



The Story

of the

Swan District

1843-1938

By the Rev. Canon A. Burton
(Sometime Rector of the Swan, 1899-1923)

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INTRODUCTION.

This story of the Swan has been written at the request of the Swan Road Board, not merely to provide a record of the work of the Board in guiding the affairs of the district, and developing its resources, but also with the larger view in mind, that the district has a story second to no other in the State; intimately connected with the beginnings of many of those factors which have been most important in the progress not only of the State but of the Commonwealth. Wheat, wool, fruit and wine, were industries which our pioneers took in hand while yet the Colony was in its infancy.

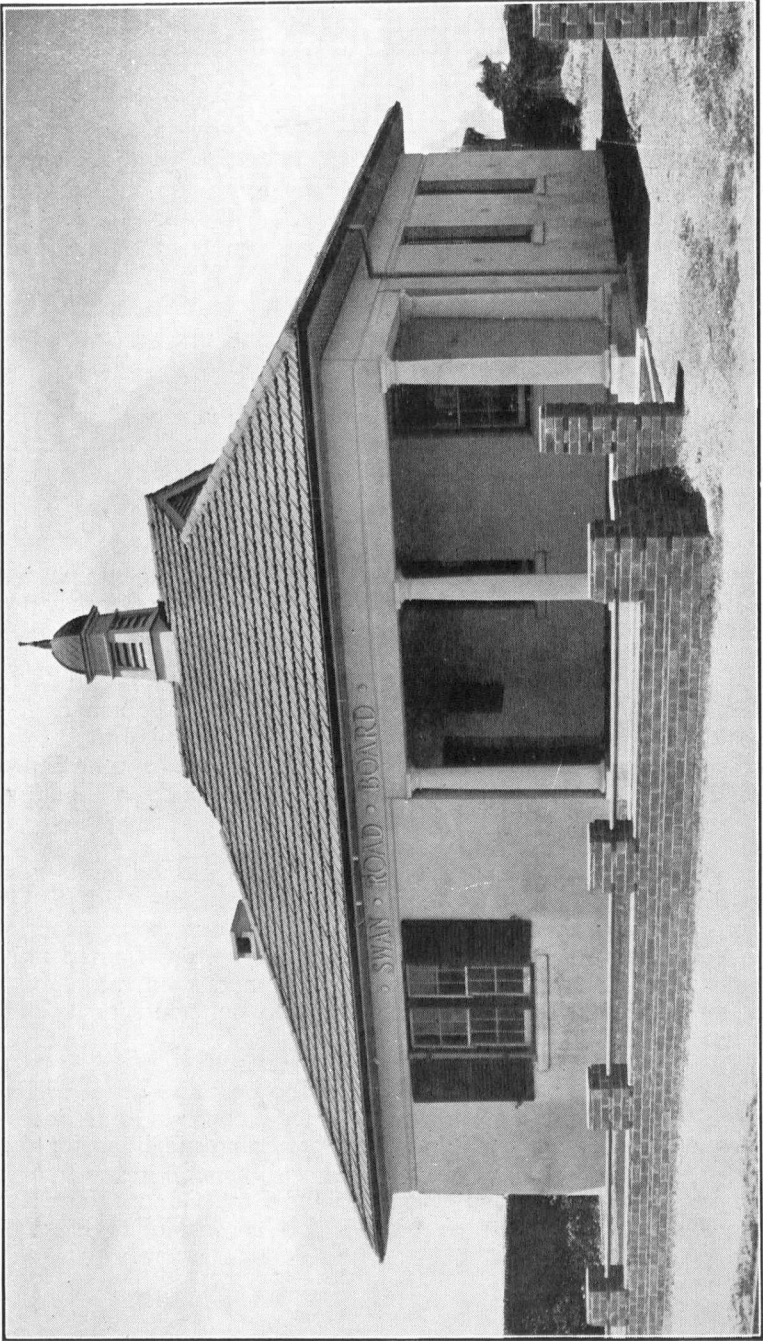
Amongst those pioneers moreover were many who proved themselves veritable pillars of the State, and these pages afford an opportunity of recording the debt that posterity owes them.

An effort has been made to include in this account some references to the various aspects of social life and intercourse which bind together those who dwell in more or less close proximity.

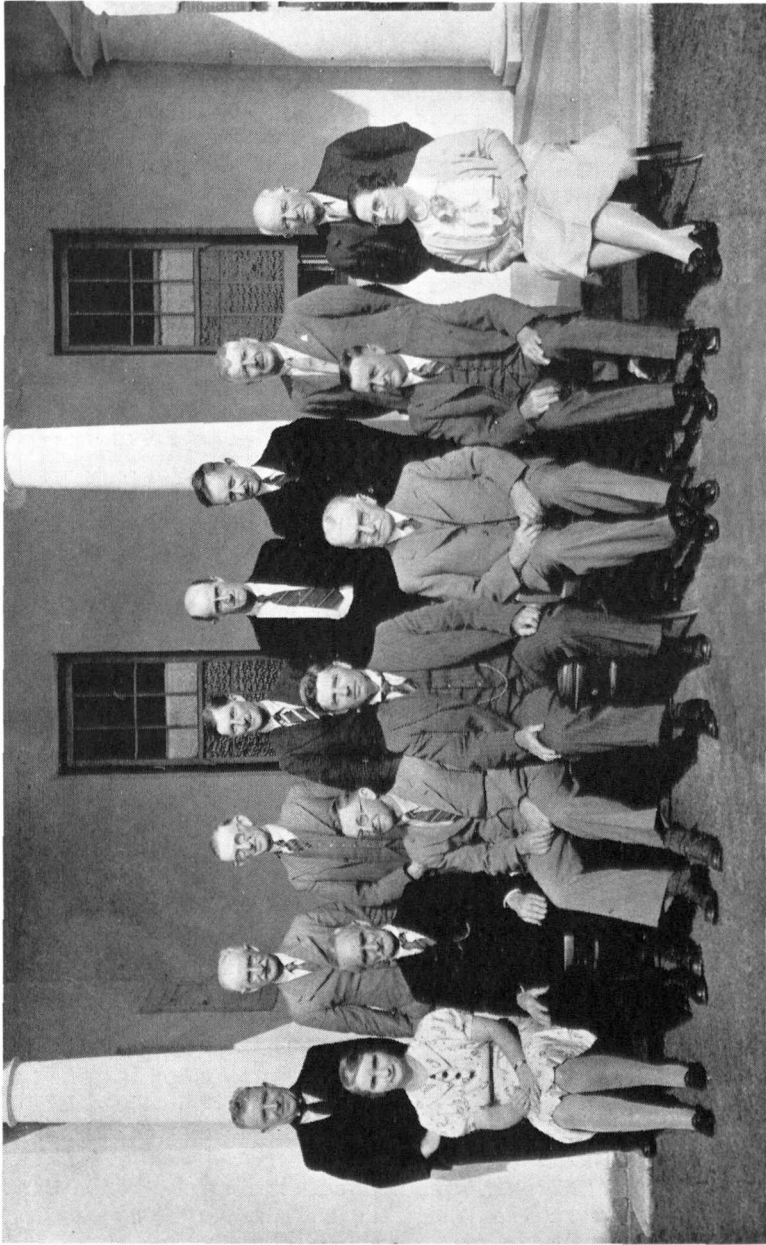
The main work of such a body as a Road Board is to promote by every means in its power the intercourse of the residents, not merely for business and daily toil, but for recreation and social pleasure; in short for all that contributes to the building up of a community, into a body of healthy, prosperous and law abiding people.

How the members of the Board have played their part in this work for nearly a century, is very briefly told in this pamphlet, in terms of roads and bridges, and some idea of the conditions existing before Road Boards were formed may be gleaned from the extracts taken from diaries and letters of the very earliest settlers which are to be found in the first pages of this little volume.

The Author desires to acknowledge here the great assistance rendered by the Chairman, Vice-Chairman and Secretary of the Swan Road Board, in providing facilities for the work; also to the Surveyor General and his staff in the matter of the map of the district and to the Rev. Canon Henn for much valuable advice, as well as for his careful revising of the proofs.



SWAN ROAD BOARD OFFICE.



THE BOARD MEMBERS AND STAFF, 1938.

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THE STORY OF THE SWAN DISTRICT.

The story of that area of our State whose civic amenities are now under the guidance of the Swan Road Board, began a good many years before any Road Boards were created. But although Boards were long in coming roads came soon. Not very long after the first prospective citizens penetrated the recesses of the district roads began to appear. They would have appeared even sooner but for the fact that the river, from which the district takes its name, formed the natural highway, and proved a potent factor in the development not only of our district, but also in the establishment of the State itself.

So plainly did this river, and the land adjacent to its banks proclaim prospective fertility, so convenient did it appear as a waterway, that when a settlement on the western coast of New Holland was determined, the river naturally gave it a name, — it was known first as the Swan River Settlement; and although it was soon essential to use the official title of Western Australia, since settlement spread to the banks of other streams, such as the Canning, and the Murray, none the less, for a generation or so, the main settlement from Perth to the sea in one direction, and to the hills in the other, was known as the Swan. But as the villages of Perth, Fremantle and Guildford settled down to a steady normal existence their names came into use to define them and their immediate vicinity, while the name of the river, given to it by Vlaming at the end of the 17th century, was retained only by that district above Guildford extending to where the stream emerges from the gorge in the Darling Range. This portion of the River valley has never lost this distinctive name, and although important industrial centres have already arisen within its boundaries, to which distinctive names have been given, such as Midland Junction and Herne Hill, the district as a whole we hope, will always retain its time honoured name of Swan, as a memento, a kind of historic relic, linking us to the beginning of things.

For it is beyond question that the district is intimately associated with the genesis of the State itself. No more historic spot can be found in all the West, than the spot at Upper Swan, now marked as the site of Stirling's camp in 1827, by a Lych gate, with an inscription, at the old church on the river bank where it is joined by Ellensbrook. At that spot, in the heart and brain of Captain James Stirling, the vision of a state arose. Historians may claim that, two years later,

the Colony came to the birth, at Fremantle, or Garden Island, or at Perth, — we leave them to wrangle over that point; but none can dispute the fact that Stirling conceived the Colony when, from those lofty banks, he saw the noble plain, covered with magnificent red gums, stretching to the eastern hills. In his report he dwells with enthusiasm on this scene, and never rested until he won, by earnest pleading, his commission to return and found a colony.

Thus before the Colony was in being, the story of our district began, so far as the Anglo Saxon race is concerned. The French had explored the river earlier in the nineteenth century as far as it could be penetrated by boat, but nothing came of their adventure. Stirling with nearly a score of sailors did the same, the navigable limit then, as now, being a few chains past the spot where the Church stands at the junction of the brook and river.

As soon as they had passed the flats and shallows at the causeway, Stirling noticed the change from sand to fertile soil. Doubtless his eye rested on the wide banks where the Helena joins the Swan, for there soon after he chose an area and named it Woodbridge. So all along the rich glebe land attracted him and when the blocking of the waterway compelled him to halt his mind was fully made up. Climbing the steep banks to fix his camp at the spot where the Ellensbrook pours its inky waters into the Swan, he made a stay of ten days. Parties explored the land in three directions; their reports only confirmed his resolve. Not all they saw was equal to the soil of the immediate vicinity. That was indeed a choice piece; he forthwith named it Henley Park — it seemed to him like an estate of one of his kinsmen in Surrey, so named, and it was on Stirling's advice that Frederick Chidley Irwin, the Commandant of the 23rd Regiment, who came in the Sulphur, selected this grant, although it was almost the furthest from Perth of those that were first surveyed.

All the grants along the river were selected by the first settlers at the very beginning; that was the cause of much difficulty to Stirling and disappointment to those who came immediately after. Fresh light is thrown on the condition of affairs in the first few months, by the yet unpublished letters of Henry Camfield, now in the Mitchell Library, and by the diaries of Anne Whatley, and Joseph Hardey.

The two former arrived in the Colony in October, 1829, Hardey in January, 1830. All of them suffered much delay, as we shall see. Henry Camfield who came in the Caroline

only two months after Perth had been founded wrote to his people in England saying "all the land on the Swan had been granted; there was none open for location till 1st November when Peel's grant on the Canning would be free.

A week later however he reports more hopefully. He was entitled to more than 7,000 acres, and being an experienced farmer, with a knowledge of hop growing, the Governor was very desirous that he should have a grant, and so commended him to Mr. Peter Brown, the Colonial Secretary, of whom Camfield says "he insisted I should not leave him until he had got a grant for me."

He described their journey up the river: "We sailed beyond the "Upper Government Farm, twelve miles from Perth, and a richer country I never saw. The crops of grass and vetches are most luxuriant. You may walk up to your middle through some hundreds of acres; there are scarcely two trees an acre . . . I am given to understand that similar ground is to be found more than twenty miles up the river."

The Government Farm mentioned above, was established by James Drummond, the famous botanist, at the junction of the Helena with the Swan.

The result was that the Governor granted Camfield land he had set aside as a reserve. Stirling had reserved two "peninsulas" on the river, one on either side. That on the right for a racecourse, but his plans for the other do not appear. To-day however the right bank has no racecourse, while two clubs have courses on the other peninsula, and further from Perth on the same side is the chief course of the State. Camfield was given the reserve on the left bank with enough adjacent land to make a grant of 1,000 acres on 13th November, 1829. He named it Burrswood (two "r's") after his father's farm in England.

The embryo racecourse on the other bank missed its destined career a little later from the same urgent demand for settlement. At the end of January, 1830, in the ship *Tranby*, there came the most important group of agriculturists that the colony had secured. These were Joseph and John Hardey, the Clarksons and several others, all experienced farmers. They had chartered the ship to convey them and their families, their stock, stores, implements, waggons and at least, one house in sections. It was imperative that such a company of competent pioneers should have land near the chief town, so the racecourse was sacrificed, and ever since the area has been known as the Peninsula, while Burrswood,

opposite has become an island by the cutting of a canal through its neck by which Stirling reduced the distance to Guildford by 3 miles. But in June, 1832, Camfield said it was a failure.

The Hardeys and Clarksons established themselves at the Peninsula in May, 1830, the year of the first great flood in the Swan Valley, and Joseph Hardey's diary in spite of its brevity gives a vivid picture of the trials and dangers that beset the path of pioneers. Their first abode was flooded a few weeks after it was built, and immediately they built again on higher land.

Another family the Whatleys, who had come in the Atwick, at about the same time as Camfield, had been compelled to wait four months until February, 1830, when a settler named Brooks, who, in seven attempts only got salt water, abandoned his holding just above the Peninsula, and it was given to Dr. Whatley, who in his first trial at a different spot, obtained a plentiful supply of good water.

These facts show how rapidly all the land along the river had been taken up, and Camfield's opinion of the excellence of the soil proves him to have been no mean judge and explains how it came to pass that so solid a body of determined pioneers were content to plant themselves at a distance so remote (comparatively) from the central town, when, (as the diaries of these referred to show), the chief mode of transport was by boat. Not only did they convey their goods from the port by river, but for some time after roads were hardly more than footpads, or bridle paths.

Mrs. Whatley writing early in 1830, tells how her husband on his way to Perth by the "main" road — without a compass — lost his way and found himself, two hours later, much to his surprise safely at home! She also says: "A few mornings ago I saw a large boat moored close to our landing place; it contained a lady, gentlemen, child and servants. I sent to ask them to come ashore, and take their breakfast, which they did very willingly; their name is Brockman. They were very agreeable genteel people. Their grant is many miles above us."

This of course was Mr. W. L. Brockman of Herne Hill, who as will appear in the course of this story played a great part in the development of the district, being the first chairman of the Roads Board, and the child mentioned was very likely E. R. Brockman, who in due course presided over the Board for several years.

We learn more of the part played by boats during that first flood. The Whatley's cottage like the Hardey's, was invaded and she says "we awoke one morning to find nearly two feet of water in the house which was really frightful. By the time I had dressed myself and the children, we heard oars. It was Mr. Mackie's boat with two soldiers going down to the muster at Perth. John hailed them and the boat's nose came in at our doorway. We were safely landed at Mt. Joanna. The Governor hailed us on his way to Guildford and said he would call on his return, and persuade me to stay at his house, but I did not accept his really kind invitation."

Thus from the first and for years after we shall find the river was made use of, especially in flood time, proving a most valuable highway. One of the earliest industries was the construction of flat-bottomed boats, to negotiate the shallows at the Causeway.

The first road up the river from Perth was a very sandy one on the right bank, as there was no bridge where the Causeway now is. Irwin in speaking of the canal cut at Burswood says it was hoped that a bridge near this spot would enable a road to be made on the left bank where the soil was firmer, but twelve years passed before the first bridge that ever spanned the Swan was built there.

Travellers from Perth southward to the Canning District and beyond had to cross the flats as best they could, and there must have been something in the nature of a ford where, ordinarily, low water prevailed; but it must always have been toilsome for vehicles and in winter for weeks at a time impassable even for horsemen, and so travellers to Guildford would prefer the weariness of the sandy right bank to the risks of a crossing to the left.

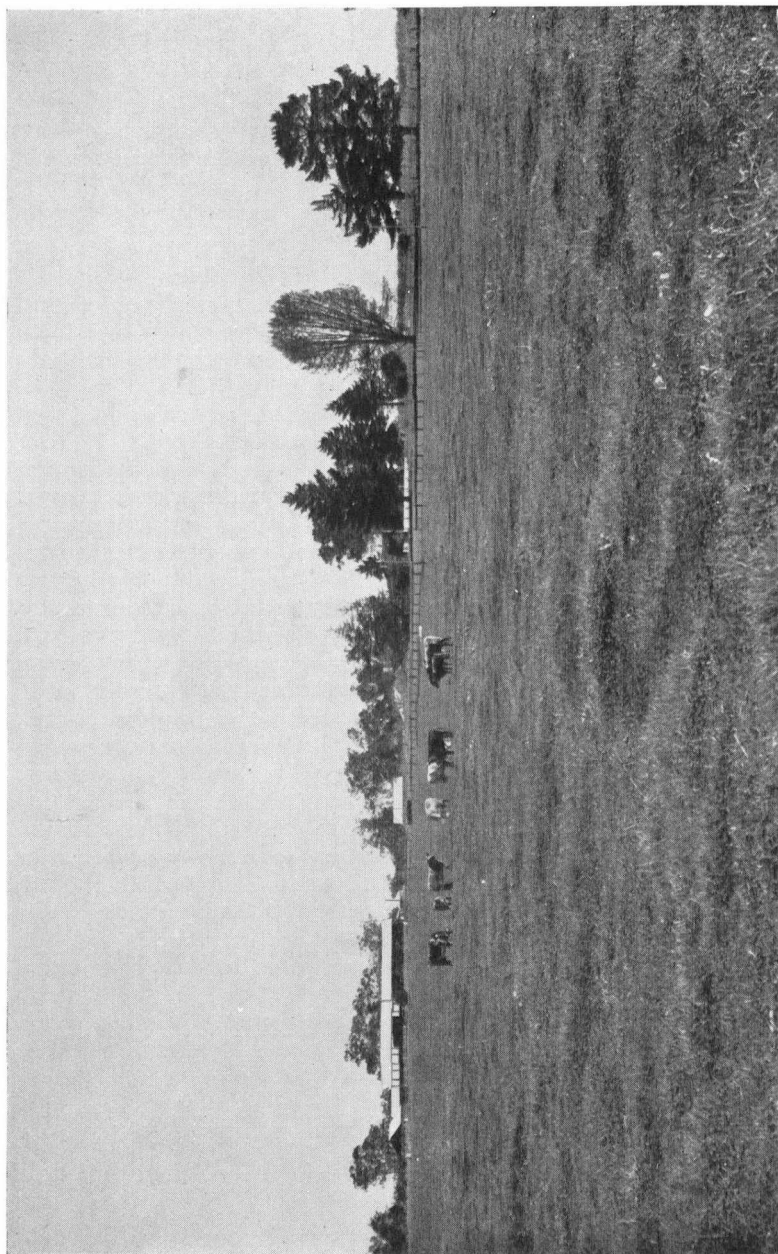
No better account of our district at this period could possibly be found than that which Irwin gives, and as his book, "The State and Position of W.A." published in 1835, has been long out of print and not easily available, its pages will be freely quoted. He, of course, knew the Colony intimately, but no part more thoroughly than this. After mentioning several good farms between Perth and Guildford, especially Hardey's, which he says is on land "confessedly inferior to that above Guildford" (and yet he, "was struck with the comfort and neatness of his dwelling and outbuildings as well as with the excellent arrangement of his farm altogether;") he deals more particularly with Guildford, where at the junction of the Helena and the Swan was some of the richest land in the Colony.

"Here Sir James Stirling," he says, "had a farm extending across from one river to the other — highly improved." This of course was Woodbridge, so named by Stirling in memory of happy courtship days at Woodbridge in England, the home of his father-in-law, James Mangles.

Mr. Calcott's farm and garden were on the opposite bank. In the vicinity lived Messrs. Tanner, MacDermott, Ridley, Whitfield, Thompson, Trimmer, Wells, Lewis, Boyd, Brown, Drummond and Captain Meares.

Mr. Tanner had another farm at Upper Swan, which the Burges Brothers were renting, while Tanner himself rented and occupied Stirling's property which was close to his own. Stirling seems to have rented his property continuously for Marshall MacDermott says he leased it for £130 p.a. in 1831. W. L. Brockman, as we shall see, leased Woodbridge for a year from about March, 1832, and then transferred it to Tanner. Thompson and Trimmer later sold their land to Tanner, who eventually conveyed it to Dr. S. W. Viveash, who arrived in 1838 and it has ever since been known as Wexcombe. Peter Brown had not only Bassendean, one of the most improved farms at Guildford, but also one of the best farms at Upper Swan, leased to another settler. Capt. Meares had land on the Murray, but for domestic reasons was living at Guildford. Lieut. Roe, the Surveyor General, had a fine grant (Sandalford, still occupied by his grandson, Mr. Fred. Roe). Then follows the description of settlement at Middle Swan; Dr. Harris (Rainsworth, where Mr. L. Whiteman now lives), Andrews and Yule (Strelly, now part of Houghton estate), further on came Lennard on the right bank (St. Leonard's) and Brockman on the left (Herne Hill). Still higher up the river, some of them extending above where the river is navigable were the estates of Geo. Fletcher Moore (Millendon), Tanner, Shaw (Belvoir, named after the Duke of Rutland's Castle, where Mr. E. T. Loton lives) Brown, Burges, Lt. Bull and G. Leake, who was Government Resident at Fremantle. Mr. W. H. Mackie, who was acting as Judge in the Colony was at that time joint proprietor with Irwin of Henley Park. It was Stirling, and not Irwin, who named Henley Park, after an estate of that name near Guildford in Surrey, which Stirling had leased.

Irwin waxes eloquent over the virtues of Richard Edwards, whose descendants from that time to the present day, have been well-known and respected on the Swan. He had come out under Peel's ill-fated scheme, but Irwin secured



A VIEW OF "BELVOIR," TODAY.

him as his steward, and gives him all the credit for their success at Henley Park. He not only built the house, but made the bricks and tiles; he searched for lime and found it below Perth at Melville Water, where he burnt it and conveyed it to the site by water. The mahogany on the estate was sawn and prepared by his son. The house was of two storeys and one of the largest in the Colony. Old residents remember this homestead, but it fell to ruin in Mr. H. J. Saunders' occupancy, and now no trace remains. Edwards was a first rate gardener too; his ingenious devices for irrigation are described. He grew a Mangel Wurzel six feet in circumference, tomatoes, cape gooseberries, figs and vines, and was a competent brewer. Ale was encouraged to abate the excessive rum drinking, which explains Stirling's interest in Camfield as a prospective hop-grower.

Lieutenant Bull also won great praise, and Mrs. Bull too; it was Edwards who had built their house; their kitchen was lofty and spacious with a fireplace to match, garnished with fitches of bacon, and there, when the day's work was over, it was Mr. Bull's custom to preside "at a long table furnished with plain but excellent fare, chiefly the produce of his own farm, to which were added good beer and ale, from barley grown, malted, and brewed on the premises."

His mill worked by horses ground his own flour, and that of his neighbours. He had some of the finest cows from the Duke of Bedford's famous stud farm at Woburn."

Such scenes as Irwin paints, with many more picturesque touches than are here given, are a marvellous testimony to the wealth of soil in this valley of the Swan, when we bear in mind that it is a picture of a district only four or five years removed from a state of primeval virginity.

There has just been made available to the writer a remarkable letter written at about the time of which Irwin speaks. It was written by W. L. Brockman and to grasp its significance, we must note a calamity which Joseph Hardey recorded in his diary very briefly, under date February 20th, 1832:—

"Mr. Brockman's house burnt." This was the original house at Herne Hill, and we gather that the owner lost his furniture, clothing and household stores. With simply the clothes in which they stood, he took his family to Woodbridge, leasing this property from Governor Stirling. There was what the Governor called a "Cottage Ornee," and we may imagine it would be a comfortable home for a small family. Mr.

Brockman naturally wrote to his kinsfolk in England and resolved to wait for a fresh supply of clothing from home, buying only what was essential for the time being. His misfortune aroused much sympathy for him among his kindred, and one of them, Mr. T. Du Boulay, of Shaftesbury, Dorset, wrote to say he had placed £200 to his credit with his English agents and was prepared to lend him a further £300 if necessary.

The letter referred to, is Mr. Brockman's reply to this generous offer and we are permitted, by the kindness of his granddaughter, Mrs. S. A. Milward, to quote freely therefrom. It is a most moving and revealing document, not only of the conditions prevailing 105 years ago, but of the man who played so great a part in building up the fortunes of the Colony. In 1827, he had married Frances Isabella Hamersley, a young lady of 18, the daughter of the Rector of Pyrton. Their eldest son, Edmund, was born in 1827 and the following year they came to this Colony, securing the property which they named Herne Hill, after one of the many estates of the widespread Brockman family in England. When they breakfasted with Mrs. Whatley, while boating up to their grant in 1830, they could only have been in possession a few months. But in the three years that intervened before this letter was written, we can judge from its contents, how much these pioneers had done :

Woodbridge, January 30th, 1833.

Dear Du Boulay,

With heartfelt gratitude I acknowledge the receipt of your kind letter ; the kindness you have shown me, so unexpected on my part, I can never sufficiently repay.

The money you have so opportunely placed to my credit in my agent's hands will enable me to build myself a comfortable house at Herne Hill, which I should not otherwise have been able to complete.

I am leaving this place of the Governor's in a couple of months, having transferred the lease to another gentleman, as I found the expense of two establishments too great for my means.

I was obliged to make some sacrifice in my breeding stock last winter in consequence of my loss, it being next to impossible to borrow money here even at the enormous rate of 30 per cent ; but my crops of corn have turned out so well that I hope soon to be able to replace them. My growth of wheat this year I expect will yield about 900 bushels, not a bad average for thirty acres.

My present live stock is as follows: Six working horses worth each from £80 up to £150; one pony worth 30 gns.; Seven cows and heifers worth each from £15 to £35; one thorough bred Yorkshire bull worth £45; 184 thorough-bred merinos worth each from £4 to £5. Eleven Leicester sheep worth each £6; 16 pigs worth each from 30/- up to £7.

I have given you this account of my stock in order to show you that great as was the loss I suffered, my farm has still a fair supply of its most valuable appendages, and I am still — small as my amount of stock seems — the largest holder of any one settler in the Colony.

We suffer much inconvenience here from the want of a bank. Any capitalist starting a banking establishment on a liberal scale would be certain of realising a large fortune, and the Colony would be most materially benefitted by it. At present, whatever your amount of property, it is next to impossible to raise money upon it, whatever amount of interest you offer.

The climate of this country I should think as fine as any in the world; the spring, autumn and winter are delightful; the summers perhaps a little too hot; the nights however cool, and seldom many very hot days in succession.

As to the land, we have as poor, and as rich soils, as any perhaps in the world, but plenty of the latter for all our purposes, and next — or rather this year, if the Government encourage the growth of corn by making contracts with the settlers, there will be sufficient, or nearly so, grown for the consumption of the Colony. This crop of last year is calculated to be about half the consumption.

Left as we have been to fight our way unassisted thro' innumerable difficulties, this Colony has made most rapid strides, and its success is now complete. We have proved that every kind of corn will yield abundant increase here; that cattle of all kinds thrive wonderfully, and are subject to very few diseases. Our exports are mahogany and wool. I am paying great attention to the latter, and hope next season to have a good specimen to send home. Hitherto I have sold my wool in the Colony, being determined to send none home in my own name till I can send such as will do me credit.

The greatest drawback to the growth of wool is the disease called scab that the sheep are particularly subject to, and which, without the very strictest attention on the part of the flockmaster, or his shepherd, it is almost impossible to keep under.

As to your idea of coming out here, I conclude it was never a serious one. Not that I think you would dislike the place, but the length of voyage, if nothing else, would deter you from so doing.

I should imagine capital may be employed here to very great advantage, and there are two ways in which a person residing in England may employ capital here with almost a certainty of a large return. The one is by sending out such things as the Colony is in constant need of, namely salt, provisions, clothing, &c. Salt pork generally varies from £6 to £10 per barrel. Shoes will always, particularly those of a good quality, realise from 150 to 200 per cent. upon the English prices. Salt beef we get plenty of, from the Cape. Rum and English beer generally realise a good profit, but are not so certain as the other things I have mentioned. Women's clothing, such as calicoes, prints, &c., is always enormously high.

The other way of employing capital, which is I believe commonly done at Sydney and Van Diemen's Land, is by investing it in flocks of sheep and letting them out on halves. The return from a flock of sheep is very great and has been my mainstay ever since I have been here. Van Diemen's Land sheep may be imported for about 25 or 30 shillings per head. The average price of a fat sheep here is £3, and of a fat lamb 35/-, and the wool of such sheep is worth here about 9d. per lb.; but would pay better to send to England. The losses in a flock of sheep properly managed are very small.

Fresh meat at present sells readily at 1/6 per lb., and is not likely to be much lower for some years.

If you are disposed to invest any capital in either of the ways I have mentioned, I shall be happy to act as your agent. I am expecting to have a similar agency to transact for a brother of Mrs. Stirling, who is desirous of investing a sum of money in stock.

I sincerely thank you for your kind offer of a further loan of three hundred pounds, and if, after the account I have given you of my prospects, you think proper to make the advance, I will not refuse so advantageous an offer, as it would enable me to make a considerable increase in my amount of stock; and I would have it sent out in goods; of the nature I have specified above, and I will subjoin a list for you to deliver to my agents in the event of your paying the money into their hands.

A portable threshing machine of three or four horse power is much wanted in the Colony, and I have been intending, whenever my means allowed me, to send for one; as those things must be now in general disuse in England, a second hand one might be bought, I should imagine, very cheap. This of course would be better bought in the country by some of my friends. Buckle and Bagster might send me the remainder in Irish Pork, men's strong shoes and boots; shoes, the greater part of large size, a few pairs of women's and children's shoes, white calico, gingham, and dark strong prints, a small quantity of men's slop clothing, two or three hogsheds of rum and bottled beer.

The whole amount of five hundred pounds can, if you like, be secured by a mortgage on my estate of Herne Hill, consisting of 10,000 acres upon the Swan, which I have made, (by the purchase of adjoining lands,) the finest grant upon this river.

You will of course use your own discretion about advancing the further sum of £300, and, believe me, I shall not feel in the least disappointed if you do not do so; and I should not have thought of accepting it, did I not feel certain of being able to turn it to great advantage, thereby ensuring the return of it with compound interest, at the same time that I can give you ample security for it, as far as property here is valuable.

I am already sufficiently beholden to you and can never sufficiently thank you. I must tell you that when my wheat goes to market I shall be unencumbered with a single debt; for altho' we lost everything we had, excepting corn and stock, by the fire, I have refrained from buying anything but what was barely sufficient for the decent appearance of myself and family, determined to wait till I could get a fresh stock of things from England. By letters, from my father and Mrs. Hamersley, we are led to look for those things that we require, very shortly, and we shall then I trust, thro' God's mercy, enjoy again the comforts we were deprived of.

My principal reason for proposing the money to be sent out in goods is the high price charged for discount of Bills, being from 7 to 10 per cent.

With kind love to Harriett and best regards to you and yours in which Fanny sincerely joins.

Believe me, very truly yours,

(Signed) W. L. BROCKMAN.

DEVELOPMENT PROBLEMS.

While it is clear that the carriage of the Swan products to Guildford, Perth and Fremantle by water was an easy though slow process, it can be realised that a more speedy method of travel was essential for the settlers themselves, especially those above Guildford. With this object in view G. F. Moore tells how the Governor came up to the head of the river to help in blazing a track thence to Perth as direct as possible. Starting from Henley Park on the right bank, they marked a course through the bush as straight as they could to Perth.

Both Moore and Irwin were needed at the capital frequently in their official capacities and such a route would mean only about 15 miles at most, so that for a horseman the return journey in the day would be quite feasible.

This track was never intended to be a permanent road for public use, as it led through desolate country, sandy and swampy.

Mr. Hugh Hamersley, to whom this record is indebted for valuable information, tells of a road from Henley Park, which he thinks is the one above described; leading in a southerly direction, and following the general course of the river at a short distance from its right bank; through the estates of Caversham, Pyrton, (where it crossed Bennett's brook), and Lockeridge, and from thence through what is now Bayswater to Perth.

That this road did exist is certain for early plans show it, and settlers on the right bank of the river must have made such a highway as soon as they came on their grants. Leonard, Henty, Brown, Whatley, Hardey and others were all there in 1830. But if such a route was the shortest way to Perth for Moore and Irwin, there would have been no need for the Governor to come and help in blazing a track which was in common use.

The writer feels confident that the track so blazed was a more direct road than the one marked on the early maps, that it touched no habitations en route, and that, having served its purpose, it eventually fell into disuse when Irwin no longer lived at Henley Park, while Moore at Millendon, on the left bank, when the bridge at the Causeway was available (1841) would keep on his own side and make use of it, as we have evidence that he did, in Bishop Short's reports.

Travellers from the eastern side of the river could use this track, because there are two fords on the upper reaches of the river, one from Millendon to Henley Park, and the other on Baskerville estate, later known as McDermott's ford, serving settlers further north. These fords were also the factors determining the choice of the Church site on Henley Park which Irwin gave, the one being above and the other below the Church.

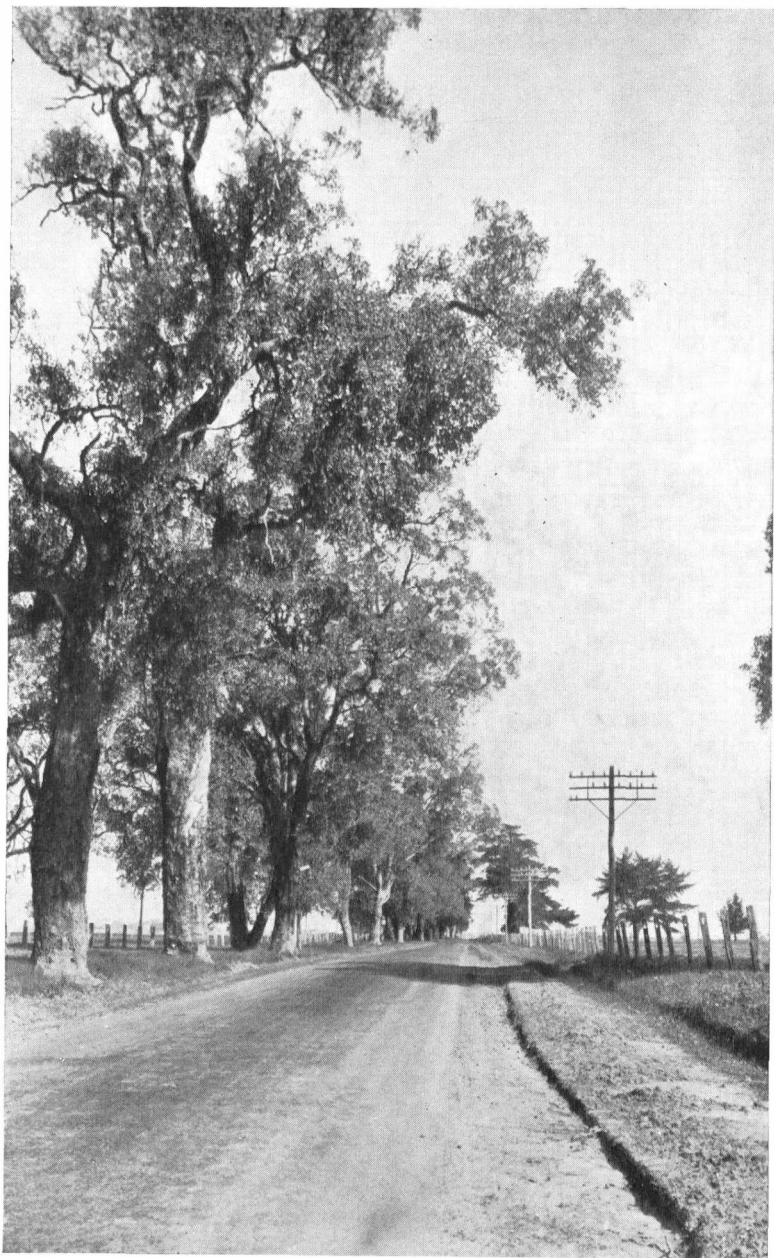
There is evidence of this in the diary of Mrs. Mitchell, the wife of the clergyman, who came to the Swan in 1838. Mrs. Samuel Moore met with a sad accident "when crossing the ford to go to church at Henley Park; the horse reared and threw her into the river."

Mrs. Moore lived at Oakover and the service she was hoping to attend was either in the barracks or the homestead at the Park for at the date of the entry, 26th April, 1840, the church though well on the way was far from completion, and the first service in it was held on 10th January, 1841.

The intercourse of neighbour with neighbour along the banks resulted in a continuous route being formed on either side no further from the stream than necessity demanded. Such tracks, were, in places, often most unsuitable for a highway, and the approaches to the many brooks that feed the main stream were in winter rather formidable than fordable; so as time went on permanent routes were planned at a much greater distance from the river on higher ground where the brooks could much more easily be bridged, and so the old original tracks have almost entirely gone.

One interesting relic however has survived and is to be found at a point on the Middle Swan road opposite Mr. Whiteman's brick-kilns not far from the Middle Swan bridge, where the road to the Swan Orphanage and the Parish Church begins. Here the old road remained in use for about a quarter of a mile to give access to the Church, but in 1918 a new and better route to the Church was formed which did away with all but about four or five chains from the point above mentioned. This relic therefore may claim to be the most ancient highway under the Board's control and deserves a modest memorial.

Mrs. Mitchell's diary gives an insight into the modes of travel towards the end of the first 10 years of colonial life. On 2nd January, 1839, we hear that "Mrs. Harper on horseback, Mr. Harper, baby, and myself, in the cart, started for Perth at 6 o'clock and arrived by 10 a.m."



NATIVE GUMS AT UPPER SWAN.

Doubtless they travelled on the left bank as far as Guildford, but either here or further on they had to cross the river, and of this she says nothing. From Perth they went on to Fremantle by boat, and the return journey, two months later, was by water all the way.

"At 11 a.m. we started from Perth in Dyer's boat and after a pleasant sail up the river reached home at 8 p.m."

There seems to have been no road from Guildford to Perth on the left bank up to this time, although Irwin five years earlier spoke of its urgency and a survey had been made in 1832. It was however soon to be established; for at this period, Mr. Viveash records an interview with the Governor on 4th February, 1839.

"He appeared anxious to have a road to Guildford across the Flats." But although it was begun in July, 1840, it was nearly eighteen months more before the work was complete, as we learn from the Camfield letters: on 5th September, 1841, Mrs. Camfield writes, "When the bridge and Causeway are completed which are to unite several small islands until we get to our island, &c.;" and on December 21st, "I walked over it, but the causeway . . . is in a very bad state." This was a most important advance for the whole of the district up to the head of the river, as well as for the increasing number of settlers "over the hills."

The question that has yet to be solved is the exact course of this first causeway and bridge. Irwin distinctly refers to a dam in connection with the Canal being used for "Carrying the road across there, to continue . . . on the left bank." The only Canal was that which made Burrswood an island. It is close on two miles, as the crow flies, from the east end of the present Causeway, while the Causeway of which Mrs. Camfield speaks, clearly followed the line of islands up the river to Burrswood. Her description of its condition at the end of 1841, is quite consistent with the fact which Mr. Gibbons records that it was officially opened sometime in 1843. The press report declares that the Ceremony was attended, by six persons — and a dog! Was it after all a new Causeway in the line of the present one?

BETTER TIMES.

A new era seems to have begun with the second decade. The Camfields in 1841 write in a very hopeful mood.

"In the opinion of all, the Colony was rising in importance. The place is considered in a very flourishing condition especially if we contrast it with Sydney, Van Diemen's Land, South Australia and Port Philip, all of which places have been much injuring themselves by over speculation."

A letter written in 1843 states: "We stand well now in the opinion of the other colonies. Our Colony is the only healthy one. They have traduced us sadly, I may say wickedly, for the most vile untruths have been said of us; we have had much to contend with."

The origin of Barnden's Hill, at Rivervale Crossing, may here be given. Camfield leased Burrswood to a man of that name, who married Mrs. Friend, the widow of one of Camfield's men, who came out with him and was drowned near Point Walter while sailing up with goods from Fremantle, in company with Camfield. Burrswood became known as Barnden's and the steep sandy hill retains the name. Camfield had opened an inn there in 1831 and Barnden was carrying it on as late as 1843. Mrs. L. Whiteman, is a granddaughter of this pioneer. Camfield's grant on the Helena is now Clayton, because he leased it in the thirties to a man of that name.

The problem of bridges as we have seen had first to be solved before the problem of roads could be dealt with effectually. How difficult it was can be seen from the fact that more than 12 years elapsed before the first bridge spanned the river. It is hard to realise that the Colony plodded on for another quarter of a century before a bridge was built across the Swan at Fremantle. The traveller bound for Perth by road had to cross the river at Preston Point, where as Irwin says, "he finds a horse ferry to take him across" and that continued until November, 1866, when the structure now under sentence of destruction, was at last completed. It will be well therefore at this stage to deal with this vital problem of bridges as we enter into a survey of the progress of our district during the second decade, the "forties."

When one studies the nature of the country and the climate the importance of this aspect of the settler's conditions is obvious. It is not only that a considerable stream traverses a great part of the area under notice, but there is

the long Darling Range forming a water shed whence in winter our heavy rainfall causes torrents to pour down every gully to join the brimming river. It is true that hardly any of them, like Tennyson's brook, "go on for ever," but in winter they assert themselves. On the right bank there are two important tributaries, the Chittering and the Ellensbrook, not to mention Bennett's brook near Guildford, while on the left the Susannah and Jane Brooks and Black Adder Creek, all with many tributaries of their own help to make the Swan a broad and overflowing stream before the Helena adds its quota.

The advancing conquest of the virgin soil brought the venturesome settlers upon these watercourses at various points as the years went by, and from all quarters there came appeals for bridges and culverts, even more than for roads. An annual rainfall of 30 inches or more made substantial structures necessary, and perhaps no Roads Board had heavier calls upon its resources on this account than the Swan Roads Board.

One of the earliest bridges over the river in this district was erected at Oakover, on property that belonged to the family of Mr. Sam. Moore on both sides. For many years after it had been ruined by a flood, a pile or two could be seen. The date of its erection, and that of Barker's bridge at Guildford, may be disclosed by further research, and possibly Barker's may claim priority.

Miss Florence Wittenoom who is a granddaughter of Mrs. Sam Moore, has kindly furnished some information. She is not able to say when the bridge at Oakover was finished, but that it certainly was swept away in the flood of 1862. On a large gumtree there was fixed a notice :

"This bridge is private property. Open from sunrise to sunset ; strangers and visitors free. Settlers using it for their own convenience must contribute to the upkeep thereof."

In all there have been no less than ten bridges built to span the Swan in this district (not counting railway bridges) four over the Helena, and two over Ellensbrook, all substantial structures. Of those over the Swan, three have been replaced by new bridges, viz. two at West Guildford and one at Upper Swan, while the Middle Swan Bridge supplies the need which the old Oakover Bridge once served. The new Helena Bridge stands probably where the second one was, and alongside its immediate predecessor which is not yet dismantled.

The first bridge across the Helena was about a quarter of a mile up the stream from where the present bridge is; and it connected with Drummond Street, which does not now exist. It is shown on a plan of Guildford which is dated 1842, and was almost certainly the first substantial bridge ever built in the Colony.

Both the Ellensbrook bridges remain; the earlier one being however private property now, on Mr. Lennard's estate at Belhus, as the main road that crossed it has long since been closed. Among other bridges that have involved heavy outlay for construction and replacement are those over Black Adder Creek, Jane Brook, Susannah, and a smaller one over Ellensbrook near Bullsbrook; while further north on the confines of our district, bridges over the Moore River and Gingga Brook were a drain upon the Board's funds until they passed into the care of other Boards.

THE BIRTH OF THE BOARD.

Records recently obtained from Mr. F. I. Bray, of the Colonial Secretary's Department, show that the Swan Roads Board began to function in January, 1843, as a district Committee of the central Board in Perth. When the Board began only the Helena Bridge at Drummond Street existed. It will be our task to show that the history of these bridges is interwoven with the story of the Board's activities and with the various developments in the progress of the district.

The act to provide for the construction and management of roads and other internal communications in the Colony of W.A., was passed in 1842 and received the Queen's assent on 13th August, of that year. Under this act, a Committee was appointed by the Governor, of which J. W. Hardey was Chairman, W. B. Andrews, Treasurer and Ed. Picking, Clerk, while the Committee consisted of Geo. Leake, Wm. Tanner, W. L. Brockman, J. S. Roe and W. H. Drake. Here we may observe that the chairman and at least four of the committee were persons either resident in the Swan District, or owners of property therein. It was further provided that 8 districts should be declared with Committees for each, and of these, the Swan is named first, doubtless because of its contiguity to the Capital. A more significant point is that the members of the local committee were W. L. Brockman, Wm. Tanner, T. N. Yule, W. Shaw, and Geo. Leake, three of them



Mr. W. L. BROCKMAN, First Chairman.

being on the Central Committee, thus giving us good representation at head quarters. York had a committee of five also, but of the other 6 districts, Pinjarrah, Toodyay, Canning, Leschenault and Albany, had only three, while the Vasse had to be content with two, viz., John Molloy and John Garrett Bussell.

In 1844, Messrs. Yule and Tanner gave way to Messrs. Sam Moore and S. W. Viveash, and there were no changes for 1845. Up to the present no record of the proceedings of the Board, which was known as the Swan District Roads Committee, is extant until we come to the year 1871; but there are many descriptions of life as it was lived on the Swan in the intervening years, and from these we can learn much about social conditions and developments, and see evident traces of the labours of this Committee and their fellow citizens who co-operated with them.

Probably the most fruitful field in which to glean is the collection of Diaries written by John Ramsden Wollaston, who during his fifteen years' service in this Colony, probably travelled through the settled parts more extensively than any other person, and wrote a record of his travels that fills three large volumes.

In reading his account of his visits to the Swan, we see many of the men who were leaders in the district at the time when the Road Board began its career and for about twelve years after.

In January, 1842, in company with Major Irwin and R. H. Bland, of York, Wollaston rode from his home at Picton near Bunbury. When they reached Kelmscott, on the Canning, early one morning, after having breakfast there he says:

"Crossing the river at a clumsy bridge, Mr. Bland struck off the nearest way to Perth, but the Major and I rode ten miles to Guildford," which he describes as "consisting of a few straggling houses with a small mud built church."

This of course was the original Guildford Church, built six years before, to the east of the present Grammar School Chapel, where a church-yard still marks the spot.

"Further on," he says, "we came to the property of the Colonial Church Society and called upon their Missionary, Mr. Mitchell. I inspected his chapel, an octagonal building neat and clean." He then tells of "two other settlers' houses which lay in our road — Mr. Sam Moore's merchant, (brother of Geo. Moore, the Judge who wrote 'Letters from the Swan River,') and Mr. Brockman's."

G. F. Moore's letters were so much appreciated that the volume was expanded and reprinted under the title of "Ten Years of a Settler's Life in W.A." Both volumes are out of print, like Irwin's invaluable record. Both these houses have gone. That of Moore's at Oakover, like the other at Herne Hill, was built over a century ago, the former of rammed earth, the latter of brick and stone. Of Mr. W. L. Brockman, he gives a graphic sketch, (he was twelve years older than when Anne Whatley invited him to breakfast.)

"Mr. Brockman's house, garden, homestead, &c., were the most complete and finished I have seen. He is a gentlemanly man, yet was very busy with his men, thrashing wheat by machine with four fine horses, and seemed to have a well filled stockyard. It was quite an English scene. He is the best practical farmer out here." Such was the man who in the following year took up the duties of Chairman of the Swan Road Board. But the journey continued.

"At last we arrived, very weary, at the Upper Swan, and crossing the ford, in a few minutes dismounted at Major Irwin's door. He has a small plain comfortable house unfinished (as almost every place is in W.A.), but I had a most friendly reception from Miss Irwin, and got what is very rarely to be met with in this Colony, a good bed; glad enough I was to turn into it."

Next day the Major invited four friends to meet him, and Wollaston says, "the whole party stayed all night, sleeping on sofas or anyhow, as is customary here, where distance is great, and rivers have to be forded. The Major has a fine estate and beautifully situated garden supplied by three springs; he can irrigate every part; almost all the productions of tropical and temperate zones might be grown in it. I saw an abundant crop of melons, figs, bananas and grapes. Across the river I saw Mr. Geo. Moore's first residence, a mere colonial hut. The marks of the native spears are still in the shutters. At noon next day I took leave of my kind friends at Henley Park and rode to Perth, twelve miles through a most desolate looking country."

This was the track which the Governor had helped to blaze a few years' earlier, and when Wollaston paid his second visit, eighteen months' later he gives another racy description of the joys of travel in those days along the same track.

"The Major is an old plain soldier, and I had seen no lady but as we were starting a pony with side saddle was

brought up. A black servant came with sundry bundles; these were hung on the pommels on either side. I thought the pony sufficiently loaded but out came another black Indian with a red kerchief tied under his chin and a blanket around him. Unable to ride any other way, he mounted the pony and rode lady fashion. We drove him before us all the way to Henley Park at a brisk trot, the poor fellow holding on with one hand and securing the dangling goods and chattels with the other. He dropped his blanket once and I replaced it. He must have been very tired, bumped through bogs and swamps the whole way." It was roads of this kind that the Board was created that very year to deal with. His account of this visit enables us to realise what life was like here in those early days. There was now a second clergyman on the Swan, Mr. Postlethwaite on whom he called, and inspected the church at Upper Swan, a better building than he expected although of mud, beautifully situated on a high bank. He went to see the school and found among the white children five natives also. Irwin is credited with having set up this school which is the first in the Upper Swan of which we have any record. Next day he rode to Perth but on the way had a long talk with Geo. Moore "across the river — there being no boat" and then to Sam Moore's where there evidently was a boat, for he left his horse and borrowed one from Oakover to call on Mr. Mitchell further down at the parsonage, returning to Oakover after an early dinner, and crossing the river, "Mounted my own horse and hastened to Perth in time to dress for dinner (7 p.m.) at the Governor's."

This shows what shifts the settlers were put to, in holding communication with one another. It also makes it certain that the Oakover bridge was not built before 1843 or the traveller could have got his horse over the river there.

The lack of bridges proved a great impediment. Everyone had a boat but as in Geo. Moore's case on this occasion it was in use elsewhere. Mrs. Mitchell's reference to Dyer's boat is clear proof that a regular river service was available from Perth up the river, and it may be assumed that this convenience was provided until roads and bridges improved land travel so much that traffic by road offered advantages over that by water.

Mr. E. W. Landor who with two brothers came in 1841 and took up land over the hills apparently in the Toodyay district wrote an account of his experiences in a volume

called "The Bushman," published in 1847. From this we get exactly similar pictures both of roads and settlers.

They had brought out a great quantity of stores and an old artillery waggon; they bought 3 yoke of oxen and he says "As the road so far as Guildford was excessively heavy we resolved to convey most of our goods by water to a spot a few miles beyond that town where a friendly settler had placed at our disposal a wooden building and his own whale-boat." From there they loaded their waggon and made their way over the range.

Mrs. Thomas Brown in the same year just before the Causeway was bridged wrote: "The mode adopted for the transport of goods into the interior is to take them in boats up the Swan as far as Guildford." "The boatmen all bear a very bad character — not one honest and sober man of that calling."

Later on Landor visiting on the Swan followed exactly the same route as Wollaston along the river passing the Church and parsonage, spending the evening "at one of the most hospitable mansions in the Colony, the house of Mr. Sam Moore." They had a musical party. "Pianos are as common in W.A. as in England," he declares.

Then he went on to Mr. Brockman's at Herne Hill, "a well cultivated farm and comfortable residence." He specially mentions that "the roads are hard and good in this neighbourhood" by comparison of course with those nearer Perth.

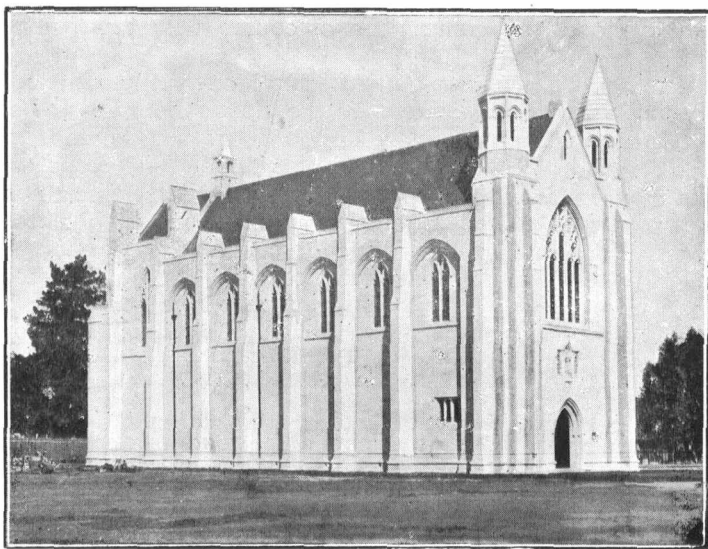
Another view of the general conditions on the Swan in 1848, five years later, and when the Roads Board had been at work that long, is given by Bishop Short, of Adelaide, who was on his first visit to W.A. and was deeply impressed with all he saw on the Swan. These early travellers tell us much about modes of getting about, it meant so much to them of course. He refers to the fact that communication between Fremantle and Perth is still principally by boat. "There is a road and ferry by which you may ride," he says.

He also preserves an interesting item of news by recording that on 16th November, 1848, the Governor sailed for Albany "after a successful attempt to blow up a ledge of rocks at the bar of the river."

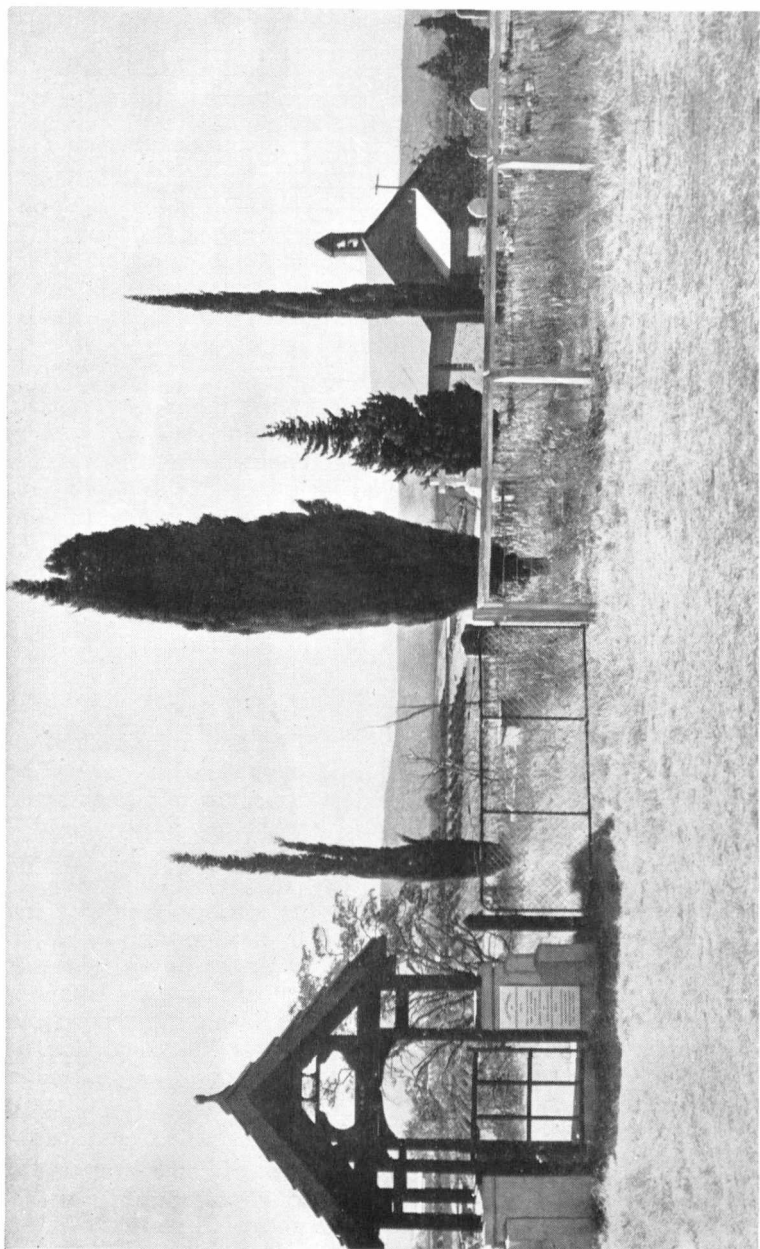
Governors in those days had to be leaders and devisers of all plans for development as we shall see in respect of further advances in our part of the river.

In that same month Bishop Short came to the Upper Swan "sleeping at the residence of G. F. Moore, Esq., the

Advocate General who kindly conveyed us in his carriage" — evidently the road through Guildford had improved, hence the advance from cart to carriage. The Bishop had come to confirm, and also to consecrate the churches on the Swan, all three of which were duly set apart solely for Divine worship during his visit. His account makes it clear that the Swan district, was at that time an important part of the Colony. Three facts indicate this. (1) In all the Colony only nine churches were consecrated by him; one-third of the number were in this valley; (2) He confirmed in all 81 persons on the Swan; in Perth there were 151; thus Swan had more than half the number who came forward at the Capital; (3) The consecrations here in each case were on week days and the congregations present prove that the population was increasing. After the service in the morning at Upper Swan he says "We rode to Col. Irwin's and through his fine property to the Middle Swan Church. It was completely filled; about 80 of the settlers having collected — though in the midst of the hay harvest, and the sun was setting with the clear soft glow of the beautiful climate when the congregation slowly separated. I slept in the house of the excellent pastor, the Rev. W. Mitchell, simple, faithful, self-denying, he labours without enjoying any of those comforts his age would seem to demand. His cottage is not better than the cottage of an English labourer."



GUILDFORD GRAMMAR SCHOOL CHAPEL.



THE UPPER SWAN CHURCH

GREAT ADVANCES.

The following year Wollaston was made Archdeacon of W.A. and in 1850 he made his first official visitation. From his report of this tour we have clear evidence of real advance and well ordered progress in regard to roads. He tells us that there was a surveyor at work on the Swan, a Mr. Chauncey from whom a spring on the York road derives its name. He was a widower, but soon married one of Mr. Mitchell's daughters, and long after he wrote and published his memoirs, from which we learn that he was camping at Jane's brook about four miles from the Mission House for several weeks, before 1850, and later went further up towards Toodyay on road survey work.

The year 1850 and the decade of the fifties all through, may be said to be the period when permanent improvement in the way of roads and bridges became a matter of practical politics. Of this we have good evidence. The stream of nearly 10,000 convicts began to flow into the State that year.

Probably the most important witness is that of Dr. Viveash, who as Resident Magistrate was closely identified with all public affairs in his district. The first interesting entry apropos to roads, &c., is on 7th November, 1850, and is rather a severe criticism of a bit of Chauncey's work. "Rode to Greenmount, examined Chauncey's line from Jane Brook bridge to old York road, no good, sandy and boggy!"

Some will recall that the road now known as Bishop road named after the Doctor's eldest daughter traverses some of the same country and was long known as "Boggy road!" Apart from the "clumsy bridge" at Kelmscott which Wollaston saw in 1842 and the causeway bridge of 1841, this is the first mention of a bridge, and very probably it was the first bridge in the Swan district. But another and a much more important one was in progress at Upper Swan, and this was being erected under the supervision of Surveyor Hillman, a name well known from earliest days, he having drawn the first plan of Perth in 1838. The day after his inspection of Chauncey's labours, Viveash writes: "Rode to examine approaches to Upper Swan bridge, and called on different parties to assist Hillman with carts."

The Upper Swan Bridge was a work of some magnitude and called for a large amount of labour, on account of approaches. The whole structure consisted of a series of three

bridges connected by causeways. From the south end a causeway 60 feet long led on to the main bridge, where another 60 feet causeway connected with a smaller bridge 45 feet. Then came a causeway extending 340 feet, after which the third bridge 24 feet long led to a cutting through the steep bank on the north side. These causeways are described as having been formed of logs surmounted by a layer of earth; and from the northern one a branch road through a cutting eight feet deep diverged in the direction of Cruse's Mill. The nature of this undertaking about 300 yards long, explains the need of as many carts as could be commandeered for the removal of so much soil. The bridge was in use by way of the branch road at the end of January, 1851; the work probably being hastened to enable farmers to convey their wheat for grinding at Cruse's Mill.

Hillman's party did not return from the neighborhood until the middle of June in that year.

The rapidity with which this work was carried out is remarkable. The "Scindian" arrived on 1/6/50 with the first batch of convicts and 7 months after, this bridge, 30 miles from Fremantle, was ready for use.

This important structure was really more for the benefit of the rapidly increasing traffic to the districts now opening further north at Gingin, Bindoon and Victoria Plains, and was being carried out by the Government almost entirely with convict labour. To some extent also, the Jane Brook bridge was to facilitate traffic to and from the North.

The Upper Swan bridge appears to have been complete so far as the structure went, and pressure seems to have been brought upon settlers to help with carts, and presumably horses, if not with manual labour. That pressure appears to have had the force of law, enabling the Board to impose a penalty for default, for Viveash records on 8th February, 1851. "I rode to Perth with Wm. Brockman, he having summoned Jonathan Jones for £2 subscription for Upper Swan Bridge." The inference is that W. L. Brockman, was Chairman of the Board, but if it cost two officials a ride to Perth on a hot day, Jonathan's two pounds were dearly got.

The frequent entries on the subject of the bridge show how important an advance it was, and what interest it aroused in official circles. On 12th November, 1850, is this entry. "The Governor and Lefroy, breakfasted at Wexcombe, I rode with them along the Upper Swan roads and new bridge." The Governor was Capt. Fitzgerald, and H. M. Lefroy, was

Superintendent of the Convict Establishment at Fremantle. The late Mr. G. A. Lefroy, of Guildford, a well-known Surveyor, and H. M. Lefroy, of Caversham and the Rev. C. E. C. Lefroy, one time Rector of the Swan, were all sons of his.

There were some troublesome incidents in connection with the work at Upper Swan, arising from dual control, Hillman being responsible for the work, and the warden (under Lefroy) responsible for the workmen, the convicts; and of course the Roads Board and the R. M., in duty bound, had to watch proceedings. Hence we read on 16th November. "Called on Mr. Brockman, dined at Shaw's and examined new bridge and approaches," and a week later another inspection was made by them.

The trouble came to a head in December.

"Capt. and Mrs. Henderson called." (The Capt. was Comptroller General, Lefroy's superior). "I rode in their carriage to see Hillman and convicts. Went to enquire into differences between Hillman and Warden, also if the convicts were likely to be, or were, in a state of insubordination. Told Mr. Hillman to remain and sent soldiers back to Perth."

The Governor again appears on the scene, celebrating the New Year by dining and sleeping at Wexcombe. This homestead at that early period was the same abode of homely and generous hospitality as it was under the rule of Mr. S. H. Viveash in later years, and both the Governor and his lady often spent a happy time there. The Swan had many attractions when life was a simpler affair than now.

The next day there was a grand council at Hillman's tent, the Governor, Irwin, Lennard and Viveash met there and from various entries one infers that Hillman was now employed in making the road leading north more suitable for traffic, and still with convicts to do the work. As Hillman was still employed in the district till at least the end of April, it is certain that great improvements were being made; not however without trouble on the part of the convicts. On Sunday, 2nd March, 1851, the Doctor says, "Went to encampment, made enquiry about convicts giving their meat and potatoes to natives." There were two other visits that month, partly for medical services, but also to secure effectual supervision. Welbourne was sent as constable to support the Warders, but he was not happy there and asked the R.M. for a transfer.

In April, there was some heavy rain and so in May the Governor went with Viveash to see how the new work had

stood the test and went much further "up Hillman's new line of road."

This most important diary closed that year, but there are yet two entries of great interest. Within six months of the completion of the Upper Swan bridge, Dr. Viveash wrote this letter and copied it in his diary :

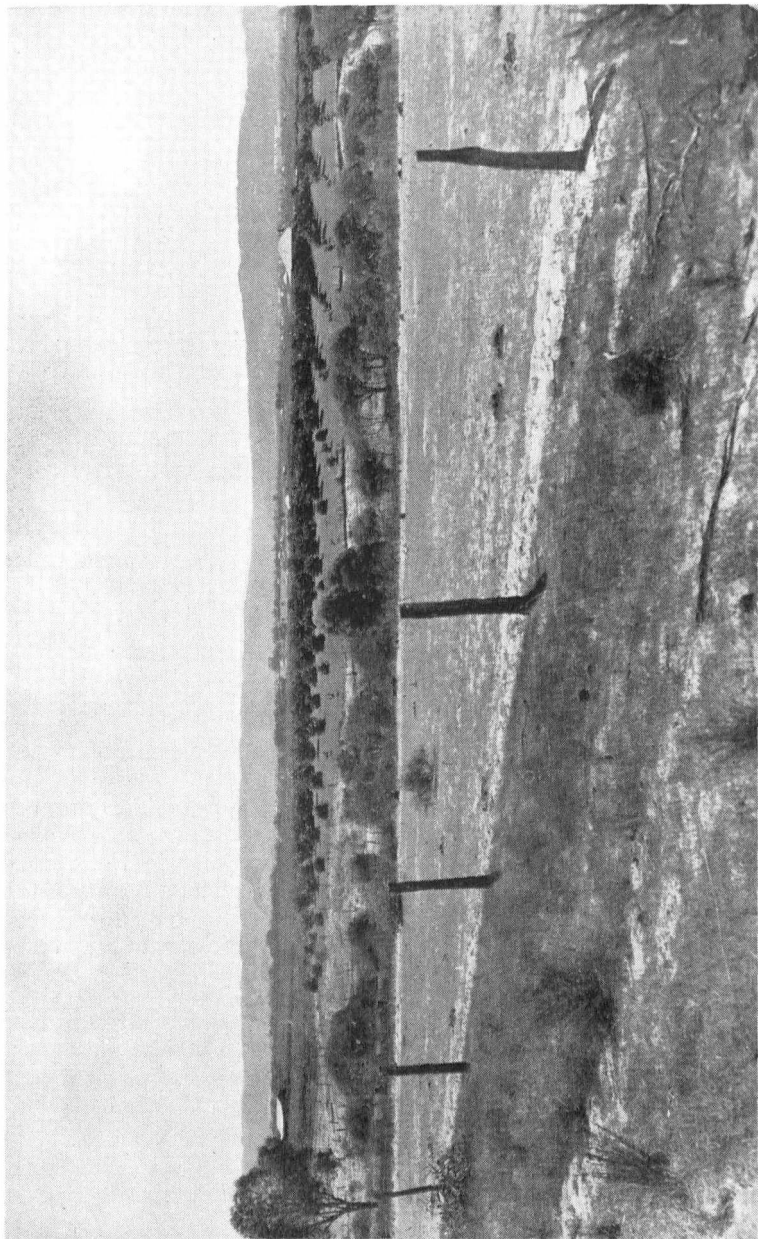
"Wexcombe, 24th June, 1851. Sir, The want of another bridge across the Swan nearer Guildford, being a serious inconvenience, the inhabitants are desirous of contributing towards its erection. I shall therefore be obliged if His Excellency will direct the Superintendent of Public Works to come up and choose the best site between the parsonage and Mr. Hamersley's and give us an estimate of cost. I have the honor to be, Sir, Your obedient servant, S. W. Viveash.

"To the Honourable the Colonial Secretary."

Mr. Hugh Hamersley is of the opinion that the immediate result of this letter was the erection of the first Barker's bridge so named because the road leading to it passed Mr. Barker's property where he, in partnership with Mr. Gull, carried on an extensive business. This is most probable, as also is his suggestion that convicts were employed in its construction, for they came first in 1850, and the erection of such a bridge was a more pressing need than one higher up. It enabled traffic over Bennett's brook on the right bank of the Swan to be diverted to the better road on the left bank. Mr. Hamersley states that his grandfather, Mr. Edward Hamersley, the founder of that wide-spread family, and the owner of Pyrton and Preston (or Lockridge) contributed very generously towards this project, and it may be that the greater number of settlers near Guildford, by the weight of their promised support tilted the scales in favour of that site in preference to the one suggested by Dr. Viveash. The site he suggested however, was chosen in the end for yet another bridge. This will be seen in the course of this story, but very much water ran under Barker's bridge in the meantime. This bridge is sometimes called Meadow Street bridge, being in that Street, and time must decide which name will prevail.

The estates of Pyrton and Lockridge, owe their names to the Hamersley family, the former being the name of their ancestral home in the County of Oxford.

The other entry in the Doctor's diary is very simple, but at the same time very significant:—"19th October, 1851. Received a note from Mr. Geo. Moore about his stopping up the ford way."



VINEYARD SCENE

This shows that the ford that enabled a river crossing to be made through Millendon to Henley Park, was still being used by residents, and probably both Moore and Irwin considered that the Upper Swan bridge and the improved roadways should now be used, since the use of the ford involved traffic through their lands causing them much inconvenience.

Although the Board's records previous to 1871 have not been preserved, there remain further evidences that for the intervening period, through the fifties and sixties the convicts were kept busily at work on the construction of roads and bridges all over the Colony, and in this district in particular. All the diarists whose records deal with these years, reveal that many of the old settlers who had pioneered the Swan were still in residence, although from Wollaston we learn that Mr. Sam. Moore had died about 1850, and that his widow was making good progress in developing the Oakover estate where her three sons were growing to manhood. These were Messrs. Frederick, Wm. Dalgety, and S. F. Moore, all of whom became leading citizens of the State, who like many others went out from homes on the Swan to serve their country and establish homes in all directions. We also learn from the same source, that Col. Irwin left in 1856 for England, and had for some years before ceased to occupy Henley Park, which later passed into the hands of Mr. E. R. Brockman.

Wollaston mentions with great satisfaction in 1856, the improvement in the roads. Leaving the halfway house on the Toodyay road one morning, he reached Middle Swan by noon, "over some of the finest roads, though for the most part, roads below the hills were execrable. It is the ironstone material which the convicts have used that renders this road so good." The halfway house on the Wooroloo was the limit of this Board's district then, as now.

In this decade there were other advances; the town of Guildford became a more important trading centre. A clergyman, the Rev. W. Dacres Williams, had been stationed there, who was a trained teacher and the long career of this town as a centre of Education, may be said to have begun at this time, to be more firmly established under Mr. Sweeting and later by Mr. Charles Harper. A school board was very keen and energetic, while the convict system was in full swing; an extensive depot had been established at Guildford and road parties were stationed along the main roads, and the remains of their huts have been landmarks until comparatively recent years on the York, Toodyay and Gingin roads.

Coming to the next decade, the sixties, Bishop Hale's diaries tell us something worth recording although naturally it centres around church affairs. In 1862, he tells us of some of those he met on the Swan at worship — Cruse, old Mr. Shaw and his son, and Mrs. Logue his daughter, Matthew Edwards and his brother, Mr. Lennard and the Schoolmaster. The clergyman was now the Rev. Adam Likely, but in 1864 he was succeeded by Mr. Sweeting who in 1873 took charge of Guildford. We find that the old Octagon church at Middle Swan was replaced by the first part of the present church consecrated 10th March, 1869.

Thus we get a glimpse of the settler whose Mill was a feature of the Upper Swan, but Cruse's mill was grinding flour many years before, for Viveash mentions it in 1851. The Mrs. Logue was probably the wife of Mr. Joseph Keys Logue, a graduate of Oxford, who carried on a School near Millendon in the fifties and was succeeded by his son, Mr. Geo. Washington Logue. The Edwards brothers were sons of Col. Irwin's much esteemed steward. Settlement had steadily extended to the North where pastures were being sought by settlers here and over the hills, whose flocks and herds were increasing. Gingin and Bindoon had come into the story earlier and the Lead Mines, as the district of Northampton was first called, had tended to make known the capacities of the Victoria plains. The Government in 1854, had sent Austin to explore to the North East and so there was a spirit of adventure in evidence during this decade.

Then we come to the seventies, and Bishop Hale tells of the flood of '72, which was worse even than that of '62 and the damage to roads and bridges must have been immense, especially in this district. As an illustration, his account of a journey from the North may be quoted. In 1873, he drove to Champion Bay and returning via Chittering in August he says: "From Thompson's down to Cockman's — (the old inn about 3 miles north of the Pearce Aerodrome) the road was terribly broken up by rains, and the Bindoon Hill is a most serious feature of this day's journey. Reached Cockman's at 3.45. Harry Lefroy and Alex Forrest arrived here last evening drenched."

Next day he writes, "I had intended to leave at 8 a.m., but it rained in torrents. I started at 9, found a great deal of the road flooded and some of the small creeks had a very ugly appearance, but thank God, I got safely over everything and reached home about 3 o'clock — rained hard all the way."

Such were the delights of travel 60 or 70 years ago ; good for us who can race on bitumen over this very course in an hour, to remember what our pioneers had to face, and what the Board through all the past has steadily succeeded in doing.

But things were not so bad here as further up. Near Dongarra, the Bishop was compelled to make a track in some places, and near Three Springs, he drove through seven miles of water. The floods in those parts had not merely washed out roads, they had washed away a house also.

We now come to the period of the '70's wherein the records of the Board give ample information whereby the progress of the district can be traced.

From the first minutes, dated 6th March, 1871, we find W. L. Brockman, Chairman. It is most unlikely that he had been continuously in that office since the beginning, as there is evidence that in 1856 he was not living at Herne Hill.

A most interesting member of the Board appears at this first recorded meeting. This was Malachi Reidy Meagher, who acted as Hon. Secretary and wrote a fine hand. He was a man who was not afraid to speak his mind as this first record reveals. He was occupying the large Estate of Bassen-dean at this period, the property that Mr. Peter Brown had secured in 1829. The Colonial Secretary had written in reference to certain privileges of the Chairman, and a motion was passed — (on the casting vote of the Chairman) — that the Board was willing that these should be enjoyed by the Chairman. Mr. Meagher protested against the Chairman having two votes in any case, but particularly in a matter affecting his own powers and privileges. It was agreed that the point should be referred for His Excellency's decision. What that decision was, or what were the privileges, unfortunately remains a secret, but the silence leads one to infer that the Chairman has continued to enjoy those privileges to the present day.

In these first minutes three localities are mentioned under names that are seldom heard now. A bridge was wanted near Brockhill, a road contract was to be let near Black Jack's Springs, and there was a private road to Minnillo, near Warren's public house.

We learn also of an effort to establish the system of toll gates. The idea was to erect them "on the waste ground near the Woodbridge Hotel" and exact the following tolls : A horse 3d., Pair of bullocks 3d., Horned cattle 1½d., Score of

sheep or goats 6d. Each one singly $\frac{1}{2}$ d., Pig 1d., Vehicles: 2 wheels 6d., Four wheels 1/-. Passenger Van 50% extra.

But the Government refused to allow tolls. However, in February of the following year, the Board pressed the point once more, and eighteen months later again returned to the attack. Toodyay and York were also anxious to levy tolls and the Governor had suggested that the three districts should agree to share in the proceeds, but apparently nothing came of it, as after the minute on 8th July, 1873, no more is heard.

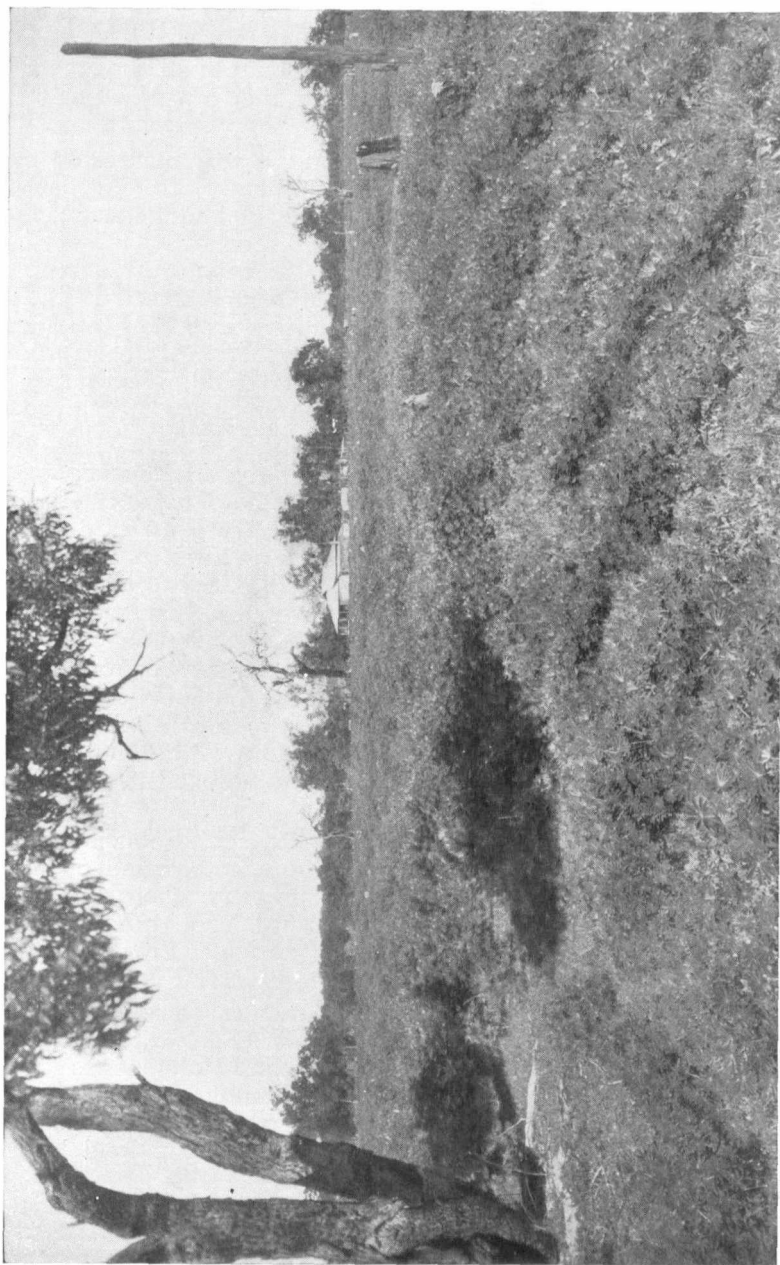
The late Mr. James Cowan stated that the Toll System was never installed on the York Road and yet a visitor giving impressions of a journey from Perth to York in 1870, expressly mentions "an old world toll bridge, a sparkling brook, and a wayside inn (the Prince of Wales) at Mahogany Creek." The bridge, the brook and the inn no doubt were there, but since our records clearly show that three years later the toll system was still a vision of the future, we may regard this alleged place of toll as an effort of the writer's imagination.

From the minutes of 11th April, 1871, it appears that there had been a Swan Road Committee which was now defunct and Dr. Waylen wrote to the Board stating that a Cr. of £43/10/10 was lying in the W.A. Bank while he had accounts totalling £34/13/- awaiting payment. The Board agreed to take the cash and pay the bills, asking no questions, but there is nothing to show how this Committee was born, nor why it died.

The explanation however, may be that to the end of 1870 the name of the controlling body was the Swan District Roads Committee, which is indicated by the initials on the cover, S.D.R.C., 1870. And if at this period, the name was officially changed as it was actually; and a material change had taken place in the personnel also, then the transfer of the money in hand is accounted for.

On 26th July, 1871, tenders were invited "for removing the whole of the old Swan Bridge, except the piles in the water, which are not necessarily to be removed unless at the discretion of the contractor. A preference would be given to any person tendering who would take the timber in payment."

There are good reasons for believing that this refers to the Upper Swan Bridge, built as already described in 1851. The inference therefore is that the 1851 bridge, at Upper Swan was demolished by the flood of 1862, that a new bridge was erected at once beside the ruins of the old, and later on, in



A FIELD OF LUPINS, UPPER SWAN.

1871, the timbers from it were removed for use in other ways. The present bridge at Upper Swan, therefore is the third to span the stream at that point and was built in 1926, immediately after its predecessor was wrecked after having stood for 64 years.

If it be the case that Oakover bridge was built early in the fifties, it will explain why nothing came of Dr. Viveash's appeal to the Government, for a bridge at Middle Swan, in 1851. The erection of one at Oakover soon after, (however primitive it may have been) supplied the need, but this supposition will not explain why it was that the settlers at Middle Swan did not renew their agitation for a new bridge, when that at Oakover was swept away in 1862. It may be that the agitation arose in Guildford for a bridge to supersede the ferry, for on 6th July, 1874, we first hear of this project.

"Mr. Fauntleroy proposed and Mr. Bevan Hamersley seconded that a subsidy of £50 be voted for the purpose of erecting the bridge over the Swan connecting the West side with Guildford." At this spot where this now ruined bridge still lingers, a ferry had been established in 1834, over which even carts could be conveyed. In 1851, when a Convict Depot was formed at Guildford, with Mr. Chas. Clifton in charge, a Convict or ticket of leave man was given the post of ferryman — and the Government allowed his services long after the depot was closed; but in 1875, the local bodies had to find someone to whom they appear to have paid the handsome wage of 30/- per week — Perhaps he eked it out with a few tips!

Two years later the Guildford Municipal Council were notified that if the proposed bridge were not carried out at once the £50 would not be forthcoming, nor their subsidy towards the ferry boat. That was on 3rd April, 1876, but in spite of this awful threat, there was no West Swan bridge till 1883.

In the year 1871, yet another Surveyor comes into the story of our progress. This was Mr. R. Quin, who was at work in the Gingin area, and of him Bishop Hale speaks favourably as early as 1866, which indicates that the opening up of these areas provided work for a surveyor, throughout a period of at least five years. Mr. Quin took up land later and became a member of the Board.

There are at least two sites in the original Swan district mentioned in the Roads Board's records, that were duly

named , but which in the one case, (Albion Town), exists only in name, while in the other, (Granville), a village has arisen, but the name has almost died out. For Gingin's official name at birth was Granville.

"The town site at Gingin," is first referred to in the minutes of 11th May, 1871. How old it was when it first appears in the annals of the Board it would be interesting to discover; but at all events on 21st July, 1871, it was resolved "that tenders be invited to clear for traffic, the road marked out by Mr. Quin from the town site of Granville to Daniel King's ford." This clearly suggests a town just born, existing only on paper perhaps; not yet emerged from the bush, since its road to civilization had yet to be cleared. Two years later signs of growth appear. On 4th August, 1873, tenders were invited for the erection of a bridge near Granville town-site. Granville Hotel also appears about this time, but no further mention of Granville town can be found.

It is quite evident that the native name Gingin, by which the district was known probably from the time when W. L. Brockman penetrated thus far and established Cheriton, had too strong a hold on the people who had settled there. The district is mentioned by Wollaston under the name in 1856; it was often visited by Bishop Hale from 1861 to 1875; Mrs. Hale's sister was the wife of Mr. Brockman, who was living at Cheriton at that period. Never once does he refer to the town of Granville. Coming to the year 1878, we have definite evidence that the name had been abandoned. Mr. Anderson complained to the Board that Mr. E. O. Cockram had "erected a fence along the centre of Edwards Street at Gingin, and Mr. Henry Brockman, having enquired into the complaint, reported that several fences were "in the like predicament." It was not until about 8 months later that it was resolved "to send notices to persons in Gingin having fences upon the streets to remove them at once."

Thus while the town was still in a very primitive state the name of Gingin was the only one in use, and Granville Hotel so long presided over by Host Jones of honourable memory, is the sole testimony remaining that the town was once in danger of going through life under an alien cognomen, but fortunately escaped, to thrive under its native name of Gingin. Mrs. Jones, now aged 85, the widow of the landlord above mentioned, kindly supplied the particulars relating to the origin of the name of the Hotel. Here is a case parallel to the history of Toodyay (once for a time Newcastle) and Midland

Junction, (for a brief space Helena Vale) and the Gingin folk may claim to have set the good example of allegiance to the old name, a good many years ago.

So far as Albion Town is concerned there are now many homesteads, and a school has long flourished there. It only needs a post office and a store to justify the resumption of the name as the proper designation of a historic locality. It is in a field nearly opposite to the school that a monument over the grave of Susannah Smithers can be seen. She was the wife of the landlord of the inn (the Halfway house on York Road) at the Lakes, and died on 6th April, 1839, before there was a church or churchyard at Upper Swan, and so was buried beside some children named Haddrill, of whose graves there is no trace ; but the name is far from extinct in the district.

In the year 1872, the ravages of the flood prompted the Board to ask for a party of prisoners to repair the damage, and in addition they submitted a claim for a special grant. The chief damage was at the Upper Swan Bridge, but that over the Moore River had also suffered to such an extent that a new bridge was considered necessary. The custom of making the centre of a bridge the boundary line between two Boards' areas made it essential that the Victoria Plains Board should share the burden ; but a proposal was made that the boundary should be altered to give the bridge wholly to the care of either the one or the other.

THE PERSONNEL OF THE BOARD.

The membership of the Board at the date of the first available minutes viz., 1871, seems to have been as follows: Chairman, W. L. Brockman; Hon. Sec., M. R. Meagher, and Messrs. J. Cockman, J. Atkinson, S. Edwards, S. Hamersley, and John Oliver. One meeting held in 1871 is recorded as the "quarterly" meeting of the Board, but as there are records of no less than thirteen meetings that year one assumes that the rule was more honoured in the breach than in the observance, and it certainly is a testimony to the high sense of duty on the part of members, that an average attendance of four out of the seven is recorded.

The little difference of opinion between Chairman and Secretary evinced at the beginning never appears again, and the year closes with a motion by the Chairman that an honorarium of £8 be awarded the Hon. Sec., which the following year grew to £10. In 1877, it jumped to £20. This was the year in which the services of Mr. Meagher ended. He was succeeded by a paid Secretary, not a member of the Board, whose salary was at first £20 p.a. and it remained at that figure till at least 1890, but in 1898, it had reached £50 p.a.

At the end of 1871, Messrs. Atkinson, Oliver and Edwards went out of office by rotation, and in their place Messrs. W. B. Robins, H. Brockman, and C. W. Ferguson were elected. The last named served only a few months, but later appeared as a member, although his terms were not long ones, — his son Mr. D. H. Ferguson a present member of the Board has served much longer and continuously.

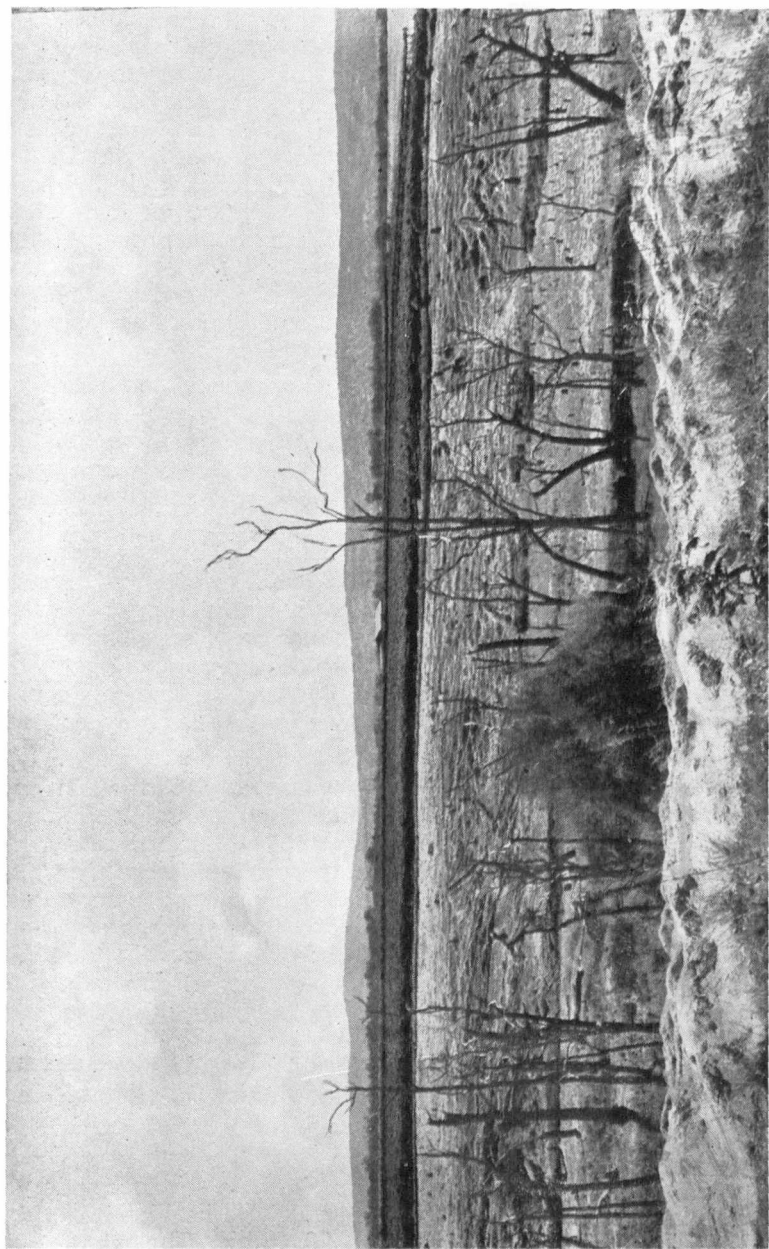
Here reference may suitably be made to the interesting fact that the personnel of the Board all through history shows a remarkable continuity in the succession of members of the same families. It is plain that the early settlers felt it a duty as well as an honour and privilege to serve on the Roads Board, and that tradition has been maintained up to the present day. All through the records we have names, familiar as household words, constantly recurring, one generation succeeding another.

Sometimes two brothers or it may be cousins serving together; sometimes a father's place taken by a son, and at the present time there are members who have in a sense inherited their posts — in one case from the very inception of the Board 95 years ago. For Mr. T. B. Lennard is, on his mother's side, the great grandson of Mr. W. L. Brockman, the

first chairman, and grandson of Mr. E. R. Brockman, the fifth chairman; then Mr. Lennard's father the late Mr. Geo. B. Lennard was a member of the Board more than fifty years ago, as well as at a later period; so that here is a continuous line of service stretching through the story of the district from its very infancy. As the father of the Board, in a sense, a brief reference to the career of Mr. W. L. Brockman may find place here. We have seen how he came among the very first in 1829, settling at once at Herne Hill; hearing from natives of the wonderful permanent stream and springs further north, he with his wife explored as far as Gingin Brook, and established Cheriton, which one of his sons later developed. We have had glimpses of his life and labours in the course of this story and found him Chairman in 1871 and the following year, and although no reference is made to his death, from other records we know that on 28th November, 1872, shortly after he attended his last meeting of the Board, he died after a long and honourable career of 42 years, on the Swan, during which he proved himself not only a leader in all good works in the district, but also one of the foremost citizens of the Colony. He was appointed a Justice of the Peace at its inception, a Nominee Member of the first legislative Council; at the time of his death, the Elected member for his district, as well as President of the Agricultural Society, and of the Guildford Institute, so that he had well earned the title of Father of the Swan, and as the founder of a widespread family in the State, he is an ancestor of whom his descendants may well be proud.

It is strange that so far nothing has been done to perpetuate the memory of this most worthy pioneer. His comrades and close neighbours, Irwin and Moore, whose careers in the Colony were much shorter, both have their names perpetuated, there being an Irwin and a Moore river and a Settlement of the former name, while Moora keeps alive the latter. The Chittering's official name is the Brockman, but it only exists on early maps.

At Herne Hill however, where Mr. W. L. Brockman spent all his colonial life, a fine opportunity is given to place there on the scene of his labours a Hall worthy of the great future that lies before this district, and worthy too of the man from whom it received its name. The Roads Board have not been unmindful of this duty, but so far their efforts have not been successful.



BELHUS VINEYARD, LOOKING EAST.

Then we come to the next Chairman, S. R. Hamersley, the first of at least three of that name who appear in the early seventies, the others being Messrs. Hugh and Bevan Hamersley. The present Chairman, Mr. E. T. Loton, is the only instance so far of a member whose father and grandfather, all of the same name have served on the Board; but Dr. S. W. Viveash was a member in 1884 and 1885, while his son, Mr. S. H. Viveash served first in 1888. Dr. Growse joined the Board in 1873, and was elected Chairman towards the end of that year. He married a daughter of Mr. Postlethwaite, the Upper Swan clergyman, the only one ever stationed there, and his widow lived in the district and died at the age of 91. Members of the family still reside here.

Dr. Growse filled the office of chairman in the place of Mr. S. R. Hamersley, whose resignation was a protest against "the treatment the Roads Board had received from the Council in passing a compulsory cart tax." The sting must have been felt in the "compulsion" for there is clear evidence that such a tax was in existence before. On 4th October, 1871, the Board wrote to the Government requesting that the dog and cart licences hitherto collected by the Town Trust in the district, and used for the purposes of the town of Guildford be transferred to the Roads Board. But this entry is something of a mystery, for on 8th July, 1873, before Mr. Hamersley resigned, a discussion arose on a proposal by the Government to impose a property tax, and the following resolution was carried at a meeting of ratepayers:

"The objections to the property tax as described in His Excellency's memorandum are fully appreciated; taxes on carts and conveyances would be equally obnoxious, and an acreage land tax would be an unwarrantable check on exportation, detrimental to production, ruinous to the occupant, wrong in principle, and damaging to the public credit of a colony whose inhabitants are already very heavily taxed."

In spite of this stupendous indictment of taxation, the Board apparently resigned itself to the iniquity, for a cart licence book appears in 1874 which shows £37/10/6 as net receipts for the previous year, increasing to £52, then to £84, and reaching £104 in 1879; thus affording the Board some solace for its wounded feelings.

This year (1873) had another most interesting episode. An address had been prepared in Perth to be presented to Mr. F. P. Barlee, the Colonial Secretary. He had been at that time Colonial Secretary for about 20 years. The minutes of

the Board show that the Chairman took the opportunity of a full meeting to place this before the members. The Secretary proposed that the Chairman sign it on their behalf — no one seconded this. The Chairman then proposed "that the address to be presented to the Colonial Secretary on his return from a tour through the Eastern Colonies, having been read and carefully considered, it is the unanimous opinion of the Board that certain expressions in it are wholly uncalled for and cannot fairly be taken to represent the unanimous opinion of the settlers of Western Australia."

This was carried by a majority of 5 to 1.

From this somewhat lengthy digression, we learn that the Board members generally and the Chairman in particular, were not afraid of speaking their mind plainly and publicly to a wider circle than their own ratepayers, although such plain speaking might place them in opposition to popular opinion in the City, or what was more important, at variance with the sentiments of those in authority there.

Returning to the subject of the personnel of the Board, and first of all to the Chairman, an examination of the records will show that they were uniformly men of that independent type, such as we would expect to find amongst men whose characters were moulded under the conditions that prevailed then, and whose conduct was unconsciously shaped by the example of those who came before them.

The third Chairman was Mr. Edmund Ralph Brockman, the eldest son of the first Chairman. After him came Mr. W. G. Johnson, descended from the Tranby folk; then we read of Mr. C. C. Fauntleroy, whose arrival in the Colony was not an early one, but decidedly dramatic, for his ship was wrecked off North Beach, about fifty miles above Fremantle, and passengers and crew first set foot in the Colony in territory then under the control of this Board — not all of them unfortunately, for by the upsetting of one of the boats an old lady passenger and a boatswain were drowned. From the same source as we take the above, it is learned that "one of the passengers, Mr. Fauntleroy, is a man of considerable property, and has come to settle. His goods are insured for £2,800 and he has over £500 in cash." This ship, the "Eglinton" (500 tons), was wrecked on 2nd September, 1852. Much of her cargo was saved and the Fauntleroys soon settled down near Guildford, and later on we find him occupying a post in the Treasury, as well as being an active member of the Anglican Church, — and more than once, in the eighties, Chairman of the Board.

Pioneer names of an earlier date continue to reappear, such as G. W. Logue, S. H. Viveash, W. G. Lefroy, A. R. Waylen and E. W. Loton, while Messrs. J. Turton and S. Chester were representatives of early families, who helped to carry on this line of continuity well into the present century.

A notable entry upon the lengthening list of men who have served on the Board, is that of Mr. George Washington Logue, who was elected on 24th December, 1874. This was by no means his first association with the Board. In June, 1871, the chairman received a summons in respect of a contract carried out by Mr. Logue, the terms of which the Board apparently held, had not been fulfilled and Mr. Logue's claim for payment was therefore disputed.

The Board resolved that in defending the case Mr. Brockman should be supported by Messrs. Meagher and S. R. Hamersley. This unequal combat of three against one ended in defeat for Mr. Logue, — "action dismissed with costs." The records are silent as to either the nature, or the merits of the case; but it was thus that a long and honourable connection with the work of this district was begun by Mr. Logue, and no trace of hostility or resentment appears in the records of his service through many years. On at least three occasions he was elected, the third being in December, 1895, when the record number of eleven candidates came forward, out of whom Messrs. G. B. Lennard, James Turton and G. W. Logue were successful, while such names as S. R. Hamersley, Edward Robinson, and E. W. Loton were rejected. Two years later, while still a member, Mr. Logue was appointed Supervisor with a salary of £60 p.a. which was supplemented later on by a commission for supervising all works, constructed out of special grants from Government. In this capacity, Mr. Logue gave unwearied service which entailed many toilsome journeys in all weathers. While holding this office he ceased to be a member of the Board.

Mr. E. R. Brockman was elected to the Board at the same time as Mr. Logue, and proved to be one of the most active of those who have served. At the first meeting of the Board after the election, he was appointed chairman for the year 1875. Mr. Hardy, was the presiding member; Mr. Meagher nominated Mr. Hugh Hamersley, and the chairman seconded the nomination. Mr. Logue proposed Mr. E. Brockman, if anyone seconded this nomination, it must have been one of the candidates, for only five were present. Mr. Brockman voted for himself and Mr. Hamersley also gave his vote to his

opponent, and as he could not vote for two candidates, nor could his rival, it resulted in E. R. Brockman presiding over the first meeting of the Board upon which he sat as member, which probably is unique.

He was chairman for 3 years and when he retired in favour of Mr. G. Johnson, a vote of thanks was passed for the "indefatigable" manner in which he had performed his duties. That was by no means the close of his connection with the Board; he remained a member and in 1881 we find him again in the chair for a three years term, being succeeded in 1884 by Mr. S. R. Hamersley who, eleven years before, had succeeded his father Mr. W. L. Brockman.

In 1885, Mr. Cornelius Charles Fauntleroy became chairman. He had been a member since 1879, and though a comparative newcomer to the Colony, showed great interest and activity during his term of service. His chairmanship ended in 1886 and then for the third time Mr. E. R. Brockman, presided for the year 1887, but for the following year he was successfully opposed by Mr. R. Meagher, who became chairman for the first time after a very long association with the Board. Mr. Gerald Meagher also became a member in 1887; he was a son of the senior member. For the year 1890, the minutes show that M. R. Meagher was still chairman, but from that year until 1895 records are missing.

In June, 1895 they begin again with Mr. Jas. Turton presiding, followed in 1896 by Mr. W. G. Lefroy, who was then in possession of Herne Hill. In this year the position was contested by Mr. G. W. Logue.

Although Mr. W. G. Lefroy was only chairman for two years, and although his membership had been comparatively short, the unusual expressions of regret at his departure, and the compliments paid in recognition of his conduct in the chair, indicate that this gentleman brought to the discharge of his duties an energy and courtesy, as well as ability, that made his tenure a notable period in the annals of the Swan. There were several events which made the work of the Board more onerous, and led to the rapid development of the Swan, and it was natural that the capable manner in which the chairman carried out the heavy duties of the office should be acknowledged. He had made the work to appear as a "labour of love," working "in season and out of season," there had not been "one jarring element," his ruling had always been "accepted without demur;" he was, "in the highest and noblest sense of the term" a gentleman.

These and many similar remarks the speaker (Mr. Turton) wished to be placed on record, — and they were. The others present, though, as one of them (Mr. Jas. Minchin) said, not possessing "the ready speech and fluent tongue," endorsed the remarks.

The reason of his resignation was given by Mr. Lefroy in his reply. "His private business would not permit him to occupy the dual position as Mayor of Helena Vale Municipality, and Chairman of the Swan Roads Board."

While it is most gratifying that the Board has been free from narrow conservatism, and has welcomed new blood, both as members and as chairmen, it is much to be desired that the links with the past may be maintained by the continual service of descendants of those who laid foundations here.

Since the records are incomplete, and efforts to obtain an unbroken list of either Chairmen or members have failed, it must suffice to mention these few who are typical of the many men who have served on the Board from the beginning.

THE RISE OF MIDLAND JUNCTION.

Helena Vale was the new name chosen for Midland Junction when that town blossomed out into a Municipality. It had arisen around the spot where the Midland Railway Company began their great undertaking which was so called because of its opening up the vast areas — the mid-lands — lying north of Perth, and midway between the railway system of the metropolis and the railway from Geraldton to Northampton, which had been constructed before any other railway had been laid down in the Colony. This line of nearly 300 miles constructed on the land grant system has brought under cultivation, wide tracts of land and created a dozen thriving townships, as well as many other centres of farming communities; and what is of more concern to the Swan district, not only resulted in the development of what is the largest municipality within the boundaries of the Board, but enabled much of the Board's area to be more effectively developed.

As the contractors for the new line naturally made its junction with the Government system, the place to establish their headquarters, the settlement that at once arose, was inevitably dubbed Midland Junction.

So far as can be ascertained from the extant records of the Board the first contact made officially with Mr. E. Keane, the Contractor, was on 11th May, 1891, when that gentleman was requested "to render some assistance in repairing the road between the new cemetery and the old timber station, or waterworks." The letter adds, "This line of road has been much cut up by the carts and drays in use upon it for the last two years. From this it may be assumed that the vehicles were owned by Keane, and that the work of construction was begun in the year 1889.

Mr. Keane was apparently not an easy man from whom to extract money, for three months later when remitting him a cheque for £101/11/-. (presumably for road material) the Secretary of the Board had to remind him that payment for cart licences on the part of Mr. Cooper, (his manager) "had gone no further than a promise to inform you of the matter," and a month later they were still unpaid, although it was a matter of only £4.

Naturally the construction of the railway caused much heavy wear and tear of the adjacent roads and the Board made more than one appeal to Mr. Keane to help in repairing damage; but by the end of 1891 the progress of the work took the contractor beyond the boundaries of the Swan, and the only transactions that appear later were for the supply of gravel, &c., for road work.

Midland Junction has been in existence for nearly fifty years, and so rapidly did it emerge from infancy into a vigorous youth, that it was not ten years old when it became a municipality, at the end of 1897. As previously stated the first Mayor of the town, which was then renamed Helena Vale, was Mr. W. G. Lefroy, long a resident of the Swan district, and, at the time of his election, the Chairman of the Roads Board. The present Mayor, Mr. F. W. Tuohy, has marked the completion of forty years of the life of the municipality (which this Board may regard as a kind of younger daughter) by the issue of an attractive publication dealing with Midland Junction as it is to-day, in which graceful recognition is made of the natural advantages of the Swan and of the mutual benefit arising from the commercial intercourse of town and district. It is gratifying to reflect that the parent district gave her daughter an auspicious start in life by presenting her with a Mayor, who had been especially successful in his chairmanship of the Roads Board. It is worth recording that Mr. Fritz Lange, a prominent citizen of the new municipality,

presented Mr. Lefroy with a new whip — obviously suggesting thereby that the Mayor was expected "to make the pace" of the town's progress as fast as had been the march of events on the Swan. The district has no reason to feel disappointed with the advancement either of its own fortunes, or those of its latest offspring.

The new name Helena Vale, in spite of its undoubted elegance did not find favour among prosaic citizens, who persisted in calling their town "the Junction." Added to this the railway authorities also persisted in retaining the original name for the Station, and so because of confusion arising, as well as on account of the affection shown for the old familiar term, Midland Junction was again officially recognised as the name of the town.

The rapid development of the town of course greatly added to the work of the Board.

In 1895 the Board estimated the requirements for the year as follows:—

Constructions £2,235; Upkeep £1,430; a total of £3,665. Compare that with the £540 granted for the year 1884 and one sees how great had been the expansion. Mr. Lefroy suggested a deputation to the Premier (Sir John Forrest) for special grants for special works. No half measures were adopted, the whole Board were to march in force, and moreover the Hon. J. G. H. Amherst, Messrs. S. H. Parker, E. Robinson and C. Harper were to come also, while Mr. W. T. Loton the member for the district was to introduce this truly imposing body. It was a grand success; they returned in triumph, bearing, as trophies, promises of £1,000 for the Midland Road and £1,000 for the Middle Swan Bridge. At the next meeting two members who had not been able to swell the deputation made amends, by paying compliments to those returning with the spoil.

How to apportion the first £1,000 had now to be settled. All were unanimous that it was not to be spent entirely in and around Midland Junction. It was for the road from Guildford, through Midland, to the Upper Swan bridge; the chairman was confident of that, so was Mr. Viveash; he distinctly remembered Sir John mentioning the Upper Swan bridge. Mr. Hubbard felt it would be absurd to spend it all between Guildford and Midland; "very shortly a municipality would be formed at Midland Junction." So it was resolved to stop expenditure at "Finn's eating house" apparently on the confines of either Guildford or the Junction, and start again at the York road and thence northwards.

Of course there could be no discussion over the grant for the Middle Swan bridge, increasing business at Midland Junction both from the townspeople and the lately opened railway, to the north, gave settlers at West Swan a keen desire to trade there without having the long journey through Guildford. But the bridge was long in coming. The site had to be fixed. On 9th September, 1895, an inspection was made of the sites proposed. Mr. G. B. Lennard and others petitioned for the site of the old bridge at Oakover. Mr. S. Chester (who lived further up than Mr. Lennard) had others to support his petition that it be nearer Albion Town. Mr. Billett wrote that all the people at Upper Swan wanted it between the Upper Swan Bridge and Albion Town; in fact they would like two bridges. But Mr. Viveash pointed out that the petition had asked for a bridge at Middle Swan, and Mr. J. Minchin, added that the vicinity of the church there had been specified, and with a touch of sarcasm remarked that everyone at Upper Swan wanted the bridge on his next neighbour's land, to be near, without encroaching on his own land. Then the Works Department took a hand. In January, 1896, they sent an official to examine. He reported in favour of the Oakover site and the Board concurred. They petitioned the Commissioner of Crown Lands to resume the necessary land, and the whole matter seemed to be finalised. However, six months after, the Board ventured to enquire if any steps had been taken. Means of transit from West Swan to Midland Junction were daily becoming more urgent.

Meanwhile the year 1896 passed, and the site of the much needed bridge was still undecided. Evidently difficulties had arisen about Oakover and on 8th January, 1897 the Board affirmed unanimously that the "site adjacent to the Orphanage is the most suitable in all respects, the approaches being better than at any other place."

Yet another six months elapsed before the promised amount was placed on the estimates; but once there, it was very quickly spent on the structure, for on 3rd November, 1897, we learn that Tuck and Otway were offering to do certain work at the New Middle Swan bridge, to which the Board agreed, and it is on record that the work, whatever it was, was "well carried out."

Thus 46 years after the project finds mention in the diary of Dr. Viveash, the bridge became an accomplished fact, as near as possible in the place suggested by the far-seeing Doctor.

The connection of East and West Swan at this central point is a signal instance of the value of a bridge in promoting business and increasing the social amenities of the district. Neighbours, separated by little more than the river's breadth, in sight of one another's homes, and, on still evenings, within hearing also, would seldom meet socially. Even relatives were almost strangers to one another.

Each side had its own separate market town, for when Midland Junction arose to intercept the stream of business that erstwhile found its way from the East side to Guildford; the latter town had to be content with the trade of West Swan only, and thus Midland proved for a time an additional isolating factor in the life of the Swan district. But the bridge at Middle Swan did more than merely readjust the balance. It gave to each side two centres of trade, (probably the advantage lying on the Midland side), and it brought into close and frequent contact the settlers on both banks. The erection of halls, near the connecting road at Middle Swan on the one side, and at Caversham on the other, followed soon after the bridge was completed, and their value in developing the social life of the Swan was greatly increased by reason of the bridge. Without it the settlers on the Swan could not rightly be called a community, since they were forced to live to a great extent apart, and had so little in common. If one travels a few miles up the river and looks across from either side in the vicinity of Herne Hill, one can see how important it is that yet another bridge should be built to bring into closer fellowship the settlers there, who look at each other across the stream, and yet for all practical purposes are miles apart. The steady development of Herne Hill, with its railway facilities (as yet almost entirely dormant) its schools, and halls, and church services, makes it desirable that the people who live on the opposite bank should be able to avail themselves of these advantages. Seven miles of road separate the two bridges of the Swan.

The Roads Board have long seen that a bridge at Herne Hill must eventually be built, and some twenty years ago, when that estate and St. Leonard's on the opposite bank were subdivided, took care that roads were surveyed on each side leading to the point at which the river will eventually be spanned. It may be hoped that when this commendable foresight on the part of the Board is more widely known, the residents concerned will bestir themselves to bring pressure to bear upon the Government for a substantial grant towards a bridge.

THE PROCESS OF PARTITION.

The Swan Roads Board district has from time to time been greatly reduced in size, and, as often happens to an individual, whose bulk is cumbersome, the loss of something within the circumference has uniformly proved a blessing. Its boundaries to the north were probably indefinite, and when the Victoria Districts came under the notice of adventurous settlers, in the fifties, that area being made a Roads Board, defined our northern boundaries in the region of Mogumber on the Moore River. Then at the beginning of 1893, the growing importance of the Gingin district caused this Board to shrink once more from the north. Before another slice was taken from that direction, a more doubtful blow was dealt to our interior as it were, by Midland Junction becoming a Municipality, on 8th November, 1895, but there is evidence that the Board heeded the warning and softened the blow by a very careful, not to say canny, use of its funds in that vicinity.

Two months later, early in 1896, the Chittering district was allowed to set up for itself, its rapidly extending orchards and orangeries calling for roads into many secluded by-ways. Another year passed and the same reasons made it essential to give the people in the Darling Range, South of the Helena River, a more immediate administration of their highways.

This river formed a natural boundary and orchardists were developing the resources of that fertile district through which a railway line had long been running, primarily for the timber mills. As the forests disappeared, fruitful orchards steadily took their place and roads must needs be made.

Then the overflow of population from the city into the suburbs, in the course of years, transformed the rustic area of West Guildford into a busy town, whose population now exceeds that of its parent, and has called for a distinctive name, Bassendean, happily recalling the original name given by Peter Brown to his first Estate in that vicinity.

So once more the borders of the Swan contracted in May, 1901, and two years later the last cut was made, whereby the hills to the north of the Helena were made the area of a Board, now known as the Mundaring Roads Board, that town being the chief centre, and the Board's office is there.

The result has been that much more efficient control can be exerted over the whole of the great territory, and the area

now left to us is almost exactly described by the name that it bears, since the great bulk of it lies in the valley of the Swan, and is moreover the portion upon which, from the very first, the labours of the Board were chiefly expended.

THE WARD SYSTEM.

The inauguration of the Ward System came early in the present century. It was the outcome of the opening up of so much new ground in remote parts of the district, notably Beechborough and Bullsbrook. Naturally the many roads required could not all be made at once, and settlers felt their hardships so keenly that progress associations arose to press their claims. One at Caversham in 1905 resolved to invade the Board's stronghold, and their deputies delivered very weighty broadsides, backed by a petition with 108 signatures. They wanted a new board for the West side of the river, and asked for endorsement of this petition to the authorities. The Board decided against the division. At Bullsbrook also a secession movement began, and they went to the Secretary for Public Works direct without consulting this Board. That official however announced that no fresh Boards would be created; the remedy was to be found in the Ward system. At the next election, which was fought evidently on this principle, Mr. Ben Turner, of Bullsbrook, headed the poll, and Mr. Van Ooran, of Caversham was second, while Mr. W. G. Johnson, for many years a highly respected and active member was the last of the three elected.

Beechborough's champion, now in office, brought the matter up at once; the Public Works Department clearly favoured the idea. Mr. Van Ooran proposed that a meeting of ratepayers be held in August, 1906. This was negatived on the casting vote of the Chairman, Mr. Chester. Moreover at a Board meeting later, a resolution against wards was carried. But the Department was firm, and requested the Board to furnish a plan showing how the board would divide the district if the Ward system should be adopted.

The Board then apparently submitted to what they saw, was an inevitable step, and at a meeting held on 4th October, 1906, drew up a plan showing three wards, West, North and East, and suggested three members for each. Ever since the system began to function, (which was very soon after this), it has given general satisfaction.

THE MAIN ROADS DEPARTMENT.

In 1926, when the Government established the Main Roads Department and relieved all district boards of the responsibility and cost of upkeep of all main roads, a new era in road development began. The necessity for spending much larger sums, and laying down much better road surfaces was realised as the population rapidly grew, and motor transport even more rapidly increased.

It has been the policy of the Main Roads Department, at least in some cases, to utilise the local knowledge and resources of district boards, as well as their experience, by making contracts with them for the construction of such improvements as could best be undertaken in this way. Thus it was that the making of the road for several miles in the valley of the Chittering and the west road beyond Bullsbrook, was carried out by the Board, as well as the new bridge erected at Black Adder Creek a few years ago. But throughout the twelve years during which the Department has carried on operations, the bulk of their work in this district has been concentrated on that great highway of the State which is known as the Midland-Meekatharra main road.

The magnitude of the Department's work in our area, is shown by the fact that £156,787 have been spent on roads and bridges in the district under the Department's supervision. That is an average annual expenditure of £13,000 or over £1,000 a month. And when it is realized that the abovementioned road, which carries all traffic northward from Perth, branching out into many wide-spread areas after our limits have been passed, has been improved by the expenditure of £110,819 on that portion of it which traverses the Swan Road Board Area, it will be seen how important this development has been. Just over seventy per cent of the Department's funds spent locally, have gone to improve this great highway, and more than half of it was spent in the first three years of their activities. A good deal of this was devoted to bridges notably, the present Upper Swan bridge which had to be built to replace the one washed away in the 1926 flood.

The Department has kindly furnished a complete Statement of Expenditure showing the nature of each work undertaken and the cost of same. It is interesting to know that at least 90% of the money disbursed by the Department is obtained by means of the petrol tax, while the Commonwealth and the State make up the other 10% between them in about equal shares.

This system has proved an admirable one for all parties, and has resulted in the laying down of splendid highways and the erection of substantial bridges and culverts, equal to the weight and volume of increasing traffic, and the work has been executed with the maximum of efficiency and the minimum of cost. This being due to the combining of the professional skill and expert knowledge of the Departmental Officers with the intimate local experience of the members of the Roads Board and their staff; a combination that has been productive of the happiest relations and cordial co-operation in the whole course of their association.

It must not be supposed that the expenditure above-mentioned exhausts the sum of the Roads Board's labours.

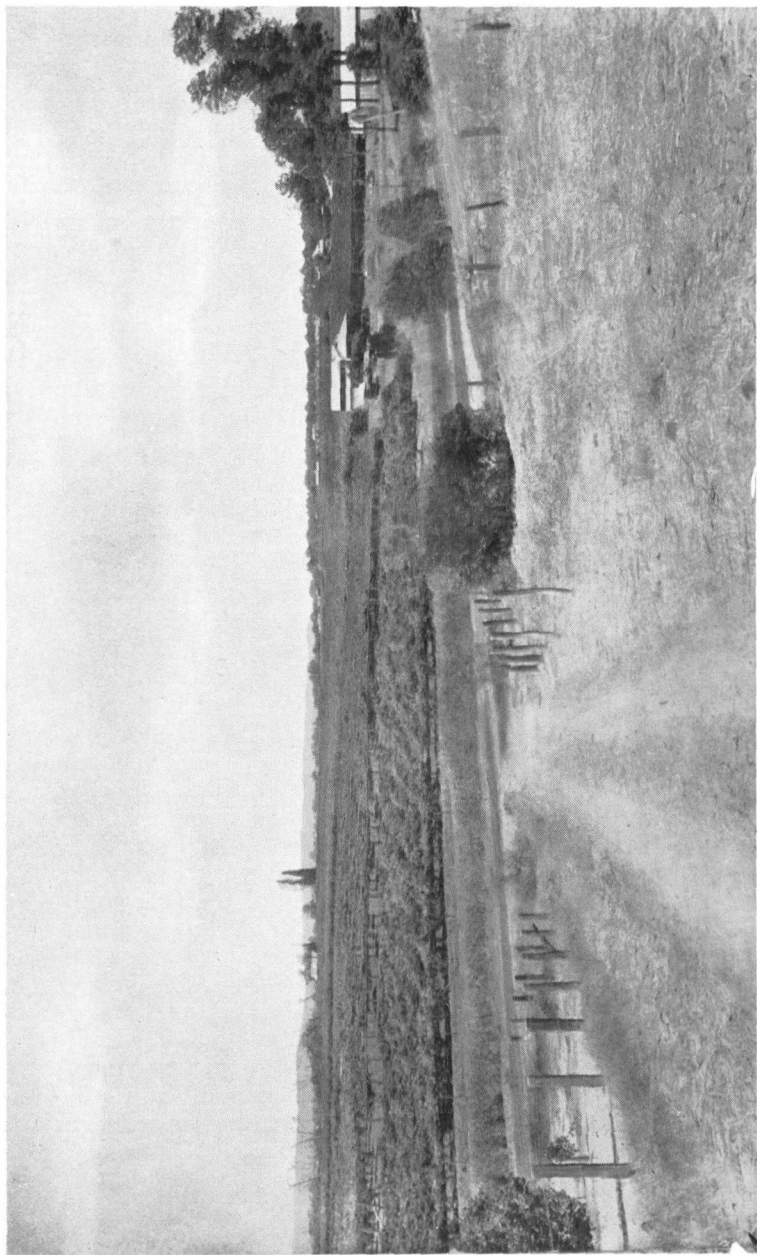
In order to dispel any such idea it may be well to quote from a summary which the secretary has prepared, showing Receipts and Expenditure for the 34 years in which he has served.

Road rates have amounted to ..	£93,782/17/4
Vehicle Licenses	£20,448/19/4
Traffic Fees	£43,920/16/11
Government Grants	£39,906/19/11

Of course the great bulk of this has come in during the last 10 or 15 years, and the average expenditure of £6,000 odd over the whole period would be found to be more than doubled last year. In the expenditure of the £207,623 received, more than half went in construction, and a half of that sum in maintenance, while the administration costs were only £16,000, about £500 per annum on the average.

THE VINE INDUSTRY.

What has been the chief factor in the development of the Swan to such an extent as to make these increased facilities essential? Everyone knows the answer; it is the grape vine. There were grapes growing here as soon as there were pioneers to plant them. Every vessel probably that reached these shores touched at the Cape en route, and from there, were brought all kinds of seeds and plants. The same latitude suggested the same climate, and vine cuttings could survive a voyage from thence. At the Cape the vine industry had been long established, the vineyards of Constantia, some miles from Cape Town, were amongst the sights of that Colony. Cape wine of a cheap variety could be bought a century ago for 4/9 a gallon in casks, and Constantia for 6/3.



VINEYARD SCENE, WEST SWAN.

The grapes that our pioneers saw attracted notice because, being seldom seen in England, they surprised the visitors by their quality and abundance, which meant cheapness. Wollaston says: "I bought a bushel of the finest grapes of two sorts for 7/-; I also bought some wine (3 casks); I hope to cultivate grapes in Australia."

Moore tells of his enjoyment of the first grapes from the vines he planted at Millendon, and adds regretfully that they were soon over. One wonders did he ever dream of that same Millendon becoming a vast vineyard, producing thousands of tons of grapes equal to the world's best.

On the opposite bank at Henley Park at the same period Irwin could boast of grapes in abundance "of a fine and rich flavour." Other settlers no doubt, from the first, began to cultivate the vine, and in a primitive fashion made wine (of any surplus), for home consumption.

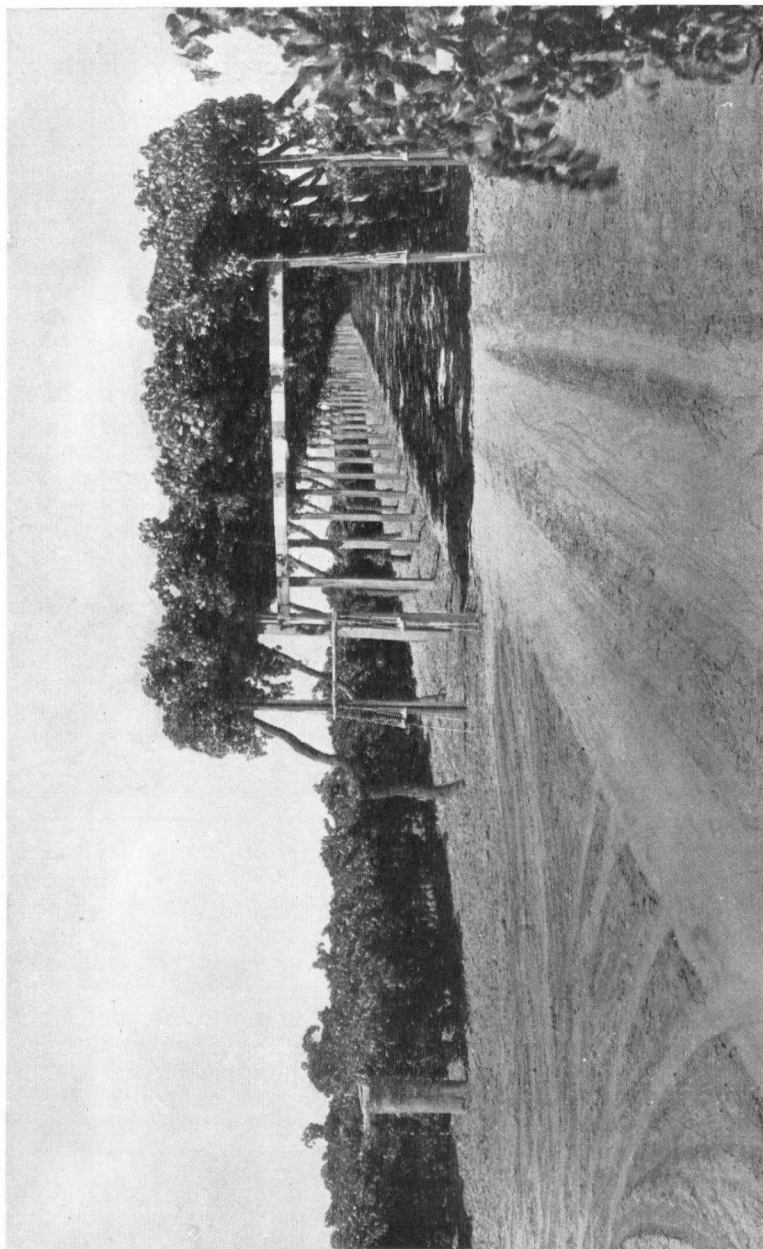
Thus quite early in our story the vine began to play its part but although it was seen that the soil and climate exactly suited, there was, for many years, practically no sale for the fresh grape, and no chance of wine from a colony so remote as this from every market, ever competing with brands well known and long established. But vines were being planted freely by many settlers at least 100 years ago, and wine was being made. In July, 1843, Camfield writes to his father: "The Colony is possessed with a vine mania!" He had caught the infection himself, for 3 months later he had growing wheat, oats, barley, Indian corn, mangels, millet, lucerne — and 300 vines, and at the end of the season following, he speaks of wine to be made and raisins dried; and a year later, in 1846, he reports that Hardey's vineyard had paid him better than his farm, so that it is evident that the industry of wine making only awaited the arrival of a demand—the supply was assured. It is probable that at Houghton, the first attempt to produce wine on a commercial basis was made, at least eighty years ago. This estate was owned by a Mr. Houghton, hence its name, and when Dr. Ferguson, the grandfather of the present proprietors, bought it, the business of wine making had begun. But there were so few vines there when the Doctor took possession, that his son, Mr. C. W. Ferguson, declares that his father's first vintage consisted of one quarter cask—about 25 gallons, and even that was not quite full. It was necessary to have it full, and keep it so until fermentation ceased. A little water would do it of course; the Doctor, however, drew from the bed of Jane brook, not water,

but a load of white quartz pebbles, and these, when washed, were dropped in; "and it was my job," said his son, "for many days to drop in more pebbles as evaporation went on, until fermentation ceased. This was tested by a match at the bung hole; and when half a dozen burned to one's finger before going out, fermentation was deemed to have run its course." Thus, in this primitive fashion, did wine making begin; at least at Houghton, and probably, if at any spot it was begun earlier than 1859, it was in much the same manner.

The enlargement of the Houghton vineyard was of course essential and it is interesting to know that the first cuttings put in by Dr. Ferguson came from the vineyard of Mr. Pearce Clifton, of Australind. There the vine had been cultivated for many years, and wine manufactured. Dr. Ferguson had begun his pioneering in that locality in 1842, which explains his choosing cuttings from that source. So important has been the industry of the vigneron in this district, that it deserves a more detailed account of its progress than the compass of this pamphlet will allow. A very brief survey must suffice.

There were four directions in which its expansion found scope. First, in order of time, was the demand for the fresh grape which grew steadily from 1850 onwards, when the convict system brought bond and free in equal numbers, and added nearly 20,000 to the population in less than 20 years. An increased consumption of colonial wine naturally followed from the same cause, and both these aspects of the business continue to develop as the State grows more populous. A third incentive to development arose when the export trade in table grapes passed from the experimental stages. In this most important venture the late Mr. G. B. Lennard was the pioneer, and it may be said that the well known vineyard of Belhus, with its splendid cruciform trellis of Ohanez grapes, is the monument of his enterprise. Not only did he incur great expense in irrigating this vineyard from the beautiful spring on his property; but made a journey to Europe, visiting Spain in particular, to study conditions and enquire about the cultivation of cork, which he found was grown on hills not unlike the slopes of the Darling Range. To-day a fair quantity of our best grapes are sent to overseas markets, and the output from Belhus is claimed to be the largest sent from any one vineyard in the Commonwealth.

But probably the dried fruit industry is the factor that has done more than any other to make the grape vine the



TRELLIS AT BELHUS

most important producer of wealth in the Swan Valley, and to increase the reputation of the district. As any old map of this portion of the State will show the Swan Valley consisted mainly of a series of large estates with a comparatively narrow frontage to the river and stretching either westward towards the sea, or eastward into the Darling Ranges, in some cases for ten or a dozen miles. In the case of some, the cultivation of the vine had begun in the day of small things as for instance at Houghton, while at both St. Leonard's and Belhus, the estates of the late Mr. George Barrett Lennard, grape growing on a large scale began more than forty years ago.

Then came the era when other estates began to be subdivided to meet the demand for closer settlement. One after another, (the order not being important) large portions of Henley Park, St. Lennards, Priory Park, Sandalford, Caversham and Pyrton on the west side, and Baskerville, Millendon, Herne Hill and Oakover on the east were portioned out to small holders, the rate at which the subdivision proceeded being greatly increased during and after the war; first by the coming of a fair number of Southern Europeans, mainly Dalmatians; and then by the placing of soldier settlers on a fairly large scale particularly at Herne Hill.

The entry of the Dalmatians was one of the side issues of the outbreak of War in 1914. Austria being ranged against the Allies caused any who came from any part of that Empire to be regarded as enemies; but the region that forms the littoral of the Adriatic, with the islands adjacent, though then under the rule of the Hapsburgs, was no integral part of their Empire, and the people living there were more or less unwilling subjects with national traditions and aspirations of their own. Unfortunately however, feeling on the Goldfields (where many from this part of Europe were working), never very cordial to the foreign element, became much more bitter as soon as war was declared. Owing to this as many as could do so, left the 'fields, and found openings for their energy on the Swan, in viticulture, a branch of industry with which they were familiar, under conditions much less congenial than the Sunny West afforded.

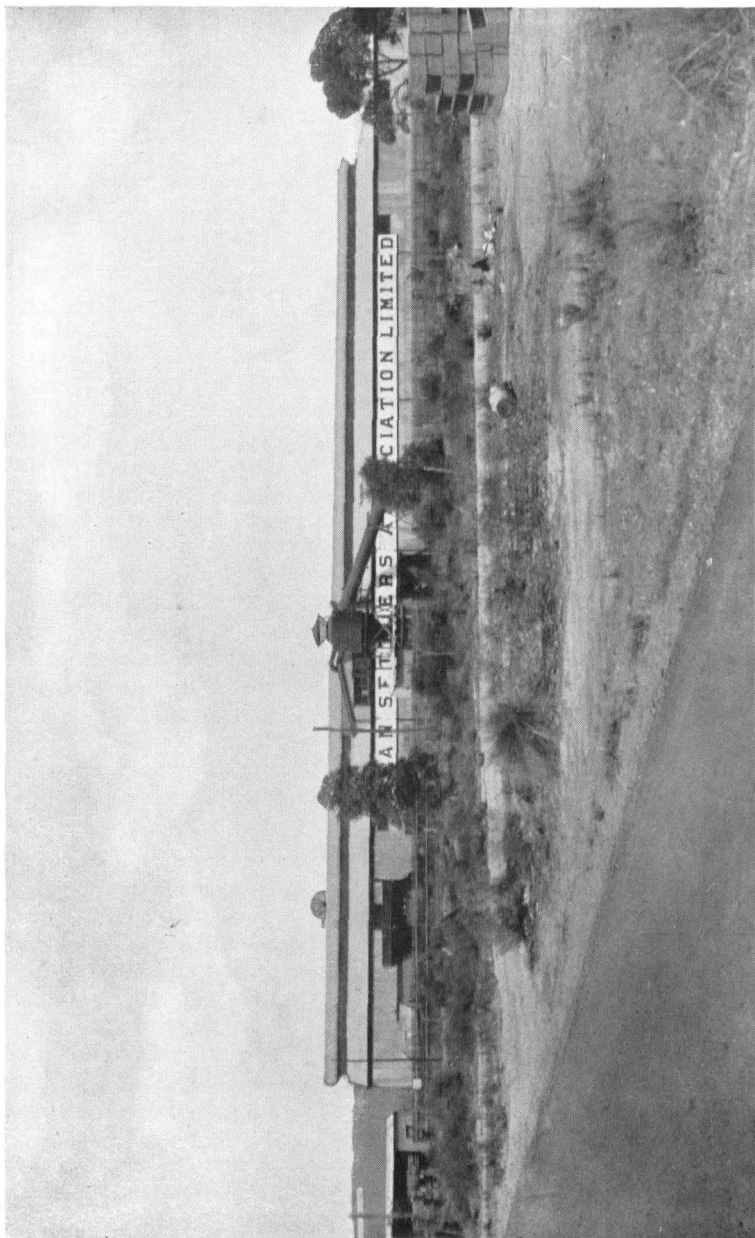
Their gradual settlement here has not resulted in the disturbance of the general good feeling that has been a feature of life on the Swan from the beginning, and although they have largely increased their numbers, and even more largely have shared in the increased prosperity of the district, there is good hope that in the course of a generation, all traces of separa-

tism that would surely be the mark of an alien element, will have disappeared. Many have already become naturalised, the children have been mixing with their Australian school-mates and as time goes on, those at School although conscious of foreign parentage will claim Australian birth, and, all the more, because their parents have for the most part earned a good reputation, will resolve to win the respect of their fellow Australians.

It is said that over 3,000 acres of vine land on the Swan are in the hands of Southern Europeans, which must be more than half of that at present under vines, but there are still in the district, and adjacent thereto, many acres awaiting the enterprising sons of the West who are not afraid of hard work.

No doubt there are in the Eastern States, districts where much larger areas are under vines ; but in respect of quality either as table grapes or as dried fruit this district may claim to bear comparison with the products of any other state, while the success of the vine manufactured here in competition with the rest of the Commonwealth proves that the district is eminently suited to this particular industry.

While due credit must be given to the older residents, e.g., Messrs. Ferguson, Lennard, Logue, Viveash and others who paved the way, there were several comparatively new comers to whom the industry owes much, and whose example and encouragement have been a great help to those who came later. One ventures to name Messrs. C. R. Hyne and P. H. Taylor, both members of the Board to-day, and Mr. A. Yeates, who represents the State on the Commonwealth Dried Fruits Board. All these began in a small way, their main assets being a determination to succeed and a knowledge of the business, especially so in the case of Mr. Hyne. The writer is able to bear testimony to the esteem in which he was held by many beginners for the way in which he most willingly gave them the benefit of his great knowledge of viticulture. One aspiring vigneron fresh from England had never seen grapes growing in the open, until his first summer on the Swan, and there were many others whose knowledge of the Industry, to begin with, was very scanty. The advice and encouragement of a man of experience greatly assisted these beginners. Coming from the Angaston District, in South Australia with ripe experience, Mr. Hyne was probably the one best fitted to help his fellows in this way ; but it is not suggested for one moment that he was the only one.

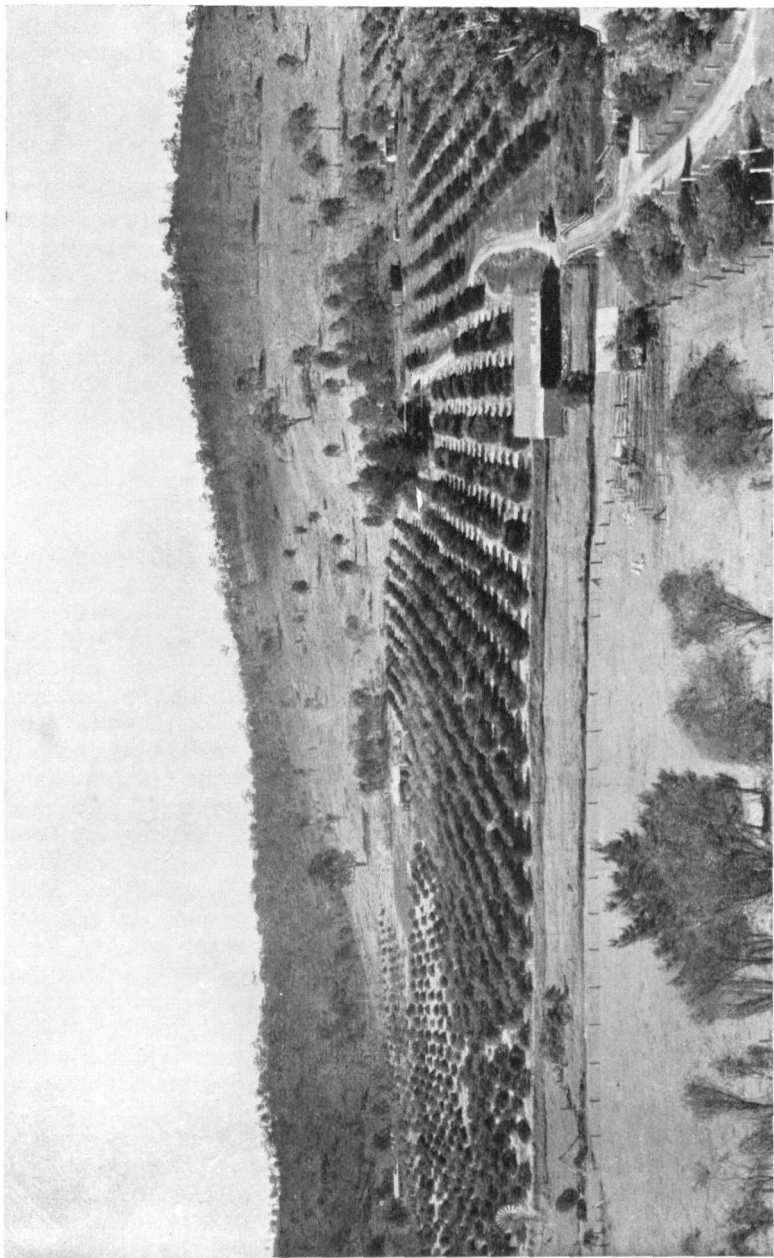


DRIED FRUITS CLEANING AND PACKING SHED.

An amusing incident may be related of a suspicious neophyte who took Mr. Hyne's advice with more than a grain of salt, because he regarded him as a competitor, not as a comrade; but happily he was the unique exception. Mr. Taylor was the exact reverse of this peculiar gentleman and gladly followed his fellow vigneron's advice with the happiest results. He was one of the keenest promoters of the annual fruit show at Caversham, which has now become one of the events of the district, and has done much to raise the standard of all our products. For the Roads Board, all this development greatly increased its responsibilities and labours. It meant miles upon miles of entirely new roads where not even tracks had been before, and although no bridges of any size were included, there were swamps and declivities, in, and around which, cultivation was possible and the roads must perforce go over them. At first it was at some risk that the venturesome settlers went to and fro in a wet winter, and appeals for culverts, drains and causeways must have caused anxiety to the Board. But a day spent in traversing the roads to-day will show how the problem has been successfully solved.

Well formed roads, many with bitumen are spread like a network and lead out of what was dense forest when the war ended, but where hundreds of acres of vines interspersed with other fruits and cereals may now be seen. An illustration of this is in evidence on the Millendon Estate, which is traversed by one of the main tributaries of the Swan, — Susannah Brook. Apart from the principal bridge over this stream where the main road crosses it, no less than three other bridges now span its course, after it emerges from the hills; all rendered necessary by the demand for roads that now give ready access to the holdings of the Settlers there.

There are two other developments in fruit growing, in areas north of the Swan Valley, which have added their quota both to the fruit industry, and to the anxieties of the Board. These are the strawberry plantations on the swampy plains around Bullsbrook, and the orangeries in the valley of the Chittering, both areas had their natural obstacles to be overcome, heavy sand and boggy spots in the one case, and steep gradients and abrupt gullies in the other, while the sparseness of the population meant a small income from rates. Appeals to the Government however, and a liberal recognition by the Board, of the special needs of those who were true pioneers, resulted in considerable sums being spent on improving the highways of these regions.



A CITRUS PLANTATION, CHITTERING.

The Pearce Aerodrome, which is approaching completion on the Gingin road is midway between the strawberries of Bullsbrook and the oranges of Chittering, and although the squadrons of planes that now have their head quarters there, may "scorn the ground" like the skylark, and make their own highways in the air without cost to the Roads Board, yet the assembling of a considerable body of airmen at this important spot, has already resulted in a great increase of road traffic and must in the near future make of this place a commercial centre of much value to the district.

The beauty of the Chittering Valley is now being made known, and a drive through that area during the orange season will be a revelation of the remarkable progress made in these secluded valleys, where upon many a hillside and along every gully may be found areas for the growth of citrus fruits to supply a market that must expand rapidly in the near future.

THE PEARCE AERODROME.

Bullsbrook, which derives its name from Lieut. Bull, one of the earliest settlers at Upper Swan, has now come into prominence as the district within which the City of Perth Air Squadron, No. 23, of the Royal Australian Air Force, will be located in the Pearce Aerodrome. This Air Force Station, it is claimed, is the most modern in the Southern Hemisphere, and its location in the area of this Roads Board, will be of increasing importance to the commercial interests of the whole district. The present strength totals 152, but the full establishment will consist of not less than 165 airmen and 13 officers, with 17 machines of varying types. With the development of Civil Aviation, and the creation of the Citizen Air Force, with their necessary training planes, the great flying field which is to be extended to about three times its present dimensions will become a centre of intense activity. Although not all the extra population will be housed within the bounds of the Station, the influx now begun cannot mean less than a thousand persons added to the population of the Swan, while the commercial benefits arising, will be still more substantial from the nature of this most important advance in the work of defending the Commonwealth. Eight flats are to be erected for married airmen, and four for married officers and, someday, a house for the Commanding Officer.

At present there is only one hangar which can house 24 planes, — the complete equipment will need three hangars.

MOONDYNE JOE — OUR BUSHRANGER.

There are some picturesque names attached to certain spots in the district which it is hoped will not be allowed to drop into oblivion, and if opportunity should ever arise of permanently identifying such spots with their time honoured names it would link us with the past and help to preserve old memories. Black Jock's Springs for instance may keep green the memory of some sprightly native who first made known these particular springs; which are about two miles north of the Pearce Aerodrome, on the Gingin Road and on Mr. Anderson's estate, much valued for watering stock. While Billy Bashford's Spring, is a reminder of a picturesque old pioneer, who spent most of his long life in the bush, anywhere between the Swan and the Moore river country, who was literally bubbling over with tales of the outback, and his mind a veritable storehouse of bush lore.

Then there is (or was) a reserve at Red Swamp Brook, concerning which, Mr. B. D. Clarkson, of Toodyay made complaints against the Board, and Mr. E. Sewell, of Chittering, was deputed to meet the complainant on 13th March, 1893 at noon. The place of meeting was Mondyne Spring, and, the point in dispute being settled, "the loser was to pay expenses." The results of this encounter are not yet available and probably never will be, but we may assume that Moondyne Hills, and Moondyne Pool, and last, but not least, Moondyne Joe, are all closely related to this Spring. No history of the Swan could be called a history, if it lacked some reference to the picturesque figure of Moondyne Joe. He was our only bushranger; in fact we may claim the doubtful honour of producing the only bushranger, so far, that has ever enlivened the annals of the Colony. And the Swan must be jealous of its laurels, for it is said that another district has had the audacity to attempt to filch this distinction from us; just because, (for change of air perhaps, or to avoid some friends in uniform), Moondyne Joe paid a visit to the South West. Many yarns have been told of him, but as one chronicler said, Moondyne Joe was never so black as he was painted, and yet the same writer telling how he was caught in Houghton wine cellar, declares that he was "as drunk as a lord," when the truth is that he was "as sober as a judge," and thus in this case, also not so black as he was painted. He was, it is true, in the wine cellar, but he went in sober,

and — mirabile dictu — he came out sober, but that, he said, was his misfortune, not his fault.

Mr. C. W. Ferguson stands up for Joe on the point of sobriety, although that worthy tried to knock him down. These two had dealings on several occasions, with the advantage always apparently on Joe's side, for the moment ; but Joe has long since gone to his last account, while Mr. Ferguson still lives to laugh at the remembrance of those far-off days.

The story runs thus. A Timor pony that Col. Irwin gave Dr. Ferguson strayed from Perth. It had been bred in the country where the Chittering Brook, chattering over its rocky bed, ends its course in the stillness of the Moondyne Pool where it joins the Swan. A cave in the Moondyne hills was Joe's chief country residence ; his town house was a rustic hut on Mt. Eliza, near where the butts stood ; and his seaside home was Fremantle gaol, of which he does not seem to have been particularly fond. This pony naturally made for its native hills, and since a reward of £3 was offered, it was equally natural that Moondyne Joe should appear with the steed at Houghton. There the exchange of pelf for palfrey took place, so close to the cellar, that, by invitation, Joe sampled — perhaps not for the first time—

“the blushful Hippocrene,

with beaded bubbles winking at the brim,”—
and took mental notes. He also took the cash, and left the horse, as instructed, in a well-fenced paddock — and that was the last its owner saw of it ! It was put in all right, because its tracks were clearly seen next morning at a gap in the fence. Strange to say, that very night, a stout post had gaped asunder, and the rails had fallen. Did Joe have an axe handy ? Well, who knows, and at all events when he next went into residence by the sea it was not an account of that pony. But sea air did not agree with Joe ; although the ramparts of the gaol are high the air gets over the wall, so Joe decided to burrow under it, and leave his kind host, H. M. Lefroy, without so much as one fond farewell. The event is recorded in Bishop Hale's diary : 7th March, 1867. “The notorious Moondyne Joe escaped this afternoon from the prison, Fremantle. He made a 'dummy' under the very eyes of the sentry — left the dummy standing where he ought to have been himself, and escaped through Lefroy's premises.”

This shows what resourceful pioneers were to be found on the Swan, and many of them put their resource to much better use than Joe !

However having gained his freedom, he remained in seclusion two whole years. Then memories of that cellar stirred him to adventure. It was late in February, the heat wave lingered, and Joe longed

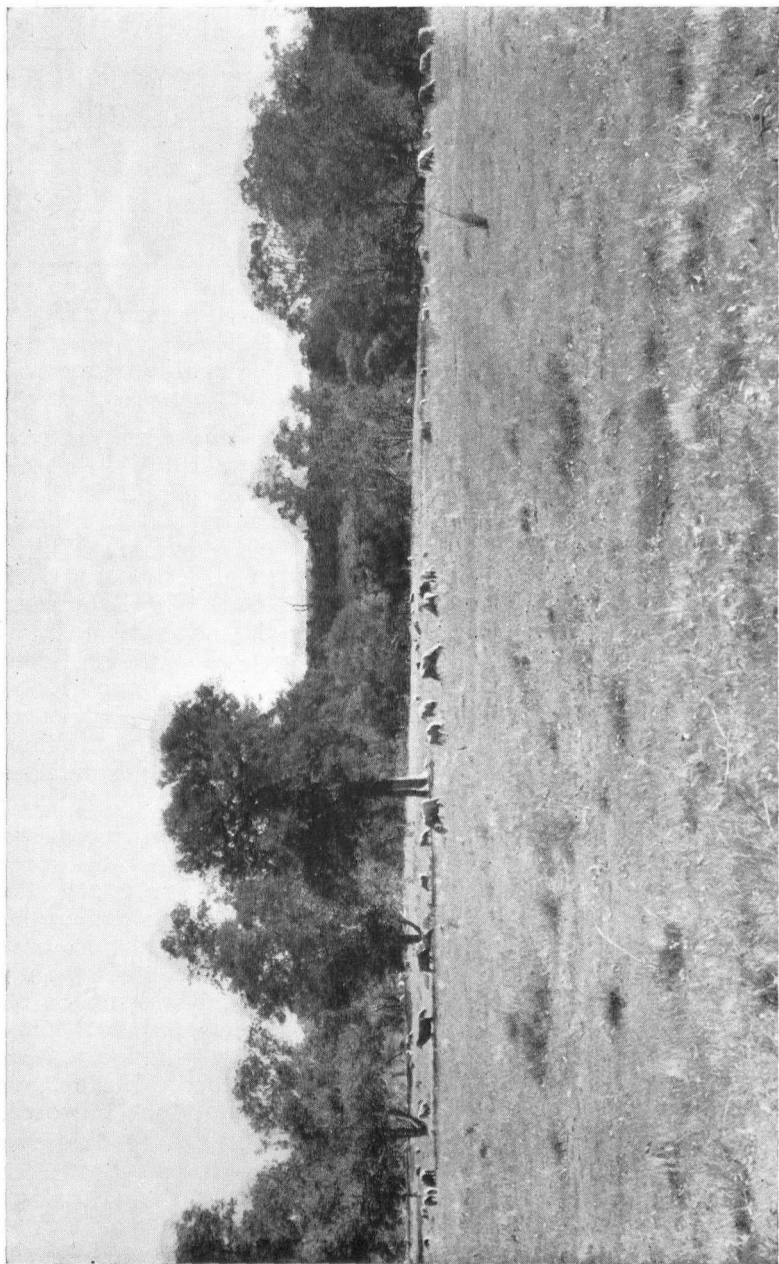
"For a draught of vintage that hath been

Cool'd for a long age in the deep delved earth."

With a natural love for "the favouring stillness of the quiet moon," Joe sallied forth one calm evening — but was most unfortunate in the night he chose. It was the very night when a weary toiler, bathing at dusk, was drowned. The neighbours were roused, police from Guildford with many helpers searched and dragged the river, till melancholy success crowned their labours — close by Houghton. They were wet and weary ; no second invitation to the cellar was needed.

Just as they were leaving the water, Moondyne Joe was getting at the wine ; but he had got no further than fixing his brass tap in a cask, when the sound of voices startled him. Opening the door, Mr. Ferguson, with flickering candle, groped his way ; one bearing a huge jug came close behind. With a piercing yell Joe rose before them, and struck wildly with his waddy at both disturbers of his peace. The light went out, the jug was broken, and so was the head of the man that dropped it, and out Joe rushed — not, as he thought, into freedom, but into the unfriendly embrace of a trooper. Joe had long legs, long arms, long beard, and extra long curly locks, but his fight for liberty was very short ! The brethren then turned (like good masons) from labour to refreshment — including Joe !

For that little misadventure he gained three years free board and lodging at Fremantle — You may gaze at the special apartment prepared for him ; to this day if you pay a visit to the gaol. Whether Moondyne Joe finds a place among the immortals or sinks ere long to a well-deserved oblivion, time must decide ; but we owe it to him, to assure what friends of his still linger in this vale of tears, that Moondyne Joe on that night of February 26th, 1869, (so eventful for him), emerged from Houghton cellar as sober as a judge, and if any other region of the wide west can produce a bushranger as harmless as Joe, let them display their product, but don't let them dare to appropriate ours !



PASTORAL SCENE, "WOODSOME ESTATE."

THE PROGRESS OF RELIGION ON THE SWAN.

Indirect reference has been made to the work of the Anglican Church on the Swan, as showing how important the district must have been in the first three decades of our history, but it is necessary to devote more attention to this side of the social life of the settlers, not only to realise the part religion has played by reason of the unbroken ministry of clergy for more than a century, but also to show in what manner the whites tried to soften the shock of their impact upon the blacks, and later on to trace the history of the Orphanage and other institutions which for more than sixty years have been important elements in the life of the community.

The story begins at least as far back as 1831, and starts not with an ordained Clergyman, but with two laymen whose names are among the most familiar in our land, F. C. Irwin and G. F. Moore. They resolved to co-operate in holding services, and began at Henley Park, where a few soldiers were located, and in their quarters the first services were held; but as occasion demanded they officiated at other centres also. Then Irwin went to England in 1834 and appealed so successfully for help that a Society was set on foot — the W.A. Missionary Society — which through various changes has become to-day the Colonial and Continental Church Society, known among its friends as the "Col. & Con.," and for a full century has brought abundant benefits, not only to W.A. but to almost every colonial settlement in the Empire, as well as to every group of English folk on the Continent of Europe. It was the zeal of Col. Irwin for the welfare of the people here, both white and black, that raised up this great Society.

But although the missionary hearted friends in England who formed the Col. & Con., lost no time in selecting a missionary, the settlers on the Swan were already moving among themselves to secure the services of a clergyman; being of course unaware of the success attending the efforts of Irwin and his friends at home.

On the 30th March, 1836, a meeting was held at Guildford, "of the principal inhabitants of the Middle and Upper 'Swan,' for the purpose of obtaining a clergyman for those populous districts which, owing to their remoteness from the Colonial Chaplain's residence, are destitute of spiritual aid and devoid of public worship." It may be noted here that no reference is ever made to the Lower Swan, and yet the

terms "Middle and Upper" presuppose that the term "Lower" was in use ; and one can only infer that it was applied to that portion of the river in the vicinity of Guildford, and its failure to survive would be the natural result of the gradual rise of that town as a centre of business.

The meeting resolved to become responsible for the sum of £100 per annum, towards stipend, payable in wheat, until increased circulation made payment in cash possible. They further expressed a desire for a clergyman who was qualified, and willing, to establish a classical School. The Archbishop of Canterbury was to be asked to nominate some fit person, and the Governor was approached with a view to securing a grant towards stipend and some glebe land. In their appeal to the Governor they made it clear that they were bent on having a classical (i.e., a Secondary School in modern speech) and not simply a colonial school, or as we would say now, a State School. These men, and those they represented were now the heads of families, with children, in some cases, of a school going age, and education, such as they had enjoyed at home was a privilege they were resolved to secure for their boys and girls. The local committee who actively pressed this matter upon the Governor, were — Messrs. S. Moore, W. L. Brockman, and Marshall MacDermott, all of whom had young children ; but before the appeal of the Governor, or the Committee, could reach the eye of the Archbishop of Canterbury, the official whom they desired had landed in the Colony, and the settlers felt that they had the very man they wanted.

Through the efforts of the Col. & Con., this Missionary was sent out ; he arrived in July 1836, the Rev. Dr. Louis Giustiniani ; the name is remarkable and the man not less so. He was born of a princely line and his family had formed an alliance with a branch of the English Earls of Newburgh. His accomplishments included ability to speak four languages fluently ; and he had gained a degree in medicine. But with all his abilities he had many disadvantages. He was a foreigner, and English was certainly not one of the four languages that he spoke fluently. Being an alien he could not obtain, by purchase of otherwise, any land. Difficulties beset his efforts to become a naturalised subject, and he grew impatient under these restrictions.

Then his zeal far outran his discretion in the cause of the natives. He assumed the office of Protector, rather than pastor, and assailed not only the Government, but Moore,

Mackie and Irwin, his best friends, who for years had been patiently battling with the native problem; and so there was no course open except the dismissal of Giustiniani, who left the Colony in 1838, within two years of his arrival. The fact that the Rev. Doctor was utterly unfitted to establish a classical school, or any school where the English language was an essential, made him quite unacceptable to the Settlers who were anxious about their children's education. Meanwhile however, he had built the first church at Guildford, begun in September, 1836, and also a Mission House at Middle Swan, where he had made attempts to evangelise the natives, and where, soon after his departure, the Rev. Wm. Mitchell established himself, having arrived in W.A. on 4th August, 1838, and carried on the work more quietly, and much more successfully.

This property at Middle Swan, known as the Mission Grant was purchased by the Society from an early Settler. It ran for more than 10 miles from the river into the Darling Ranges and was only ten chains wide.

Within a month, the school so long desired was begun, and from Mrs. Mitchell's diary we learn that Edmund Brockman was among the first scholars.

Mr. Mitchell was already deep in his work among the natives, in which he was greatly helped by Miss Anne Breeze, whom the Col. & Con., had appointed to accompany him and Mrs. Mitchell for this express purpose, and who after her marriage to Mr. Camfield, continued to work for the natives and began a home for them in Albany, in 1852. Long before this however, Moore had tried patiently to understand the native mind, and to get at their point of view. He gives in his book a very fine account of his efforts, particularly of an interview with the noted Yagan, who was a born leader, and whose death was a real obstacle to the cause of peace between the settlers and the aborigines. Moore was at great pains to compile a fairly large vocabulary of the native language, which he published, and Dr. Viveash also, even before he landed on these shores, showed his benevolent intentions by securing from Mr. John Hardey, a fellow passenger on the Britomart, a list of native words, especially words for various parts of the body, which list he later enlarged with the help of a native named Gillam, who could tell him the names of such common troubles as befall the savage as well as the civilized.

It was in this kindly endeavour to serve the natives that Dr. Viveash came early in contact with Mr. Mitchell, and his diary with that of Mrs. Mitchell's gives ample evidence that these and other settlers were earnestly trying to alleviate the lot of the blacks. On the Baskerville estate there are at least six graves of settlers; the last to be buried there was James Minchin in July, 1837. G. F. Moore read the burial service, and in his account of this event he tells how the other five had all been killed by natives, one being a lad named Keats whom Yagan slew in self defence, as the boy made an attempt on his life in the hope of winning the reward offered when the native chief was outlawed. The site of these graves is now an orange grove, but the spot though not marked by any monument can be pointed out both by Mr. Frank Minchin and the owner.

Although the carrying on of Missionary work was found to be very difficult by reason of the primitive ways and nomadic life of the natives, the kindly treatment of so many well disposed settlers, soon made the natives friendly, and the intercourse between the races was generally for the mutual welfare of both.

Mr. Mitchell's activities also found vent in building the two churches of the Swan of which mention has been made, both begun in 1839, the edifice at Middle Swan being opened for service late in 1840, while the Upper Swan Church was first used on 10th January, 1841.

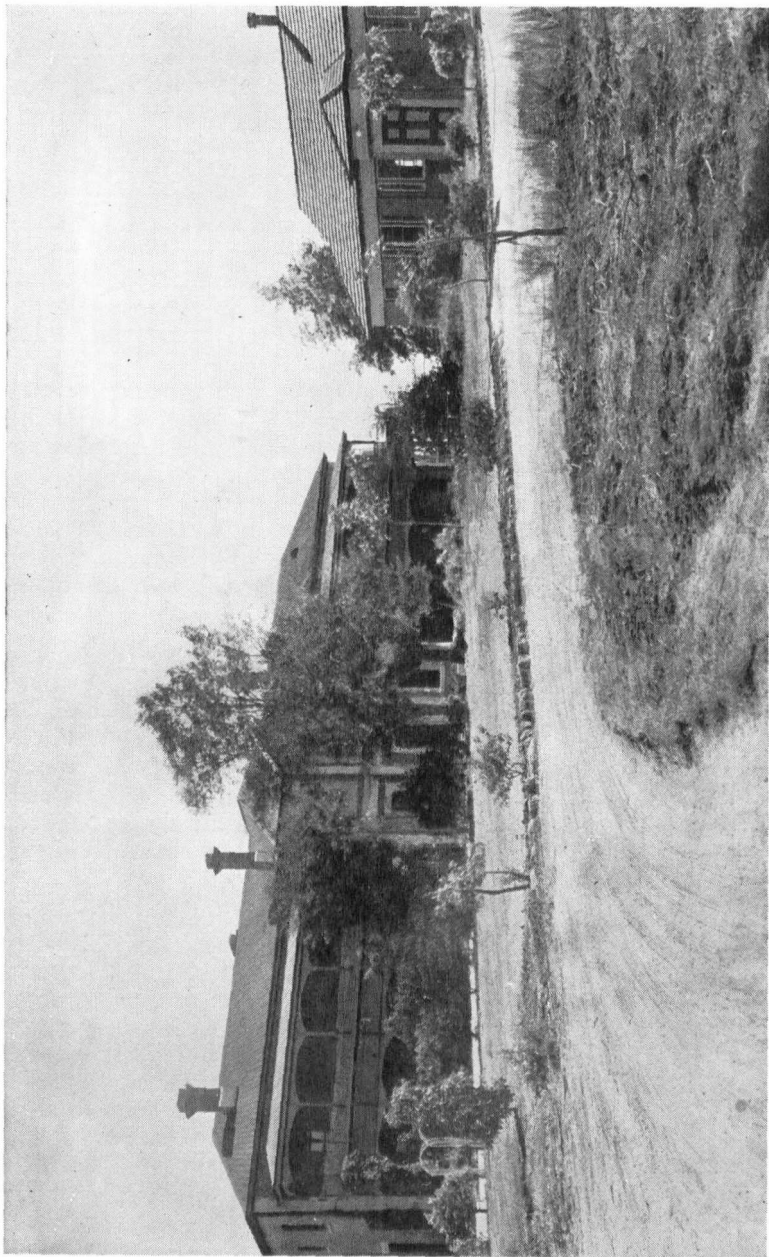
In the year 1843, the Rev. W. R. Postlethwaite arrived to share the work, and was stationed at Upper Swan, where he tried to combine the instruction of the native children with the whites, but not with any permanent success. He continued until the end of 1848, when the departure of the Rev. G. King from Fremantle made it necessary for Mr. Postlethwaite to fill the gap, and ever since there has only been one Rector of the Swan.

Mr. Mitchell kept on steadily for more than twenty years, quietly building solid foundations, supported by many of those pioneers whose names have occurred in the course of this story. His district at first had no defined boundaries, and occasional visits to York were expected of him, while northward, his ministry extended as far as settlers were to be found; but in 1850, Mr. Harper became Rector of the Avon Valley including York, and in 1860 Mr. Bostock took charge of Gingin, while Guildford had had its own clergyman since 1852.

It was about the year 1860 that Mr. Mitchell left this district for less arduous duties nearer Perth, and the Rev. Adam Likely, came from England to take charge. He carried on the work for about four years effecting some further developments, but the work among the natives appears to have been abandoned from the time that the Rev. G. King established a Mission in Fremantle in 1842. In 1864, the Rev. G. H. Sweeting succeeded Mr. Likely, and during his cure extending over nine years, he continued the educational work, and entered heartily into all local affairs, co-operating with the Roads Board and carrying on an active ministry which did not cease even when he removed to Guildford, as no successor could be found for him at the Swan until 1874, a year later, when Archdeacon Brown began a long ministry there. It was evidently at a period prior to this that the bridge over Jane Brook was called Sweeting's Bridge, the land on each side being glebe land occupied by him. Very soon after Archdeacon Brown came, the boys, who were under the Church's care in the Anglican Orphanage at Perth, were transferred to the Swan, where with the able support of friends in Perth, he had been successful in erecting a substantial Orphanage, which still forms part of the block of buildings which to-day houses about 120 boys.

The establishment of this Institution for both sexes in Perth in 1868, had been due to the combined energies of Bishop Hale and the Archdeacon, and in order to further the removal of the boys to the wider spaces of the Swan, the Archdeacon very generously gave up the use of a very large portion of the glebe land, not only for the erection of the buildings and for gardens, &c., — but also some hundreds of acres of the Mission Grant for the grazing of the stock of the Institution.

One of the most generous benefactors of this Institution on the Swan was Sir Luke Leake, who had given liberally towards the initial cost of £1,600 for the first building, and whose moral support and enthusiasm were of even greater value. Sir Luke's widow afterwards became Mrs. Waylen, the wife of Dr. Waylen, of Guildford, and the keen interest of Sir Luke in the founding of the Swan Orphanage, explains why his widow left a generous legacy, not to the Orphanages generally, but to the Boys' branch here. The exact sum specified by her was the unusual one of £900, but it was provided that to this should be added "the residue of the estate," when all other commitments were discharged.



SWAN BOYS' ORPHANAGE.

It would seem as if Mrs. Waylen designed to make her legacy up to about £1,000 by the addition of the residue; but, whatever the purpose, the fact remains that, very fortunately for the Orphanage, it resulted in a remarkable case of "the tail wagging the dog" for the residue proved to be about four times as much as the original sum, and took shape in the splendid block of buildings which now form the chief edifice. Another name that will be revered as long as benevolence is esteemed in the State is that of Walter Padbury, who, because he became an orphan at a very early age, soon after landing in the Colony, ever had a warm spot in his heart both for the young and the old, when poverty overtook them. This noble pioneer was a constant supporter of the Orphanage from the very first, by working on the Committee as well as by liberal gifts.

Among the many Swan residents who promoted the welfare of the Orphans by helping with domestic supplies, the name of Miss Viveash may be mentioned, as typical of many others, who quietly and regularly worked at the task of clothing and feeding a family of thirty or forty at first; — a family, unlike the normal home group, in that as time went on, while it grew larger, it never grew older, and, as its members came to an earning stage, they left to begin the task of building homes for themselves, and made room for younger folk who stood in need of such a home as they were able to leave.

Many ladies in the earlier days joined in this work, and settlers generally by liberal donations of fruit and other products showed that the district realised its responsibilities in respect of this Institution, while the Government has always recognised its state wide usefulness by subsidising its funds. Its value to the state could only be assessed, if one could compile a list of the hundreds of boys who have gone out and made a success of their lives in all parts of the west, and in all grades of society. While that success has not been universal, it can claim to have been remarkably uniform, and the Institution is rightly proud of the honour roll of the boys who went to the War.

An important development of this branch of the Church's work has long been under consideration, and it has now been resolved that the Girls' Orphanage shall be domiciled at the Swan, where a scheme is now afoot for the erection of ten or a dozen small homes, it having been decided that the cottage system is to be inaugurated. This change will result in the

Rector vacating the present Rectory and Glebe land, and occupying the new Rectory just built on a site, near the Memorial Church and the Parish Hall, much more convenient for the working of the parish.

Institutional work for the young was not confined to those of the white race. Archdeacon Brown had a keen desire to alleviate the condition of the natives, and it was not very long after he came that the native and halfcaste Mission was transferred from Perth to a site adjacent to the Orphanage. Thus the aboriginal mission, begun at the Swan in 1836, continued by Mr. King at Fremantle in 1842, transferred to Albany in 1852, removed to Perth by Bishop Hale in 1871, (owing to Mr. Camfield's fatal illness), came once again to its original locality and continued its good work, until changes in the policy of the state in respect of native matters resulted in its abandonment.

Yet another institution, the Redhill Industrial School, was begun by the Church just 40 years ago at what is known as "Toodyay-Greenmount" where in earlier days, Mr. Chester had built an inn. This was called Redhill — not Greenmount ; not as an intentional affront to the Emerald Isle, but partly because of the red soil, and more especially because near Manchester there is a similar institution so named. There were many difficulties in carrying on this work which, notwithstanding, had many happy results, until it was closed a few years ago, and only lately a bushfire completely demolished the premises.

There have been several Rectors of the Swan since the death of Archdeacon Brown, amongst whom the writer may claim to have had the longest tenure of the cure, from 1899 to 1923, during which period, the expansion of the fruit growing and wine industry occurred, and Church progress was marked by the enlargement of the Parish Church, the erection of the Parish Hall, and the Memorial Church, as well as church buildings at Glen Forrest, Mt. Helena, Baskerville and Muchea, and a Rectory at Middle Swan. Although in many areas that were once part of the Swan Roads Board district, other religious communions have been formed, in the Swan Valley proper, beyond the towns of Midland and Guildford, no minister of any other communion has ever been domiciled, and until the influx of settlers from Southern Europe called for the ministrations of the Roman Catholic Church, the dispensation of the Gospel was practically the sole privilege of the Anglican Church ; and the hope may be ventured, that the social condi-

tions of the Swan, and its established repute as a law abiding community, are indications that the duty has been not unworthily discharged.

Education : It would be impossible to deal with the subject of Education on the Swan historically without reference to the Church's part in this important matter, because, as we have seen, the subject arose in conjunction with religion, in the minds of the early settlers who sought a minister, who would be both priest and pedagogue, and in due course obtained not merely one, but two who fulfilled these conditions. We have many references to the school held at the parsonage at Middle Swan in Mrs. Mitchell's diary, and learn of some of the scholars, "the little Brockmans" being a solid contingent, and there Edmund appears to have first met Deborah Slade, the little girl who afterwards became his wife, and later still the Swan's best known and perhaps only poetess, whose poems have been published.

The Middle Swan School was begun in 1839 and the one at Upper Swan, taught by Mr. Postlethwaite, was begun in 1843, as soon as he arrived in the "Lady Grey." We have further evidence that schools arose as the population grew ; although there are no certain dates available.

One notable School was that established by Mr. Joseph Keys Loque, a University Graduate, whose school was first near Belhus and later on the eastern side at Ivy Cottage, near Herne Hill— where many citizens of the past gained their education — Mr. G. W. Loque carried on this goodwork long after his father's time.

Owing to the difficulty of attending an Eastern School by Western children, Mr. Alfred Minchin, who had a large family of eight sons and two daughters, made his barn available as a school room, which barn still stands, and traces of its use as such can be detected by the discerning, although the birch, if one were used by the dominie, cannot be found. That office was filled by Mr. Frank Hussey, whose descendants still flourish in the West.

Later Mr. Minchin built a room on his property near the barn and the School was held there and later still it found a home in a building well to the rear of the present West Swan State School.

It would demand far more space than can be given here, for a detailed record of the progress of Education in our district and it must suffice to say that eventually the State took

up the work, and flourishing schools not merely in the greater centres, but in the rural districts on both sides of the Swan Valley accommodate several hundred children and at least two Rhodes Scholars began their education in a school on the Swan.

The establishment of a High School, in or near Midland Junction, in the very near future, in the interests of the rapidly increasing number of scholars in the surrounding districts, will be a fitting development to this great work of education.

SPORT AND RECREATION.

In the matter of recreation, this district was at a serious disadvantage in the sparsity of its population. Except in the town of Guildford, and later at Midland Junction, it was no easy matter for even a team of cricketers to assemble for a match occasionally, while regular practice was out of the question. As for football, until the vine industry created closer settlement, such accomplishments as drop kicking, punting and marking were unknown arts to the athletic youth living remote from towns. The earliest form of recreation was probably the ploughing match which the Agricultural Society fostered, and in which Swan residents excelled. Another was the pruning competition, which equally with ploughing aroused intense interest, and as recreations were certainly not such hard work as football. Quoits too had devotees, and the game could be as keenly contested as bowls and with far less expense.

But none of these forms of recreation provided that excitement which the younger generation requires, and which was found in the sport which the bush afforded, in hunting and shooting.

Kangaroo hunting and wild turkey shooting were not only forms of sport very popular, but were also necessary events in the settlers' lives.

"We made some good soup of the tail," writes one, (in 1841), "and learnt the way to procure excellent jelly from the same part of the Kangaroo, as good as calf's foot, and also to steam other parts of the hind quarters so as to produce a very tender and savoury dish, the forequarters have little meat on them and are generally reserved for the dogs. We find hunting the Kangaroo absolutely necessary for the supply of fresh meat till we are able to kill mutton and goats for ourselves."

Dogs for hunting found a ready sale ; this settler bought four dogs — "very cheap" he says, for £15, and later had to pay £12 for another. Thus the quest for the Kangaroo in the forest-clad ranges and out on the plains towards the coast where the shy turkey abounded, provided ample opportunity for ardent sportsmen to acquire skill in horsemanship, and it was natural that the Englishman's love for "the Sport of Kings" should continue in this new land. The annual race meeting for the Colony was held, (during the fifties at any rate) in Easter week, and the course was just on the border of the Swan district. The riders were for the most part amateurs, and the Swan district was well represented, Mr. C. W. Ferguson, and the late Mr. Maitland Brown, being among the number. At least two race meetings were held in the vicinity of Caversham many years ago, but were soon discontinued. The late Mr. H. J. Saunders, when he owned Henley Park, was a prominent supporter of the sport, owning several horses, and a private course, where picnic race meetings were occasionally held. In later years similar gatherings have been held at Bullsbrook, but the proximity of the metropolitan courses, most of which are on the verge of the Road Board district, provide sufficient opportunity for all interested in racing.

Gradually the noble game of Cricket gained a footing on the Swan. Naturally Guildford had its cricket club very early in its existence ; but so far as the Swan district is concerned it is probable that the beginning of organised cricket came a few years before the laying down of a pitch by Mr. C. W. Ferguson, at Houghton, about 50 years ago. The nature of the soil on the west side was not favourable to this sport, and for some years Houghton was the only centre for cricket outside the towns and villages. Mr. Ferguson's hospitable treatment of visiting teams only extended to a liberal supply of grapes ; none of the products of the cellar being on hand, lest the defeats which the doughty batsmen of the Swan generally administered might be put down to the wrong cause.

It is not possible to give exact dates of the birth of Cricket Clubs on the Swan, because no records appear to have been kept. However, Mr. S. A. Brown, has a list of the members of the Middle Swan Cricket Club, which he certifies is a record of at least 55 years ago and therefore dates from 1883. The names are ; Mr. Courthope, (President no doubt for he is the only one dignified with the prefix), W.



TRELLIS OF EXPORT TABLE GRAPES.

Brown, S. Brown, E. Sewell, J. Mullen, J. Hubbard, J. Harris, W. Branch, W. Peters, G. Crawford, W. Murray, F. Bassett, F. Godfrey, E. Hitchcock, W. Dixon. The club played on Houghton grounds at different spots before the cement pitch was provided near the main road. The most frequent adversaries were the Orphanage boys who, on account of their tender years — and tender feet — were allowed to play 18 men (?) and Mr. Jim Minchin, whose memory is accurate and veracity unimpeachable declares that the stream of fatherless lads who sallied forth to do battle, did not cease until their opponents' score was passed, but Mr. Stephen Brown, who was then in charge of them, and of course kept tally, vigorously denies this so it must be left for these old cronies to "fight their battles o'er again," in the same spirit of good fellowship as was shown of old.

Mr. Minchin, who was born on the Swan eighty years ago, well remembers that at Upper Swan, cricket began by excursions to do battle with the batsmen of the Chittering Valley, the first pitch on the Swan being near Belhus. This led to a club being formed, with permission by Mr. Fraser to clear a pitch at Millendon. Much enthusiasm was shown, the wielders of the willow, first handled shovels and grub-hoes (with which they were far more proficient) and having cleared a pitch, took to the lighter tools, and the game proceeded merrily, but sad to say, their double labours demanded refreshment, and wine, whose quantity far exceeded its quality, changed merriment to quarrelling and, so our informant asserts, the first Upper Swan club was "strangled in its cradle."

The second infant grew to healthy manhood and still flourishes.

It was not very long before Mr. Hardwick, at Baskerville, himself a keen cricketer and like Mr. Ferguson blessed with sons devoted to the game, laid down a pitch, so that there arose great rivalry of the happiest nature between the Middle and Upper teams. Later on developments occurred in both places. Mr. E. W. Loton laid out a ground on his estate, near a convenient group of shady gums, and provided a shed, changes at Baskerville, making this provision for the sport most acceptable. Though Mr. Loton himself very seldom played, his sons ably represented him in the field, and games with the High School which were annual fixtures there, were red letter days to many more than the two elevens, for generous hospitality extended to all who came.

At about the same time Mr. S. H. Viveash who had given a site for the Parish Hall at Middle Swan added to his generosity by giving about five acres alongside it for a recreation ground. In the Swan Parish Church is a tablet recording that Frank Viveash, aged 14, died suddenly on the cricket field. He was the only son of Mr. S. H. Viveash, who confided to the writer at the time of his gift of the land, that he wished to commemorate in this way, the fact that his boy had been very fond of the game and a keen cricketer. It is therefore in a very real sense a memorial of the lad, and it may be possible for the trustees to perpetuate this memorial both of father and son, by naming it the Viveash Recreation Ground.

As the population increased and tennis became more and more popular, the increased facilities for travel have placed the younger generation of the Swan practically on a level with other communities, and all sports flourish; not excepting football. Indeed the Swan Districts team has seriously threatened the supremacy of such veteran teams as the city and the seaport could assemble, and although the district head quarters are located at Bassendean, not now in the district of the Swan, yet the club is nurtured by residents of areas all of which look to the Swan for their origin, and a goodly quota of the bone and muscle that carried the team so near to the top last year, comes from the vineyards of the Swan.

PUBLIC HALLS OF THE DISTRICT.

In the early stages of settlement this district was for long almost entirely destitute of places where people could assemble for entertainment, or discussion. Indeed until about 50 years ago there was only one place of a public nature, outside of hotels and churches, where people could meet for any purpose; and that was the Mechanics Institute at Guildford.

In a wide area so sparsely settled the leading residents with somewhat larger abodes than their neighbours, doubtless offered their largest apartment for such gatherings when necessity arose. Thus in 1851, Dr. Viveash records on 14th February.

"First meeting to form a Book Club at Wexcombe ; Committee to meet on 26th inst." The entry on the latter date shows that they also met at Wexcombe. And nearly 40 years later, at the same hospitable abode, by the hospitality of Mr. S. H. Viveash, a largely attended meeting was held to consider the question of erecting a public hall for the benefit of the residents on the Swan.

The entry concerning the Book Club gives a hint of the reason why places for public meetings and entertainments were not keenly desired. The long hours of manual labour that fell to the lot of most people, made quiet evenings spent at home in reading and music, much more attractive than a toilsome journey at night of several miles over roads rough enough for travel in daylight, and so it was only when and where groups of people formed a more or less compact community that this need for social intercourse called for satisfaction.

So naturally Guildford very early in its history established its Mechanics Institute. In the same way no sooner did Midland Junction realise its communal character than the desire for a place of meeting found expression. It was Archdeacon Brown who once more showed his concern for the public welfare by promoting this object and bringing it to a successful conclusion, and this is the more praiseworthy from the fact that he was then over 70 years of age. Having secured the site for church purposes where the present Church of the Ascension stands, the Archdeacon appealed successfully for help to build a Hall which should be not only for Divine Service, but during the week, for all social and political meetings. A fairly commodious wooden structure soon arose in 1893, forty five years ago ; and although long since demolished, and its site now beautifully laid out as Ascension Park, it was for some years a social, as well as religious centre of the utmost value to the district. Old residents remember that when the momentous question of the removal of the workshops from Fremantle to the Junction was raised, local meetings largely attended were held in this hall continuously until the matter, which meant so much not only to the town but to the Swan district at large, was settled in favour of Midland.

Naturally as the town grew, other halls arose, and in a few years the town ceased to be an integral part of the Swan district.



SCENE ON SWAN RIVER.

But the resultant development of that part, in the vicinity of the town, created a desire for a place of meeting. Hence the gathering previously mentioned at Wexcombe. The outcome of that meeting was an appeal to the Government for a grant towards a Public Hall at Middle Swan, where Mr. S. H. Viveash was prepared to give a site — and Mr. W. D. Moore, who then owned Oakover, also offered a site there. But the Government flatly declined, stating that the residents were near enough to Midland Junction to avail themselves of its amenities. It was further up the Swan that they would be prepared to help, and so indeed they did a few years later at Bullsbrook. However, at Middle Swan the church took a hand, as was the case at Midland. The Rector called a meeting at Houghton Barn on the occasion of the Annual Parish Festival, that for many years had been held there for lack of a better place. It was resolved to set on foot a movement to build a Parish Hall without a penny from public funds, and in May 1901, the foundation stone was laid on the site which Mr. Viveash had given.

There was, however, at Smith's Mill (now Glen Forrest) a village at that time within the boundaries of the Swan District, a commodious public Hall of octagonal design, to which the Government had largely contributed, and probably on that account the grateful settlers called it Forrest Hall in honour of Sir John, the State Premier, from which fact, the town when its name was changed, became Glen Forrest.

Bullsbrook was probably the fourth centre to be provided with a public place of meeting, and here again a paternal Government helped liberally.

Muchea in the year 1919, was provided with a Hall by the agency of the Anglican Church, and it was not long before the residents built a public Hall which left the Church hall to be used entirely for worship.

The same procedure to a certain extent was followed at Baskerville, where settlement was growing apace, and the Rector obtaining a site from Mr. William Padbury, the owner of Baskerville, put up a wooden Misson Hall, that was used continuously for all purposes of a social and religious nature, until in the course of two or three years the soldier settlers of the vicinity secured the spacious barn, a solid brick structure built by Mr. Walter Padbury many years before, and this with necessary alterations was transformed into a Memorial Hall.

At Beechboro, where hardy settlers had planted a community in the wilderness, the church once more met the need by erecting a Hall, while at Henley Park, the commodious barn as solid as that at Baskerville was given by Mr. H. J. Saunders for a public Hall, and at once proved a great boon to the increasing band of settlers on that large estate, and to the neighborhood in general.

Then came the erection of the Memorial Hall at Caversham, while more recently at Herne Hill, a spacious Hall has been built, and the settlers who hail from Southern Europe have supplemented that by building an edifice, whose appearance does them credit and whose usefulness in promoting harmony and fellowship, should be far reaching.

So with more than a dozen places where recreation, instruction, entertainment, and discussion may be carried on the district can now be said to be well served.

New Areas: At the beginning of the twentieth century, there were new areas being opened up which called for expenditure where never before had any money been required; notably in the region known as Beechborough. It may be mentioned here that this is one of the many names in the old country, which are associated with the history of the Brockmans there; Cheriton is one and the chief estate where once the head of the family lived was Beachborough, our spelling not being accurate. The development of these areas westward is leading to the construction of more than one road that will eventually open high-ways from the Swan to the city and the sea.

But as the country to the west was being opened up — movements were on foot which resulted in the Board being relieved of the care not only of some of its district in that direction, but also of much more on the east side. The residents in the Hills appealed successfully for a separate Board, first called Greenmount, but now Mundaring Roads Board, an appeal to which our Board raised no objection. That was in 1902, and in the same year at Wanneroo a like desire arose and this Board seemed to regard each request as a definite relief; for the continual expansion of the district proper called for all their energies. The town of Midland Junction, in more ways than one, overflowed its borders; for many whose business was there, found homes outside its boundaries; and the town moreover was forced to secure a site for a cemetery

some distance away. This latter development led to much discussion, as the necessary road to the chosen site had an awkward watercourse, which demanded six bridges, so it was said, but by skilful engineering it was made to be content with a culvert or two, and the Council were graciously allowed by the Board to spend Government money in constructing this thoroughfare through their territory. Similar negotiations arose when the town desired access to the river, that its citizens might perform their ablutions, and enjoy some bathing facilities. A road was eventually made and a shed erected with other conveniences on terms satisfactory to both parties.

The Roads Boards Association was formed about this time, and its annual conferences have generally been attended by representatives from here. The exchange of views, the pooling of experience, and the forming of a concerted policy, are among the many advantages of this organisation which has grown most satisfactorily.

Pests: A less satisfactory growth at this time was the stink wort. Once it found its way here it seemed as if it had come to stay. The noxious weeds Act was enforced — by the Agricultural Department — on farmers, but not, it was alleged, on the Government, in respect of crown lands and reserves, — nor on the Midland railway!

Members of the Board themselves were victims; Mr. Minchin, at considerable cost, attacked the weed, but it seemed to thrive on persecution — and was thicker next year where his attack had been fiercest. Mr. Viveash, when the inspector came to admonish him took that official to his fence, where, on government land, it was doing well! One farmer on the Swan, neglecting to deal with the nuisance, was invaded by a team of destroyers, sent by the Department, who also sent the unfortunate Martin a bill for £140, in consequence of which he left his farm, as he was unable to pay. Another noxious weed, "Patterson's Curse," or less harshly dubbed "Salvation Jane," gave trouble later, but neither weed appears to arouse the alarm that was felt at their first appearance. A third evil growth seems to have come into the district early in the present century. It was called "Apple of Sodom" and the agricultural department alleged that it was guilty of harbouring the fruit fly. It was ordered to be grubbed and burnt, and the Chairman reported that the order had been executed; so it probably met with an early death, and left no posterity.

There is another pest from which this district appears to be happily free — a four legged one — the dingo pest. In 1901 the Government enquired of Roads Boards as to the manner in which they were dealing with wild dogs, and this Board was able to report that they had no dealings with them at all!

One very important undertaking was the construction of a new Barker's bridge, during the construction of which, at the end of 1900, a ferry was provided for foot passengers, and other traffic was diverted to the Middle Swan bridge. For an extra payment of £80, the contractor agreed to "speed up" and complete the bridge in $2\frac{1}{2}$, instead of $3\frac{1}{2}$ months. Another bridge of equal importance that was replaced soon after, was that over the Helena at Guildford, it was constructed in 1902 so that its span of life was hardly 35 years, since it has now stood idle beside its successor for a year. Perhaps it will share the same fate as its predecessor, and be dismantled, that its timbers and fittings may be used in building smaller structures where needed. In 1902, the Guildford Council and the Swan Roads Board shared the abandoned bridge between them, and good use was made of its materials. In August, 1902, Mr. Despiessis on behalf of ratepayers at Caversham, asked for "sufficient timber from the old dismantled Helena Bridge to construct four culverts on a new road." This road ran from the West Swan road to the river, and had been cleared by the residents there, who also undertook "to cart the material and put it together at their own expense." No wonder we read "request complied with." The Board also made it known that the timbers of the old bridge would be made available to any ratepayers who cared to make culverts at their gates.

The road above referred to has been called Caversham Avenue, and the public spirited settlers dwelling there had visions of a bridge over the Swan at the end of it. Unfortunately the Avenue is only half a chain in width at the west end, widening to a chain at the river end. In 1903 the Board declined to take over the road as the Act prohibited them; and the short cut to Midland Junction, which must come in the near or distant future, can only follow the widening of the Avenue.

At the beginning of 1904, Mr. L. Whiteman proposed the removal of the Board's office from Guildford to Midland Junction. His reason was "that many suitable persons at Midland Junction to serve on the Board, objected to the office

being in Guildford," and so would not nominate. After considerable discussion the motion was carried by four to three. This matter was made a test question at the next election and the candidate who stood for the office remaining at Guildford, Mr. James Smith, "though scarcely known in the district" just failed by one vote to get among the chosen three, the last of whom was Mr. C. W. Ferguson who "received votes on account of his popularity!" These were the sentiments of Mr. Van Ooran, who was Guildford's champion on the Board, and he moved for the rescinding of Mr. Whiteman's motion; but all in vain; the march of progress could not be delayed and the change has been abundantly justified.

One direct result was the appointment of the present Secretary, Mr. W. R. Crosbie, on 4th April, 1904.

We cannot inscribe all the secretaries of the Board upon the scroll of fame, because there are no records preserved of the Board's activities for the first 28 years from 1843 to 1871, and no one knows what learned clerks, (or how many), carefully wrote down the story of the district in terms of roads and bridges, but since the latter date, the list is complete:—

M. R. Meagher	1871, served 7 years.
W. E. Knight	1878, " 6 "
W. E. Brown	1884, " 8 "
J. O. Brown	1892, " 5 "
J. M. Hubbard	1897, " 1 "
P. A. Gugerl	1898, " 6 "
W. R. Crosbie	1904, present secretary, nearly 34 years to date.

The first of these was a member of the Board during all the time of his clerical service, and received an honorarium voted each year. He came on the Board later and was for a period chairman. Messrs. W. E. and J. O. Brown, were sons of Archdeacon Brown, and although the former began 54 years ago and the latter resigned more than forty years ago, it is noteworthy that both gentlemen are still living. No other past secretaries survive. Mr. Gugerl lived to a good old age, and was a member of the Board some years before he acted as Secretary.

The most remarkable fact about this list is that the yet unfinished term of service of the present Secretary, Mr. W. R. Crosbie, exceeds the combined terms of the other six, and possibly that is a record that no other secretary of a Roads Board can show, although there may be one or two with longer individual service.

The relationship of Guildford to the Swan Road Board, has been from the first somewhat remarkable. Claiming a priority of some three years, Guildford is the senior member in a partnership that has existed now for nearly a century.

The Guildford Town Trust, began to function in 1840, and when three years later, the Swan District Roads Board was given charge of a vast area which completely surrounded the little town site, it is probable that the civic guardians of Guildford were apprehensive lest they should be swallowed up by the unwieldy octopus which perforce gathered its representatives to conduct its affairs at Guildford, as the only centre within its wide borders. Whether the town at first regarded this intrusion as an instance of the enemy within the gates, or whether the Board looked upon this choice spot within its boundaries, (yet definitely independent), as the fly in the ointment, is not apparent in the records of either body. But it is clear that both soon settled down to work together in a manner on the whole most amicable. Doubtless the fact that for nearly fifty years Guildford was the market town to which all business was drawn, and that its interests were closely woven into those of the districts around made for a friendliness that showed itself both in social and commercial affairs.

There were of course occasions when acute differences arose in matters where the two bodies had joint duties and responsibilities; as for instance in the erection and upkeep of bridges. The town may be described as occupying a peninsula, formed by the Swan and Helena rivers, and the only exits from the town (except that which goes toward Midland Junction) are across bridges, which are under joint control; and in these matters both bodies did not always see eye to eye. While the creation of a cemetery for Guildford beyond its boundaries in the territory of the Roads Board led to some rather acrimonious contention, in the early nineties. The Board regarded the Cemetery as entirely the Council's concern, and felt that their money should not be spent on a road leading to it. The Council, grudgingly it would seem, promised £25 — not very much for a road a mile long; and yet the Board appear to have been compelled to make roads in their area where needed. The correspondence was both frequent and sarcastic. On the Board's side, the pen was wielded by its Secretary, Mr. J. O. Brown, and in one despatch he ventured (by direction of the Board) "to remind the

Council that neither barren sympathy nor bare sentiment will make one inch of the road." The letter went on to say that since "the pittance of £25 voted two years ago is now refused us" and £100 more would be needed, the work would be left for the Council to finish. After this explosion of hot air, it seems as if agreement was reached, and it may be said that on the whole the relations of the Board with the Council have been most cordial.

Local Names of Bridges: There must be scores of bridges, large and small, throughout the district, some of which might be termed mere culverts; but many of those structures which span a watercourse have local names often linking them to pioneer settlers, and thus perpetuating historic associations. Moreover they distinguish the different bridges over the same stream. Thus the four over the Swan each having different names, confusion is avoided. Jane's Brook has two, one was known as Sweeting's, on the Gingin Road; the other Hitchcock's on the Toodyay Road and this latter has an alias (Dickson's).

The main bridge over the Susannah might well be called Latour's, for the stream once had that name, and the other three lately erected over this brook could be furnished with local names by agreement amongst those who are served by them.

Edwards' Bridge at West Swan, reminds us of an old pioneer referred to in these pages, and Studsor's in the Bullsbrook region keeps green the memory of a pioneer of 1829.

Then there are Cousins' and Mayo's bridges and possibly others, all of which names, if they are preserved, will serve a good purpose.

Roads New and Old: The only reference to a "block" road is found in the minutes of 4th May, 1874. This was stated to be near Betts. This was on the Perth side of the Helena bridge where a few years ago the jarrah slabs sawn from the trunks were dug up during the work of constructing the present road. That method of road construction does not appear to have been used anywhere else in the district. The system was introduced by Governor Hampton and the blocks were called "Hampton's Cheeses."

This Governor who came in 1862 and ruled the Colony in a rather autocratic fashion for six years, certainly showed great vigour in promoting the development of the resources of the Colony and using the labour of the convicts for building such notable structures as the present Government House

and the Perth Town Hall. Many roads around Perth were constructed of "Hampton's Cheeses," and traces of them are still to be found — alongside roads constructed solidly on the latest system with a bitumen surface that speaks eloquently of the difference between then and now.

Wayside Inns : In the earliest days the Swan, in common with other parts of the Colony, was fairly well supplied with Inns. Now the State is abundantly supplied with Hotels. The Swan district now has no Inn, and only one Hotel. If however it had not been partitioned, losing several centres, there would have been many Hotels to add their quota to its rate book.

The wayside Inns of the old days such as Camfield's at Barnden's Hill, were important institutions, and some of them had names curious and pleasant, if not always appropriate. The Pineapple, near Guildford was one of the very earliest ; one associates the name with rum which was the common drink of the period. There was the Cleikum Inn at Guildford too. Along the northern road were the Bush Inn, the Silver Castle, and Cockman's, all fairly near to Bullsbrook. Cockman's was perhaps the last to come, and certainly the last to go, of these. Many of the leading men of the Colony found shelter under Cockman's roof. John and Alex Forrest dried themselves by its fire after wintry days in the saddle. Bishop Hale was often glad to reach it, and enjoy its homely fare ; so was Walter Padbury and all the men who pioneered the Midlands.

Along the Toodyay road there once were two hostelries, even though they may not have been duly licensed. One was where the Wooroloo crosses the road known by the names of successive hosts, as Martins, Mayos, etc.

There was for a short time at the foot of Toodyay Greenmount, an inn built by Mr. Chester, the father of Mr. Sidney Chester, who served on the Board for several years. Bishop Hale refers to it in 1864; but on a journey to Toodyay in 1866 he speaks of it as deserted. It is said that the venture was not a success because teamsters with heavy loads could not get their teams to start in the early morning owing to the violent straining necessary to surmount the steep ascent which then was much rougher than any of the present generation can remember. Moreover, about a mile or more below was a reserve at Dickson's, with permanent water, only five or six miles from Guildford (where teams generally loaded) and a very easy distance to cover before darkness set in, and

teamsters made that their rendezvous for the night, helping each other if necessary over Greenmount in the morning. On the York road, a favourite place of refuge, called the Prince of Wales' Hotel, was often the haven reached after what was held to be a fair day's ride from Perth to Mahogany Creek. Then at the Halfway House at the Lakes and the "19 mile" (from York) were similar conveniences, and we read of pleasant meetings of travellers going and coming, swopping yarns, hearing each other's news, and discussing the state of the road in each direction. And now we have not a single inn, only the Bullsbrook Hotel, nearly two miles, by the way, from the Bullsbrook siding, and adjacent to the Pearce Aerodrome.

The Rose and Crown Hotel, at Guildford is the only hostelry of the earliest days that still flourishes. Its history properly belongs to Guildford and Mr. Gbbons in his centenary volume touches upon it. Yet it calls for mention here as being a house whose hospitality must have been enjoyed by many a resident of the Swan Valley in the early days.

The Midland railway is the explanation of the rise of the Bullsbrook Hotel and also of the disappearance of the inns along this road; which so far as through traffic was concerned, became more or less deserted. It was the same in respect of the York and Toodyay roads, especially since even now, the latter road has very few settlers after the mount is passed. While on the York road, wayside inns had to give way to hotels as they were set up one by one in the townships on, or near, the highway, such as Glen Forrest, Mundaring, Sawyer's Valley, and others. There are no doubt still some, who, speeding in their cars over all these highways, and perchance, recognising, by some ruin or relic, the spot where they had shelter and refreshment, though they may not drop a tear, at least heave a sigh as they recall memories of the happy days of old.

These wayside inns served well their day and generation; they were indispensable in the days of slow and toilsome road traffic, and their hosts and hostesses earned the gratitude of many weary travellers to whose comfort they ministered. If on each of the three main roads the site of the best known inn on that route were marked by a modest memorial, it would be a well deserved tribute to the part played by these homely abodes, and the services which their hosts and hostesses rendered in pioneering days. Perhaps some wealthy descendants of the men who rode and drove along these tracks will think of this.

HISTORIC BURIAL GROUNDS.

The Swan district contains three of the earliest burial places in the State. If the old East Perth Cemetary is Perth's original place of sepulture, then it takes precedence, and if at King George's Sound, the original place of burying remains, that too would be earlier than any of the Swan. Fremantle has done away with her earliest cemetery and the writer knows of no other in the State that could claim priority to the Churchyard at Guildford at the east end of the Grammar School chapel which is a year or two more than a century old, and the Middle Swan church yard whose centenary may be kept in November, 1938, and that at the Upper Swan which yet must wait about two years to reach its hundred — 31st October, 1939.

In all these are to be found the graves of pioneers well known in the State as well as many who toiled unknown to the little world around yet added their share to the labour that goes to the building of a state. At Guildford, one notes, a Clarkson lies, one of the clan who came with the Hardeys in the *Tranby* early in 1830. At Middle Swan, Mrs. Yule was buried in November, 1838, before the church was begun, but not before its site had been chosen; and here the founder of the Brockman family a generation later was laid to rest with many honours. Here too lie several of the clergy whose labours were largely given to this district, and the names of Viveash, Herbert, Minchin and others of the early families can be read.

Then if one goes to the Upper Swan, a notable grave of a cruciform design is to be seen which marks the spot where W. H. Mackie's body lies. He came in 1829 and played a great part in the days of the colony's infancy, filling for many years the office of a judge, though never granted that official title, and, among many pious works of his, may be mentioned the replacing of the sundried mud walls of the old church there with burnt bricks which remain to-day. There too are the tombs of the Barrett Lennards, the Morleys, the Minchins, the Haddrills, and members of other families who each in their degree and station added something to the foundations upon which our State has risen.

With this brief notice of the places where the forefathers of this Valley of the Swan are laid to rest, this record may fittingly close. It has been written mainly to tell of their work in building the solid foundations of our social order, and to remind us all, that though they have ceased from their labours, their memorials are all around us.

LIST OF ORIGINAL GRANTEES ON SWAN RIVER, FROM CAUSEWAY TO HEAD OF RIVER

Location	Original Grantee.	Present Name.	Later Occupiers.
1316	Midland Railway Co. of W.A., granted about 1890.		
206	A. Taylor		
2	P. N. Brown	A portion in Belvoir Est.	P. Nolan owns part, E. T. Loton also, and a portion now subdivided.
Nth. 1	H. Bull		Sub-divided.
Sth. 2	G. Leake	Belhus	Mackie, Cruse, Lennard, present owners
4	W. Shaw	Belvoir	Lennard Bros. W. T. Loton, E. W. Loton and now E. T. Loton.
5	W. Tanner	Baskerville	Water Padbury, Hardwick's and Padbury, now sub-divided.
5a	W. Lamb	Millendon	G. Fletcher Moore, W. D. Moore, A. W. Moore, Wm. Padbury, now sub-divided.
6	J. W. Wright	Part included in Millendon	
A	W. Burges	Part of Belhus	Lennard Bros. and part sub-divided.
B	F. C. Irwin	Henley Park	E. R. Brockman, now sub-divided.
E	E. Samson		A. Minchin, W. Minchin and now F. K. Minchin.
F	W. H. Smithers	Albion Town	T. Haddrill, J. Haddrill, A. Haddrill, Murray & Sons.
F1	D. Dring		Western Property Proprietary Ltd.
E1	R. Edwards	Part of Henley Park	Now sub-divided.
G	R. Edwards, Jun.	Part of St. Leonard's	G. B. Lennard, now sub-divided.
G1	E. P. B. Lennard	St. Leonard's	W. G. Lefroy, now sub-divided.
9	W. L. Brockman	Herne Hill	Samuel Moore and various descendants, now D. H. Ferguson
10	R. Dale	Oakover	T. N. Yule, Dr. Ferguson, C. W. Ferguson, now J. V. Ferguson.
11	R. H. Bland	Strel'y and Houghton	G. B. Lennard, now sub-divided.
11a	E. P. B. Lennard	St. Leonard's	Now sub-divided.
H	S. Moore	West Oakover	H. J. Saunders, now sub-divided.
I	S. A. Partridge	Priory Park	Dr. Harris, W. H. Cusack, now sub-divided.
K	D. Agett	Rainsworth & Benmore	J. B. Roe, J. F. Roe and part sub-divided.
L	J. S. Roe	Sandalford	Lefroy, Hamersley and now sub-divided.
M	C. Heal	Caversham and Pyrton	Dr. Viveash, S. H. Viveash, now sub-divided.
M1	P. Shadwell		F. D. North, now sub-divided.
14	W. Tanner	Wexcombe	Now part of reserve.
14a	R. Lewis	Spring Park	Sub-divided.
15	G. Leake		
20	W. M. Carew	Lansdowne	
21		South Guildford	
22	W. H. Mackie		
23	F. C. Irwin	South Guildford	
24	Thos. Waters		Now sub-divided.
25			
26	P. Brown	St. Ann's } Sth.	
27	J. Scott	Dunreath } Guildford	
28	M. J. Currie		
29	R. W. Nash		
30		In Belmont Roads Board District, comprising Redcliffe, Belmont and Rivervale	All sub-divided.
31	Jas. Drummond		
32			
33	J. W. Hardley		
34	J. P. Beete		
35	H. Camfield	Burrswood	Barnden. Now sub-divided including two Racecourses.
13	W. T. Dance	Middle Swan	Sub-divided.
36	Anne Butler		
37	Wm. Lamb		
38a	Jas. Lockyer	Portions of Victoria Park and South Perth	All sub-divided.
38b	Jas. Ellis		
89	H. Trigg		
N & O	Walcott & Ridley	Part of Pyrton and Lockridge	The Hamersley family.
O1	W. Milligan		
P	W. Tanner		

LIST OF ORIGINAL GRANTEES ON SWAN RIVER, FROM CAUSEWAY TO HEAD OF RIVER—Continued

Location	Original Grantee.	Present Name.	Later Occupiers.
Q2	W. Tanner	In Bassendean Road Board District Bassendean Part of Bassendean and Bayswater	Sub-divided.
R	Jas. Dodds		M. R. Meagher, now sub-divided.
S	Peter Brown		Now sub-divided.
T	W. K. Shenton		
U	J. Whatley & others	Included in Bayswater, Maylands and Mount Lawley	All sub-divided.
V	W. H. Drake		
W	W. Tanner		
X	Jas. Drummond		
Y	M. Hutton		
Z	W. Layton		
A4	W. B. Andrews		
A5	P. Weeks		
Aa	W. Tanner		

THE PENINSULA.

B	M. & J. S. Clarkson	The Peninsula	H. Baker now occupies Franby house, the house Joseph Hardey built in 1839, which was the third home built by him on the Peninsula.
L	John Thompson		
N	Elizabeth Rowland		
H	Joseph Hardey		
J	George Johnson		
G	Joseph Hardey		
C	M. & J. S. Clarkson		
D	J. W. Hardey		
M	Elizabeth Rowland		
K	John Thompson		
A	M. & J. S. Clarkson		
F	Joseph Hardey		
I	Thos. Hurrey		
E	J. W. Hardey		

In the above list it will be noted that in very few cases indeed, did the original owners retain possession for any length of time.

A typical case is Millendon (5a and part of 6) which came into the possession of G. Fletcher Moore, about 1830, and was developed by him and later by members of his family until it was bought and subdivided by Mr. Wm. Padbury.

Naturally in the course of a century, all the land has had a succession of owners, and an effort has been made to link the estates with the names of such owners and occupiers as are referred to in the story of the district.

An interesting case is that of the area specially listed as "The Peninsula," occupied by the Messrs. Hardey, Clarkson and others, who were known as the Tranby folk, after the name of their ship, and who settled here in May, 1830, the Governor giving formal approval on 31st December, 1830.

The subdivision into 14 groups as shown on the map, was approved by Governor Stirling on 24th July, 1835, whereby certain of their workmen, by purchase, obtained grants out of the estates. The Tranby folk, were undoubtedly the first group settlers in Western Australia.

MAP OF ORIGINAL HOLDINGS ON THE SWAN

This map was prepared by Mr. G. W. Paris, Chief Draughtsman of the Surveyor General's Staff, through the courtesy of J. P. Camm, Esq., the Surveyor General. A list of the original grantees and other information will be found at the end of the volume.

