



Friends of Clontarf Hill

Clontarf Hill History



Beautiful Weeds

The beautiful weeds are blazing on Clontarf Hill;
yellow, white, cream veined, purple gold.
New Holland honey eaters ruckus
in the banksia and tuarts,
and from the summit I can see the islands,
the big ships chugging into the harbour
slicing a trajectory across a steel grey ocean.
Behind me the red rooves of houses
stack east in orderly lines.
Three butterflies are jousting in the bluest air
dusting their colours onto each other.
What better thing to do with your few days of flight
than to wing and collide with your attraction,
to reproduce in the hours you can,
then exhale and subside onto an undisturbed hill,
to lay your exquisite wings down
in the limestone and grasses,
down amongst the beautiful weeds?

Nandi Chinna

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The History of Clontarf Hill and Surrounding Area

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Interpretation Themes

- **Early descriptions**
 - Durlacher

- **Cattle**
 - Meadow of the Bull
 - Healy's Dairy
 - Rinderpest
 - Robb's Jetty
 - Davenports Dairy

- **Market Gardens and Poultry Farms**
 - Dixon's garden
 - Marko's garden
 - Mrs Showell's Poultry Farm

- **Sillytown and Horse Racing**

- **WWII Special Operations Service**
 - Searchlights
 - Cipher code breakers

- **Playground**
 - Bev and Val Jones
 - Frank Brbich

- **Fremantle Eastern Bypass and Friends of Clontarf Hill**

Background

Clontarf Hill is situated in the City of Fremantle, Western Australia, co-ordinates: 32°5'8"S 115°45'57"E. Clontarf Hill is bound by Healy Road to the south, Clontarf Road to the north, and Newmarket Street to the west. Clontarf Hill is a limestone and sand hillock that rises to 39.8m above sea level.

Clontarf Hill was formerly known as Hamilton Hill [1]. There are also references to it being locally known as 'Healy's Hill' [2]. Clontarf is thought to have been named by the Irish settler John Healy who took over a portion of Captain George Robb's land grant number 10, on which the hill was situated. John Healy was an Irish patriot and a member of the Irish National Foresters Benefit Society of WA (INFBSWA). The INFBSWA was a mutual aid society, established to help members in distress and the relatives of members who had died. It began in 1877 as a breakaway from the Order of Foresters, which was originally set up in England by medieval serfs. Because they could not meet openly, they gathered in dense forest and gave names associated with forestry to their leaders, such as Chief Ranger, Assistant Chief Ranger [3].

Clontarf is the anglicised version of the Irish form, Cluain Tarbh, directly translated as the 'meadow of the bull'[4]. The name is apt considering Healy ran cattle on the property and much of his acreage was referred to as 'bullock paddocks'[5]. The coastal town of Clontarf in Ireland is famous for being the site of the Battle of Clontarf in 1014. The Battle of Clontarf was precipitated by two centuries of conflict, failed alliances and treaties between the Irish Celtic chieftains themselves, as well as their troubled relationships with the invading Norsemen (Vikings) who had taken a foothold in Ireland. By sunrise on the morning of Good Friday, April 23rd 1014, 2,000 Vikings had landed in longboats at Clontarf. The result was the bloodiest day in ancient Ireland with 4,000 of King Brian Boru's troops dead on the battlefield, and some 6,000 Leinster men and Vikings slaughtered including all of the Viking leaders. King Brian's army drove the Vikings back towards the sea at Clontarf, an account of which is re-imagined in a translation from the Gaelic manuscript by J.H. Todd in 'The Wars of the Gaedhil with the Gaill', (London, 1867) [4].

The name Clontarf also refers to Clontarf Boy's Orphanage, which was first established in Subiaco in 1872 and managed by the Sisters of Mercy. In 1897 the Christian Brothers took over the running of the orphanage with 81 boys under their care. In 1897 a new site for an orphanage was sought and purchased on the banks of the Canning River. The boys who were at Clontarf between 1901 and the 1930's were usually aged between six and fourteen and the population fluctuated between 100 to 150 boys [6]. In the late 1980s, allegations of abuse and cruelty were made against the Christian Brothers by former students and residents of Clontarf, and this was

revealed in more detail in the 2014 Royal Commission into Institutional Responses to Child Sexual Abuse [7]. Clontarf closed in April 1984 but reopened as the Clontarf Aboriginal

College on 2 May 1986. The Clontarf Foundation is a charitable not-for-profit organisation, which aims to improve the education, discipline, life skills, self-esteem and employment prospects of young Aboriginal men.

Clontarf Hill and its surrounding bushland corridor comprise a 10 hectare area and are part of a system of similar hillocks that run in a north/south direction from Fremantle through Spearwood, approximately 1.5 km inland. Clontarf Hill is on the border between Fremantle and Cockburn and thus its history encompasses that of both council areas.

Clontarf Hill was formed during the last interglacial sea-level highstand when the sea level was up to four metres above present levels. The hill and adjacent ridge were created by successive drifts of sand dunes which over time have cemented into aeolianite to form tamala limestone. The aeolianite is composed of marine bioclastic carbonate –skeletal fragments of marine or land organisms–quartz sand.

Most of the coastal plain and shelf comprises tamala limestone, which represents one of the world's most extensive Quaternary build-ups of coastal carbonate sediment [8]. The tamala limestone extends several tens of metres below present sea level at a number of sites, suggesting that its deposition was not limited to periods of high sea level [Playford et al. 1976 cited in 8].

Clontarf Hill is unique in that it is the only remaining natural limestone hill at the southern end of the Fremantle area with views west across the Indian Ocean and offshore islands, as well as coastal views north and south including Fremantle and its Port. The site has not been heavily impacted upon by humans, although there is some evidence of previous uses including an historical well, building remnants, and a small amount of quarrying on the North eastern side. Clontarf Hill maintains significant stands of original endemic vegetation as well as re-vegetation sites that date back 23 years.

Clontarf Hill contains one of the only remaining stands of old-growth tuart trees in the Fremantle area and forms part of essential habitat linkages for native flora, fauna and birds.

The site has significant Indigenous, European, and ecological heritage value.

Nyoongar History

Clontarf Hill sits currently on the Interim Register of the Department of Aboriginal Affairs (DAA) under the Aboriginal Heritage Act (1972), and the site file has 'Open' access status. Site 18332 is listed as a ceremonial, mythological, artefacts scatter, and as a camp, hunting place, and natural feature [1]. In November 2014 the Barnett state government proposed changes to the 1972 Aboriginal Heritage Act including streamlined processes that allow the DAA CEO to issue declarations that no sites exist in particular areas, and permits to use land where no sites will be affected. Thus the future of the Aboriginal Heritage status of Clontarf Hill is uncertain.

A member of the Independent Environmental Nyoongars, who grew up in the Fremantle area, remembers visiting Clontarf Hill as a young child with his father to catch rabbits, and during these visits he recalls seeing a group of "full blooded" Aboriginal people camped on the hill (Jones 2000:1).

Clontarf Hill is included in the ***Manjarree Trail***, which has been developed by the Nyoongar community of Fremantle and Cockburn. The City of Fremantle has erected Manjarree Trail signage at the base of Clontarf Hill on the north side adjacent to Clontarf Road as part of the Nyoongar heritage trail project.

According to the Manjarree Trail documentation Clontarf Hill is an important Whadjuk Nyoongar site. Mythological stories relate Clontarf Hill as being part of a limestone ridge that was created by the *Waugal*, the sacred rainbow serpent. The hill holds the story of a mother and her two sons who are the protectors of *Derbal Nara* (Cockburn Sound), and who protect Derbal Nara from the *Booyl-a-gatak*, or sorcery coming from the north-west.

Whadjuk Nyoongar have lived for over 40,000 years in the vicinity of Derbal Nara or Cockburn Sound [9]. The Nyoongars have an oral tradition that Rottnest, Carnac, and Garden Island, once formed part of the mainland, and that the land between was thickly covered with trees. According to the story there was a large fire which burned with such intensity that the ground split open and the sea rushed in, cutting off the islands from the mainland (Moore, 1884: 8, cited in Hallam, 1975:112) [1]. The story of the islands being connected to the mainland is corroborated by artifacts located on Garden and Rottnest Islands, which precede the islands formation, and date back more than 7,000 years before present time. Nyoongar cultural memories and oral stories account for the end of the last ice-age and the creation of Derbal Nara or Cockburn Sound and associated islands [9].

Clontarf Hill was also a campsite along the walking track or *bidi* that linked the Whadjuk of the Swan Coastal Plain with Nyoongar groups in the south-west. These walking tracks, which began in Perth and wound along the northern bank of the Swan River were identified by Hammond (1933). The *bidi* crossed the river at North Fremantle and continued down to Clontarf Hill where it headed inland to Bibra Lake and then south to Rockingham and Mandurah [10].

A significant event in the relations between new settlers and the Nyoongar people has links to the history of Clontarf Hill and Hamilton Hill. The group of soldiers and officials who launched a deadly attack on the Bindjareb Nyoongars of the Pinjarra area held a rendezvous at Robb's Hamilton Hill farm on their way south to Pinjarra.

In 1834 tensions between the Bindjareb Nyoongars and the invader settlers had reached critical and deadly levels. The Nyoongars resisted the invasion of their lands and the administration of the colony under Captain James Stirling responded with excessive force in order to impress their military superiority upon the Bindjareb people.

On the 25th October 1884, Governor Stirling and John Septimus Roe, the surveyor general, left Perth for the Pinjarra area on horseback. They travelled towards Fremantle and at Preston Point Ferry they met with Mr George Smyth assistant surveyor, and Corporal Delmidge who had ferried a boat with supplies and pack-horses from Perth. The group bypassed Fremantle and arrived at Robb's Hamilton Hill property where they were joined by Captain Ellis and five members of the newly formed Mounted Police. From Hamilton Hill the group set out, camping at Rockingham that night, before heading south where they were joined along the way by others totaling a group of 25 police, soldiers and settlers with hunting dogs. They attacked on the morning of 28th October. Captain Ellis was killed and the number of casualties sustained by the Bindjareb is estimated to be between 25 to 30, with women and children amongst the dead. Oral histories handed down amongst the Bindjareb suggest a much higher casualty figure. The attack essentially broke the resistance of Bindjareb people and allowed surrounding groups to exploit their weakened state [11, 12].

South-east of Clontarf Hill at a wetland known as Hamilton Swamp (now drained and buried under Dixon Park and the adjacent road reserve), skeletal remains of an aboriginal man were found. According to reports this man was murdered by a group of Nyoongar men and buried near the swamp. When gardens were being ploughed the skeleton was unearthed and identified as Wee Waw, an aboriginal man from the Nullagine region [13].

Local anecdotal evidence suggests that this swamp was used as a Nyoongar campsite in the 1940s and 50s.

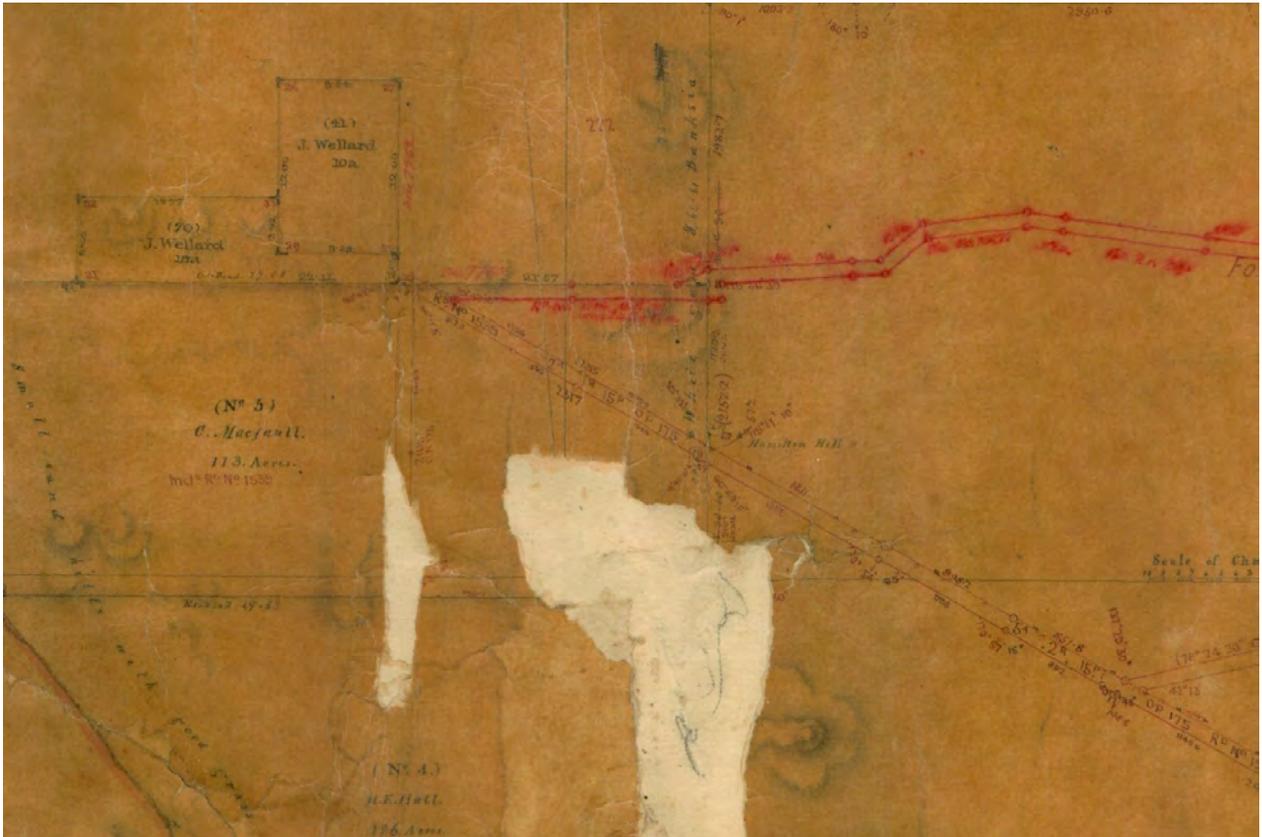
Arrival of the Newcomers, 1830.

In 1829, Whadjuk Nyoongar country was declared, 'a possession of the British Crown' by Captain James Stirling. Nyoongar lands were surveyed and allocated to British settlers, effectively dispossessing Nyoongar people of their ancestral country.

The earliest known British settler in the vicinity of Clontarf Hill was Sydney Smith, the agent of Captain George Robb. George Robb was a master mariner and owner of the ship the *Leda* in which he brought stock from N.S.W to the fledgling Swan River Colony in 1830. Robb had brought his own plant and equipment to Western Australia, and claimed a grant of 6386 acres (2584 hectares); 4386 acres (1774 hectares) in the Avon district and 2000 acres (809 hectares) of land south of Fremantle known as Swan River Location 10 [14]. Robb left for Mauritius and employed Sydney Smith to establish a farm on the land near Fremantle.

Smith built a homestead and established a farm at the foot of a small hill adjacent to, and about 50 metres south of Clontarf Hill. The proximity of Clontarf Hill to the first farm in the Cockburn Sound district points to the hill being a significant site of colonial history. In a letter dated August 27th 1830, Smith gave his address as Hamilton Hill, and this was the first recording of the name by which the suburb was to become known[15]. An 1842 map of the district shows the homestead listed as Hamilton Hill. The 'Hamilton Hills' are described as being covered with 'White Gum and Banksia' and boundaries of properties were marked out with tuart and marri posts, marks on trees or iron posts surrounded by cairns of stones[16]. The site of Smith's farm was immediately north east of the present day Randwick Stables on Rockingham Road.

Robb never returned to Western Australia and in 1899 his land grant, which stretched from Hamilton Hill to North Lake was subdivided into forty two sections [5].



Detail from 1842 map showing Hamilton Hill homestead. [17]

The name Hamilton Hills is thought to be derived from the Hamilton Ross Company of Cape Town, which operated the *Leda*, the ship that brought Robb and Smith to Western Australia. The founder of the company, Hamilton Ross, was born in Galway, Ireland in 1775. Several of Hamilton Ross's nephews were indentured to become master mariners on the *Leda*, including Richard Hamilton Allen, whose son, William Hamilton Allen, later settled in Western Australia [18].

Another early settler to the area was Charles McFaull who arrived in the colony in 1830 and took up a land grant of 113 acres (45 hectares) to the west of Robb's grant. McFaull was 30 years old and did not have enough capital required to apply for land but managed to persuade Governor Stirling to grant him the land promising that he would comply with the conditions later [5]. McFaull built a house a few hundred yards southwest of Robb's farm and sank a 33 foot well cut through 8 feet of limestone. McFaull imported the first grape vines into WA and planted these at Hamilton Hill where the *Sweet Water* variety from Cape Town flourished and were later transplanted to the foot of Mount Eliza.

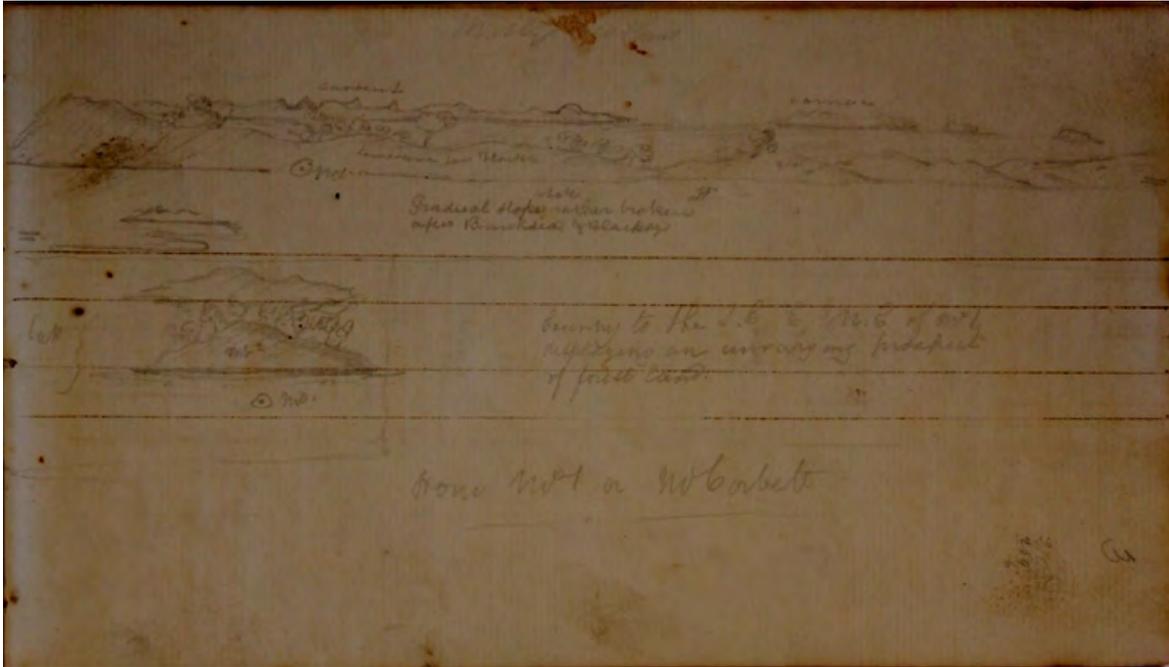
McFaull's *Sweet Water* vines were the only vines imported into the colony for many years and were the nursery stock for the first Western Australian vineyards [5].

In 1831 a Fremantle businessman John Weavell (Weavell Street) imported a Ruthven press from Tasmania. The Ruthven was a hand operated press and had been used to print the first newspapers in Hobart. It printed sheets of paper 10x5 inches (25x 12.5 cm), with a printing rate of fifty copies per hour. Printing ink was created from lamp-black and oil and the rollers were treated with treacle and glue [19]. This small printing machine is now held in the Western Australian Museum.

Charles McFaul and William Shenton rented the press from Weavell for £2.2.0 (\$4.20) per week, and in April 1831, McFaul was involved in the production of the first printed newspaper in Western Australia; the Fremantle Observer and Perth Gazette and Western Australian Journal. The Perth Gazette and Western Australian Journal was the forerunner to the West Australian newspaper, which is still in print today. After splitting from his publishing partner William Shenton, McFaul reportedly moved his portable Ruthven Press three miles from Fremantle to Hamilton Hill where he continued to print the newspaper in a tent not far from Clontarf Hill. McFaul went onto become postmaster in Perth and the first government printer in WA. He lived and worked from number 14 St Georges Terrace, a position he held until his death in 1846, when the role was taken over by his wife Elizabeth. Elizabeth McFaul was apparently a very forthright editor and is memorialised in a brass plaque in St Georges Terrace, Perth[14].

After his death McFaul's property was left to his wife Elizabeth and then passed into the ownership of her father in-law Arthur Shenton [5].

In August 1840, Alfred Durlacher surveyed the Cockburn coast. In his surveyors field book he sketched the view looking west across Manning Ridge and Clontarf Hill. He describes a 'barren sandy limestone range' with a 'gradual slope, rather broken, a few banksias and blackboys'[20]. The general country around Clontarf Hill he describes as, 'country timbered with white gum, zamia, blackboys, wattle, with little good grass' [20]. Durlacher also mentions the plethora of swamps in the area, commenting on 'many tea-tree swamps', and 'swamp almost unpassable, thick with tea-trees' [20].



Durlacher's pencil drawing of Cockburn Sound [20].

In 1858 Irishman John Healy arrived in Western Australia. Healy took up land grants in Spearwood, Hamilton Hill and Bibra Lake [14]. John Healy occupied a large estate of 300 acres (121 hectares) north of the present Healy Road and encompassing most of what is now Beaconsfield [5]. Healy's *Winterfold Estate* was later expanded by his son Michael to 420 acres (169 hectares). The western end of his property included Clontarf Hill. Healy operated a dairy which at one point supplied most of the milk supply to Fremantle [21]. Healy's cows grazed in the bush including on Clontarf Hill [14]. John Healy died in 1898 aged 78 and his sons Michael and John took over the running of the dairy.

In 1906 Michael Healy was brought before the Fremantle magistrate on charges of breaches of the health act. The case was heard by his own brother, John Healy, who was a Justice of the Peace. Health inspector Lockwood commented that the dairy was the 'dirtiest that had come under his jurisdiction' [22].

Healy Road was named after John Healy (of *Winterfold Estate*), and Annie Street in nearby Beaconsfield was named after the daughter of John Healy. After the outbreak of Rinderpest closed forced the Healy's to close their dairy, this land was used as holding paddocks for cattle from the Kimberley [5]. Given the historical degradation of Clontarf Hill it can be assumed that the land on the hill was used for grazing.[23]

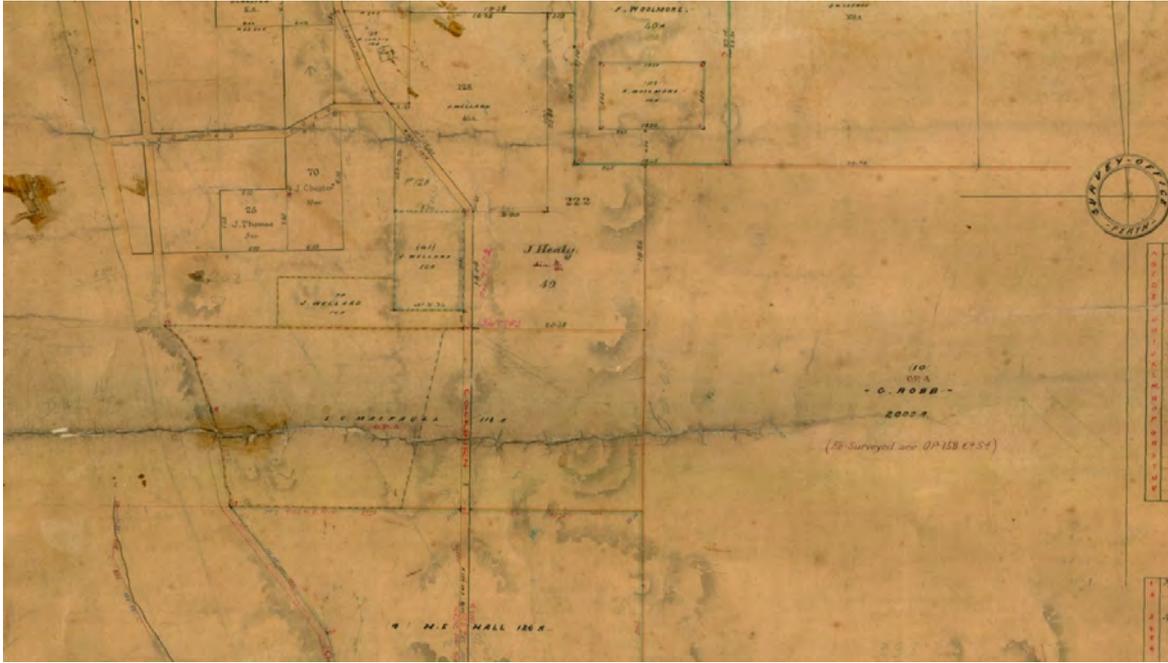
In 1923 there was an outbreak of the cattle disease Rinderpest disease in the dairying districts of Fremantle and Cockburn. Rinderpest is an acute viral disease affecting cattle. The disease affects the gastrointestinal and respiratory systems and is a devastating disease with death rates during outbreaks almost 100 per cent. Rinderpest is caused by a virus belonging to the family 'Paramyxoviridae'. Eradication programs were commenced in 1920 and the world was declared free of rinderpest in 2011[24].

As there was no known inoculation or cure for rinderpest the wholesale slaughter of stock within certain boundaries was seen as the only solution. An area bounded by Canning Highway to the north, North Lake and Forrest Roads, the Fremantle Jandakot railway and the coast to the west was marked off for the quarantine area and all cattle, sheep, pigs and goats were shot and buried in lime pits. In the space of one month 1500 cattle, 1000 pigs, 300 goats, and 30 sheep were slaughtered. Herds of livestock that had been built up over many years were lost. The dairy industry that had been established in the Fremantle and Cockburn areas was severely depleted by the extermination of dairy herds. The Department of Agriculture, were successful in eradicating the only outbreak of Rinderpest in the history of Australia [5] .

An article in the Sunday Times in 1935, written by a settler known as 'Oldster' who knew the Healy's suggests that Michael Healy was devastated by the loss of the dairy herd that his father had bred over many decades, and died soon after the rinderpest outbreak in 1923 [25].

Many small dairies in Cockburn never recovered from the rinderpest incident and the introduction of trucks and refrigeration in the 1920's meant that dairy farms could be further from their markets. After 1923 the Clontarf Hill area of the Healy's property was used for grazing cattle for the Kimberley beef industry.

During the 1920's cars, trucks, tractors, motorbikes and buses became increasingly common in the district, and by the outbreak of World War II, there were more motorised vehicles than horses and carts. A bus service called the 'Silver Lining Motor Service', was introduced by Amos (Tiny) Heal, followed by other public transport services[26].



Detail from 1859 map showing McFaul's, Robb's and Healy's properties.[27]

Robb's Jetty and Small Farm Holdings

During the 1870s changes in land use regulations encouraged small farmers in Cockburn and prevented the continuation of large scale grazing. Smaller selections of land were possible under 'Special Occupation Leases' and large pastoral leases were cancelled[26]. Despite this change much of Hamilton Hill remained undeveloped until the early 1890's when a jetty was constructed near Catherine Point and a stockyard and slaughterhouse built for the landing and processing of cattle from the Kimberley. Thousands of acres of land in the Cockburn district were turned into cattle holding yards and grazing lots to hold cattle, and a railway line was completed in 1898.[15] All of the land between Robb's Jetty and Davilak estate, including the ridgeline, was used as holding paddocks for Kimberley cattle.

In 1899 George Robb's original land grant Swan River Location 10, was divided up into forty-two sections. The Dixon family from Fremantle bought thirteen sections, around one quarter of the whole subdivision. Henry Septimus Dixon had 24 acres at Ommanney Street near Clontarf Hill, five acres of which was around a swamp, which is now buried under part of Dixon Park and the adjacent road reserve. Sep Dixon produced a thriving market garden on this swampy ground. [5]

Roads such as Healy, Clara, Clontarf, and Parnell were gazetted. At Robb Jetty the meatworks included boiling down works, a slaughterhouse, bone mill, blood manure factory and skin drying sheds which caused many locals to complain about the noxious smells emanating from the plant. Robb's Jetty was surrounded by extensive stockholding yards for cattle mainly imported from the Kimberley region. Alongside the industrial area a magazine was constructed for the storage of explosives[26].

Cardigan Street on the southern side of Clontarf Hill was named after the Earl of Cardigan.

Nearby Bakers Road (and Bakers Square) was named after Joseph and Levi Baker, twins who were pioneer butchers in the area. [15] Their piggery and butcher shop was situated on Rockingham Road opposite the site of the present day shopping centre. Mrs Baker gave birth to eleven children at home. In those days it was rare to call a doctor to attend a birth. There were no clinics but a midwife, Nurse Fulston, lived nearby in Douro road and attended most births in the district [28].

Two Aboriginal stockmen lived in the area at this time. Wandi and Ned Brown worked for Joseph and Levi Baker. Wandi was brought up by the Dixon family who built a small brick room at Anchorage for him to live in. His name *Wandi* was inscribed above the door.

In 1907 the Fremantle Roads Board was encouraging settlement in the *Winterfold Estate* district. This was facilitated by the partial construction of Healy Road. The West Australian reported that;

The crops of fruit and vegetables have this year been very good, and in almost every instance the holders are reaping a profit from them. This also applies to the pig-keepers and dairies... there being seven dairies in the district.[29]

There were six lime kiln works operating along Rockingham Road, which offered employment to a great number of labourers.[29]

In 1908 the Fremantle Roads Board received government grants for various projects in the Clontarf Hill area including cutting into Hamilton Hill, £150; the reconstruction and upkeep of Forrest Road, £440; Healy Road, £50; Rockingham Road £100; purchase of a steam roller, £41 10s. During the year 1 mile 8 chains (1.769 km) of road was constructed and the cutting of Hamilton Hill, along Clontarf Road, and filling the hollow was completed. Other roads attended to were Healy, Walthrogle, and Stock, Hamilton,

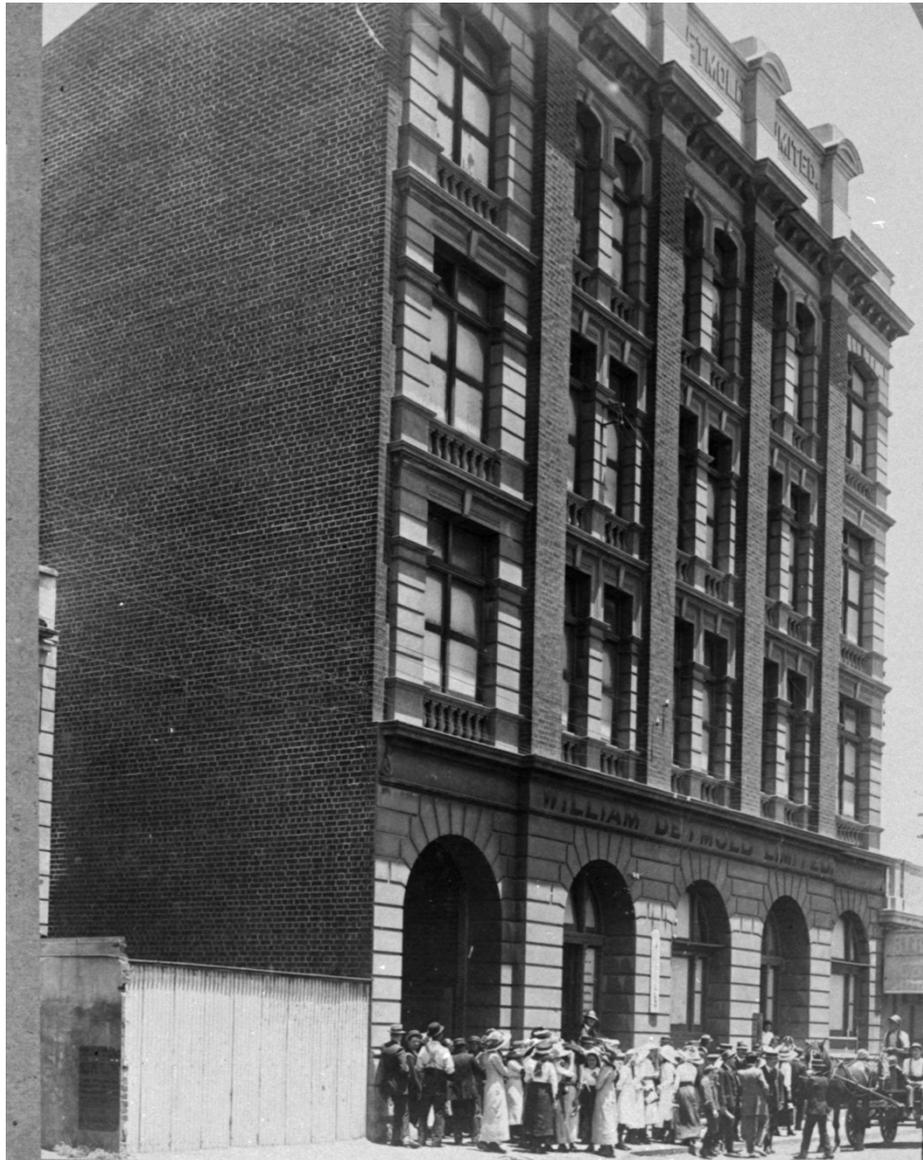
Rockingham, Russell, Yangebup, Mason, and Richardson, making a total expenditure on the roads in the district of £1,585 14s. 5d (around AU\$ 2701.00) [30].

A correspondent to *The West Australian* in April 1911 complained about the state of the road at Clontarf Hill, then known as 'Healy's Hill';

Sir, I wish to call the special attention of all road students to a small area on the Rockingham Road, on the slope of Healy's Hill between Douro Road and the New market Hotel. For several months past this spot has been getting into sad disrepair, till about a week or so ago some of the holes were fully 1ft. deep, and a great danger to the travelling public. It is a marvel that no serious accident has been reported. At last some loads of slag arrived and after a few days, three men with picks and shovels started work. The road here is of lime stone. After cleaning out the holes somewhat they filled them in with broken slag covered over with soft limestone refuse. Thus the road is now composed of patches of hard slag surrounded by, and partly covered with, soft limestone and resembling black and white raised mounds on a white background (with plenty of loose slag scattered about for horses to trip on). This process of road-mending appears to me about as sensible as putting thick dark patches of moleskin on thin worn-out white calico pants ... Yours – C.H.S
Fremantle [2].

In 1913 the Davenport family emigrated from England and moved onto land on Clontarf Road. At that time Hamilton Hill was known by some Fremantle locals as 'the Never-Never'[28]. Clontarf Road was a bush track and there was no scheme water or electricity. The whole district was bush. The Davenports started a dairy in Clontarf Road on a property adjoining the Healy's. Another neighbor was Sep Dixon who ran a piggery. Other families living around Clontarf Hill at the time were the Chamberlain's at *SunnySide*, Poole's and McFadden's.

Annie Baker (nee Davenport) recalls an 'old gentleman' living at the foot of Clontarf Hill in a one roomed house. This man worked at William Detmolds Ltd, a printing, bookbinding and stationary firm in Fremantle[28].



Detmolds in Fremantle.

This building was demolished in 1970. City of Fremantle Local history photographic collection. Image Number: 2085B.

In the first decade of the 1900's Healy, Clontarf, Parnell and Carrington Streets were all still dirt roads. Land at the top of Clontarf Road where the Fremantle United soccer fields are now situated was called *The Commonage* and this was where local families gathered firewood. There was no electricity and all homes had wood stoves, which were burning twenty-four hours per day, seven days a week. Land on the east side of Carrington Street

where the Hamilton Hill Hotel and East Hamilton Hill are situated was known as *The Charcoal*, because it was full of burned trees. Annie Baker recalls her older brother Horace hiding his shoes in the bush along Clontarf Road on the way to school because

no other boys wore shoes to school and he was teased for being a 'new Pom' who wore shoes[28]

Davenport's Clontarf Dairy ran sixty cows and one bull named Jimmy. The cows were Hereford, Jersey and one pet Dexter Carry. Each day the cows were turned out to graze in the bush and wandered as far as east as Bibra Lake to feed. The Davenport's owned six horses and milk was delivered by horse and cart in two ten gallon drums which were dished out for four pence a quart and eight pence a pint. The Davenport's employed boys from Clontarf orphanage to work on their dairy. Annie Baker recalls one sixteen year old boy saying 'this is funny, I come from Clontarf orphanage to live in Clontarf Road and work at Clontarf Dairy'. [28]

Cycle racing was a big sport in Hamilton Hill and cycle races used to tear down Rockingham Road past Isted's store (near the corner of present day Lucius rd and Rockingham Rd). George Baker, Anne Baker's husband was a keen cyclist and competed in cycle racing in Hamilton Hill with the Fremantle Cycling Club. George Baker hated cars and buses and would never ride in them. He later worked at Robb's Jetty and died of a heart attack at the age of 65 whilst riding his bicycle home along Cockburn Road in the pouring rain.

Football was another popular sport in the area and the local football team was called 'The Swamps'[28].

What remained of the Healy family property was adjacent to the Davenport's Clontarf Dairy. The Healy home was a large house with a turret that is now incorporated into the Fremantle Portuguese club. In her childhood Annie Baker (nee Davenport) recalls some old cow bales on the Healy property but says that the Healy's were not working their land during this time. She says that in her recollection they just seemed to ride around a lot on horses and the two Healy girls stayed at home and ran the house[28]. Annie Baker recalls that in those days if you walked down the street in Hamilton Hill you could bet that you would bump into a Healy, Outram, Dixon, or Baker, as these were the main large families living in the area.

The Dixon family, a Fremantle family of butchers and cartage contractors, bought thirteen sections of the Robb grant adding up to 560 acres (226 hectares). The Dixons were looking for arable land and their selection centred on a large swamp near Baker's Square, which is now filled in and is known as Dixon Park. Henry Septimus Dixon had 24 acres (9 hectares) around the swamp near present day Ommanney Street and developed a thriving market garden. [5]

In 1917 some members of the Dixon family lived in a stone house in what was known as Healy's Paddock on Douro Road. Cecelia Lazenby (nee Isted) moved with her family to the Hamilton Hill Post Office and Isted's Store, which was near the site of Greenslades

feed store on Rockingham Road. Cecelia delivered newspapers, mail and telegrams all over Hamilton Hill on horseback, as well as delivering groceries and fresh produce by horse and cart. Cecelia and her husband returned to run Isted's store during the Second World War when the shop was kept open until 10pm to serve the men from the army service camps in the area. She recalls that fourteen windmills were visible from the verandah of Percy Mark's house on the corner of Rockingham Road and Davilak Avenue opposite Randwick Stables [31].

By the 1920's Michael Healy and Septimus Dixon had sold their land around Clontarf Road and the area began to take on a more suburban nature as workers from Fremantle and local industrial works began to build their homes. During this time the area around Clontarf Hill still retained many elements of its rural nature including bullock carts being driven along the roads and cattle being brought in for milking in the morning and evening [5].

The close proximity of the Port of Fremantle to Spearwood and Hamilton Hill attracted many newcomers who recognised the potential of the land. 1911 saw the first of a new wave of migrants to these localities: people from Southern Europe, mostly of Slavic descent. The settlement of the Slav people was important as they were the last major group to take up land in Cockburn. Market gardeners from this group include Martin Peraldini, Steve Dobra, Antony Vladich and Ted Gerovich[26].

SUBDIVISIONAL SALE

Healy's Estate, South Fremantle

This well-known Fremantle property known as the Winterfold Estate, has been subdivided into blocks and will be offered by auction by Messrs. Learmonth, Duffy and Co., at the homestead on Saturday, November 23, at 2.30 p.m.

There is a quantity of splendid garden land on the estate and as water can be obtained at a reasonable depth, the sale offers a splendid chance for truck gardeners, poultry farmers, etc.

In addition to the three and five acre blocks, portion of the land near the Newmarket Hotel has been subdivided into residential blocks.

The fine roomy homestead will be offered at the sale with five acres of land on which is the well and windmill which supplies the house with water.

A feature of the sale is the extraordinarily easy terms, arranged to help purchasers to acquire a block without needless sacrifices. Only 5 per cent. of the purchase money is required as deposit and the balance is payable monthly, extending over five years, without interest.

With the important lime and cement works to be started shortly in the district, buyers have a great chance to buy at bedrock prices with the prospects of a rapid increase in the value of their purchases.

AN OLD FREMANTLE FAMILY

The Passing of the Healys

(By OLDSTER.)

The subdivision of the Winterfold estate causes me to throw my mind back to the fifties of last century, when John Healy acquired this property, and letting my mind drift down the valley of the years there appears to be a tragic lesson in the futility of human endeavor exemplified by the fate of this unfortunate family.

John Healy established a dairy on the property and supplied Fremantle residents with milk over a period of many years. The venture was a success, and, no doubt with this idea in his mind of establishing a family that would have Winterfold as a heritage through the ages, built a large family residence, little less than a mansion, for his five daughters and three sons to carry on the family tradition of the Healys.

And now, alas! what is there left of this ambitious dream of the hardy old pioneer? Michael, the eldest son, who carried on the business, lost his splendid herd through the rinderpest plague, and, broken hearted at seeing the splendid animals, evolved over years of breeding and culling, ruthlessly destroyed, died soon afterwards. The responsibility of the estate then devolved on the two surviving spinster sisters, but with the source of revenue gone the load was too great for them to carry, and these gentle mid-Victorian ladies dropped out one after the other, unable to carry on the battle against stern financial facts.

So now all that remains of the dream of their progenitor is to be distributed among the many, and in a comparatively short time even the name will be forgotten in connection with the property.

Sale of Healy's Estate 1935 [25, 32]

Silly Town and Horse Racing

In 1833 the first horse race in WA was held at South Beach just south of Clontarf Hill[33]. South Fremantle and Hamilton Hill became a hub for horse trainers who exercised their horses on South Beach and what is now known as CY OConnor Beach. Many racing stables were clustered in the neighbourhood around Clontarf Hill, particularly along Newmarket Street immediately west of Clontarf Hill, where people involved the racing fraternity settled. Newmarket Street was named after Newmarket in Britain, a market town in the English county of Suffolk, approximately 105 kilometres north of London which is generally considered the birthplace and global centre of thoroughbred horse racing.

There are three horse stables still functioning in the area, which still use South Beach and CY O'Connor beach to exercise their horses.



Annie with Jim Cockells Horses 1920.

City of Fremantle Photographic Collection image 3510.

James David (Jim) Cockell trained racehorses in South Fremantle where he had stables at 43 Daly Street. In the 1920s and 30s he was known as the father of country racing. He selected horses from thoroughbreds which he ran on the Peel Estate and trained them in South

Fremantle.

In 1912 the Newmarket Hotel was built on the corner of Rockingham and Cockburn Roads and became a popular watering hole for the workers in the industrial areas and a focal point for the southern metropolitan racing fraternity [34]. There are three stables, the Randwick, Johnston and Daly Street stables, still operating in the area and training their horses at South Beach. The Randwick stables trainers still follow an historic route down Cardigan Street, across Rockingham Road, through the commercial sector behind the Newmarket Hotel, across Cockburn Road, along the cycle path to Hollis Park, over South Terrace to South Beach Reserve and down to the beach at the south of the groyne.[34]

In the 1920's and 1930's the suburb of South Fremantle was known as South Beach and Hamilton Hill was known as *Silly Town*. [35]

Bob Johnson was born in 1927 in Fremantle hospital and grew up in a house made of white-washed four bags in Davilak Road Hamilton Hill. During World War Two he worked for a farmer named Andy Bailey pulling up onions, and also made money by working on the ice truck in his school holidays and picking up empty bottles from the army camps in the area.

Bill Marks and his family moved from South Beach to Hamilton Hill in 1928. Bill's father Percy Marks was a horse trainer and built the large house on the corner of Davilak Ave and Rockingham Road, with stables out the back to keep his horses. Percy's brother Sol Marks built and ran the Randwick stables, which is now heritage listed and still exists as a functioning stable today. Bill recalls that in 1928 although only three miles from Fremantle (4.82 km), Hamilton Hill was considered to be out in the bush. The locals christened the area '*Silly Town*', which was 'a world away from the crowded rollicking life of South Fremantle' [36].

In the sandy bush terrain children often suffered from sandy blight (conjunctivitis), which was treated with a mixture of beeswax and castor oil. Without movies, television or cars, the people of Hamilton Hill had to organise their own entertainment. They would invite neighbours over for an evening meal and then play cards, sing around the piano, or play other board games [36]. Race horses were transported by train from South Beach railway siding to race tracks at Canning Vale, Helena Vale, Goodwood, and Belmont Park. Stable hands and apprentice jockeys often only got paid if the horse won a race and had to travel in the horse box with the horses as they had no money for the train fare [36]. Bill marks recalls the tough and monotonous daily routine of exercising the horses, cutting green feed, cleaning the stalls, grooming horses, milking cows, without any pay or any leisure time.[36]



Neil Hodgson with the race horse Cannoner at South Beach 1940
City of Fremantle Photographic collection; no 3339

Neil Hodgson with the race horse Cannoner at South Beach before going to the Kalgoorlie races. On race days, horses, jockeys, apprentices and trainers would board the train at South Beach for the various race courses. There were 25 to 35 trainers in South Fremantle during the 1920s and 1930s



Jack Collinson's Stables c 1940's

City of Fremantle Photographic collection; no 3343

Jack Collinson ran the stables at 77 Daly Street from the 1940s. The Perth Cup winner Yabaroo and two Railway Stakes winners, Aptofine and Gold Patois were trained there. The stables are still licensed (2015) and owned by Terry Patterson.

Betting was a local pastime in 'Silly Town' and illegal betting shops were common with many cases of illegal betting coming before the Fremantle Police Court. In 1939 Bert Winfield Allpike a twenty-one year old labourer was charged with having used premises in Healy Road, Hamilton Hill, as a common betting shop He was fined £5[37].

In August 1942 a local newsagent was arrested for using his car as a place for betting in Healy Road, Hamilton Hill. Evidence was given that a constable made two bets with the sixty-four year old defendant who was leaning against a car in which there were cards containing the names of trotters and their drivers. A portable radio was in use near the car and defendant was seen to carry on betting transactions for at least 15 minutes. The charges were dismissed as the Court had decided that proof must be given of the habitual resorting to a car for betting purposes before a conviction could be recorded [38].

Limestone Quarries

A need for relatively cheap and durable building materials led to the opening of several limestone quarries in the vicinity of Clontarf Hill, one of which was in Beaconsfield. The labourers in the quarry were predominantly of Irish extraction and they lived in shanty huts nearby including on Clontarf Hill [23].

These labourers requested that the Sisters of Joseph the Apparition in Fremantle open a school for their children. In 1903 the Sisters agreed and the owners of the quarry donated land for a two-roomed wooden school to be built. The school was run by the Sisters, who walked there every morning from Fremantle. The school grew and eventually a priest from St. Patrick's started coming every Sunday to offer Mass of the Sacrament to the labourers and their families.

By the early 1930s a Church was built for the growing population of the Beaconsfield area. Christ the King Church was blessed and opened by Archbishop Prendiville of Perth on 18th August 1936 [39].

Clontarf Hill was core sampled but was never extensively quarried apart from a small quarry on the north-eastern side [23].

World War Two on Clontarf Hill

The advantages of the sweeping views from the high point of Clontarf Hill were utilised by the Australian Army during World War Two and even after 70 years, remnants of this activity remain on the hill.

On the western side of the hill there are remnant brick and concrete footings which were constructed by the military in WWII. Military historian Graham McKenzie Smith comments that the main camp appears to have been in the flat area in the south-east part of the reserve, near the end of Gordon Street. There are several concrete pads in this area, which are heavily broken but could have been for a small ablution blocks and a kitchen. Another concrete pad may have been a storeroom as it may have a loading ramp. Near the 'ablution' pad are four concrete blocks, which may have been the anchors for the guy lines holding a radio mast. One of these is still in place but the others have been dug out and piled up. Local resident Frank Brbich grew up in the area and he recalls there being a flying fox between this camp area and the top of Clontarf Hill.



Local Frank Brbch and Historian Graham McKenzie Smith examine the remains of what is thought to be the army ablution block on Clontarf Hill.

Image Nandi Chinna 2015.



Remains of WW2 trench on the north side of Clontarf Hill.

Image Nandi Chinna 2015

Graham McKenzie Smith comments that the searchlights would have been at the top of the hill but hilltop itself seems too small to have six searchlights, so some may have been further down the slope. All signs of their presence have long since disappeared. Near the top of the hill two slit trenches remain. These were dug into solid limestone and would have fitted two men in case of an air attack on the site.

The escalation of international tensions during the 1930's led to an upgrading of coastal defences near Fremantle. From 1939 to 1945 The Fremantle coast was defended by a number of gun emplacements housing anti-aircraft guns and searchlights. Each battery had a Battery Observation Post (BOP) from where guns could be directed at night. Anti-aircraft searchlights were set up from 1939 along the coast from Bold Hill to Mt Brown and involved 27 light stations.

In 1939 a unit named 55AA Company was formed to operate the searchlights and coastal emplacements. In 1942 the company was expanded into four sections and search light stations were set up at Melville, Healy Road, North Lake Road, Beaconsfield and Bay View Road in Mosman Park. The Healy Road searchlight was situated on Clontarf Hill[40]. By 1943 some anti-aircraft searchlight stations were fully operated by members of the Australian Women's Army Service (AWAS) [41].

The Australian Women's Army Service (AWAS) was formed in 1941 to replace men in non-combatant roles. As the war progressed and more men were called away to fight, the AWAS were required to take on more positions of responsibility. The AWAS were attached to coastal batteries as instrument operators, signallers and other duties. Members of the Volunteer Defence Force (VDF) which was made up of men deemed unfit for active service also worked in the Fremantle Coastal Defences [40].

Women of the AWAS were sent to Wagga in NSW to train in search light operation. Training included using .303 rifles and Bren Guns, plotting target altitudes, lamp operation, generator operation, spotters, and telephonists. On completion of training they returned to WA and were posted to gun and searchlight stations. The women were on duty twenty-four hours per day and were often camped in isolated areas. With all able-bodied men now on the battle front, the women of the AWAS operated the search light stations; including starting alternators and cleaning search lights and guns. Eileen Tucker recalls that cleaning materials were difficult to come by so the women often used Modess menstrual pads, which were made of soft gauze and cotton wool, to clean the guns and lights. Other activities they undertook were cutting firewood, digging trenches, and cleaning grease traps and pit toilets. Camps were erected at Bibra Lake, Riverton and Como and were all situated in isolated bush lands. Another AWAS camp was at South Fremantle [40].

On Sept 24th 1943 a yellow alert was issued when suspicious flight activity was detected over Gin Gin. This was later cancelled when the threat turned out to be a flock of large birds [40].

Also in 1941, the Australian Infantry Force (AIF) sent Special Forces from their training depot at Northam to reinforce Fremantle's defences. This group was called the *Dalgite Force* and they camped south of Clontarf Hill (Manning Ridge) whilst working on construction of coastal defences. In 1943 the Volunteer Defence Force Corps (VDC) took over the gun battery at South Beach just west of Clontarf Hill [41].

In 1944 a Special Operations camp was set up at Clontarf Hill. The Special Operations Unit, known by the code name Z, had a main camp at Careening Bay on Garden Island where members were trained in covert operations such as one person submarine operation, fold boats, and laying charges on target ships. The Healy Road camp was set

up to support the Garden Island facility with supply, maintenance, and administration. The camp only lasted for two months until Sept 1944 when it was deemed to be inadequate for the needs of the Z unit and was closed. The unit moved from Clontarf Hill to Naval Base where a more established camp was used for stores and equipment [40]. Remains of the ablution block and loading bay remain on Clontarf Hill today.

Z base was of great strategic importance to the Australian and allied war effort. Mary Elliot was a Western Australian member of the AWAS who was involved in the top secret Z Special Operations activities. In July 1944 she was sent to be the sole Z force cipher operator for the Healy Road, South Fremantle and Garden Island camps. She recalls that security was very strict. There were 23 operatives training on Garden Island for raids on Singapore. They left WA in September on the submarine 'Porpoise' but were discovered within a few miles of their target. They were attacked and many were killed in the fighting. Some members escaped but later died from starvation and exhaustion. Three men were captured by the Japanese army on Romang Island 400 miles (645km) from Australia. Two of these were taken to Dilli in East Timor where they died of malnutrition and exhaustion. One was taken to Singapore where he was executed on the 7th July 1945, just one month before the end of the war [40].

Equipment and supplies for British intelligence missions to Malaya were supplied by Z base in Cockburn Sound, and training for these missions was also conducted at Z base on Garden Island.

There were 81 women serving in Z Special Operations nationally; eighteen AWAS, Seven WAAF's, 32 First Aid Nursing Yeomanry (F.A.N.Y), fourteen Australian civilians and ten British Civilians. Only two of these women; Mary Elliot and Ivy Harper, were from Western Australia and both served in Melbourne.

There is one known gun emplacement and possibly others still in the area near Clontarf Hill. The gun emplacement is in Emplacement Crescent, Hamilton Hill. There were four military emplacements found during the light industrial development on Emplacement Crescent but three of these were destroyed during the development. These emplacements were reportedly dug into the hill, and revealed during the earthworks for the subdivision [34].



Graham McKenzie Smith, Frank Brbich, and Christine Duckham examine historical WW2 sites on Clontarf Hill. Image Nandi Chinna, 2015

Farrier, Poultry, and Market Gardens

In 1945 Richard (Dick) Jones built his house near the corner of Newmarket Street and Healy Road. Jones was a farrier who had previously been working in the goldfields. He moved into his house with his wife Thelma and their two daughters Valerie and Beverley in 1949. At this time there was a box factory making packing cases operating next door to the Jones's on the corner of Healy and Newmarket Streets. This operation later expanded to become a mill and joinery, and was to make life difficult for the Jones family whose house would regularly be filled with sawdust. An incident at the Healy Road Mill in 1953 left August Chipriani, a traveller hand, with a depressed fracture of the skull when he was struck by a flying steel wedge while he was working at the mill. After X-ray examination at Fremantle, he was transferred to the Royal Perth Hospital in a St. John ambulance for treatment [42].

Dick Jones was farrier to many of the horse trainers in the district. The current owners of the property report that they have found hundreds of horse shoes buried in the dirt of their yard. Like many other men in the district Dick Jones also worked at Robb's Jetty where he plied his blacksmithing trade. The iron rings that still hold up the brick chimney at the Robb's Jetty site were hand-made by Dick Jones.

Every Sunday Dick Jones, Bindy Williams and other men of the district would meet at Randwick Stables in a shed that they called 'the church', to share a drink and discuss the winners and losers in the horse races. The Newmarket Hotel was the social and community hub of the west Hamilton Hill district, and on Friday nights the place would be packed with workers from Robb's Jetty, wharfies, foundry workers, gardeners, and horse trainers. The Newmarket Hotel was also the place where goods and services were swapped and bartered and punters could exchange items like, meat, eggs, crayfish and vegetables. Des Carter recalls that, 'all its life the Newmarket was a working man's meeting place' [43].

Bev Carter (nee Jones) and her sister Valerie remember growing up in the edge of Clontarf Hill. They recall walking over to the area that is now Dixon Park where there was a large mulberry tree as well as almond and pear trees. The ground was muddy and swampy and the girls would climb the mulberry tree and feast on the fruit, then race home, change into their bathers and walk down to the beach to wash off the purple mulberry stains [43].

The girls would also climb Clontarf Hill to look at the views and Bev remembers that at this time (early 1950's) the hill was quite bare of vegetation. At the base of the hill on the west side, adjacent to the Jones property a gardener known as 'Marko' cleared vegetation and established a market garden. The garden ran from the Jones back fence north along the base of the hill. Marko had a small shed and pump house and watered his garden from a well, which is still in existence.



**Archeologist Dr Shane Burke and Christine Duckham
examine the historic well on Clontarf Hill.**

Image Nandi Chinna 2015.

On the eastern side of Clontarf Hill, Miss Showell ran her poultry farm. Bev and Valerie Jones remember visiting Miss Showell and helping her to collect and clean her eggs. Showell Street commemorates the site of Miss Showell's poultry farm.



Aerial photograph of Clontarf Hill 1953 showing Miss Showell's poultry farm on the eastern side, and Marko's garden on the west slope between the hill and Newmarket Road [44].

Next door to the Jones's in Newmarket Street a married couple named Dansey also ran a small market garden specialising in herbs. Des Carter recalls that the Dansey's grew fennel from which they manufactured some kinds of products. Traditionally fennel has been used to flavour lollies, liqueurs, medicines, and food, and was especially favoured for pastries, sweet pickles, and fish. The oil was used to protect stored fruits and vegetables against mould and beekeepers have grown it as a honey plant. Medicinally fennel has been used as an antidote to poisonous herbs, mushrooms, and snakebites, and for the treatment of gastrointestinal inflammation, indigestion, to stimulate milk flow in breast-feeding, as an expectorant, and to induce menstruation [45]. The fennel plants spread to Mrs Jones garden and are still visible on Clontarf Hill today although the Dansey home has been demolished [43].



By 1965 the garden has been removed but the shed and well remain [44].



1975, Hamilton Hill Nursery on Healy Road.[44]

In 1954 tragedy struck the growing Healy Road community when a two-year-old boy strayed from his home and was drowned in just a metre and a half of water in a nearby septic tank. Tonney Willem Andre Van-der-Hel, of Healy-road, Hamilton Hill had apparently wandered from his home with two other boys, and had fallen into the septic tank at the back of a partly built house. Many houses in the area were under construction, and apparently the owner of the house had opened the tank into which the child fell only about five minutes before the accident occurred [46].

An historical building (now demolished) was situated at the base of the southern face of Clontarf Hill. The building was a single story, L-shaped cottage that was constructed during the post war period around 1948. The house was representative of a simple cottage built during a period of limited building materials after the Second World War. The cottage was timber framed and clad with fibrous cement sheeting with a hipped clay tile roof.

The walls were brick masonry and the floors concrete in the kitchen, fireplace and toilet. The plastered ceilings of the kitchen and bedroom were of art deco style. The

house fell into disrepair and was damaged through vandalism. It has since been demolished [34].



22 Healy Road, date unknown [34]

Clontarf Hill as Playground

Frank Brbich and his family moved to Clontarf Road in 1948 when Frank was five years old. His parents ran a market garden growing onions, cabbages, beans, and other seasonal produce. For Frank and his friends Clontarf Hill, known to the boys simply as 'The Hill', was a wonderful adventurous playground, which offered plenty of fun and excitement. In whatever spare time they had left after helping their parents in their market gardens, which stretched down behind the houses along Clontarf Road, the local kids would head up to 'The Hill'.

In 1948 the Second World War was not long over and remains of army activities were still to be found on Clontarf Hill. Frank and his friends spent much of their spare time roaming the hill and playing in the slit trenches left by the army searchlight stations. The trenches were the size of a grave and about four feet deep. There were three trenches, two on the west side and one on the east. Frank remembers making 'gings' (slingshot) and bow and arrows, and using the trenches as cover in battle games. He and his friends made kites from bush sticks and brown paper and flew them from the top of the hill.

Every Guy Fawkes night the local kids would make a huge bonfire on top of the hill. The fire pile would often be so high that they needed ropes to haul the branches to the very top of the pile. Frank recalls one Guy Fawkes night one of his friends threw in a small cannon that he had pinched from the Blessing of the Fleet in Fremantle. The explosion could be heard all across Beaconsfield and Hamilton Hill and the boys got into a lot of strife from this little prank.

Another activity that the local kids got up to on the hill was making traps for pigeons; a trick that demanded a lot of patience. They would take a piece of concrete or rock and prop it up with sticks. Then dig a small hole and cover this with sticks and place a bit of bread or other bait on the trap. When the pigeon walked onto the sticks to get the food the lump of cement or stone would drop, knocking the pigeon into the trap. The kids would then take the birds home and keep them as pets.

Rabbit trapping was also part of hill life for children. They would trap rabbits using steel teeth traps and take them home to their parents to cook up in a stew.

Frank Brbich remembers that there was a flying fox running from the top of the hill down the steep slope to the ablution block on the southern side. This had been used by the army defence personnel to slide quickly from the top of the hill to their camp. Frank remembers playing on this flying fox until at some point it broke and could no longer be used. Another way the boys got down the hill was sliding on bits of tin scrounged from the nearby tip or around about the district.

One day in Frank's life that he will never forget is the day he and two friends discovered a small cave on the eastern side of the hill. The boys clambered into the cave and discovered an army bayonet, dagger, bugle and lantern. Frank recalls that day was 'like winning the jackpot'[47]; a real horde of treasure for three young boys. The boys shared out the bounty amongst themselves and Frank remembers his friend climbing up on the hill in the mornings and blowing his army bugle. Frank still has the bayonet, preserved in perfect condition. The cave has now been buried under housing development on the eastern side of the hill. Who stashed these items and why they did, remains a mystery.

Other memories of Frank's include cutting through farm land between Clontarf Road and Healy Road to play down at what was known as Dixon's swamp (now Dixon Park). He and his friends kept an old canoe stashed down in the reeds and bushes, which they would use to paddle out onto the swamp. There were also wild horses roaming around Dixon Swamp and the boys would try to catch them and jump on for a ride.

In the 1940s and 50s when Frank was a child, most of the businesses around Clontarf road were dairy, poultry and market gardens. Gardens stretched down behind the houses on Clontarf Road into Annie and Jean Streets, an area that is now residential. This area was known by most people as 'Snake Gully', and Frank recalls that often mail would be addressed to people living at 'Snake Gully'. Frank and his friends were known as the "Snake Gully Boys" and a group of the Snake Gully Boys still meet today (2015).

When Frank was a boy, bread and milk were delivered by horse and cart, and sometimes the local children would get a lift home from Christ the King school, along Mather Street on the back of the bottle collector's cart. The kids would go up to Starline Drive-in on Carrington Street by horse and cart, and for other entertainment a local woman named Mrs Cummings who owned a shop on Douro Road would put up a screen in her back yard and show free movies for local kids.

One way that children made some pocket money around this time was to collect used newspapers, roll them up and sell them to butchers or fish and chips shops where they were used to wrap up meat and chips respectively. Frank and his brother also used to clean onions by the light of the hurricane lamp, sometimes until 10 o'clock at night, to save up enough money to buy themselves bikes. When they had bought their bikes, the boys used to ride into Fremantle to have a ginger beer at 'Timmy Thomas's in Market Street.

A sad memory from his childhood was when the family draught horse contracted colic and Frank's father was told by the vet that the horse had to be euthanized. Frank's family did not own a car and he and his brother had to take the horse down to Robb's Jetty to be destroyed. One of the brothers rode the horse and the other rode his bike. Frank remembers that they dinkied each other home carrying the bridle stained with their horse's blood, crying all the way [47].

City of Cockburn

Since Fremantle Roads Board was formed in 1871, most of its members had resided in the Fremantle area and thus representation was mainly swayed towards Fremantle issues. After 1900 with the opening up of the Jandakot and Spearwood agricultural areas some land holders and business people from these districts applied for, and were successful in becoming, Fremantle Roads Board members in order to represent the needs of their communities. Henry Dixon a farmer from Hamilton Hill was one of these new councillors.

During the 1930' and 40s most communities were caught up in the depression and then WWII, and it was not until the post-WWII years that people were able to put energy into the development of their local communities. In the early 1951 the State Housing Commission (SHC) developed Bakers Estate between Forrest and Healy Roads in Hamilton Hill which was subdivided and twenty-seven wooden houses were established to house the crews of Dutch dredges working in Cockburn Sound. Four years later the SHC resumed 1200 acres (485 Hectares) between Carrington Street and Bibra Lake and began one of the biggest housing projects yet attempted in the metropolitan area which would become East Hamilton Hill and Coolbellup [5].

On 21 January 1955 the name of the Fremantle Road Board in the Cockburn area was changed to Cockburn Road Board. On 1 July 1961, in line with other Road Boards in the State, the Cockburn Road Board became the Shire of Cockburn. Cockburn became the town of Cockburn in 1971 and then the City of Cockburn in 1979 [48].

The Fremantle Eastern Bypass



TRAC Logo symbolising the community severed by the Fremantle Eastern Bypass[49].

The Fremantle Eastern Bypass (FEB) was first included in the Perth Metropolitan Regions Scheme (MRS) as a Controlled Access Highway reservation in 1973. The FEB was part of the Western Suburbs Highway that was to link with Roe Highway Stage 8 at Clontarf Hill. Since its inclusion in the MRS the FEB has been the site of community campaigns won and lost and won again, with the fight to preserve Clontarf Hill at the forefront of the battle.

In the late 1970s and early 1980s local opposition to the Bypass resulted in City of Fremantle objecting to construction of the Bypass south of High Street due to unacceptable social, environmental and planning consequences.

In November 1991, the State Planning Commission (in response to a request by the then Minister for Planning) resolved to proceed with a minor amendment to the MRS to delete the Fremantle Eastern Bypass. MRS Amendment 880/33A was subsequently approved and became effective in October 1992 [50].

Following a change of government in 1993, the then Minister for Planning directed the State Planning Commission to reinstate the Fremantle Eastern Bypass in the MRS. Planning Control Area No. 26 was declared in April 1993 to once again protect the Fremantle Eastern Bypass alignment. The Bypass was then reinstated in the MRS with reduced land requirements in September 1994, through a separate Act of Parliament - the Metropolitan Region Scheme (Fremantle) Act 1994 [50].

A major focus of local opposition to the FEB related to Clontarf Hill. Construction of the Bypass would have involved either an open excavation or a “cut and cover” tunnel

through the hill. Whilst the cut and cover tunnel would have had less social and environmental impact than an open cutting, both options were considered to have an unacceptable impact on the social and environmental values of Clontarf Hill

The Transport Action Coalition (TRAC) was a group of local citizens opposed to the construction of a freight highway through the suburbs of White Gum Valley, Beaconsfield and Hamilton Hill. TRAC ran a substantial and highly visible community campaign against the FEB. Clontarf Hill was a key component of the TRAC campaign, which highlighted recreational, amenity and aesthetic values associated with the hill and its rare flora and fauna.



TRAC in the Fremantle Parade 1997 [49].

TRAC ran a highly visible and successful community campaign against the construction of the FEB. In the days before widespread use of internet and email TRAC had a telephone tree. Activist groups organised block by block throughout White Gum Valley, Beaconsfield and Hamilton Hill, and many community members committed to participating in peaceful direct actions which included street parties, walks, concerts and parades. Members of TRAC, under the band name “The Agitators”, composed, recorded and released a song titled ‘Ode to Eric’ which was directed at the then transport minister Eric Charlton.

In 1997, 300 people walked the route of the FEB, culminating in a concert and blessing ceremony at Clontarf Hill. Father Donovan from Christ the King parish called for local people to stand up and fight for the hill and conducted a ‘Blessing of the Hill’, in the spirit of advocacy for the preservation of the hill as a place of natural heritage.

With another change of government in 2001, the newly elected State Labor government acted upon the recommendations of the 2002 Freight Network Review, which focused on alternative ways to deal with projected growth in demand and improve freight movement throughout the Metropolitan Region. Along with a massive community campaign opposing the FEB, the Gallop government acted to once again remove the FEB from the MRS.

The 2002 Freight Network Review included the following strategies:

- Extending Roe Highway to Kwinana Freeway to cater for the increasing level of traffic heading to the growing industrial areas of Cockburn and Kwinana and take traffic away from South Street and Leach Highway (this was done in 2007).
- Putting more freight onto rail. Improved rail linkages between Kewdale, Kwinana and Fremantle will help industry transport freight by rail instead of road, with a planned 30 per cent of all container traffic to be moved by rail.
- Building inland container terminals. A container terminal at Kewdale would ensure trucks do not have to drive to and from Fremantle just to pick up and deliver an empty container;
- Making better use of roads. Better scheduling, spreading of hours, back-loading and a truck booking system at the Port to ensure that the number of trucks entering or leaving the Port empty will be, reduced by one third;
- Build an Outer Harbour at Kwinana. Fremantle Port planned overflow facilities at Kwinana would take much of the growth in traffic from Fremantle Port, once Fremantle harbour reaches capacity.
- Improve existing roads. Upgrades of Leach Highway, Stock Road and High Street would improve efficiency and reduce the impact of traffic on local residents [50].

Since the deletion of the FEB, much of the land that was reserved for the highway has been sold and residential developments have commenced. Despite concerted efforts by TRAC and the Friends of Clontarf Hill, the hill itself remains vested in main roads as a road reserve. With yet another change in government back to the conservative Liberal

party under Colin Barnett, the FEB has been once again mooted but this time as a tunnel beneath Clontarf Hill and Fremantle. The vesting of Clontarf Hill in Main Roads WA, has meant that the hill and surrounding lower slopes have been in a kind of limbo whilst decisions about future road construction are being decided.



**Griffin Longley's family tee-pee cubby on Clontarf Hill. Photo by Steve Grant
Fremantle Herald May 24, 2014**

Friends of Clontarf Hill



Friends hop into action

FRIENDS of Clontarf Hill, in Hamilton Hill, are pitching in to save native flora, such as native wisteria, from invading South African bridle creeper.

Friends co-ordinator Kathy Anketell, the Transport Action Coalition and the Commonwealth Scientific and Industrial Research Organisation have launched a cunning plan to eradicate the choking weed.

The CSIRO has supplied bridle creeper-munching leaf-hoppers.

"What the leaf-hoppers will do is save us from the trouble of starting from scratch each year with the creeper," Ms Anketell said.

"It is hard to control by slashing, because the plants have multiple, hardy corms underground. It is going to be exciting watching the leaf-hoppers. Now is an ideal time to release them," she said.

Community groups have been holding planting, weeding and clean-up days at Clontarf Hill, as part of a campaign to save the bushland from the proposed Fremantle Eastern Bypass.

Friends of Clontarf Hill co-ordinator Kathy Anketell (in leaf-hopper costume) with supporters (clockwise from bottom right) Eddie Speed, Cr Rose Rose Pinter, Isabella Speed (top), her friend Bonnie (4) and Mark Hingston. Picture: ANDREW RITCHIE

Friends of Clontarf Hill, Fremantle Herald 1997 [49].

Friends of Clontarf Hill (FOCH) was formed in 1992 as a community organisation which aims to advocate for the preservation of Clontarf Hill as a conservation area and community open space. Its membership is made of local people in the surrounding suburbs of Hamilton Hill, Spearwood, Coogee, Fremantle, South Fremantle, Hilton, White Gum Valley and Beaconsfield.

FOCH are regularly engaged in:

- lobbying to preserve and protect Clontarf Hill and surrounding bushland areas for conservation and recreation purposes;
- writing information kits to raise public awareness of the area and issues affecting the future of the area;
- writing letters to newspapers and contacting the media to publicise important events (articles and photographs);
- liaising with City of Cockburn and City of Fremantle staff to discuss issues affecting the area;
- organising social events such as BBQ's for volunteers;
- liaising with Main Roads, DPI and WAPC on issues related to the future of the area;
- liaising with other community groups such as TRAC, and North Lake Residents Association Action Committee ;
- liaising with interested study groups, and individuals using the area for study purposes such as Environmental Studies students from Curtin University of Technology and PhD students from Murdoch University conducting plant species

identification studies;

- conducting surveys to determine community values and aspirations regarding the hill and adjacent areas;
- conducting mapping surveys and establishing walk trails in and around Clontarf Hill.

In 1996, the Friends of Clontarf Hill and the City of Fremantle requested that the Department of Environmental Protection (DEP) include Clontarf Hill in the Systems 6 conservation estate, however at the present 2015 Clontarf Hill remains jointly owned by the Department of Planning and Infrastructure and Main Roads, WA. In 2002 FOCH was awarded a Citizenship award as part of the Australia Day Community Awards in 2002 [51].



**Students from Beaconsfield Primary School with their Clontarf Hill sign.
Image by Christine Duckham, FOCH, March 2010**

Since their formation in 1992, Friends of Clontarf Hill have planted thousands of trees and shrubs on and around Clontarf Hill, transforming the lower slopes by replanting local species. The group has undertaken regular clean up days removing tonnes of rubbish and invasive species such as pepper trees. FOCH continues to advocate for the preservation of Clontarf Hill as a conservation reserve.



Tree planting Winter 2001. Image by Christine Duckham



**Conservation volunteers removing pepper trees at Clontarf Hill 2012.
Image by Christiane Martin.**



Forest Red Tailed Cockatoos near Clontarf Hill 2013
Image by Nandi Chinna

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SOCCER.

Hamilton Hill Ground.

Further protests and reports relating to the condition of the soccer ground at Hamilton Hill were received at a meeting of the board of control of the West Australian Soccer Football Association held on Tuesday night. Last Saturday the home team, Spearwood, met Guildford at that ground and the referee (W. Taylor) reported that the ground was in a very bad condition, broken glass and china everywhere being apparent causing danger to players, referee and spectators alike. Recently a member of the board of control, Mr. W. Dow, inspected the ground and reported to the board of control that in his opinion the pitch was unsuitable for play. He stated that it was built on the site of an old rubbish tip and had been so badly surfaced that the refuse placed there was working through. The ground was not uniformly level, being higher at the four corners than in the centre which formed a decided depression. The secretary (Mr. Claude Eayrs) was then instructed to write to the Spearwood Club informing it of the board's condemnation of the ground and advising it to approach the Fremantle Road Board, with a view to having the ground resurfaced and the china, glass and other refuse removed. The secretary reported on Tuesday night that he had written to the Spearwood Club but that no reply had been received and he did not know whether it had taken any action in the matter.

The board decided in the event of the club being unable to obtain the assistance of the road board or not being able to improve the condition of the ground, itself, the club be instructed to find another ground in the district which would be more suitable as under the present condition of the Hamilton Hill ground, the board could not sanction the playing of any further games there.

The proposal made at the last meeting of the secretaries of clubs affiliated with the association that a junior five-a-side competition be held on Monday next was welcomed by the board of control. Discussing the proposal Mr. Eayrs stated that the Perth City Council had made the Leederville Oval available for June 3, 5, and 24 and that as the senior five-a-side competition held on May 1 had been such a pronounced success, it was felt by the clubs that the junior teams playing under the auspices of the association should be provided with a competition in their own class. In granting the request of the secretaries' meeting, the board decided that the competition should be conducted on similar lines to the last one and announced that a trophy would be presented by the board to each member of the winning team.

In regard to next Saturday, when the Leederville Oval would also be available

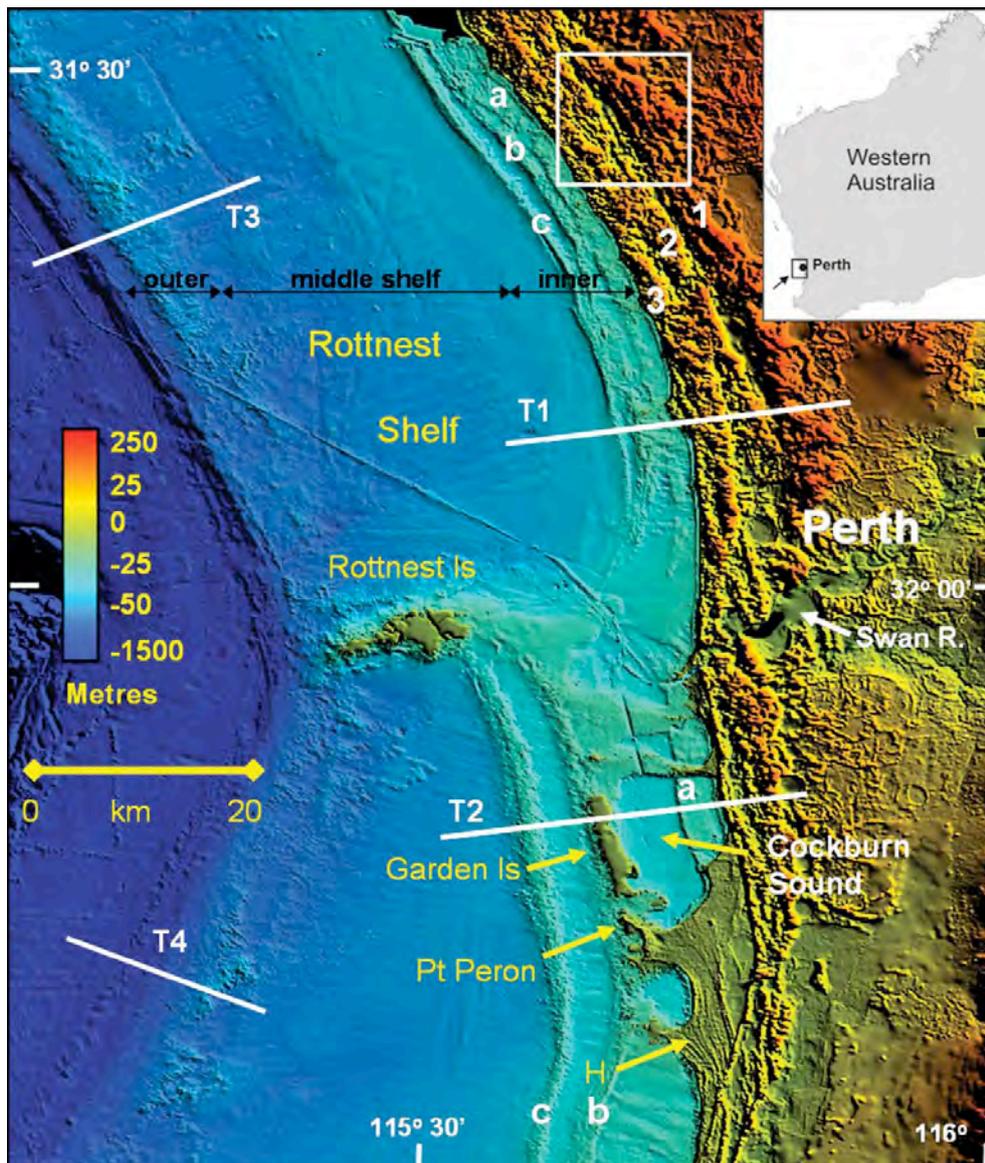
in regard to next Saturday, when the Leederville Oval would also be available to the association, the board decided that the league match between Maccabeans and Victoria Park would be played, preceded by a Junior "B" fixture between Maccabeans and Belmont, which would commence at 2.15 o'clock, the main match of the afternoon starting at 3.30 o'clock. It was also decided that the elimination round for the Challenge Cup for Ex-scholars would be played on Monday morning, the draw being as follows:— 11 a.m.: Maccabeans v. Swan Valley, at Menaies Park. 10.30 a.m.: Thistle v Victoria Park at Esplanade. 10.30 a.m.: Claremont No. 2 v. South Perth, at College Park. 11.45 a.m.: Fremantle v. West Perth, at College Park.

It was decided that as the Country Week carnival would be conducted during the week before the two matches to be played between Western Australia and the Jewish team, the final of the Country Week carnival should be played as a curtain-raiser to the match to be held on Saturday, August 26.

The following transfers were ratified by the board of control:—

J. W. Waddell, from Queens' Park to South Perth; R. C. Stevens, Belmont to Thistle; L. D. Bowen, Victoria Park to Casuals; H. Gillespie, Guildford to South Perth; A. E. Buck, Bassendean (disbanded) to Guildford; S. D. Carter, South Perth to West Perth; R. McAllister, Wurnea (disbanded) to Midland; H. G. Seaton, Swan Valley Junior "A" to Midland Junior "A"; E. R. Barraff, Fremantle Ex-Scholars to Spearwood Junior "A."

Bathymetric and topographic digital relief model (DRM) of the Rottnest Shelf and Swan Coastal Plain around Perth, Western Australia .

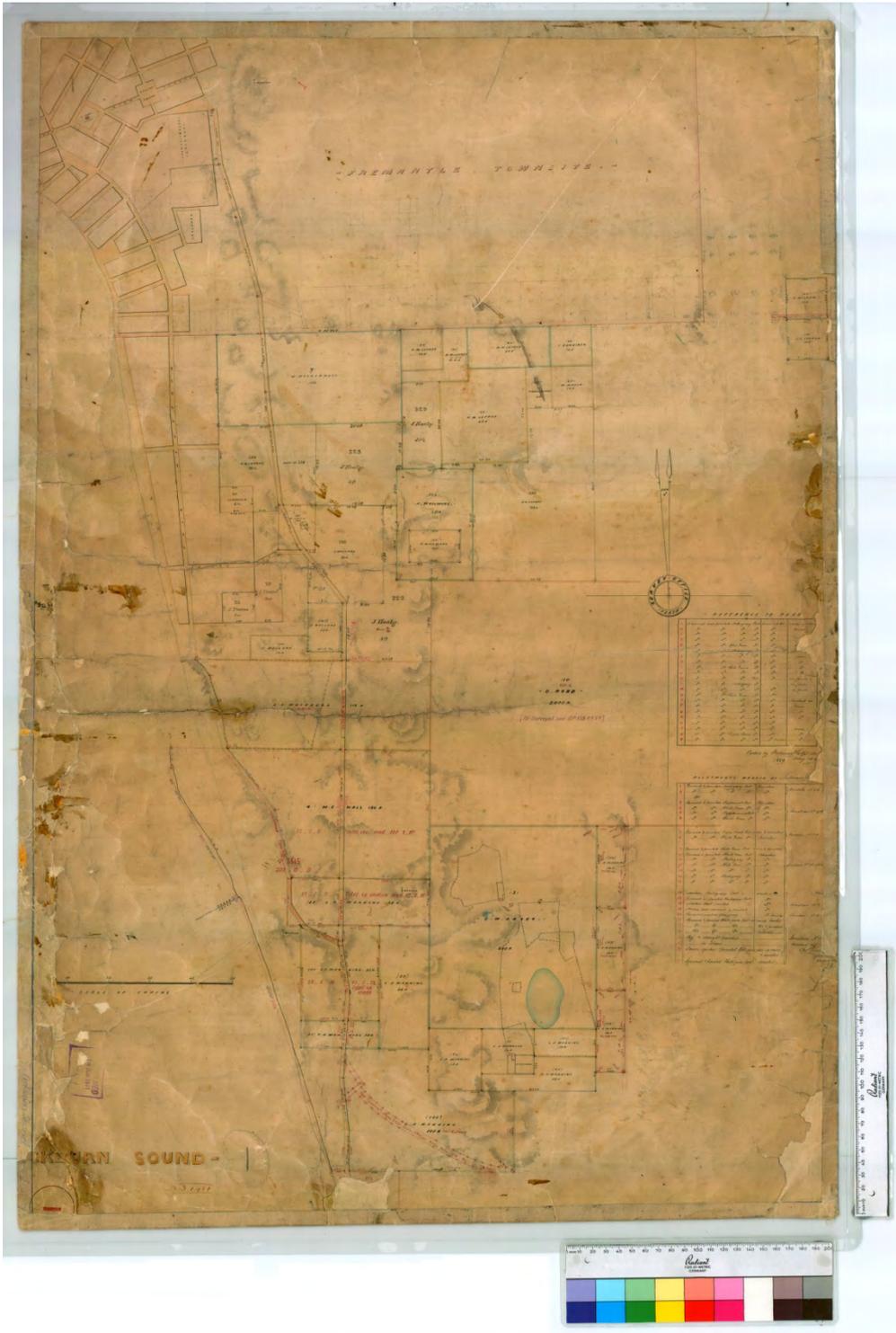


Elongated shore-parallel ridges are clearly discernible on the coastal plain (yellow-red; major ridge units are marked 1, 2, 3), in the adjacent nearshore zone (green; marked a, b, c) and on the western margin of the shelf.

The box indicates a site where smaller ridge features appear to occur within the major ridge units. Subtle Holocene beach ridges (H) are discernible south of Cockburn Sound. The lines (T1-T4) indicate the locations of the detailed seabed and land surface profiles (figure 4) and 3-dimensional views[8].



Assistant Surveyor, *Locations in the Cockburn Sound Distice as marked on the ground.* 1842, Government of Western Australia: Perth, WA.[17]



Phelps, W., *Cockburn Sound*. 1859, Government of Western Australia: Perth WA.[27]

PIONEER'S DEATH.

The Late Mr. W. A. Chamberlain.

The funeral of the late Mr. William Alexander Chamberlain, of Sunnyside, Hamilton Hill, who died at his home on Wednesday at the age of 81 years, took place in the Church of England portion of the Fremantle Cemetery on Thursday afternoon. The Rev. Edward Chard conducted a service at the deceased's home and officiated at the graveside in the presence of a large gathering of friends and relatives.

The late Mr. Chamberlain was one of the pioneers of the State. He came of a very old West Australian family, and was born at Fremantle on November 26, 1851. His father (the late Charles Chamberlain) was shipwrecked in the Indian Ocean on his way to Western Australia, and was picked up at sea by the late Captain J. Thomas in the sailing vessel *Empress*. His grandmother (Mrs. Adams) came to this State in the ship *Rockingham*, which was later wrecked off the part of the coast which now bears that name. Shortly afterwards his mother was born at Clarence Rocks, near Fremantle, now known as the Naval Base. Mr. Chamberlain was apprenticed as a shipwright, and later engaged in shipbuilding at Fremantle. He conducted an extensive business until his retirement 30 years ago, his contracts being chiefly for building pearling luggers. Although the late Mr. Chamberlain built 110 luggers, not one of his boats was lost while being taken to the pearling grounds at Broome. On relinquishing the shipbuilding business, he purchased the orchard Sunnyside, Hamilton Hill, where he resided until his death. He was an enthusiastic rifle volunteer, one of the best shots in Fremantle, and a successful com-

petitor in contests. Of jovial disposition, Mr. Chamberlain had a wide circle of friends. He leaves a widow, six sons, five daughters, thirty-seven grandchildren and two great-grandchildren.

The chief mourners were Mrs. Chamberlain (wife), Messrs. Alex., Len C. and Joe Chamberlain (sons); Mesdames A. H. Scott, H. Leaman and J. Newman (daughters); Alex., Len C., Joe and Syd Chamberlain (daughters-in-law); Messrs. A. H. Scott and H. Leaman (sons-in-law); Charles and Alf Chamberlain (brothers); Mesdames Alf and Chas. Chamberlain (sisters-in-law); Messrs. Jack and E. Chamberlain, Harry and Bob Leaman, John Scott, George Newman, Roper, Hae Smith, and C. Carpenter (grandsons); Mesdames Hae Smith, C. Carpenter, Roper and E. Chamberlain, and the Misses Una, Blanche and Zoe Chamberlain, Mavis and Roma Leaman, Helen Scott, Dorothy Guthrie (granddaughters); and Diana and Shirley Roper (great-granddaughters).

The pall-bearers were Captain G. Francis, Messrs. G. Thompson (W.A. Trustee, Executor and Agency Co.), D. G. Taylor (Learmonth, Duffy and Co.), C. Trebley, H. C. Flindell, C. Peterson, A. Brown, H. Turner, B. Sweetman and J. G. Harwood. The hearse was laden with floral tributes, and the bereaved relatives have received widespread expressions of sympathy.

The funeral arrangements were carried out by Messrs. Arthur E. Davies and Company.

A LINK WITH EARLY FREMANTLE

Mr. W. A. Chamberlain Passes

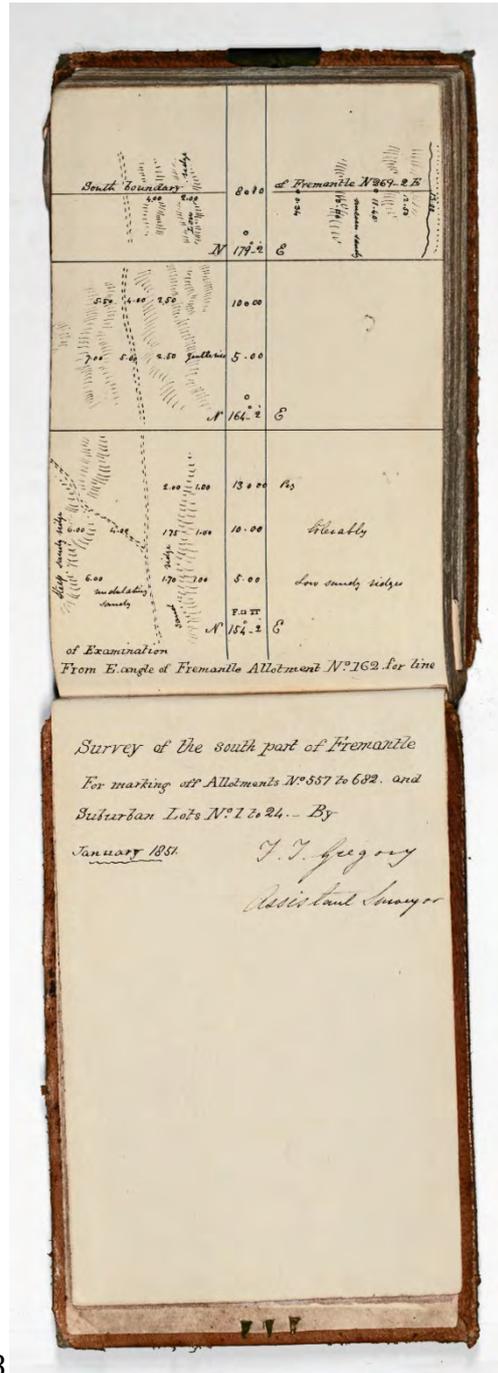
The passing of Mr. W. H. Chamberlain, of Hamilton Hill, last week, at the age of 81, severed a link with the earliest days of Fremantle. The deceased's grandmother was Mrs. Adams, who arrived in 1830 by the ship Rockingham, which brought out settlers for the Peel Estate. The Rockingham was wrecked in the vicinity of the place now bearing its name, and Mrs. Adams settled at Clarence Rocks, now the Naval Base, where a daughter, subsequently the mother of the deceased, was born. Mr. Chamberlain's



father received his introduction to Fremantle after he was saved from a wreck in the Indian Ocean, by the master of the ship Empress. For many years Mr. Chamberlain was a prominent ship builder at the port, and many dinghies, seagoing yachts, and pearling luggers were turned out from his yards. It is notable that not one of his many luggers was lost on the trip to the pearling grounds, and this, besides the fact that he built a yacht, the Nautilus, which had no peer in the State at the time, earned for the deceased the reputation of champion boat builder. After retiring some years back he built Sunnyside, at Hamilton Hill, and tended a fine vineyard on the property. Was born in Short-street, Fremantle, and enjoyed robust health until quite recently. The funeral at the Fremantle Cemetery on Thursday was largely attended.

[52]

The West Australian (Perth, WA : 1879 - 1954), Saturday 28 May 1932, page 14



F. Gregory Field Book No 51843 - 1857, page 28

[53]

Army Units in the Vicinity of Clontarf Hill 1942 to 1945

Graham McKenzie-Smith

On 27 June 2015 I accompanied Dr Nandi Chinna, Christine Duckham and Frank Brbch on an inspection of the remnants of a military site on Clontarf Hill near Fremantle. An examination of records associated with the defence of Fremantle during the Second World War indicates that this was an anti-aircraft searchlight site.

HQ 55 Anti Aircraft Searchlight Company RAE was raised at Artillery Barracks in Fremantle in early 1941 and in February 1942 moved to Solomon St, Beaconsfield. They established a AA searchlight station on Clontarf Hill at some stage during 1942 (probably early) and in November 1942 this was reorganized to form **205 AASL Section**. This was a Type Y section with one officer and 51 men (1/51) which was to man six 90 cm searchlights. The other sections of the company were at Riverton, Melville, Coogee Beach and Mt Brown and only had the smaller 60 cm searchlights. *66 AASL Coy* at Karrakatta had five similar searchlight stations north of the river. In March 1943 *HQ 55 AASL Coy* moved to North Lake Road, Alfred Cove. Responsibility for AA searchlights passed to the artillery branch in May 1943, so *55 AASL Coy* became **55 AA SL Battery** and *205 AASL Sec* became **205 AA SL Troop**.

A reorganization in September 1943 saw *55 AASL Bty* become **55 Searchlight Battery (Mixed)** with significant VDC manning. *205 AASL Troop* became **213 Medium Searchlight Troop** and continued to man six 90cm lights, while the other AASL troops became heavy searchlight troops, each manning three 150cm lights. Some of these troops were fully manned by AWAS soldiers while the others had a mix of militia and VDC men. It is not known what the manning arrangements for *213 Med SL Tp* were, but it is likely to have been a mixed troop due to the local availability of VDC soldiers. In February 1944 the militia men from *213 Med SL Tp* moved to Swanbourne to form *108 Hvy SL Tp* and the VDC men joined other units. The history of the site after *213 Med SL Tp* left is uncertain, but the facilities may have been used on a temporary basis by other base units until the end of the war or beyond.

The Site

The Clontarf Hill site is heavily degraded, but remnants from the army occupation remain, allowing some interpretation. The main camp appears to have been in the flat area in the south east part of the reserve, near the end of Gordon Street. There remains several concrete pads which are heavily broken but could have been for a small ablution blocs and a kitchen, but it is difficult to be definitive. Another concrete pad may have been a storeroom as it may have a loading ramp. Near the 'ablution' pad are four concrete blocks which may have been the anchors for the guy lines holding a radio mast. One of these is still in place but the others have been dug out and piled up.

One of the party, Frank Brbch ,had been a child in the area and he recalls there being a flying fox between this camp area and the top of Clontarf Hill. Overall the landscape has been altered over the years by sand and rock extraction and the remnants disturbed. Also in the lower area is an old well, but there is no indication of its vintage.

It is logical that the actual searchlights would be at the top of the hill but all signs of their presence have long since disappeared. The hill top itself seems too small to have six searchlights, so some may have been further down the slope. A depression east of the hill top may have been the site of the troop HQ, but there is nothing to support this theory. Just off the hill top are two slit trenches which have been dug into solid limestone. These are partly filled, but would have fitted two men in case of an air attack on the site. There are no other similar sites for the other 48 men. A member of the local landcare group recalls a searchlight shaped metal object being removed from the hill during a rubbish clean-up some years ago. Overall it is highly likely that this was a searchlight site but it has been degraded so much in the past 70 years that there is no longer any significance in the site.

Other units in the area

In August 1943 **HQ 69 AA SL Bty** moved to a site on Healy Road from Adelaide and they were joined by a least one searchlight troop from SA in September. When 55 and 66 **AASL Bty** were reorganized in September, surplus men were transferred to form another two troops, which trained for a mobile role in the reorganized **69 Mobile Searchlight Battery**. Their exact location is unknown, but such a unit would be too large to fit onto the Clontarf Hill site. They left for Darwin in June 1944.

On the western side of Hampton Street was the anti-aircraft position occupied by **423 Heavy Anti-Aircraft Gun Station**. The four 3.7" heavy anti-aircraft guns were located some 150 metres south west of the intersection of Rockingham and Cockburn Roads, partly in the area of houses on Breaksea Drive. These guns were manned by three officers and 119 men. Also in the area were the five officers and 21 men who manned **HQ 22 Heavy Anti-Aircraft Battery**, which also controlled gun positions at Scotsman's Hill, Hope Valley and Lake Coogee. The battery's grid reference in Location Statements is given as the 1000 yard square to the north west of the above intersection. The unit's location is described as South Beach and it is known that the AWAS soldiers attached to the battery HQ were housed on South Terrace. This would indicate that their camps were towards the north west of the guns and are unlikely to have been in the vicinity of Clontarf Hill. However the gun station was known locally as the '**Newmarket Battery**' as the men seemed to frequent the Newmarket Hotel at the intersection.

In late 1944 construction commenced of three 5.25" Anti-Aircraft/Coast Artillery guns on the ridge south of Clontarf Hill in the area now known as Emplacement Cres as part of the long term defences of Fremantle. Similar guns were to be built at Leighton and Point Peron and these were to replace all 6" coast guns and all 3.7" HAA guns. A separate camp was developed for the construction crews and was not related to Clontarf Hill.

Further along Rockingham Road, near the intersection with Davilak Ave was a camp area used by a number of units. **Dalgite Force** was a two company unit formed at Northam in February 1942 which camped here until July while they undertook construction work on the Fremantle defences. In May 1942 **11 Labour Company (Alien)** was raised here from alien refugees and allied nationals (except US, Dutch, Norwegian or Chinese) who had volunteered or allotted compulsorily. They were later renamed **12 Labour Company** and then **12 Employment Company** and worked on the Fremantle wharves until March 1944 when they moved to Brisbane. In June **26 Labour Company** was also formed here from men over 35 who were withdrawn from units of *3 Aust Corps*. Most of the unit were deployed to the north west ports, but part of the unit remained at Hamilton Hill for the rest of the war, working at the Woodman Point ammunition depot. They were later called **26 Employment Company**, then **26 Works Company**. Although these units were near Clontarf Hill, they are unlikely to be connected with the site.