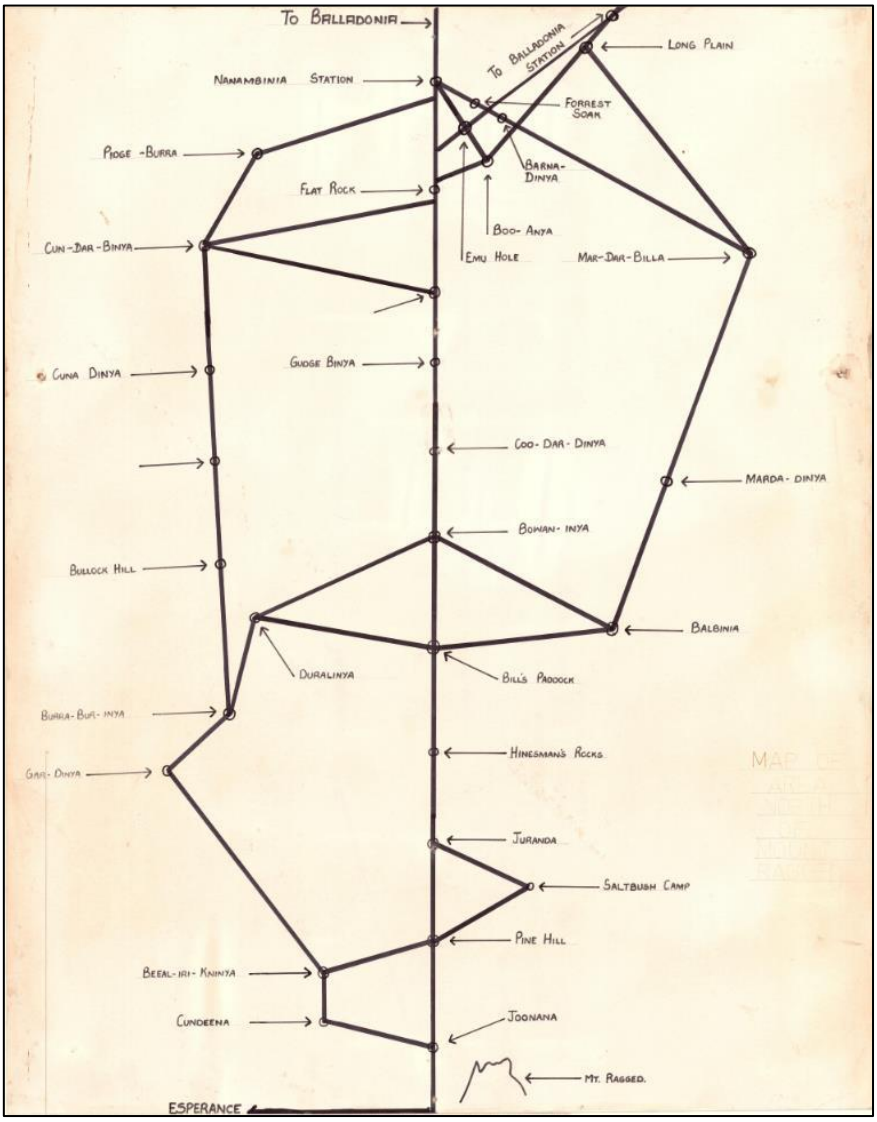
[2421] Photographs Courtesy Esperance Museum

Shire President Victoria Brown laying a wreath at the War Memorial on Remembrance Day, November 11, 2015.[2422]

[2422] Photograph Courtesy Shire of Esperance

Place No: 70

WATERING PLACES ON MOUNT RAGGED ROAD



A revised and clearer version of the original plan entitled “Aboriginal Names on Mt Ragged Road - Given to Pat Daniel by Barney Dimer.”[2423]

Place Name(s):	Watering Places on Mount Ragged Road (alternatively referred to as Aboriginal Names on Mount Ragged Road)
Use(s):	Original: Water Points

[2423] Image Courtesy Esperance Museum

Address:	Lot 4 on Plan 152894, Unnamed Road, Buraminya; Lot 8 on Plan 89803, Fisheries Road, Israelite Bay; Lot 9 on Plan 184767, Fisheries Road, Israelite Bay; Lot 10 on Plan 90003, Merivale Road, Cape Arid; Lot 11 on Plan 91999, Fisheries Road, Israelite Bay; Lot 11 on Plan 93238, Balladonia Road, Israelite Bay; Lot 478 on Plan 91377, Fisheries Road, Cape Arid; (Reserve 24047) Lot 519 on Plan 92088, Fisheries Road, Cape Arid; Lot 3000 on Plan 240172, Fisheries Road, Israelite Bay; and Vacant Crown Land, Parmango Road / Fraser Range Road, Buraminya
Ownership:	Private / Crown Land
State Heritage Listing:	N/A

Original Date of Construction:	Various / Unknown.
Construction Materials:	Various.
Builder / Designer:	Various / Unknown.

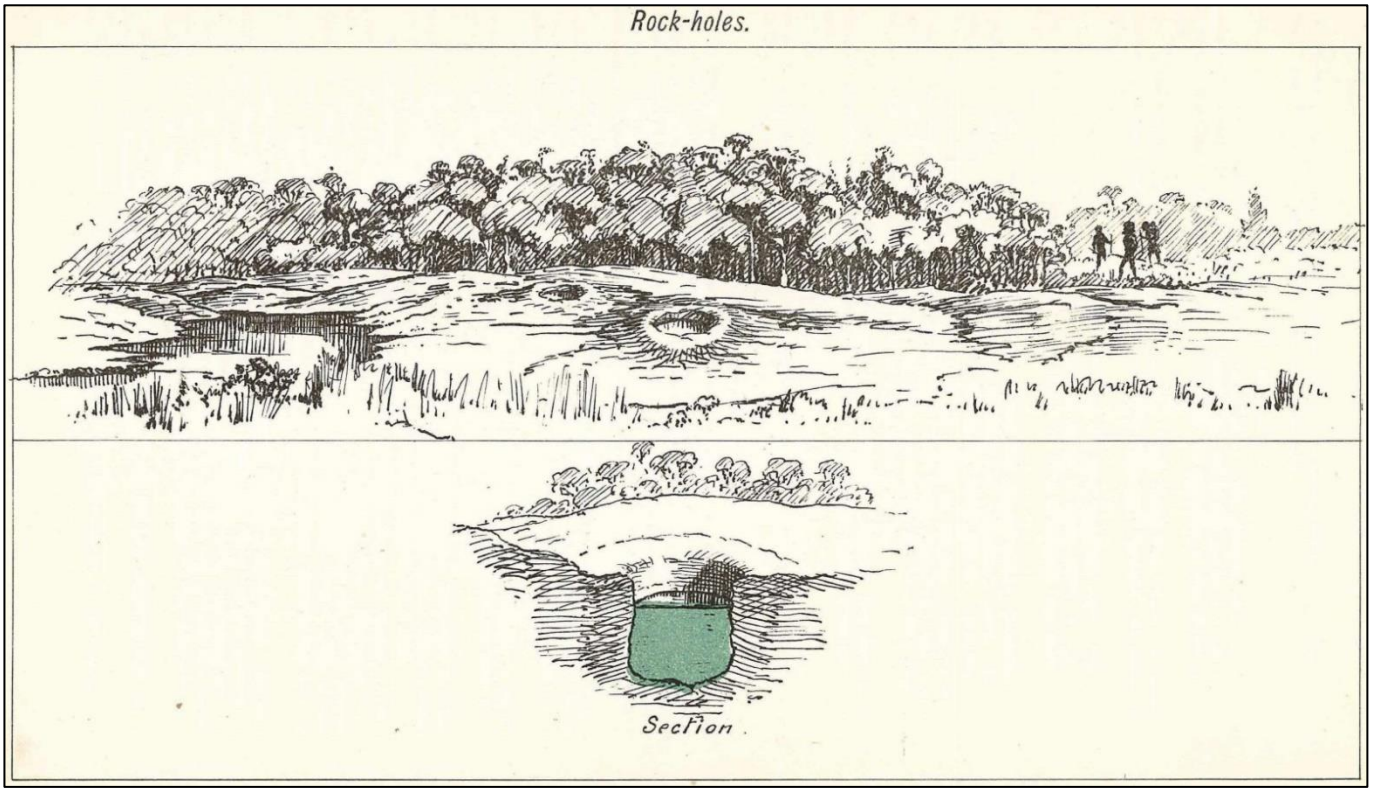
Nature of Significance:	It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Good. Integrity: High. Authenticity: High. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

HISTORY & DESCRIPTION

This series of water points along Mount Ragged Road and in the surrounding country provide a fascinating link between the local Aboriginals and some of the early European settlers. Many of these sites were used well before any of the European settlers arrived, however the knowledge and location of each site was passed on from the local Aboriginals. Among others, these water points were known and used by Heinrich Dimer and his family in and around the end of the 19th century, with the information regarding each site coming from Barney Dimer, a descendent of Heinrich Dimer.[2424, 2425]

[2424] Elsewhere Fine (Karl Dimer, 1989)

[2425] Aboriginal Names on Mt Ragged Road, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)



A dam near the Balbinia Homestead (visible in the background) - one of the many water points listed on Barney Dimer's map - in 1982. Water points such as these as well as natural catchments, wells and gnamma holes (bottom) used by the local Aboriginals were invaluable to settlers, drovers, and travellers alike.[2426, 2427]

[2426] Photograph Courtesy Esperance Museum
[2427] Image Courtesy Interim Report of the Department of Mines for the Year 1894 (Department of Mines, 1894)

SHIRE OF ESPERANCE

LOCAL HERITAGE SURVEY
PLACE RECORD FORM

Place No: 71

WATERWITCH OBELISK

The Waterwitch Obelisk circa 1995 - located on the edge of a playground, this historic survey reference point dating to 1897 is currently covered by soil.[2428]

Place Name(s):	Waterwitch Obelisk
Use(s):	Original: Survey Mark, Present: Unused / Abandoned
Address:	Lot 389 on Plan 209753, Black Street, Esperance Reserve No. 34556
Ownership:	Crown Land - Management Order to Shire of Esperance
State Heritage Listing:	N/A

[2428] Photograph Courtesy Waterwitch Obelisk, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

Original Date of Construction:	1897.[2429]
Construction Materials:	Concrete or carved stone with a pointed top and writing on the face.[2430]
Builder / Designer:	Commander James William Combe and the crew of the *HMS Waterwitch* in 1897.

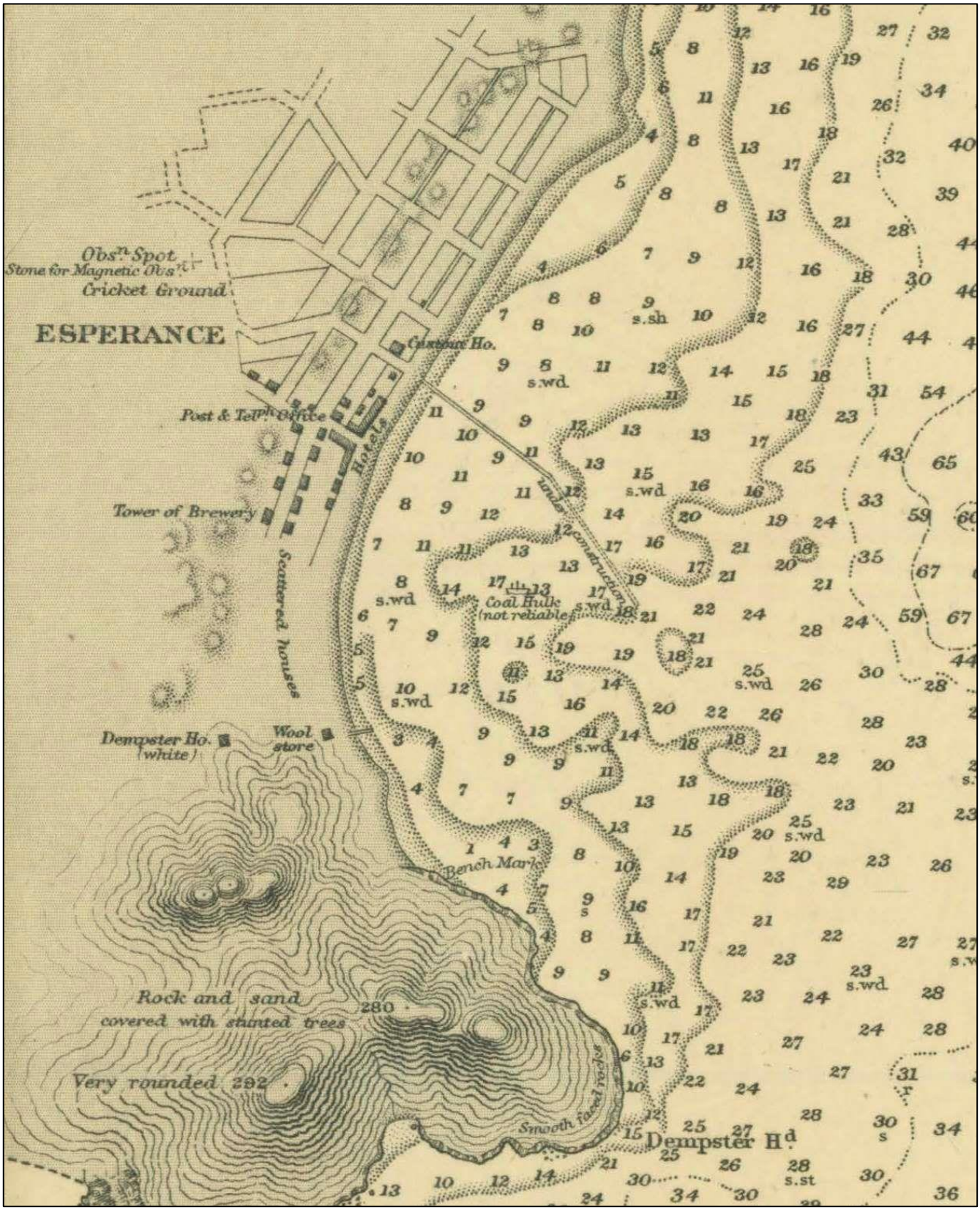
Nature of Significance:	It is significant in the evolution or pattern of the history of the local district.
Degree of Significance:	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Condition: Fair. Integrity: Low. Authenticity: High. "Integrity" relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while "authenticity" refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2429] The Kalgoorlie Miner, 13 December, 1949
[2430] Waterwitch Obelisk Reserve, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

HISTORY & DESCRIPTION

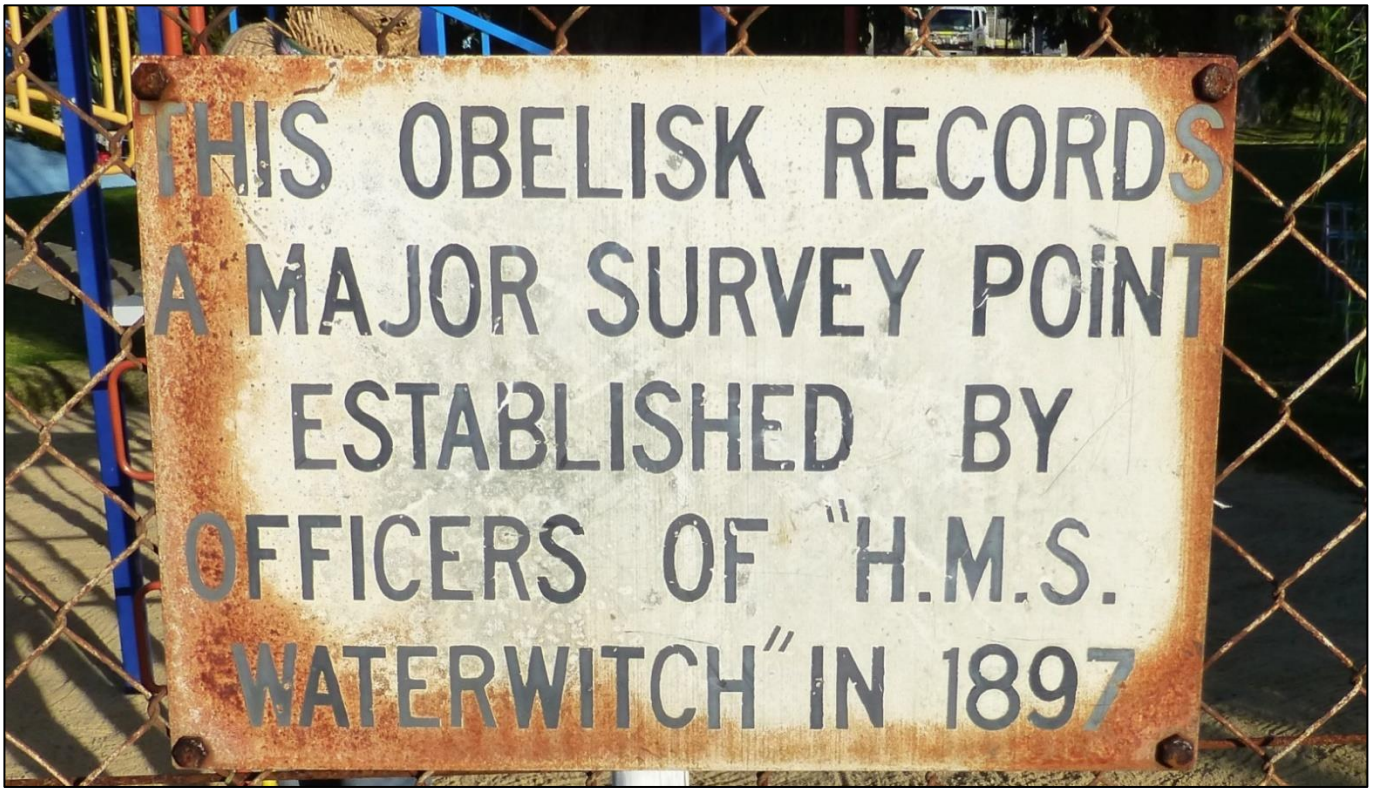
Established circa February 1897, the Waterwitch Obelisk and the Admiralty Bench Mark were used by Commander James William Combe and the crew of the *HMS Waterwitch* to produce the first detailed surveys and soundings of Esperance Bay that same year. The Waterwitch Obelisk appears to have functioned as a geographic reference point to assist in establishing the exact position of each sounding recorded, while the Admiralty Bench Mark appears to have set a standard height reference for these soundings while the surveys were being carried out in order to negate the impacts of a changing tide on the precision of the final product. The Waterwitch Obelisk is still present in its original location near the corner of Jane Street and Black Street, however in more recent years it has since been buried just below the surface.[2431]

[2431] The Kalgoorlie Miner, 13 December, 1949



The Waterwitch Obelisk (top left, marked 'Observation Spot - Stone for Magnetic Observation') and the Admiralty Bench Mark at the base of Dempster Head were instrumental in developing the first detailed surveys of Esperance Bay, undertaken by the *HMS Waterwitch* between February and March 1897.[2432]

[2432] Image Courtesy Esperance Museum



Almost completely buried over the years, these photographs from August 2013 show the site of the Waterwitch Obelisk, only the top of which (bottom) was still visible just beneath the surface at the time.[2433]

[2433] Photographs Courtesy Phil Jones

Place No: 72

WESLEYAN CHURCH

The Wesleyan Church in its new and current location in 2009. Built in 1897, the old Church was later moved three times, with the third move being its fourth and present home in the Esperance Museum Village.[2434]

Place Name(s):	Wesleyan Church (alternatively referred to as the Old Methodist Church)
Use(s):	Original: Church
Address:	Lot 61 No. 60 on Plan 5742, Dempster Street, Esperance; and

[2434] Photograph Courtesy Shire of Esperance

	Lot 62 No. 62 on Plan 5742, Dempster Street, Esperance
Ownership:	Crown Land - Management Order to Shire of Esperance
State Heritage Listing:	N/A

Original Date of Construction:	1897.[2435, 2436, 2437]
Construction Materials:	Walls: Corrugated Iron, Roofing: Corrugated Iron, Other: Timber Frame / Timber Flooring / Paperbark Stumps
Builder / Designer:	Designed by Thomas Edwards, built by Messrs Bradley & Betteney (Bettenay).[2438, 2439]

Nature of Significance:	Aesthetic: It is significant in exhibiting particular aesthetic characteristics. Historic: It is significant in the evolution or pattern of the history of the local district. Social: It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Degree of Significance:	Rarity: It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district. Representativeness: It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. Condition: Good. Integrity: High (note this varies - the building has however periodically seen recent use as a church in its present location). Authenticity: High. “Integrity” relates specifically to the extent to which a building retains its original function, graded on a scale of high, medium or low, while “authenticity” refers to the extent to which the fabric is in its original state, graded on a scale of high, medium or low.
Management Category:	Some / Moderate Significance - Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

[2435] The West Australian, 1 February, 1897
[2436] The Norseman Pioneer, 6 March, 1897
[2437] The Western Mail (Perth), 9 April, 1897
[2438] The Esperance Times, 10 October, 1896
[2439] Wesleyan Church - Esperance Museum Archives

The oldest church in Esperance - the original Wesleyan Church (photograph taken 2009). Built in 1897, this beautiful old building eventually found its way to the Esperance Museum Village in 1979.[2440]

Initially constructed on Lot 82 Dempster Street (later resurveyed, now the Fenwick Cinema site) at a cost of just under £94, the Wesleyan Church was completed and formally opened in front of a large congregation on Sunday, April 4, 1897. Measuring 40 by 20 feet overall with a 20 by 12 foot vestry, the little timber framed corrugated iron building had an unsettled history, withstanding three relocations, continued isolation and financial difficulty throughout its life. In or about 1912, a dispute over the ownership of the property on which the church sat led to the first of its relocations to a site on the north-eastern end of Dempster Street (Lots 148/149), although, due to the localised depression in Esperance, some had initially sought to have the building entirely removed to Ravensthorpe. Circa the 1920's, the Wesleyan Church was again relocated, this time to the Dempster Street frontage on the site of the present day Uniting Church, and it was here that the building stood and served for several decades. In 1970, a new Methodist Church (now Uniting Church) was constructed on the back (Windich Street side) of the same property, and from about that point on the old 1897 building lost its original purpose and function. With the creation of the Museum Village in the years following, the timing of this redundancy and the location of the old Wesleyan Church was however perfect, and in 1979, the building was relocated one final time a full 80 metres across the street to its present location within the

[2440] Photograph Courtesy Shire of Esperance

Esperance Museum Village. Still in use today, albeit not always for religious purposes, this building remains highly significant to Esperance as the only remaining church from the period.[2441, 2442, 2443, 2444, 2445, 2446, 2447]

[2441] The West Australian, 1 February, 1897
[2442] The Norseman Pioneer, 6 March, 1897
[2443] The Western Mail (Perth), 9 April, 1897
[2444] Old Esperance Pictorial History (Don Voigt, 1996)
[2445] Building Records, Esperance Methodist Church, Licence Number 8-70/71 (Shire of Esperance, 1970)
[2446] Methodist (Wesleyan) Church - Esperance, Yesterday and Today (John Rintoul, 1986 - Fourth Edition)
[2447] Wesleyan Church, Shire of Esperance Municipal Heritage Inventory (O'Brien Planning Consultants, 1996)

The view across Dempster Street circa 1898 (top) with Dempster Homestead in the distance and McCarthy's store, the Bijou Theatre, the Esperance Brewery and the Wesleyan Church all visible along the western side of the street, and (bottom) the "Wesleyan Church, Esperance" as published in *The Western Argus* in 1904.[2448, 2449]

[2448] The Western Argus (Kalgoorlie), 9 August, 1904
[2449] Photographs Courtesy Esperance Museum

6.Index

Admiralty Bench Mark 214
Balbinia Station 218
Bay View House 226
Bijou Theatre 231
Bonded Store & Goods Shed 235
Burraburinya Dam 243
Cannery 248
Cemeteries & Lonely Graves 254
Condenser Sites 270
Daw's Red Lake Store 322
Dempster Homestead 326
Dempsters' Dalyup Sheep Dip 335
Dempsters' Jetty 340
Dempsters' Stone Well & Trough 346
Dempsters' Woolshed & Sheep Dip 350
Deralinya Station 354
Dundas Roads Board Offices 360
Dunns' Boyatup Farm 364
Elston's Bazaar & Stationery Shop 370
Esperance Civic Centre 374
Esperance Hospital & Matron's House 377
Esperance Hotel 384
Esperance Municipal Offices 394
Esperance Post & Telegraph Station 398
Fresh Air League 404
Gabtoobitch 409
Gibson Soak Hotel & Trees 416
Grace Darling Hotel 421
Grass Patch Homestead 434
Grass Patch Hotel 437
Grass Patch Store 441
Grass Patch Wayside Inn 445
Hannett's Hut 450
Headmaster's House 456
Hill Springs 461
Israelite Bay Post & Telegraph Station 469
Kangawarrie Tank & Ruins 478
Lake View Hotel 485
Lynburn Station 493
Mallee School Trail 504
McCarthy's House 511
Memorial Grove 515
Middle Island 520
Moirs' Homestead 540
Moreton Bay Fig Tree 550
Munro's Hut 554

Murtadinia Dam 562
Newtown Jetty 568
Norfolk Pine Trees 578
Old Camping Ground 582
Old Hospital 586
OTC Wireless Station 591
Pier Hotel 598
Pine Hill 609
Police Sergeant's Quarters 616
Railway Dam & Catchment 620
Railway Ticket Office & Waiting Room 624
Royal Hotel 631
RSL Headquarters 638
Salmon Beach Wind Farm 642
Salmon Gums Hotel 645
Salmon Gums Wayside Inn 649
Scaddan Temperance Hotel 656
Seafarers Centre 661
Sinclair House 665
Stewarts' House 669
Tanker Jetty 673
Tooklejenna 686
War Memorial 691
Watering Places on Mount Ragged Road 696
Waterwitch Obelisk 700
Wesleyan Church 705