

1 HISTORICAL OVERVIEW

1.1 FIRST NATIONS

Aboriginal people occupied the South West corner of Western Australia for at least 40-50 thousand years before European people arrived and Daglish was developed on the traditional lands of the Whadjuk Noongar (aka Nyungar/Nyoongar) people. The following summary of Aboriginal occupation of the region around Subiaco was prepared for the City of Subiaco Thematic History and Framework:¹

The histories of Aboriginal people in what is now the local government area of the City of Subiaco cannot be defined as neatly and easily as boundaries and streets. Instead, as stated in 'Aboriginal Histories in the City of Subiaco', the histories refer to 'local Aboriginal people's social organisation and land relationships, individual names, events and experiences in the areas of the Swan River, Mount Eliza, Monger's Lake, Butler's Bay [known as Butler's Swamp now Lake Claremont], Crawley Bay and Perth areas that either include the Subiaco area, abut or surround it.'

In 1832, the Subiaco area was recorded as. Like others in Nyungar society, Yellagonga's family lived and moved across their land according to the seasons; utilising their knowledge of the land to travel by well-known pathways from watering holes to campsites and gathering places

Within only a few years of the Swan River Colony being established, the life of the Nyungar people was irrevocably impacted. Numerous deaths occurred and relationships with land were all but destroyed when family groups left their homelands either by force or by encroaching settlement. In 1836, only 28 people were named as belonging to Yellagonga's community.

Conflict with early settlers; government policies of control as illustrated by the policing and rationing of the Nyungar in the Mt Eliza Depot area in the early 1830s; the assimilation of Aboriginal children dating from the 1840s and in places like St Joseph's Girls Orphanage and St Vincent's Boys Orphanage in Subiaco from the 1870s; institutionalisation involving the removal of children and groups to missions such as the 1847 New Norcia; and, suburbanisation as a result of the clearing of land and drainage and building over of Perth's lake systems and traditional trackways, all had devastating results on the Nyungar.

By the mid twentieth century, many Aboriginal people had been removed from the metropolitan area, including from Subiaco to New Norcia and the 1918 Moore River Native Settlement (later Mogumber Native Mission). They were also pressured into settling in areas such as East Perth and rural reserves and missions.

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

As a result of the Depression in the 1920s and 1930s, fringe camps increased with Aboriginal people returning to Perth in order to try and find work to support their families. The high visibility of these camps led to their surveillance by government officials and, in 1937, the Department of Native Affairs carried out an inspection of these places. As a consequence, people were removed back to Moore River and to the country. Although it's not known what occurred in Subiaco, the 1937 report recommended the 'complete disbandment' of the fringe camps at West Subiaco and Jolimont.

Information about Western Australia's Aboriginal sites, other Aboriginal heritage places and Aboriginal Heritage Surveys is available via the Aboriginal Heritage Inquiry System (AHIS).² This is managed under different legislation than historic heritage and these places are not considered in this report.

¹ Bizzaca, K., *City of Subiaco Thematic History and Framework*, prepared for the City of Subiaco, February 2014.

² Department of Planning, Lands and Heritage (<https://www.wa.gov.au/government/document-collections/search-aboriginal-sites-or-heritage-places-ahis>)

1.2 EARLY DEVELOPMENT: c.1880-1905

1.2.1 Subdivision to the east of the railway line

During the early years of colonial settlement most of the Subiaco area formed part of the Perth Commonage. In 1879 land was set aside for the Fremantle to Guildford Railway, which was officially opened in 1881. In 1883 the Western Australian government announced it would survey a section of the Perth Commonage into large suburban lots and that these would be made available for private sale. The land in question incorporated the majority of the present day suburbs of Subiaco and Shenton Park and was laid out with typically 4-5 acre (1.6-2ha) lots on a grid pattern (known as Perth Suburban Lots).

In May 1883 a tender for the construction of the first Subiaco railway platform was accepted by the Public Works and Railways Department,³ although initially this primarily served the Benedictine community of New Subiaco, on the northern side of the line (in what is now known as West Leederville). The first permanent residence was constructed within the boundaries of what is now known as the City of Subiaco in the mid 1880s, but another 10 years had passed before the area began to be developed as a suburb of Perth.

1.2.2 Proposals for railway infrastructure to the west of the railway line

With the increasing population and consequent demand for housing linked to the gold rushes of the early 1890s, many of the Perth Suburban Lots began to be subdivided into residential blocks and the population of Subiaco increased from around 40-50 in 1894, to around 1,300 in 1896.⁴ This was at least partly supported by speculation that Subiaco could become the site for new railway workshops on the north-western side of the railway line. An example of this is provided by an 1892 advertisement for 'Irishtown', which was a subdivision of Perth Suburban Lots 201 and 202 (between Railway Road, Barker Road and the "New Road" (Broome Road, now Hay Street, Subiaco):

IRISHTOWN.

Subiaco Railway Station, New Road, and Railway Crossing to Perth Commonage and North Beach. 68 Chains from Hay-street, on New Road now about being macadamised.

The best chance ever offered to invest a few pounds profitably.

Probable new site for Locomotive Workshops.

Tradesmen, Mechanics, Artisans and Labourers, Don't Miss It. A Competent Engineer has said: "Every requisite or convenience necessary is present in this locality for large workshops, and the Government probably know that better than anybody else."

*Remember - 4000 acres of Commonage to depasture Cattle on.*⁵

The State government had endorsed Midland as the site for new workshops by the mid 1890s, but protests continued by those representing the workforce, many of whom lived in the area between Perth and Fremantle. At a public meeting in September 1900, hosted by the Subiaco Council and attended by several local Council and Roads Board representatives, a motion was passed requesting the government to consider other options closer to the original workshops at Fremantle. At this meeting one speaker noted that there was "*a fairly good site, suitable in every way, situated to the westward of Subiaco.*"⁶

Work had commenced on the new Midland Workshops by 1904, but options for the future development of railway infrastructure at Subiaco were still not abandoned. In September 1904 it was

³ The Inquirer and Commercial News 30 May 1883 p 5

⁴ This section has been largely based on research undertaken by Annette Green in 2020 for a private research paper, *A Brief Outline of the Development of Subiaco: 1880s-1930s* (copy held in the City of Subiaco Library, Local History Collection)

⁵ *The West Australian* 15 October 1892 p 8

⁶ *The West Australian* 26 September 1900 p 7

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reported that Subiaco sub-lots 439 and 442 had been set aside for railway running sheds (Reserve 8888).⁷ This 112 acre (45ha) reserve, was approximately 11 chains (220m) wide and ran along the north-western side of the railway line between Nicholson Road and the present day Haydn Bunton Drive. However, the site was not developed and after a new railway depot was developed at East Perth in 1917/1918 the Subiaco Railway Running Sheds Reserve became surplus to requirements. It was part of this Reserve that subsequently provided the land for the first stage of Daglish.

1.2.3 Cemeteries used for the victims of infectious disease

In April 1893, in response to an outbreak of smallpox in central Perth, a fever ward, widely referred to as the Subiaco encampment, was erected on the Perth Commonage (in the area later developed as the Victoria Hospital and then the Selby Street Rehabilitation Hospital). In addition to isolating infected patients, particular care was taken to ensure that associated burials did not provide any opportunities for the spread of disease. Under the order of the health officials, these burials took place at night, with “*all the necessary disinfectants*”⁸.



Infectious Diseases Hospital 1935, State Library of Western Australia, 031661PD

The first reported death from the 1893 smallpox epidemic was Ellen Amelia Montague (c.1870-1893), who, in a weakened condition after a still-birth, passed away at her home in Perth on 18 April. The concern about containing infection was illustrated by the nature of her burial:

Her burial took place at midnight in the proposed new cemetery at Subiaco. She was placed in a coffin tarred inside and out, and containing a quantity of quicklime. The funeral arrangements were under the charge of Mr. D. Chipper, who was accompanied to the burying ground by a policeman. A priest applied for permission to be present at the interment, but the Health Officer, whilst not

⁷ *Western Mail* 3 September 1904 p 9

⁸ *The Daily News* 19 April 1893 p 3

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actually forbidding it, strongly advised that the attendance at the grave be limited as the circumstances would allow and that it would be especially dangerous to the public health if one, whose duties necessitated close communication with many of the residents, should be in such close proximity to a source of infection. Extreme Unction had been administered to the deceased ten days ago⁹, and, although interred without the usual religious rites at the grave, the customary prayers will be offered on her behalf.¹⁰

While the hospital encampment was located immediately west of the present suburb of Dalglish, the two small (1 acre/ 0.4 ha) cemeteries that were associated with this facility were located within the area considered in this report. Neither of these was consecrated and both appear to have been solely used for the isolated burial of the victims of infectious disease (including smallpox and typhoid fever).

– Cemetery Reserve 6845

Reserve 6845 was located in the area now occupied as Dom Serra Grove (SE corner Hay Street and Jersey Street). This was used for approximately 17 burials.¹¹

One of the early burials at this site was believed to have been for Rose Aldborough (c.1874-1893). Rose, who was a nurse at the Colonial Hospital in Perth, was initially suspected of having smallpox, but was subsequently diagnosed with typhoid. She died at 8.30am on 26 April 1893 and was buried “at the new cemetery” that night.¹²

– Cemetery Reserve 4566

Reserve 4566 was located between the present-day Robinson Terrace and Richardson Terrace and extended across the linking section of Troy Terrace. The grounds also extended across part of the area later laid out as lots 159 to 163 of Deposited Plan 203612.¹³ This was used for approximately 26 burials.¹⁴

One of the last burials at this site was also the only one reported to have been well marked in a summary prepared in 1906.¹⁵ This was the grave of Charles Henry Smith, who died of fever on April 12, 1897, aged 19 years.

⁹ The Sacrament of Anointing the Sick had been administered after Mrs Montague suffered a still-birth in early April.

¹⁰ *The Daily News* 19 April 1893 p 2

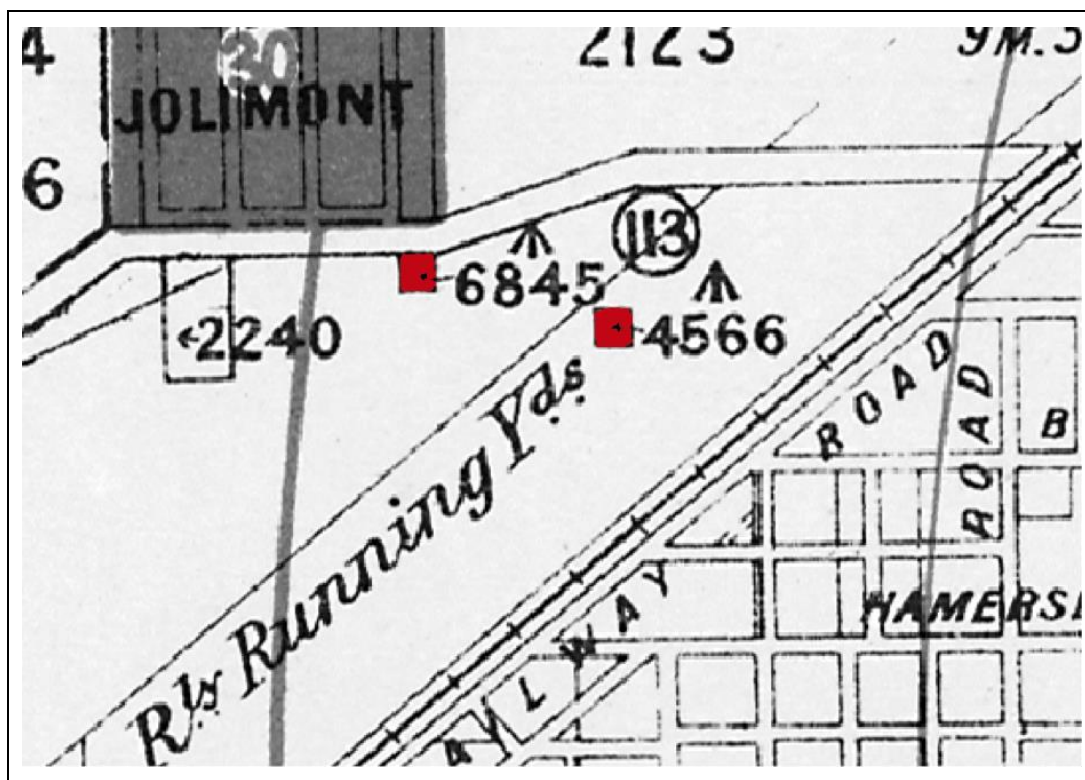
¹¹ *The West Australian* 3 July 1906 p 7

¹² Readily available online information about this cemetery reserve was collated by Annette Green in 2021 for a private research paper: *A brief history of Subiaco’s parks and gardens in the early to mid-twentieth century* (copy held in the City of Subiaco Library, Local History Collection)

¹³ The location of the old cemetery reserve in relation to the newly laid out suburb of Dalglish was shown on a plan of the Townsite of Dalglish prepared by the Department of Lands and Surveys, 1925 (online copy available at the State Library of Western Australia: https://purl.slwa.wa.gov.au/slwa_b5566930_1)

¹⁴ *The West Australian* 3 July 1906 p 7

¹⁵ *The West Australian* 3 July 1906 p 7



Plan showing Cemetery Reserves 685 and 4566, Index of Estates ca.1915, State Library of Western Australia, 57/6/1 (cemetery reserves highlighted for the purpose of this report)

These sites were officially closed in 1897. In 1906 the bodies were exhumed (together with 3 on private land at Jolimont) for reburial in consecrated ground at Karrakatta.

1.2.4 Proposals for the development of a new Perth Cemetery to the west of the railway line

The other proposed development to the west of the railway line was a large new cemetery for Perth. Work commenced in 1894 with the construction of the first sealed road in Subiaco (originally known as Broome Road, now Hay Street):

The new road which is intended to connect the main portions of Hay-street West with the Cemetery at Subiaco will be put in hand at once. It is intended that the road shall be carried on to a width of sixteen feet, and it will be constructed of limestone and blue metal. It is proposed to at once complete the road as far as the railway gates near the Subiaco station, and it is stated tenders will be called for the work in the course of another week.¹⁶

However, while the road was constructed, development of the cemetery appears to have been delayed. In mid 1896, a special committee report to the Perth Municipal Council recommended that:

“the new cemetery, comprising lot 2,852 at Subiaco, should be proclaimed, and that means should be provided for carrying out [improvements]”. It was noted that the site “adjoined the Victoria Hospital and had a frontage of over a mile to the Perth-Fremantle railway line ...[and that] The Government had already made a portion of the road leading to the ground”. At the end of the meeting a deputation to the premier was planned.¹⁷

The cemetery was subsequently opened, and some burials took place, but there was ongoing debate

¹⁶ *The West Australian* 12 April 1894 p 4

¹⁷ *The Inquirer and Commercial News* 26 June 1896 p 16

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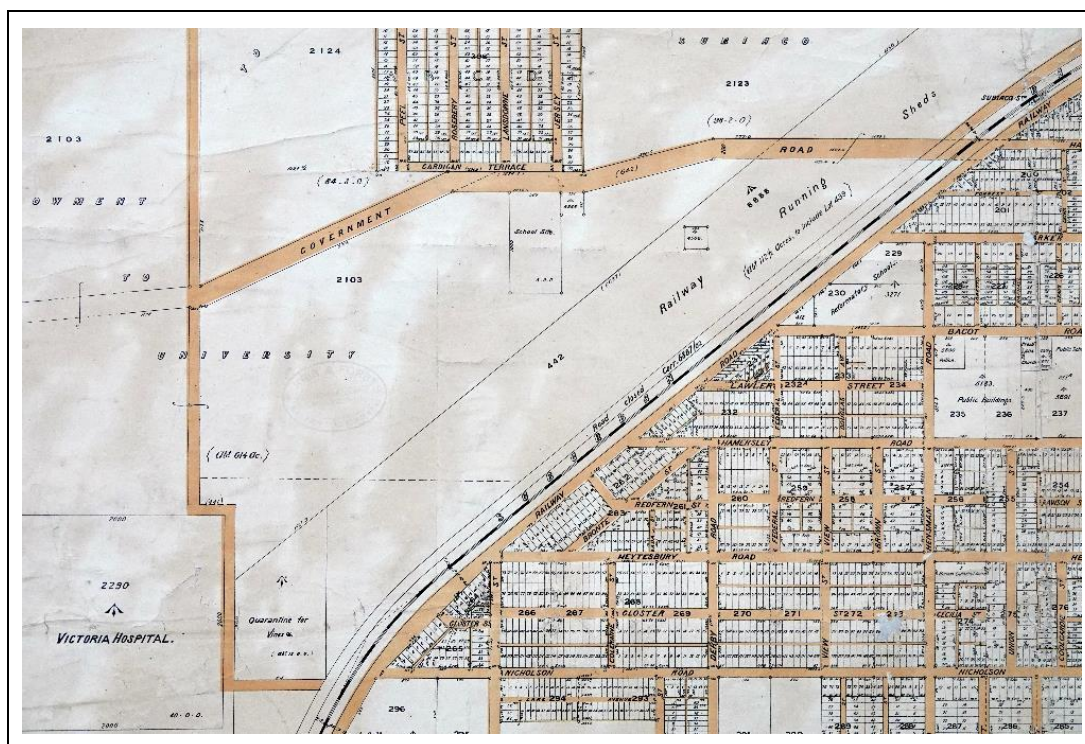
as to whether this was the best location. It also seems that few, if any, improvements were carried out:

*Having occasion to attend the funeral of poor Buxton last Friday I was surprised to find the burial ground devoid of all fencing, situated in a howling wilderness of sand and scrub. How people can determine the spots where their friends are buried was a puzzle to those present at the funeral, as I was informed by the undertaker that there was no system of numbering graves in vogue. By marking a tree close by and keeping the name on a small cross on the next grave we are enabled to identify Buxton's grave, but had no precautions been taken it might have been next to an impossibility to find it again.*¹⁸

By April 1897 the Subiaco Cemetery Reserve had been cancelled following the creation of the present cemetery reserve at Karrakatta (which being 'remote' from close settlement was considered more suitable).¹⁹

1.2.5 Quarantine Ground

In 1897, 35 acres (14 ha) at the south-western end of Daglish (in the area between the Victoria Hospital and the railway line) was selected by the Bureau of Agriculture for use as a quarantine ground for imported vine cuttings (Reserve 4146).²⁰ The primary aim of this was to avoid the introduction of the destructive phylloxera insect into Western Australian vineyards.



Map: Plan of Subiaco 1905 showing the Quarantine Reserve to the right of the Victoria Hospital, Subiaco Museum

¹⁸ *The West Australian* 18 February 1897 p 9

¹⁹ *The West Australian* 3 April 1897 p 3

²⁰ *The West Australian* 31 May 1897 p 5

On a real estate plan titled "Plan of Subiaco Showing subdivisions to 31st Dec 1903" this reserve was annotated "for vine cuttings". Spillman K, *Identity Prized – A history of Subiaco*, p 114.

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In July it was announced that:

*The work of clearing two acres of ground at Subiaco for the vine-cutting nursery and quarantine ground is almost completed, and the ground will next week be ploughed, and prepared for the reception of the cuttings. Several persons have notified the Bureau of their intention to import vines from the other colonies, in accordance with the regulations framed by the Bureau. The Bureau itself is also importing a large number of vines of varieties which have not up to the present been brought to the colony. These vines, on arrival, will be rooted in the Subiaco nursery, and distributed next year at the actual cost price of the cuttings, plus the expenses incurred in connection with their introduction.*²¹

A report on the first year's activities, published in August 1898 provided the following information regarding the quarantining of vine cuttings and research into grass and crop plants:

In the first season [24,800 vine cuttings from New South Wales, France, California and a local source were] struck in the nursery grounds, water and labour being available. Those rooted vines have been this season taken up and several parcels sent to applicants on the Eastern goldfields, from Norseman to Mount Malcolm The balance were sold at market price

There are now in the nursery 21,000 vines belonging to the Department, and 1,200 belonging to private individuals [and these] will be available for distribution next winter.

The dairy expert (Mr A. Crawford) put in a large number of grasses of economic value to test their growing capabilities in Western Australia [later reported to have included successful experiments with Paspalum dilatum].

*The botanist (Dr Morrison) planted seeds received from the National Herbarium, Melbourne [and other individuals].*²²

Work with vine cuttings continued at the Subiaco grounds until 1904, but poor soil conditions meant that, in some years, only 10% survived the hot summer season. At the end of that period it was decided to establish a new quarantine ground for vine cuttings at Hamel. After this time, the grounds appear to have been used for quarantining imported livestock (including pigs, horses and cattle). The value of this was demonstrated in September 1906, when it was reported that swine fever had been detected in imported stock at the Subiaco quarantine grounds.²³

1.2.6 University endowment lands

In 1904 the Western Australian parliament passed an Act creating a University Endowment Trust, under which about 4,000 acres (approximately 1,620 ha) of suburban land was granted as the nucleus of an endowment for the creation of a university.²⁴ This included a large area to the west of Subiaco, including much of the land between the Subiaco Railway Running Sheds Reserve and Hay Street at Jolimont.

1.3 SCATTERED DEVELOPMENT: c.1905-1923

During the first 25 years of the twentieth century, much of the future suburb of Daglish remained undeveloped. However, some activity did take place along this section of Hay Street (which at that time only extended as far as Jolimont).

²¹ *The West Australian* 1 July 1897 p 4

²² *The West Australian* 23 August 1898 p 3

²³ *The Pilbara Goldfield News* 8 September 1906 p 3

²⁴ *Report of the Royal Commission on the Establishment of a University, 1910*, p 13 ([https://www.parliament.wa.gov.au/intranet/libpages.nsf/WebFiles/Royal+Commission+on+the+establishment+of+a+university+1910/\\$FILE/6259.pdf](https://www.parliament.wa.gov.au/intranet/libpages.nsf/WebFiles/Royal+Commission+on+the+establishment+of+a+university+1910/$FILE/6259.pdf))

1.3.1 Jolimont School

Newspaper reports indicate that the residents of Jolimont were already lobbying for the development of a local school by 1897, noting that the local children had a long walk through scrub to get to the Subiaco school and had to cross the railway line on the way.²⁵

These calls were finally heeded when a site was secured,²⁶ and a contract let for the construction of the original premises in mid 1905. The school opened on 9 October 1905 with an enrolment of 15 children. By June 1906 the average attendance had increased to 62 children and a new classroom was approved for construction. The number of students continued to grow as Jolimont was progressively developed and later, when the new suburb of Daglish was settled by young families.²⁷

1.3.2 Industrial development

In 1905, the Subiaco Council acquired 98 acres (40 ha) of the Perth Commonage, as a 'municipal endowment'.²⁸ This area, which was located on the northern side of Hay Street (in the area generally bounded by Hay Street, the Railway Running Sheds Reserve, Salvado Road and Jolimont), was progressively developed as an industrial precinct over the next twenty years. In the early 1920s at least two industrial sites were also developed on the southern side of Hay Street (in what later became the suburb of Daglish).

Both of these were located within part of the old Subiaco Railway Running Sheds Reserve which, as noted above, had become surplus to requirements when a new railway depot was developed at East Perth in 1917/1918. Towards the end of 1919 the portion of the Reserve to the south of Hay Street was advertised for lease as follows:

TENDERS... will be received by the undersigned up to noon on Thursday 11th December, 1919, for the Lease of the whole or portion of Railway Reserve 8888, at Subiaco, situated on the north side of the railway running from Hay-street, on the east, to Nicholson-road Subway on the west, with an average width of eleven chains, and comprising an area of 69 acres or thereabouts, for a period of seven years from the 1st January, 1920.

Each Tenderer must state whether his Tender is for the whole or portion of the reserve, and, if for portion only the area tendered for must be distinctly stated in the Tender.

*The land is eminently suitable for timber yards, stock and sale yards, wood yards, or manufacturing sites etc, as private siding accommodation with access to the railway system, can be conveniently constructed.*²⁹

The first industry established in this area was an asbestos factory, which was operated by Cecil John Reginald Le Mesurier (solicitor) in c.1920-1928:

*In 1920 Mr. le Mesurier was granted a seven years' lease of some five acres of land at West Subiaco, for the purpose of establishing an asbestos factory. This he did at considerable expense. Originally the land was part of the railway reserve, but the Crown declared portion of it as Daglish Townsite and at the expiry of the lease requested Mr. le Mesurier to move. The outcome was that the Crown obtained an order for summary judgment in Chambers, from Mr. Justice Northmore. It was against this order that Mr. le Mesurier intended to appeal, but when the Full Court assembled this morning he announced his intention of withdrawing. The Crown consented to pay the costs, and it is understood another location will be provided for Mr. le Mesurier's asbestos factory.*³⁰

²⁵ *The Daily News* 1 July 1897 p 4

²⁶ This appears to have been excised from the newly allocated University Endowment Lands

²⁷ Jolimont Primary School, Place No 05425, InHerit Database (<http://inherit.stateheritage.wa.gov.au/Public/Inventory/Details/f94163df-e255-47bc-ba7b-6e24c14d2022>)

²⁸ *The West Australian* 13 May 1905 p 3

²⁹ *The Daily News* 22 November 1919 p 3

³⁰ *The Daily News* 31 August 1928 p 5

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In the Trades section of the 1925 Post Office Directories, the address of Le Mesurier's factory was given as Hay Street, Jolimont, while in the street listings it was shown as the first site to the west of the Railway Road, on the southern side of the street (immediately east of The Oxal Company, which is known to have been located at 563-567 Hay Street). This indicates that it was located in the general vicinity of 561 Hay Street, which now forms part of the reserve between the railway line and Stubbs Terrace. In 1924 a newspaper article referred to the business as the WA Asbestos Manufacturing Company, while in the 1927 Post Office Directory it was listed as the WA Asbestos Company.

Few specific references have been found for Le Mesurier's factory, with the exception of the following report published in 1924:

During the week Mr. T. Withers, who is in charge, of operations on the asbestos leases at Bindi Bindi, was in Moora. These leases are owned by Mr Le Mesurier of Perth, who has the ore treated at his plant at Subiaco. Mr. Withers reports that work is proceeding satisfactorily and that the asbestos being mined is of first-class quality.³¹

The other industrial site was located in the area bounded by Hay Street, Robinson Terrace and Troy Terrace (563-567 Hay Street). In mid 1921 a request by the Crystal Glass Manufacturing Company for an optional lease was granted by the Subiaco Council.³² The new factory opened in mid-1922 and their wares were already available for display at the Royal Show in October of that year:

The Crystal Glass Manufacturing Company of W.A. had on show in the main exhibition hall at the Royal Show some particularly fine specimens of the glassware turned out from their Subiaco factory. The committee of the Royal Show thought so highly of the ware displayed that it awarded the Crystal Glass Co. a certificate of merit. The manufactures of this company include all kinds of white glassware, tumblers, lamp chimneys, vases, jugs, butter and sugar basins, honey and pascal jars.³³

However, the major investment in plant and positive reviews of their products did not achieve the desired results and by mid 1923 the company had gone into liquidation.³⁴ The premises were then used by the Oxal Company, which produced concrete slabs on the site in c.1923-1925.

In mid 1926 it was announced that the factory was about to be occupied by Adams Motors Ltd., which was described as "one of the biggest motor car distributing firms in the West." Under the direction of the managing director, Alf Adams, it was intended to "make use of the site as an assembly plant, bond store and repair shop":

The first of the existing buildings has been divided into a bond store and an assembly room. Chassis will be kept in the firm's own bond store till needed, a shrewd move that must mean a saving in interest and duty fees. The crates will be brought direct from Fremantle by road, unloaded at the factory and then taken into bond by the big three-ton travelling crane that has been installed.

Immediately adjacent to the bond is the assembly room where the first stages of the assembly will take place. From this large airy room the cars in their various stages of completion will pass through an archway into what is now an open space but is being roofed immediately. And here the finishing touches will be put on.

The finished car will now be subjected to "the usual inspection and tests, and then taken to the Murray-street showrooms

The second of the existing buildings, a sturdy strong-beamed structure, will be the machine shop, and this will in time be subdivided into shops for the blacksmith, the metalworkers and the battery service men. While for the convenient handling of repairs two fifty-foot span extensions are being put up and all except minor repairs will be finalised.

³¹ *The Midlands Advertiser* 25 July 1924 p 3

³² *The West Australian* 2 July 1921 p 7

³³ *Sunday Times* 15 October 1922 p 12

³⁴ *Sunday Times* 3 June 1923 p 1

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A Duco spray plant is to be installed and facilities will eventually be provided for the building of bodies for trucks.

Everything is designed to be self-contained, and nothing has been planned without a shrewd appreciation of what the future may demand.

All the arts of the signwriter will be employed to advantage to make this a distinctive landmark. The names Overland, Willys-Knight, and Federal Knight Trucks, will be embellished on the walls, and a great sign, 180 feet long, will compel the attention of train travellers.

There is ample ground space both for expansion and recreation, and the facilities for sport during the "off" hours will make for a more contented, more efficient staff.³⁵



Adams Motors 1930, State Library of Western Australia, 012720PD

Possibly as a consequence of the Great Depression, Adams Motors Ltd went into liquidation in c.1932. Plans for its re-opening were announced in mid-1935,³⁶ but the efforts to re-establish the company were not a success and by 1937 it was once again in liquidation. As part of the disposal of the company's assets, the Dalglish site was sold to United Motors under a mortgagee sale in 1938.³⁷

During the 1940s, no premises were listed in the Western Australian Post Office Directories for the section of Hay Street between Robinson and Troy Terraces. However, it appears that the site had been adapted as a "top secret military base" which was used to repair and overhaul torpedoes for American submarines operating from Fremantle.³⁸

³⁵ *Call* 2 July 1926 p 11

³⁶ *Sunday Times* 14 April 1935 p 8

³⁷ *The West Australian* 17 September 1938 p 8

³⁸ *Post* 18 March 2023 pp 32 & 40

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Historical aerial photographs show that there were still factory buildings on the site in the 1960s and 1970s, but these were demolished in the early 1980s. The site was then fully redeveloped with a mixture of residential units and commercial premises.³⁹

1.3.3 Residential development

Seven houses were built along the Hay Street frontage of the university endowment land in c.1922, known as 619-627 Hay Street (to the east of Jersey street) and 1-3 Cardigan Terrace (immediately west of Jersey Street). The remainder of the university endowment land was left undeveloped until the 1960s.

1.3.4 Use of part of the quarantine grounds for the promotion of poultry farming

From 1905 the Department of Agriculture opened up at least part of the quarantine grounds for a series of annual egg-laying competitions for hens and ducks, aimed at promoting the industry and educating prospective poultry farmers.⁴⁰ Entrants housed poultry on the site for twelve months, with prizes awarded for the greatest number of eggs over 1 month, 3 month and 12 month periods, and for the greatest market value of eggs (which were sold to the public at prices fixed by the owner, with 25% being retained by the Department of Agriculture to defray costs).⁴¹ These competitions continued until mid 1911, when it was reported that the number of entries had declined to a point where the competition was no longer viable.⁴²

It appears that stock continued to be quarantined on part of the site during this period. For example, in 1909 it was reported that, under new Federal quarantine regulations, any live stock imported from overseas and landed at Fremantle, was to be sent to the quarantine station at Subiaco for varying periods according to the country of origin and type of stock.⁴³ In 1912 the “Government Yards at Subiaco” were also designated as the site of a compulsory 14 day quarantine period for any cattle brought to WA from NSW, Victoria, Queensland, South Australia, Tasmania or New Zealand. This was applied under a new order under the Stock Diseases Act in order to avoid the introduction of “*pleuropneumonia contagiosa*”.⁴⁴

In 1916 “*the old egg-laying competition grounds, close to the West Subiaco station*” were developed as poultry farming school, with the facilities including barracks for the students, 64 chicken pens, and incubators.⁴⁵ This was used to train disabled returned soldiers until c.1918, but the uptake and success appears to have been questionable due to problems with providing suitable land for the soldiers to settle on.⁴⁶

³⁹ Historical aerial photographs, Map Viewer Plus, Landgate (www.landgate.wa.gov.au)

⁴⁰ *The West Australian* 23 December 1924 p 4

⁴¹ *The Daily News* 9 June 1906 p 6

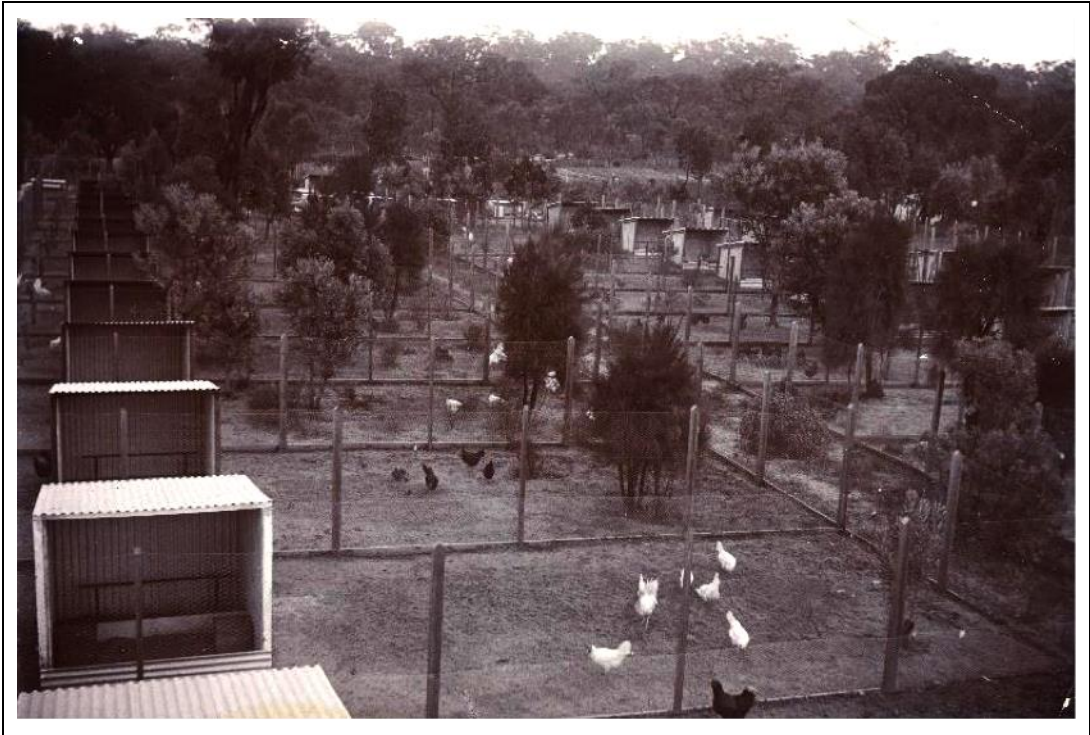
⁴² *The West Australian* 10 April 1911 p 6

⁴³ *The Albany Advertiser* 7 July 1909 p 4

⁴⁴ *Northern Territory Times and Gazette* 17 October 1912 p 4 10 April 1911 p 6

⁴⁵ *The Daily News* 21 August 1916 p 8; and *The West Australian* 21 August 1916 p 5

⁴⁶ *The Daily News* 16 May 1917 p 8



Chicken runs at the Subiaco Egg-Laying competition, 1907, State Library of Western Australia, BA1200/345



Duck runs at the Subiaco Egg-Laying Competition, 1907, State Library of Western Australia BA1200/344

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In 1919 it was reported that the facilities were to be used, once again, to promote the local poultry industry through competitions:

*The committee of the W.A. Poultry Association have given their patronage to the egg-laying competition to be started at the Government Poultry Grounds at West Subiaco.*⁴⁷

and

*.... the competition to consist of six pullets in each pen without any male birds being in the pens, and to begin on April 1, next and to continue for 12 months, entries to be open to the other States.*⁴⁸

This appears to have continued as an annual competition until 1924, operating under the title “National Utility Egg-laying Competition (West Subiaco)”, with the published results providing information about breeds, egg numbers, egg size, feed and associated costs. After this time the competition was held at the new agricultural college at Muresk and the Subiaco site was adapted as the Government Horse Yards.



Mr Padman's white leghorns, first prize winners at the Subiaco Egg-Laying Competition, 1908, State Library of Western Australia, BA1200/333

1.4 THE DEVELOPMENT OF DALGLISH RAILWAY STATION: 1923-1924

In the early post-WWI era demand remained high for residential land in close proximity to public transport and the city. While the central part of Subiaco was already heavily developed, a significant amount of vacant land remained in West Subiaco. In order to support the development of areas without convenient access to public transport, the Subiaco Council began lobbying for the construction of a new railway station in the vicinity of Lawler Street - midway between the Subiaco and West Subiaco (Shenton Park) Stations.⁴⁹ This was under construction in 1923 and was completed

⁴⁷ *Sunday Times* 26 January 1919 p7

⁴⁸ *The Albany Dispatch* 6 February 1919 p 2

⁴⁹ *The Daily News* 13 October 1922 p 11

Local Heritage Survey – Daglish Precinct: Historical Overview

in mid 1924.



Station Construction, Daglish, Rail Heritage WA, P01066



Daglish Railway Station, Date Unknown, Subiaco Museum

The name ‘Daglish’ was recommended by the Subiaco Council to honour a former Mayor of Subiaco and parliamentarian. Henry Daglish (1866-1920) had arrived in Western Australia in 1896 and settled in Subiaco at an early date. He was a member of the Subiaco Council from 1900 and served as mayor in 1903-04 and 1906-07. In 1901 he became whip of the parliamentary Labor Party and in 1904-1905 served as the first Labor premier of Western Australia. At the next election Daglish won Subiaco as an

Local Heritage Survey – DGLISH Precinct: Historical Overview

Independent Labor candidate, but after winning his seat again in 1908 he became aligned with the Liberal Party. DGLISH was defeated in the 1911 election, after which he worked as an estate agent and as an employers' representative on the State Arbitration Court.⁵⁰



Henry DGLISH ca.1910, State Library Western Australia, Image 008872D

DGLISH's name was adopted for the new suburb, despite strenuous objections from some sections of the Labor Party due to his withdrawal from the Party and his Arbitration Court activities.

1.5 PLANS FOR THE DEVELOPMENT OF A NEW SUBURB: 1924-1925

A large part of the following information was originally collated for the *Heritage Assessment of the c.1935 Workers' Homes Board Subdivision along Robinson Terrace and Stubbs Terrace, DGLISH* (prepared for the City of Subiaco by Greenward Consulting, August 2016) and the *Heritage Assessment of the First Land Release in DGLISH* (prepared for the City of Subiaco by Greenward Consulting, November 2016)

1.5.1 Proclamation of a new townsite

The new railway station provided an obvious opportunity for the suburban development of the unused land on the western side of the railway line.

In December 1924 the Town Clerk of the Subiaco Council announced that:

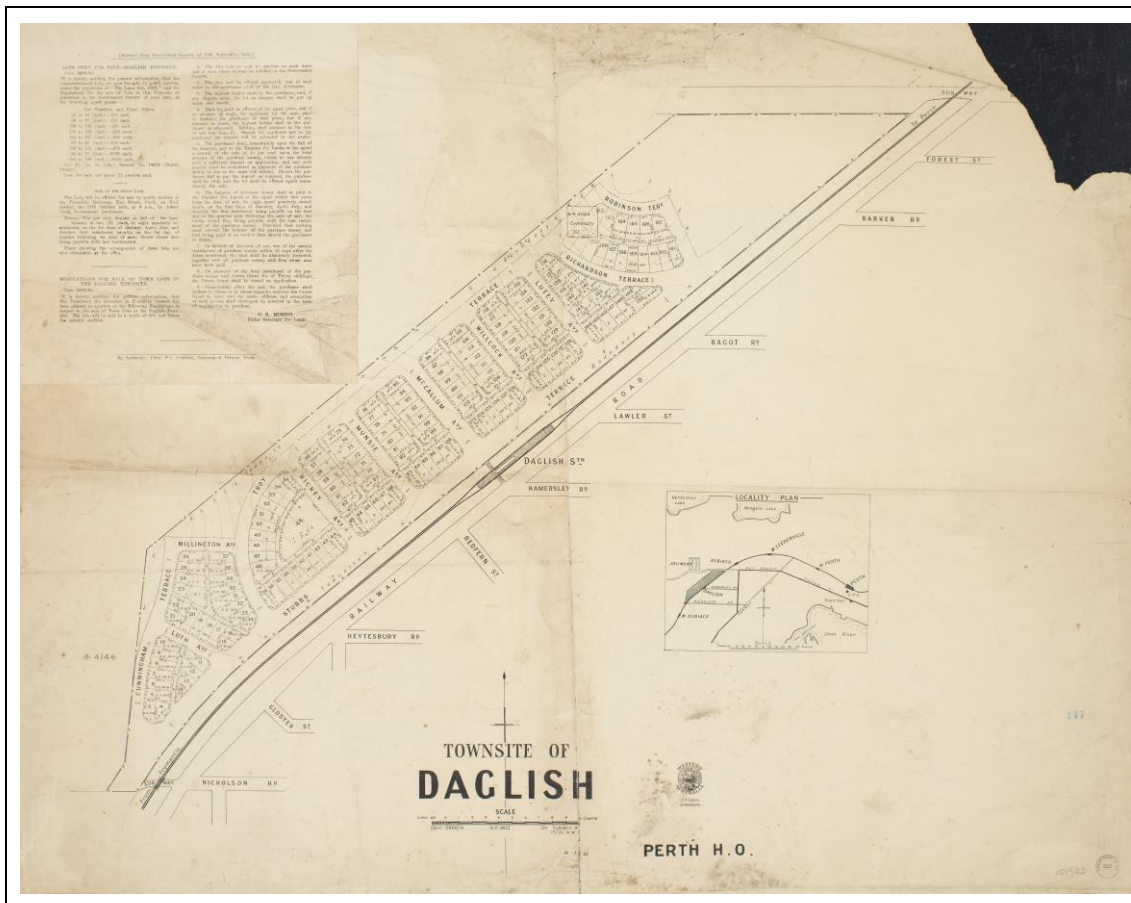
Another movement has to do with the reserve belonging to the Railway Department, which was formerly secured as a site for the loco running sheds, which, however, were placed at East Perth. This land adjoins DGLISH station, and stretches from Hay-street to the Victoria Hospital. I have learned that this has been declared a townsite, and probably will be thrown open for sale in the near future. Should that occur, the council will be afforded the opportunity to extend its different systems and add to the attractiveness of the suburb, and more particularly this locality. Also, I might add the University Senate are subdividing the land held by them between DGLISH and Jolimont, and we are asking that they should reserve a portion of it, consisting of about seven acres, for recreational purposes, which will be developed on proper lines.⁵¹

⁵⁰ Australian Dictionary of Biography (<http://adb.anu.edu.au/biography/dGLISH-henry-5862>)

⁵¹ *The Daily News* 31 December 1924 p 5

1.5.2 Design of the new town site as a garden suburb

The first part of the new suburb was surveyed in 1925, in the area bounded by Troy Terrace, part of Robinson Street, what is now Olga Place, Stubbs Terrace, the southern end of Cunningham Terrace and Millington Avenue (extending across part of the former Railway Running Sheds Reserve).



Townsite of Dalglish/Department of Lands and Surveys, State Library of Western Australia, 33/14/23

According to research undertaken by the National Trust of Western Australia the design for the new suburb was prepared by Carl Klem of Hope and Klem, Surveyors.⁵² Carl Hoppish Klem was a surveyor, member of the Town Planning Association and proponent of the Garden Suburb movement. This movement began to gain momentum in Australia in the period around WWI, encouraged in part by a 1914 visit by Charles Reade, a representative of the Garden Cities and Town Planning Association of Great Britain. During his time in Western Australia, Reade visited a number of workers' homes in Subiaco and West Leederville, together with the Surveyor-General and the secretary of the Workers Homes Board. At an interview at that time he suggested that:

*Western Australia might well consider the economic and aesthetic advantages to be gained by planning workers' homes in the form of a garden suburb linked up with fast and cheap transit with the city itself.*⁵³

⁵² National Trust of Western Australia, Heritage Assessment for the List of Classified Places, 2018

⁵³ *The West Australian* 4 November 1914 p 3

Local Heritage Survey – Dalglish Precinct: Historical Overview

In 1921, a publication by John Sulman, titled *An Introduction to the Study of Town Planning in Australia*,⁵⁴ described the features that distinguished a garden suburb from an ‘ordinary’ suburb as:

... the allocation of special quarters or sites for each kind of building, the absence of congestion of dwellings and their better arrangement, the ample provision of parks, playgrounds and open space, the planting with trees and grass of part of the width of the roads where not required for traffic, and the provision of greater opportunities for social intercourse ...”

The design of Dalglish embodied the principles of the garden suburb movement in a number of ways, including:

- Its identity as a distinct and relatively spacious modern suburb;
- Its design as a cellular domestic neighbourhood, where non-residential uses were not permitted;
- The hierarchical arrangement of streets, separating local traffic from through-traffic (with the latter defined by wider streets);
- The use of curved forms within the street layout (contrasting with the traditional grid layout);
- The use of short cross streets which could underpin social interaction and the development of close-knit local communities;
- The inclusion of planned public reserves (including a semi-enclosed community reserve bounded primarily by rear lanes);
- Its development with well-built detached dwellings;
- The provision of ample space for lawns and flower beds at the front of the house, with open frontages or low front fences contributing to the overall garden setting of the streetscape;
- Space for the development of tree lined streets with generous grassed verges.

The newspapers of the day included few, if any, references to Dalglish as part of the garden suburb movement, but modern analysis by organisations such as the National Trust of Australia (WA) and the Art Deco Society has emphasised important links between its development and the principles of this town planning style. The Heritage Assessment prepared for Dalglish for the National Trust List of Classified Places concluded:

*In Western Australia the inaugural Town Planning and development Act 1928 was drafted by W E Bold who translated the garden city principles in this Act Coming before the legislation, Dalglish and Floreat Park/City Beach were to be examples of the future of urban development in the state. One being a state government initiative, the other, a complementary suburb of the city of Perth.*⁵⁵

1.5.3 Drainage programs

At the same time that the suburb of Dalglish was being planned, a major sewerage and drainage scheme had commenced to serve the greater portion of Subiaco. The drainage component of these works included proposals to provide a link to the new sewerage works to the west, via *“an open channel connecting to the outfall of the existing stormwater drain which discharges on the University Endowment Land near Jolimont.”*⁵⁶

Note: Plans prepared/updated in 1960 showed the Subiaco Main Drain transitioning from an underground pipe to an open channel near the north-eastern end of what was subsequently developed as Cliff Sadlier VC Memorial Park (Swan Loc 7158, Reserve 25908, MWS Drainage reserve).

⁵⁴ Sulman, J. *An Introduction to the Study of Town Planning in Australia*, cited in Kelly, M (ed.), *Sydney – City of Suburbs*, Chapter3 ‘The Great Lever of Social Reform – The Garden Suburb 1900-1930 (Robert Freestone), New South Wales University Press, 1987, p 54.

⁵⁵ National Trust of Western Australia, Heritage Assessment for the List of Classified Places, 2018

⁵⁶ *The West Australian* 2 February 1924 p 9

Local Heritage Survey – Daglish Precinct: Historical Overview

This drained into an open sump near the south-western end of the reserve, with an underground overflow outlet running to the south-west, under Clubb Avenue.⁵⁷

1.5.4 Establishment of the Government Horse Yards on the old quarantine grounds

In June 1925 it was announced that the Government Horse Yards had been relocated from East Perth to the old quarantine grounds at Subiaco:

It has taken the Government a long while to remove its horses from filthy yards in Moore-street, East Perth, but a transfer has at last been accomplished, and the horses are now being comfortably quartered at West Subiaco in the grounds where the egg-laying competitions used to be held. These are several acres in extent and the animals will enjoy the protection of trees, which provide shelter in winter and shade in summer. Capacious feed boxes are in course of erection and a big shelter shed is also to be provided.⁵⁸

In the mid-late 1920s particular concerns were raised about the proximity of these yards (and the associated fly population) to the Infectious diseases hospital:

On the Eastern side of the hospital and within 100 yards of the diphtheria ward, is the Government horse yard. It is a huge yard divided into sections, and fitted up with -water troughs and feeding boxes. When 'The Mirror' was there there were only 36 horses in. It was 3 p.m. and most of the horses were out working — but the flies were at home — millions of them.⁵⁹



Feeding time at the Government Horse Depot, West Subiaco, The West Australian, Saturday 23 March 1929

However, it was not until the late 1930s that the horse yards were once again relocated and plans developed for the subdivision of the old reserve.

⁵⁷ Metropolitan Sewerage Plans SROWA_series634_cons4156_item0341; and SROWA_series634_cons4156_item0342

⁵⁸ *Sunday Times* 12 June 1925 p 40

⁵⁹ *Mirror* 11 February 1928 p 16



Image of Infectious diseases hospital showing the government horse yards and the early subdivision of Darglish in the top right-hand corner, 1935, State Library of Western Australia, 031661PD.

1.6 EARLY SETTLEMENT OF DAGLISH: 1925-1930

1.6.1 First land release

Residential lots within the first land release were offered for sale to the general public at an auction in October 1925:

One hundred and eighteen lots of land, each 50ft wide by a depth of 132ft, which prior to subdivision comprised a railway reserve on the ocean side of the Darglish railway station, between Subiaco and West Subiaco, will be offered for sale by auction by the Government Auctioneer (Mr. A. Clerk) at the Piccadilly ball room, Hay-street, on Wednesday night, at 8 o'clock. Thirty-two lots at the western [south-western] end have been set apart for workers' homes, and will be handled by the Workers' Homes Board. The sale has been advertised in Western Australia and the Eastern States for about a month. The upset prices of the blocks range from £50 to £100, and the terms of payment are 10 p.c. deposit and the balance by quarterly payments over two years without interest.⁶⁰

This was the part of the first subdivision bounded by Troy, Stubbs and Robinson Terrace. The area at the south-eastern end of the subdivision (bounded by Cunningham Terrace, Stubbs Terrace, Troy Terrace and Millington Avenue) was set aside for later development by the Workers Homes Board.

At the beginning of November 1925, it was reported that 96 of the Darglish blocks had been purchased at prices between £50 and £152. This article listed the names of all the purchasers with the lot number and the price paid.⁶¹

⁶⁰ *The West Australian* 24 October 1925 p 10

⁶¹ *Sunday Times* 1 November 1925 p 5

1.6.2 Suburban infrastructure

Immediate development was impeded by a lack of services, as reported at the beginning of 1926:

*... many of the owners desire to utilise their holdings for building purposes but are checked by the absence of a water supply and other facilities. The Municipal Council has made ample provision for the construction of roads and footpaths, electric lighting, and sanitary service, and has asked that the Water Supply Department should provide mains for the reticulation of the new townsite with the least possible delay. The department however, desires to be satisfied that the extension of the mains is justified and that funds are available on the estimates for the works ...*⁶²

It was not until the latter years of the 1920s that any serious progress was made:

*... in 1927 an estimated loss of £15 for a year on water installation was guaranteed to the Water Supply Department by the Subiaco Council, which also extended electric light mains. During the next three years streets were cleared and roads made. Sewerage reticulation was commenced by the Water Supply Department, and tennis courts were constructed.*⁶³

Slag from Monteath's foundry was used to form the primary streets of Stubbs, Troy and Richardson Terraces (partly completed in 1928-1929), but the other roads remained sandy tracks until well into the 1930s.⁶⁴

1.6.3 Commencement of suburban development

The first house was completed during 1927 and research indicates that this was 125 Stubbs Terrace, which was the home of a railway employee, Daniel Joseph Duggan.

Towards the end of 1928, the Subiaco annual report noted that "25 brick residences of good design" had been erected during the reporting period.⁶⁵ This broadly corresponds with the entries in the Western Australian Post Office Directory of 1929, which listed 28 houses - 4 in Hickey Avenue, 4 in Lutey Avenue, 2 in McCallum Avenue, 2 in Richardson Terrace, 1 in Robinson Terrace, 11 in Stubbs Terrace, 2 in Troy Street and 2 in Willcock Avenue.⁶⁶

⁶² *The West Australian* 2 February 1926 p 8

⁶³ *The West Australian* 24 August 1936 p 9

⁶⁴ *City of Subiaco Thematic History and Framework* (prepared by Kristy Bizzaca for the City of Subiaco, February 2014)

⁶⁵ *Daily News*, 6 December 1928 p 8

⁶⁶ The complete set of Western Australia Post Office Directories (1893-1949) is available at <http://www.slwa.wa.gov.au> Note: entries for each Post Office Directory were compiled during the previous year and are not fully accurate. However, they provide the best available estimate for the number of developed properties at the beginning of each calendar year.



8 Hickey Avenue, Daglish, c.1928, Subiaco Museum

1.6.4 Development of houses by the Workers' Homes Board

At the time of the original 1925 subdivision there was a strong push by Unions and others representing the needs of the workers to have the proposed new suburb of Daglish set aside exclusively for development by the Workers' Homes Board. The government did set aside a small area at the south-western end of the original subdivision for this purpose, but this was not developed for another few years. In the mean time, properties developed under the Workers' Homes Board (WHB) and War Service Homes (WSH) schemes were scattered throughout the first land release, totalling roughly 33% of the development in this area.⁶⁷

The integration of these places amongst privately developed houses was consistent with the social aims of the garden suburb movement, which embodied the ideal of home ownership within a healthy and 'moral' environment, as a means of improving the condition of the working classes.

1.7 EXPANSION OF THE SUBURB: 1930s

1.7.1 Further development by the Workers Homes Board (WHB)

In the early to mid 1930s additional funds were made available for the expansion and development of the areas allocated to the WHB in Daglish. This was undertaken within the dedicated area set aside at the south-western end of the original subdivision, which made 30 blocks available (c.1932-1933) and in an extension of the subdivision at the north-eastern end (along the Robinson Terrace and the adjacent sections of Stubbs and Troy Terrace), which made another 33 blocks available (c.1935-1936).⁶⁸ Work undertaken at this time also included the extension of Stubbs Terrace to Hay Street, to allow through traffic.

During this period, the WHB drawing office had a major role in developing a range of cost effective, efficient and modern designs for modest houses, suitable for the budgets of the working classes. The

⁶⁷ *Heritage Assessment of the c.1935 Workers' Homes Board Subdivision along Robinson Terrace and Stubbs Terrace, Daglish*, Section 4.3 (prepared for the City of Subiaco by Greenward Consulting, August 1916)

⁶⁸ *The West Australian* 24 August 1936 p 9

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style of houses developed by the WHB houses after the Depression years is clearly illustrated in Daglish, and represents a mid-late inter-war era transition towards more functional and restrained suburban housing. While the houses they erected in Daglish were well-built and varied widely in their fine scale detailing, most had a clearly recognisable underlying architectural character which, at close inspection, distinguishes them from the contemporary privately built houses in the immediate neighbourhood.⁶⁹

The value of the activities of the Workers' Homes Board, and the mid 1930s focus on Daglish, was outlined in an article in January 1937:

During the year ended June 30, 1936, the Workers' Homes Board spent £44,845 on construction work, building 55 houses, of which 20 were freehold and 35 were leasehold. In recent years by far the most popular section of the Act has been that dealing with the provision of houses under the leasehold system, whereby an applicant is provided with a house costing up to £800 on land provided by the board. Conditions of occupation are under the terms of a perpetual lease, which provides among other things for the payment of ground rent at the rate of 3 per cent on the capital value of the land. The weekly installments on this class of home amount to approximately 25/ a week, which includes principal, interest, rates and taxes, insurance premiums and the ground rent. A leasehold house of this type may be obtained on payment of a minimum deposit of £5.

The Workers' Homes Board obtains large tracts of land which it sub-divides. The subdivision is then thrown open to its leasehold clients. It is for this reason that a large proportion of the board's houses are at present being erected at Daglish, although houses are also being built in many other suburbs. The lessee has the right of freeholding the land upon the completion of payments of installments, in which case he would obtain the freehold title. The principal can be repaid at any time.⁷⁰

As part of a focus on suburban development the same paper also included an article titled “*Modern Times – Model Homes: Beauty in the House*” which noted that:

“... in the past two years there has been a change in the type of house favoured in Western Australia. A modern note has crept into our domestic architecture, based on the latest English and Continental tendencies, modified to suit local conditions The tendency in the modern small house is for simplicity of design. The idea is to eliminate exterior timber work so far as is possible. Interiors are plainer but better designed ... The modern home lacks the long, narrow verandahs which were a feature of the old-fashioned house [and the established practice of turning to the historic styles for embellishment] copying and adapting rather than creating [has begun to be replaced by] a fresh desire for logical design.⁷¹

While this did not specifically refer to the work of the WHB an associated pictorial supplement under the title “*Modern Suburban Homes: Some Outstanding Designs*” included photographs of 19 Robinson Terrace, together with another house that had been built by the WHB at nearby 87 Stubbs Terrace, to represent the idea of outstanding modern designs for a house at the entry level price of £800.⁷²

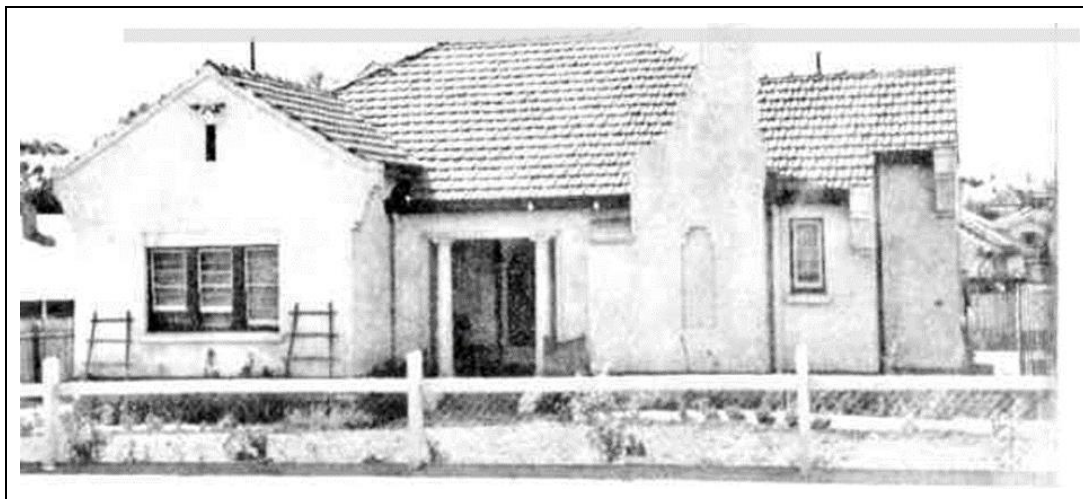
This helps to illustrate the important role of the architects in the drafting office of the WHB in helping to lead the way in modern residential design in Perth during the mid 1930s.

⁶⁹ *Heritage Assessment of the c.1935 Workers' Homes Board Subdivision*, Section 4.3, op cit

⁷⁰ *Western Mail* 21 January 1937 p 19

⁷¹ *Western Mail* 21 January 1937 p 15

⁷² *Western Mail* 21 January 1937 p 4



19 Robinson Terrace, Daglish

Western Mail 21 January 1937 - Modern Suburban Homes: Some outstanding Designs.

1.7.2 An established suburb

By the mid-1930s, Daglish had evolved into a well-established suburb (despite a dramatic slowdown during the Great Depression):

Ten years ago Daglish did not exist; now it is a thriving suburb, containing well designed and well built modern homes Daglish has an area of about 700 acres; in 1926 it was scrub. Now it possesses hundreds of attractive houses, and is purely a residential area, the erection of shops within its boundaries being forbidden. Streets are wide, so wide that well cultivated lawns on the footpaths almost dwarf the private lawns on the other side of low stone fences. Not all the streets are so well developed for Daglish is a new suburb, but there are everywhere indications of progress. Houses are still being erected, and there is a clean newness about the district, with its concrete kerbs and modern roofs contrasting with native trees still standing in their sturdy ruggedness.⁷³

In 2016, an analysis of the documentary and physical evidence for the 1925 and 1935 subdivisions confirmed that the area had developed rapidly over a core period of 10-12 years (c.1927-1939) and that this underpinned the strong character of this part of Daglish as a distinctive Inter-War suburb.

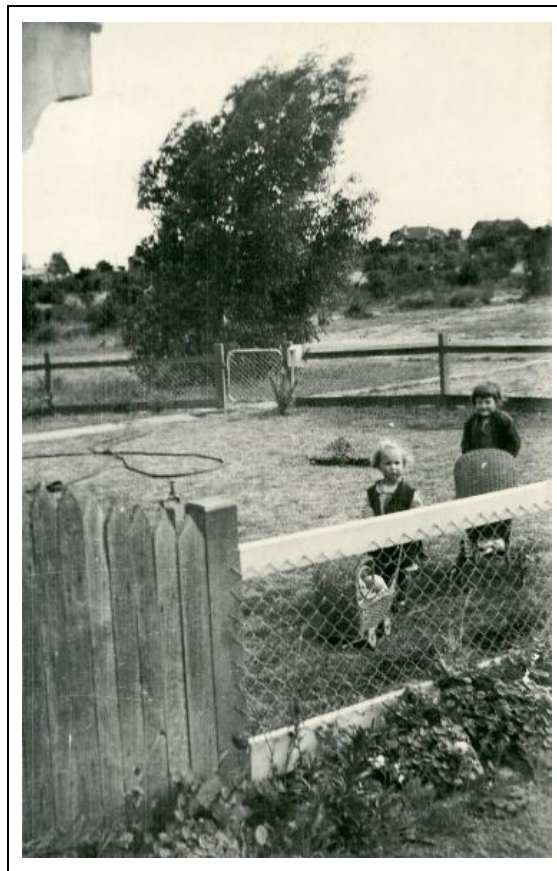
⁷³ *The West Australian* 24 August 1936 p 9

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Newly built home, 18 Willcock Avenue, Darglish, 1937, Subiaco Museum

The local demographic was dominated by young married couples, who were building their first homes. Women typically remained at home to raise young families while their husbands were typically employed as white collar workers, retail employees or skilled tradesmen.



Children playing, 18 Willcock Avenue, Darglish 1940, Subiaco Museum

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Very few houses were placed on the rental market and there was a strong sense of stability within the local community, as illustrated by research undertaken in 2016 which found that, of the families who settled in the 1925 subdivision in the period prior to WWII, approximately 60% remained in their original houses for more than 20 years, with a further 20% staying for 10 to 20 years.

Few of these people appear to have been prominent in the wider community. However, one resident of particular note was Mrs Edith Daglish, of 9 Munsie Avenue, who was the widow of Henry Daglish (1866-1920), for whom the suburb was named. Edith had an active involvement in social welfare issues and in recognition of this work she was awarded the O.B.E. in 1921. She was also well known to many Subiaco residents, serving as secretary and librarian of the Subiaco Municipal Library from the early-mid 1920s until around the time of her death in 1946.⁷⁴

1.8 NEW DEVELOPMENT: 1940s-1950s

1.8.1 Residential development of the Government Horse Yards (former Department of Agriculture Quarantine Ground)

In January 1938 the Subiaco Council resolved to”

*Communicate with the Minister concerned with a view to having the Government horse yards at Daglish transferred to the Workers' Homes Board for the purpose of erecting workers' homes.*⁷⁵

By October it had been agreed that the horse depot (which accommodated 300-400 horses) would be relocated to Herdsman Lake, and that the stables, three or four shelters and the caretakers quarters would be moved to the new site.⁷⁶

The new residential subdivision at the south-western end of Daglish (DP 205056, comprising Luth Avenue and Nicholl, Nash and Lonnie Streets), began to be developed in the early 1940s, with the streets being named in 1941.⁷⁷ Construction of houses was affected by the lull in construction and material shortages during and immediately after World War Two, but the area was shown as largely developed in an aerial photograph dated 1953.⁷⁸

1.8.2 Additional industrial development

In mid-1945 the Subiaco Council approved the development of a new chemical factory at Daglish, permitting this to occur outside of the prescribed industrial area (despite protests from local residents).⁷⁹ However, towards the end of the decade, the Council ordered the closure of David Grey & Co's DDT factory at the corner of Hay Street and Troy Terrace, because of “*offensive odours and gases*”.⁸⁰ This was the subject of a court challenge in 1950, but no record of the result of this case has been found in the online historical newspapers (trove.nla.gov.au).⁸¹

Further research would be required to confirm if this was the site on the western corner of Hay Street and Troy Terrace, which was developed with a new pharmaceutical laboratory and works in c.1951-

⁷⁴ *The West Australian* 29 May 1946 p 3

⁷⁵ *The West Australian* 28 January 1938, p 14

⁷⁶ *The West Australian* 29 October 1938, p 8

⁷⁷ Analysis of entries in the Western Australian Post Office Directories (<http://www.slwa.wa.gov.au>); and City of Subiaco Street Names (July 2016), (<https://www.subiaco.wa.gov.au/subiacowebiste/media/media/Communications%20and%20Engagement/CITY-OF-SUBIACO-STREET-NAMES,-July-2016-updates-and-revisions.pdf>)

⁷⁸ Historical aerial photographs, Map Viewer Plus, Landgate (www.landgate.wa.gov.au)

⁷⁹ *The West Australian* 12 July 1945 p 1 and *The Workers Star* 20 July 1945 p 2

⁸⁰ *The West Australian* 31 August 1949 p 4

⁸¹ Note: As an illustration of changing standards since that time, the contemporary advertising for David Gray's DDT Indoor Spay recommended spraying all parts of the interior of your home where flies gather as “one spraying keeps on killing” for months.

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1954. This was constructed for Felton, Grimwade and Bickford Ltd (a subsidiary of Drug Houses of Australia Ltd) to a design by Powell, Cameron & Chisolm, Architects. At a final cost of more than £100,000 these new premises were opened in May 1954.⁸² The former factory site was partly redeveloped in c.2003, with the brick buildings fronting the intersection and Troy Terrace being retained and adapted.⁸³

1.8.3 University Endowment Lands

At the end of the 1940s the area between Hay Street (which only extended as far as Jolimont) and Troy Terrace was still undeveloped bushland, with the exception of some scattered development along Hay Street. In 1949 the latter included the Jolimont primary school; 7 houses near Jersey Street (all built in c.1922, only 621 Hay Street still extant); a public park on the site of the former cemetery reserve at the corner of Hay and Jersey Streets (first established as a public park in c.1926, now Dom Serra Grove); and the industrial development around the intersection of Hay Street, Robinson Terrace and Troy Terrace.

In the mid-1940s the area immediately south of Jolimont continued to be tightly held as part of the University endowment lands:

For years Jolimont residents have hoped for more direct, convenient access to Daglish station.

These suburbs are separated by University endowment lands, only-link being a narrow gravel footpath, sandy and running through bush.

Subiaco Council has provided lighting. It will continue to co-operate conditionally upon the University granting sufficient land to permit the continuance of Jersey-street through to McCallum-avenue.

This would save tyres and petrol for business people, while pram-pushing mothers would avoid the trek over a pot-hole strip that would suit a commando school

Workers Home Board has its eye on the land, negotiated, but considered the price too high.

[the Jolimont Progress Association hopes that the] Investments, Endowments and Building Committee of the University will eventually relax its procrastinating attitude.⁸⁴

In the early 1950s, the vice-chancellor of the University of WA, Professor Bayliss, noted that:

The [University Endowment] land in Subiaco [Daglish] was partly traversed by a deep open drain and was not completely suitable for residential development. Negotiations about the land had been going on for some time between the university and the council, and substantial agreement had been reached at last to permit part of the land to be used for light industries and part for homes.⁸⁵

Accordingly Professor Bayliss was concerned about the reduction in potential revenue after the council zoned the area to prevent any new industries being established.

1.9 FINAL EXPANSION OF THE SUBURB: 1960s-1990s

⁸² *The West Australian* 22 October 1951 p 2; and 15 May 1954 p 16

⁸³ Historical aerial photographs, Map Viewer Plus, Landgate (www.landgate.wa.gov.au)

⁸⁴ *Sunday Times* 28 January 1945 p 6.

⁸⁵ *The West Australian* 17 December 1952 p 7; and 20 December 1952 p 5



1961 Aerial photograph, Courtesy of Landgate

In 1961 the area to the north-west of Troy Terrace remained largely undeveloped with the exception of the Jolimont school and a few houses and industrial sites along Hay Street.

Development of the University endowment lands at Dalglish finally commenced in c.1961-1965, when Cunningham Terrace and the southern end of Jersey Street were formed as sealed roads.⁸⁶ During this period, the area fronting these roads, and along the north-western side of Troy Terrace, began to be developed with a mixture of flats and houses, rapidly transforming this area from open bushland to part of the developed suburb.

⁸⁶ Historical aerial photographs, Map Viewer Plus, Landgate (www.landgate.wa.gov.au)

This section of the report has been informed by aerial photographs dated 1953, 1961, 1964, 1965, 1970, 1974, 1977, 1979, 1981, 1983, 1985, 1985, 1989, 1995 and 2000.



1965 Aerial photograph, Courtesy of Landgate

By 1965 considerable development had taken place between Troy Terrace and Cunningham Terrace, and along the southern extension of Jersey Street

The southern end of Selby Street had been sealed and connected through to Nicholson Road in the late 1950s, and Hay Street had been extended westward as a dual lane road in the early 1960s.

However, it was not until the mid-late 1960s that the north-western part of the present day suburb of Dalglish began to be developed, commencing with free-standing houses to lots along part of Northmore Street, Clubb Avenue and the adjacent section of Selby Street (part DP 7468). At that time Woolnough, Wilsmore and Roberta Streets had also been formed, but development had not commenced.

By the late 1970s the majority of the suburb had been subdivided and developed to the extent seen today, with the exception of the block bounded by Woolnough and Wilsmore Streets. While the original section of Dalglish had been designated as a residential only zone, a shopping complex and service station were built at the north-eastern end of this block in the period c.1970-1974, providing a central focus for the new suburban area.⁸⁷ Part of the shopping complex was demolished in 1985-1989, the service station was demolished in the period 1989-1995 and the remainder of the shopping complex was demolished in 1995-2000. As each section was demolished the land was quickly developed with housing.

During this period, the large drainage reserve at the centre of the developing suburb was gradually transformed from a drainage sump and unformed open space to parklands, now known as Cliff Sadlier VC Memorial Park and Charles Stokes Reserve.

⁸⁷ The use of these buildings (as identified on historical aerial photographs), has been confirmed by reference to building files held by the City of Subiaco (email from Sofia Boranga dated 28 April 2023)



1975 Aerial photograph, Courtesy of Landgate

By 1975 most of the residential land within Dalglish had been developed.

1.10 ASSOCIATIONS – STREET NAMES

The readily available information suggests that the majority of the streets in the pre WWII parts of Dalglish were named in honour of senior members of the Western Australian Labor party or men who were directly associated with the Subiaco Council during the inter-war period. It therefore seems likely that the streets were named after the following people.⁸⁸

Cunningham: James Cunningham (c.1879-1943) was a prospector, miner and trade unionist. He was a member of the Labor party and served as a member of the Legislative Council in 1916-1922 and the Legislative Assembly in 1923-1936. He was elected as a Western Australian Senator in 1937 and served as president of the Senate in 1941-1943.⁸⁹

Hickey: James William Hickey (1878-1932) was a union organiser by profession and a member of the Western Australian Labor Party. Hickey represented the Central Province in the Legislative Council in 1916-1928.⁹⁰ During this time he served terms as a Minister without portfolio (1924-1928).

Lonnie: In June 1941 the finance committee of the Subiaco Council recommended that “*three new streets in a sub-division on the site of the Government horse yards, near the Nicholson road subway*

⁸⁸ This section is largely based on information originally collated for the *Heritage Assessment of the c.1935 Workers’ Homes Board Subdivision along Robinson Terrace and Stubbs Terrace, Dalglish* (prepared for the City of Subiaco by Greenward Consulting, August 1916) and the *Heritage Assessment of the First Land Release in Dalglish* (prepared for the City of Subiaco by Greenward Consulting, November 1916)

⁸⁹ Biographical Register of Members of Parliament of Western Australia – entry for James Cunningham (<http://www.parliament.wa.gov.au>)

⁹⁰ Biographical Register of Members of Parliament of Western Australia – entry for James William Hickey (<http://www.parliament.wa.gov.au>)

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[be named] *after the three councillors of the ward concerned - Crs. R.H. Nash, W. S. Lonnie and W. Nicholl.*⁹¹

William Scott ('Bill') Lonnie (c.1909-1982) was a prominent member of the Subiaco branch of the Labor party. Lonnie served as a Subiaco Councillor in c.1937-1940, before enlisting in the armed forces. He stood unsuccessfully for the seat of Subiaco in 1939 and 1943 (the latter time while he was on active duty overseas).

Lutey: John Thomas Lutey (1876-1932), was a gold miner by profession and a member of the Western Australian Labor Party. Lutey served as the member for the Legislative Assembly seat of Brown Hill-Ivanhoe from 1917-1932. During this time he served as Chairman of Committees (1924-1932).⁹²

Luth: Chris Luth (c.1871-1933) served the Subiaco Council for 20 years. He was originally appointed as a bookkeeper/accountant (1903-1911) before serving as the Town Clerk (1911-1932).

McCallum: Alexander McCallum (1877-1937) was a bookbinder and farmer by profession and a member of the Western Australian Labor Party. McCallum served as the member for the Legislative Assembly seat of South Fremantle from 1921-1935. During this time he served as Minister for Works, Water Supply, Sewerage and Drainage, Labour and trading Concerns (1924-1930); Minister for Public Works, Labour and Water Supplies (1933-1935) and Deputy Leader of the Labor Party (1930-1935).⁹³

Millington: Harold Millington (c.1875-1951) was a miner and union secretary by profession and a member of the of the Western Australian Labor Party. Millington served as an MLC for the North-east Province in 1914-1920, as MLA for Leederville in 1924-1930 and MLA for Mt Hawthorn in 1930-1947. During this time he served terms as a Minister for various portfolios in 1927-1930 and 1933-1943.⁹⁴

Munsie: Selby Walter Munsie (1870-1938) was a miner by profession and member of the Western Australian Labor Party. Munsie served as the member for the Legislative Assembly seat of Hannans from 1911-1938. During this time he served terms as a Minister without portfolio (1924-1930) and the Minister for Mines and Health (1927-1930 & 1933-1938).⁹⁵

Nash: In June 1941 the finance committee of the Subiaco Council recommended that "*three new streets in a sub-division on the site of the Government horse yards, near the Nicholson road subway* [be named] *after the three councillors of the ward concerned - Crs. R.H. Nash, W. S. Lonnie and W. Nicholl.*⁹⁶

Richard Harry ('Dick') Nash (c.1890-1951) worked for the Tramways department in Kalgoorlie and then Perth before becoming secretary of the WA Electric Tramways Employees Union in 1922. He was a prominent member of the Subiaco branch of the Labor party; served as secretary of the ALP Metropolitan Council in 1939-1943; served as a councillor on the Subiaco Council in c.1929-1932 and c.1935-1944; as a Western Australian Senator in 1943-1951.⁹⁷

⁹¹ *The West Australian* 4 June 1941 p 6

⁹² Biographical Register of Members of Parliament of Western Australia – entry for John Thomas Lutey (<http://www.parliament.wa.gov.au>)

⁹³ Biographical Register of Members of Parliament of Western Australia – entry for Alexander McCallum (<http://www.parliament.wa.gov.au>)

⁹⁴ Biographical Register of Members of Parliament of Western Australia – entry for Harold Millington (<http://www.parliament.wa.gov.au>)

⁹⁵ Biographical Register of Members of Parliament of Western Australia – entry for Selby Walter Munsie (<http://www.parliament.wa.gov.au>)

⁹⁶ *The West Australian* 4 June 1941 p 6

⁹⁷ Various contemporary newspaper articles (trove.nal.gov.au)

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Nicholl: In June 1941 the finance committee of the Subiaco Council recommended that “*three new streets in a sub-division on the site of the Government horse yards, near the Nicholson road subway [be named] after the three councillors of the ward concerned - Crs. R.H. Nash, W. S. Lonnie and W. Nicholl.*”⁹⁸

Eric Edmund Nicholl (c.1907-1982) was elected as the representative of the North ward of the Subiaco Council in 1938, serving until 1943.

Olga: Olga Place was not listed in the Western Australian Post Office Directory of 1949 and both of the houses facing this street were built on the rear portions of subdivided blocks. It was named after Olga Constance Abrahams (nee Browne), wife of Joseph Hyam Abrahams, who was mayor of Subiaco in 1949-1974.

*In 1975 J. F. R. McGeough, Town Clerk of Subiaco, wrote to the Chairman of Nomenclature Advisory Committee (NAC) on behalf of Subiaco Council requesting to name an 86 metre unnamed street. The name chosen was “Olga Place” to commemorate the long and valuable service of Mrs Olga Abrahams, wife of former Mayor J. H. Abrahams, to Subiaco. The Secretary of the NAC recommended approval of this suggestion in a letter to the Surveyor General dated 20 October 1975. Approval was subsequently granted by order of the Minister for Lands on 23 October 1975.*⁹⁹

Richardson: Walter Richardson (1871-1959) was a fireman superintendent by profession, who served various terms with the Subiaco Municipal Council in the period 1907-1943, including terms as the Mayor of Subiaco in 1920-1921 and 1936-1943. Richardson was a member of the Western Australian Labor Party until 1917 and then a Nationalist.¹⁰⁰ He was Secretary of the National Labour Party in 1920-1924.

Robinson: Consistent with the naming of streets for parliamentarians and local councillors, this may have been named after Roland Astill Robinson (1882-1969), who was Mayor of Subiaco in c.1924-1926 (the period in which Dalglish was first declared a town site).

Alternatively it may have been named after Sir William Cleaver Francis Robinson, Governor of Western Australia for three terms during 1875 to 1877, 1880 to 1883 and 1890 to 1895 (as suggested in a report on Subiaco Street names).¹⁰¹

Stubbs: Bartholomew James Stubbs (1872-1917) was a tailor by profession. He was active in the Western Australian Tailors Union from its inauguration in 1896 and a member of the Western Australian Labor Party. Stubbs served as the member for the Legislative Assembly seat of Subiaco from 1911 until his death on active service in France in 1917.¹⁰²

Troy: Michael Francis Troy (1877-1953) was a teacher (and later a goldminer) by profession and a member of the Western Australian Labor Party. Troy served as the member for the Legislative

⁹⁸ *The West Australian* 4 June 1941 p 6

⁹⁹ City of Subiaco Street Names (July 2016), (<https://www.subiaco.wa.gov.au/subiacowebiste/media/media/Communications%20and%20Engagement/CITY-OF-SUBIACO-STREET-NAMES,-July-2016-updates-and-revisions.pdf>)

¹⁰⁰ The Nationalist Party of Australia was formed in 1917 from a merger of the Commonwealth Liberal Party and the National Labor Party. After a further merger in 1931 the Nationalist Party became the United Australia Party. This in turn was the predecessor for the foundation of the Liberal Party of Australia in 1944. (https://en.wikipedia.org/wiki/Nationalist_Party_of_Australia)

¹⁰¹ City of Subiaco Street Names (July 2016), (<https://www.subiaco.wa.gov.au/subiacowebiste/media/media/Communications%20and%20Engagement/CITY-OF-SUBIACO-STREET-NAMES,-July-2016-updates-and-revisions.pdf>)

¹⁰² Biographical Register of Members of Parliament of Western Australia – entry for Bartholomew James Stubbs (<http://www.parliament.wa.gov.au>)

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Assembly seat of Mt Magnet from 1904-1939.¹⁰³ During this time he served terms as the Labor Party Whip (1905-1911); the Speaker (1911-1917); the Minister for Mines and Agriculture Lands (1927-1930); and Minister for Lands and Immigration (1927-1930 & 1933-1939).¹⁰⁴

Willcock: John Collings Willcock (1879-1956) was an engine driver by profession and a member of the Western Australian Labor Party. Willcock served as the member for the Legislative Assembly seat of Geraldton from 1917-1947. During this time he served as the Minister for Railways and Justice (1924-1930 & 1933-1935); Minister for Police (1924-1928); Premier, Treasurer and Minister for Forests (1936-1943) and Premier and Treasurer (1943-1945).¹⁰⁵

Streets laid out in the former University Endowment Lands appear to have been named after people associated with the University of Western Australia.¹⁰⁶

Clubb: Wallace Clubb (c.1885-1952) (Director of Education, 1929-1935) was appointed to the University Senate in 1930 and served until at least 1935.

Currie: George Currie (c.1896-1984) served as Professor of Agriculture at the University of WA in 1939-1945, after which he was appointed as full-time Vice-Chancellor, a position he held until 1952.

Dakin: William John Dakin (c.1883-1950) served Professor of Biology at the University of WA in 1913-1920.

Northmore: Justice John Alfred Northmore (c.1865-1958) (Chief Justice, c.1931-1945) served as a member of the University Senate in c.1930-1936 and, during this period, as Chair of the University Finance Committee.

Roberta: Dr Roberta Henrietta Margarita Jull (c.1872-1961), who trained as a medical practitioner in Glasgow, before migrating to WA in c.1896, was elected as the first woman to serve on the University Senate in 1914. She remained a member until 1941.

Stevens: Mary Oakden Stevens (c.1899-1962) served as a member of the University Senate from 1929, and in 1954 it was reported that she had been just been co-opted for a further term of four years. Mary, who had graduated from the University of WA with a BA in 1918, was employed by the Education Department, at the Perth Modern School for 33 years prior to her retirement in 1952.

Wilsmore: Norman Thomas Mortimer Wilsomre (c.1868-1940) served as Professor of Chemistry at the University of WA in 1912-1937.

Woolnough: Walter George Woolnough (c.1876-1958) served as Professor of Geology at the University of WA in 1912-1919.

¹⁰³ Biographical Register of Members of Parliament of Western Australia – entry for John Thomas Lutey (<http://www.parliament.wa.gov.au>)

¹⁰⁴ City of Subiaco Street Names, compiled December 2008 (<http://www.subiaco.wa.gov.au>) and Biographical Register of Members of Parliament of Western Australia – entry for Michael Thomas Troy (<http://www.parliament.wa.gov.au>)

¹⁰⁵ City of Subiaco Street Names, compiled December 2008 (<http://www.subiaco.wa.gov.au>) and Biographical Register of Members of Parliament of Western Australia – entry for John Collings Willcock (<http://www.parliament.wa.gov.au>)

¹⁰⁶ The following notes have been based on information from various contemporary newspaper reports and online biographies