

**THEMATIC FRAMEWORK**

for

**The City of Albany**

**MUNICIPAL HERITAGE INVENTORY**

by

Heritage TODAY

December 2000

## Acknowledgements

In 1993-4 Les Johnson completed a prodigious amount of work by compiling the Town of Albany and Shire of Albany Heritage Surveys. As part of the survey project, Mr Johnson researched and prepared extensive time lines to reflect the development of the Shire and Town of Albany. The time lines were written according to Heritage Council of Western Australia thematic framework guidelines.

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It is important to note that when the terms City of Albany or Albany district are used they encompass a range of localities.

***Heritage TODAY'***  
**December 2000**

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# 1. Introduction

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

Aboriginal people had inhabited the South West of Australia, including the King George Sound area, for many thousands of years prior to European contact. The Albany area is significant in terms of Aboriginal heritage. The granite hills, harbours and rivers running into them provided a wide range of environmental zones and supported a rich diversity of plant and animal resources that were expertly exploited by Aboriginal people of the region. These watercourses in particular, formed a seasonal focus of Aboriginal life as well as having mythological significance. The many sites recorded in the Albany area reflect Aboriginal usage of the area, both prior to and since European occupation as demonstrated by both archaeological evidence, and the continuing cultural knowledge of local Aboriginal people.

The Aboriginal people from the Albany area form a part of a large cultural block that covers the South West of WA, known as the Noongar (the word is spelt and pronounced in a variety of different ways in different parts of the region). The territory around Albany was the traditional country of the Minang (Meananger according to Nind 1831). Within this area there were particular stretches of country and sites of significance belonging to various family groups.

As the first area of Western Australia to be formally settled by the British, the area is also a focus of much early information about the traditional Aboriginal life and practices of the South West that was collected by people such as Nind, Barker and Collie. It is also the area where members of pre-settlement scientific and exploration teams such as those of Vancouver, King, Baudin and Freycinet recorded considerable amounts of cultural information.

Much of this information was passed on to the early settlers by Mokare, an Aboriginal man who developed a close relationship with the early settlers and willingly shared his knowledge of the land, its natural resources and the rich cultural practices of his people. Sadly, like so many other Noongars of the area who succumbed to European diseases to which they had no natural resistance, he died within a few years of the first European settlement at King George's Sound.

Aboriginal interest in the area as a whole and in particular sites continues to be strong. Associations exist both with those places traditionally used by the Noongar people of the region, those places for which stories exist (such as Oyster Harbour) and for places that are associated with Aboriginal life as it adapted since European settlement.

The most significant of the listed archaeological sites in the Albany area, is the set of stonefish traps at the northern end of Oyster Harbour. These fish traps are some of the best preserved and most extensive sites of their type in the region (other stone fish traps occur near Denmark, and riverine traps have been documented on the Kalgan River) and are Gazetted as a Protected Area under the Aboriginal Heritage Act 1972. They were some of the first Aboriginal sites in WA to be recorded by Europeans. Vancouver documented it as early as 1791 and Baudin in 1803. The fish traps are easily accessible to visitors and the Aboriginal Affairs Department and local community members are currently holding discussions with the Albany Shire Council regarding upgrading the management of this area.

Oyster Harbour, like many significant features in the region, is itself a site of mythological significance. The creation mythology for it relates to the excavation of the harbour, to create a burial mound (Green Island) for an ancestral being of the region.

### **The Legend of Watari**

(Supplied by the Aboriginal Affairs Department 1999)

*The story of Green Island is known as the legend of Watari. A very long time ago a man named Legan, his wife Watari and their son were living here in Albany. One day Watari decided to go into the bush to look for food for her family. Each time she found food she would sing out to her husband and tell him what she had found. He was in a grouchy mood and said no to everything she offered him. One day while hunting she found a snake, it was a big snake. This snake was a sacred snake to the Noongar man, and women were not allowed near it. Watari was very hungry so she hit the snake on the head made a fire, cooked it and then she ate it all by herself.*

*When she told Legan about eating the snake he became very angry and he started to hit her with a stick until he broke her two legs. When he had broken her legs, he ran off to the Stirling Ranges leaving her to die. In great pain Watari dragged herself towards the sea, gouging the course of the Kalgan River. She died before she reached the sea and her faithful dingo, Whatami, found her body and dug the soil around her to make a burial mound and to stop the evil spirits from getting her. The sea flowed into the hole dug by the dingo to form Oyster Harbour and the body of Watari became Green Island.*

Other sites in the area include artefact scatters with evidence of prehistoric campsites, water sources, traditional camping and food gathering places.

The Aboriginal Affairs Department holds a register of the Aboriginal heritage places in the district. This list is far from complete, and other sites exist which have not yet been recorded with the Department. These are likely to include archaeological sites with physical evidence of Aboriginal occupation, ethnographic sites where the Aboriginal community has knowledge of mythology and usage of particular places, and historical sites relating to more recent events in the lives of members of the Aboriginal community or documented in the writings of early researchers.

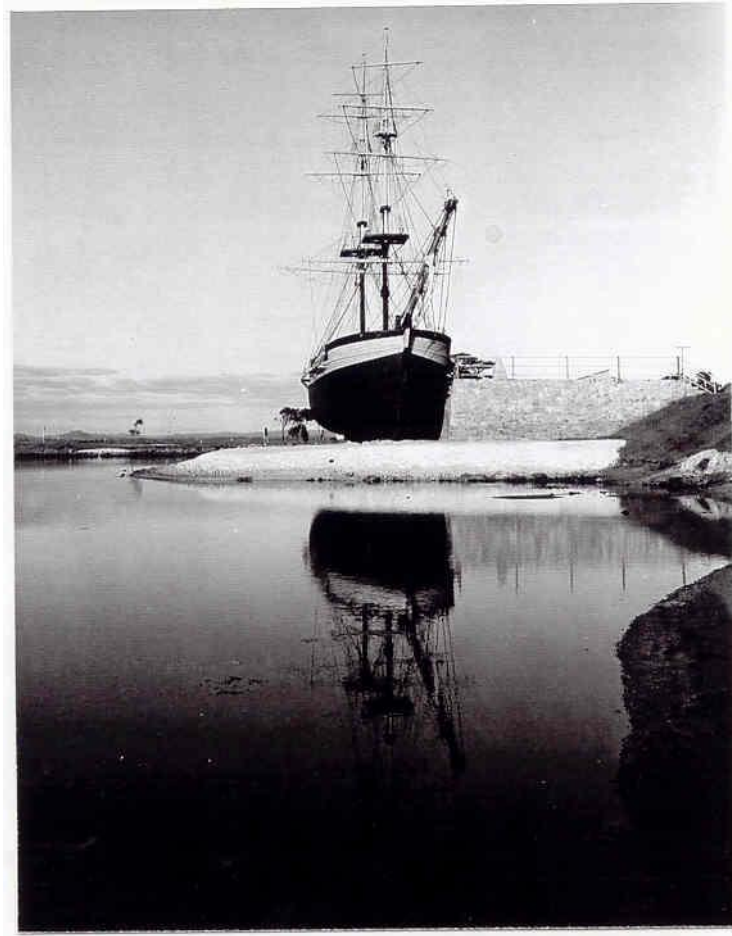
Under the Aboriginal Heritage Act 1972-1980, all Aboriginal sites in Western Australia are protected whether this department knows them or not.

## **1.2 European Settlement in Albany**

Recurring French appearances on the western and south western coast of Australia eventually prompted orders from London to the Governor of New South Wales, Sir Ralph Darling, to establish a settlement in what was then the little known western part of Australia. The preferred site was on the northern shore of Princess Royal Harbour, an embayed backwater of King George the Third's Sound. The Sound had been named and claimed for England on 29 September 1791 by George Vancouver, the Commander of the Royal Navy ship Discovery. Future generations would know the site as Albany, first settlement and oldest commercial seaport in the state of Western Australia. Settlement was launched by the arrival of the Brig Amity on 25 December 1826.



**Photograph 1: Aerial view of the Aboriginal Fish traps at Oyster Harbour, 1965**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 2: A picture of the Brig Amity just after the reproduction project was completed. Date unknown.**

*(Courtesy of the City of Albany Local Studies Collection)*

## 2. The Period 1826-1849 : A *Military Settlement*

### 2.1 Demographic Settlement

The first European settlers in Western Australia arrived on Christmas Day in 1826. The small group of approximately 50 people led by Commandant Edmund Lockyer, included soldiers, officers, a surgeon, storekeeper and a number of convict workers. Despite the presence of the convicts the new colony was not declared a penal settlement. The formal proclamation of the British occupation of King George the Third's Sound occurred on 21 January 1827. A small village sprang up with the building of soldiers' and officers' quarters. Wattle and daub huts were built alongside a modest number of mud brick or stone cottages. Most buildings initially had thatched roofs until later, when shingles became a more popular roofing material. Commandant Captain J Wakefield drew up the first known town plan in 1827.

Early inland exploration was carried out between 1827-1833. In this period at least nine expeditions were raised to look for pastoral land. Influential explorers included T Wilson, C Barker, A Collie, J S Roe, Ensign Dale and A Hillman. During the course of this exploration large timbered areas and what appeared to be good pastoral lands, were discovered. Some of the early expeditions were successful owing to the guiding experience of expert Aboriginal guides. One of the most well known of these guides was Mokare who was described as having keen intelligence. A number of explorers considered themselves fortunate to have his skills offered when venturing into unchartered territory. He was also highly regarded by the Government Administrators owing to his diplomatic skills. Mokare died in 1831 of an unknown disease and was buried in Albany (on a site behind the Albany Town Hall). Explorer, doctor and first Government Resident, Alexander Collie considered himself a close friend of Mokare, and described in detail Mokare's death and funeral in an article in the Perth Gazette in 1834. The contribution to the exploration of the South West made by Mokare, was recognised in 1946 when Mokare Park was gazetted on Mt Melville, (which is, in itself, a significant place for the Aboriginal people).

In 1831 the administration of the settlement at King George Sound was transferred from the NSW based military leadership to civilian authority under Government Administrators. In the same year Governor Stirling and Surveyor JS Roe arrived at the settlement in King George Sound and spent three months surveying the town site and surrounding areas. The arrival of this party was also significant as, with them they brought the first free settlers. One of these settlers George Cheyne became a prominent businessman who flourished in his commercial dealings. He was involved with whaling, sealing, grazing and the collection and import of sandalwood. Cheyne was also influential in encouraging some of his British relatives to emigrate to the settlement, hence the arrival of the Moirs and the Muirs who in turn became successful landowners.

In 1832 Governor Stirling officially named the settlement Albany, after Frederick Augustus, the Duke of York and Albany. In the same year Surveyor General JS Roe announced the first private land allocations - 28 Albany town lots, eight suburban lots and some rural land. The value of the land was set at five pounds per acre in town and two pounds per acre in the suburbs. (This was the same value set in Perth and Fremantle). Settlement at Albany was under strict government regulations, from leasing land to cutting timber and common grazing rights.

John Morley was the first private settler to acquire land in the township but this grant was passed to Patrick Taylor soon after in 1834. New developments also included Government Resident Sir Richard Spencer purchasing the farm at Strawberry Hill in 1833 and becoming Albany's first major primary producer.

The earlier land grants policy was fairly restrictive. However, a small number of absentee leaseholders did manage to acquire a lot of land that by the mid-1830s was still not developed. By 1835 the population of Albany was 180 with 45 houses in town erected from brick or stone. Many of the new houses had roofs built from slate imported from Wales.

The first rural allocations of land were taken up by the Geake family in the upper Kalgan River district and by George Cheyne in the Lower Kalgan. Cheyne also leased Mistaken Island. He built a cottage on his rural property but had a small residence in town as well (Cheyne Cottage located behind Norman House in Stirling Terrace). Further to the west was Marbelup Farm, which overlooks the Wilson Inlet. Originally owned by Henry Tully, this farm was taken over and developed by David Young.

Alfred Hillman, an influential surveyor produced a town plan of Albany in 1836 in which he named many of the streets including Spencer, Parade, Stirling and Duke and dedicated Lot S115 for Albany's first burial ground. Three years later Government Resident Richard Spencer reported that Albany had 128 town lots and 24 suburban lots. In order to encourage settlement, restrictions on land grants were relaxed in the late 1840s and leases of land became easier to obtain.

## **2.2 Transport and Communication**

Transport around the settlement was at times difficult. Horses and pedestrian traffic reigned. Tracks developed along most-used routes until the Hillman Town Plan in 1836. The Perth to Albany road was established by c1835 and by the late 1830s four bridges had been constructed across rivers along the road. This was not a quick trip as it took 12 days by horse and many weeks to traverse when travelling on foot. Middleton Road was constructed in 1837 to link Albany to Ellen Cove.

Ships were a vital part of the transport to and from the settlement for delivering both passengers and stock. Until jetties were built livestock were swum ashore. The site of the jetty built in 1837 in Princess Royal Harbour was determined by the fresh water spring, now on the location of Lawley Park. When bad weather prevented ships from entering the harbour they were diverted to Ellen Cove where the passengers and cargo were unloaded onto Middleton Beach. To avoid pilot harbour fees some ship captains used the bays to the east and west of Albany to anchor their ships.

In 1834 the first Post Office was set up in the private home of the doctor's wife, Sarah Littleton. By 1841 a regular mail service was established once a month between Albany and Perth. Sometimes local mail was delivered with the employment of Aboriginal mail carriers. The arrival of the first steam ship, the paddle steamer Acheron in 1848, heralded the beginnings of the steamer mail service.



**Photograph 3: The Old Farm at Strawberry Hill. Date unknown.**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 4: Marbelup Farm. This farm was visited by Prince Edward and Prince George (later King George V) in 1881. Date unknown.**  
*(Courtesy of the City of Albany Local Studies Collection)*

### 2.3 Occupations

Clearing land was one of the first major jobs that occupied the early settlers. Vegetable gardens were quickly set up to supplement the food supplies of the settlement and to provide necessary perishable goods for the shipping trade. Some were established in Little Grove, Government Farm and as far away as Green Island. Timber was cut for building and by 1829 three acres of timber had been cleared from Lockyer's timber grove (the Government Farm site). After a number of strays and deaths, sheep and cattle had to be watched carefully by shepherds owing to a lack of fences and the problems of poisonous plants. These toxic plants prompted an investigation into poisonous flora in the district. Another occupation was lime-burning, part of the process for making cement. Lime burning is one of Albany's earliest processing industries and old kilns are to be found in various parts of the district particularly on the south shore of Princess Royal Harbour in Little Grove.

The first exports from Albany were whale oil, wool and sealskins. Sealers and whalers operated off the coast of Albany in the 1820s. Remnants from the visits of whalers and sealers are found along the southern coastline, for example Waychinnicup, and on a number of islands such as those at Bald Island and in Torbay. Thomas Sherratt, William Lovett, a Mr Dring and Thomas Brooker operated an early whaling station from 1835. Remnants of this operation can still be seen at Whaling Cove. George Cheyne was also involved in the local whaling industry, which he started in 1836-37 at Doubtful Island Bay. Meanwhile the American whalers often visited Albany for supplies and also sold goods, such as alcohol and furniture to the settlers. In the period of two years from 1839-40 ships arriving at Albany included 25 American and three French whalers. The arrival of the American and French whalers made Albany the busiest port in Western Australia in the 1840s. Another offshoot of whaling was the number of people who chose to stay in Albany to take up highly paid jobs owing to the acute shortage of labourers. Many Aboriginal people became involved (some involuntarily) in the whaling industry. Previously Aboriginal people had used the valuable whale meat and blubber to supplement their diet when a dead whale had washed up on shore after a storm.

During the 1840s sandalwood was harvested for the export market. Widely found throughout many parts of Western Australia, sandalwood is an aromatic wood that was highly sought after in China. Large quantities were exported from Cape Riche harbour.

Women made a marked contribution to the development of the burgeoning settlement of Albany despite their low population and their largely unpaid status.

*They produced babies, raised and taught (sometimes) large numbers of children, while running the household, sharing the farm work, nursing and doctoring the sick, burying the dead, acting as midwives and helping neighbours, mostly in isolation. They developed their own household remedies such as oilseed poultices and herbal teas. They also made furniture polishes and varnishes from the gum of native trees, cut and made clothing and baked bread - often after grinding the flour.*

*Les Johnson Albany Historian*

With the busy port came a steady stream of eager customers for Albany's many inns and hotels. The Albany Hotel established in the 1840s is the oldest surviving hospitality establishment of this era. The Freemason Hotel, previously located in Stirling Terrace, was partly built in the 1840s and completed in the 1850s. However, it closed its doors in 1971 and was subsequently demolished.

By the end of this period, though still a relatively small-scale activity, agriculture had broadened to include larger numbers of stock including cattle, sheep, horses and goats. Market gardens and orchards had also expanded.

## **2.4 Community Efforts**

Administration of the new settlement remained under military command until 1931. Captain Collet Barker was the last military commandant. He was replaced by a civil administrator and control was transferred from New South Wales to Western Australia. The first civil administrator Dr Alexander Collie arrived in April 1831. He was followed by Sir Richard Spencer who, along with his wife, worked hard to make a success of the settlement. Sir Richard died in 1839 and was buried on Strawberry Hill (in Seymour St). This is also the gravesite of Lady Spencer and the Spencer's two sons.

Though Alfred Hillman had planned for a burial ground in his Town Plan of 1836, a better site was sought, and found in Middleton Rd. The Albany Cemetery (now known as the Memorial Park Cemetery) was gazetted in 1840. The first official burial is thought to be the interment of Collie, even though he had been originally buried at the other site, alongside Mokare.

Community services in this period included the hospital, (1829) and the government supported school (1840). Law and order was kept at first by the military, with a police force established later. Albany's first gaol was built in 1836 at Lawley Park but was notorious for its overcrowding and poor conditions leading to ill health.

Religious needs in Albany were met by occasional church services held in private homes or in open public places. In 1836 the first Christian service held by an ordained priest was held at Mass Rocks (on the slope beneath the Albany Port Authority office, 2000). The priest was a Roman Catholic father from a visiting French ship.

Also notable in 1836 was the building of the distinctive Octagonal Church (since demolished). The lathe and plaster building was privately built by T Sherratt for Protestant Services which he led with private sermons and prayers. This was the meeting place in 1841 for discussions regarding the building of an Anglican Church. Building was delayed owing to a lack of funds but eventually St John's Church was completed in 1848. This coincided with the arrival in Albany of the influential Reverend Wollaston. Archbishop Augustus Short consecrated St John's Church.

## **2.5 Outside Influences**

The Aboriginal people and their culture suffered greatly with the establishment of the British settlement. Though most of the contact between the two groups was congenial, conflict did arise over matters of land tenure and ownership of property. However, by far the greatest immediate impact of the European colonisation was the introduction of diseases that the Aboriginal people had little resistance against. As early as 1831/32 Barker and Collie reported the high incidence of Aboriginal fatalities resulting from the common cold, influenza, measles, tuberculosis, scarlet fever and whooping cough.

National attention was brought to Albany by an amazing feat of endurance by explorers Edward Eyre and his Aboriginal guide and companion, Wylie. In 1841 they succeeded in travelling across Australia along the southern coast. They ended their expedition at Fowler's Bay in Albany. A commemoration memorial recognising their accomplishment stands in the Allambie Park Cemetery.

The Swan River Colony was established in 1829 under the leadership of Governor Stirling. Owing to the difficulties the new colony had with safe anchorage, Albany with its natural harbour became an important first port of call for many of the ships visiting the west of Australia. From this point on, the fortune and misfortunes of the Swan River Colony often influenced Albany. The depression of the early 1840s in the Swan River, led to a similar local economic downturn in Albany. It was at this stage that many people began to see a solution to their woes in the introduction of convicts as a cheap, reliable labour force.

### **3. The Period 1850-1881 - *Convicts and Corrugated Iron***

#### **3.1 Demographic Settlement**

The introduction of convicts to Albany affected the development of Albany in a number of ways. Under the guidance of Lt William Crossman of the Royal Engineers, the Residency and the convict labour hiring depot were built, along with a number of public works. The depot included a 12 cell lockup, hospital, kitchen, store, parade ground and staff quarters. It was completed in c1855. Pensioner Guards employed to guard the convicts were given land grants of three acres. These lots were located in Albany Rd (now Highway), Lake St, Low St, Wellington St, North Rd and Pensioner Rd (now Pioneer Rd).

A change of land regulations in 1851 relaxed the restrictions of land blocks outside the town perimeter. Until this date the blocks were a minimum 160 acres but under the new rules ten-acre blocks could be purchased. Another influence that changed the face of development in the Albany region was the introduction of corrugated iron. Corrugated iron, which first arrived in Albany in the 1850s, was a cheap and efficient building fabric. This plus the availability of inexpensive, mass produced nails, revolutionised building practices throughout Western Australia. With the introduction of the new, light corrugated iron, roofs of thatch and shingle immediately lost popularity. In 1862 thatched roofs were outlawed as they were declared a public fire hazard. A small number of houses and cottages that were constructed predominantly of corrugated iron are still standing in 2000.

#### **3.2 Transport and Communication**

Albany was declared Western Australia's mail port in 1851 and a regular overseas service was to start with the Australian Royal Mail Steam Navigation Company. (Although this collapsed in 1853, the service was continued by the P&O shipping service.) Once Albany was appointed the official mail port, a large investment was made on improving port facilities, such as the coal depot (1852), the pilot station (1854) and the Customs Bonded Warehouse (1854). This investment was a great boost for the local economy.

High on the hill overlooking Princess Royal Harbour, are some of Albany's well-known granite rocks. These were used as a viewing point by children paid to 'look out' for the mail ships as they entered the harbour, and to alert the town of its arrival. The first mail ship arrived in 1852. The mail was then unloaded and a mailman on horseback (taking six and a half days to make the journey), delivered the mail to Perth. 1852 also marked the year when the ship 'Great Britain' is thought to have landed at Albany. This was the first screw propelled passenger ship in the world.

The P&O mail run struck some difficulties in the late 1850s but continued to provide a service until the 1880s. P&O were major employers with up to 70 staff. The Albany Historical Society is in 2000 based at the old Co-op building that was set up for P&O employees in 1870.

Throughout the years of the mail service, port amenities continued to expand or be improved. In 1858 the Point King and the Breaksea Island lighthouses were lit for the first time. This enabled the safe navigation of ships around a notoriously treacherous coastline that contributed to a number of shipwrecks. The Albany Town Jetty, built by James Covert, became serviceable in 1864.



**Photograph 5: Overlooking Princess Royal Harbour. Date unknown but before the Octagonal Church was demolished.**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 6: The Post Office before the tower was added. Date unknown.**  
*(Courtesy of the City of Albany Local Studies Collection)*

James Covert was also the contractor for the King and Kalgan Bridges that were built in the mid 1850s.

The Perth Rd (also known as the Perth-Albany Rd and later, Albany Highway) was completed using convict labour in 1853. In the same year the passenger and mail coaches began. The terminus for the coach was in the Perth-Albany Rd near the Government Resident's house, Annesfield.

Convict labour was used for the improvement of roads and the building of a number of public buildings including the Albany Post Office. Home to the new Customs office as well, the Post Office was built in 1869. (The distinctive tower section was added much later, in 1896.)

Communication with Albany and the rest of the world was vastly improved with the opening of the telegraph system in the 1870s. In 1870 John Forrest, the future premier of W A, began his overland survey for the telegraph line. This was soon followed by the telegraph link between Albany and Perth. Outside the Post Office is a memorial put in place in 1875 and dedicated by Governor Weld (in office 1869-1875). The marker recognises the building of the national telegraph line, which was completed in 1877.

### **3.3 Occupations**

Controversial though it was, convict labour was a welcome commodity. The period between 1850 and 1881 was one of great expansion of the workforce and local economy, particularly in the field of agriculture. Along with a supply of labour came an army of people to administer and guard the convicts.

For a number of years much of the primary produce in Albany was grown for home consumption. Flour was ground at private mills and people often owned their own milking cows, which were grazed on common ground. In town the common was situated where Centennial Oval stands. In 1858, George Cheyne enlarged his business enterprise by building a flourmill.

From 1860-1880 Albany land clearing extended agricultural land and production expanded. New crops were introduced such as flax, which was grown for the manufacturing of canvas. Exports increased, much of it consumable produce such as meat, fruit, and vegetables. Exports continued to include wool, sheep and horses. Dairying became a fast growing industry. Enterprising farmers, such as the Muir family in 1865, set up shops in town to sell their fresh produce.

After the 1870s one of Albany's oldest primary industry waned. Whaling rapidly declined with the increased use of fossil fuels. Whaling from this point on was to have an interrupted history until well into the twentieth century (though shore whaling endured until the 1890s).

### **3.4 Community Efforts**

With a growth of population in the town site and assured food supplies from the agricultural areas, the people of Albany began to expand their community services. In 1852 a school for Aboriginal children was established at Annesfield (later renamed Camfield). Anne Camfield, the wife of the Government Resident of this time, ran the school.



**Photograph 7: Bessie Flowers and her husband. Date unknown.**  
*(Courtesy of the City of Albany Local Studies Collection)*

Historical reports of the success of the school for some students are found in the eloquent letters of a former student, Bessie Flower to Anne Camfield. Bessie went on to become a successful mission teacher in Victoria. Also in 1852 a government school was planned and built, (on the site of the present Albany Court House). A Mechanics Institute and Library (1854) and St Josephs Convent School (1878) added to the social and educational amenity of the town.

The religious needs of the Catholic people were met with the appointment of the first Catholic priest in 1865. The Methodist people welcomed the arrival of the Methodist minister in 1871, though their 'first church had been erected in 1863. Sporting groups grew alongside the community. In 1865 Albany Turf Club was formed and other sports included sailing, fishing, cricket, riding and boxing.

With the end of convict transportation the need for the Convict Depot declined, and it was closed in 1872. The depot was then reopened in 1873-74 to replace the infamous Lawley Park gaol.

### **3.5 Outside Influences**

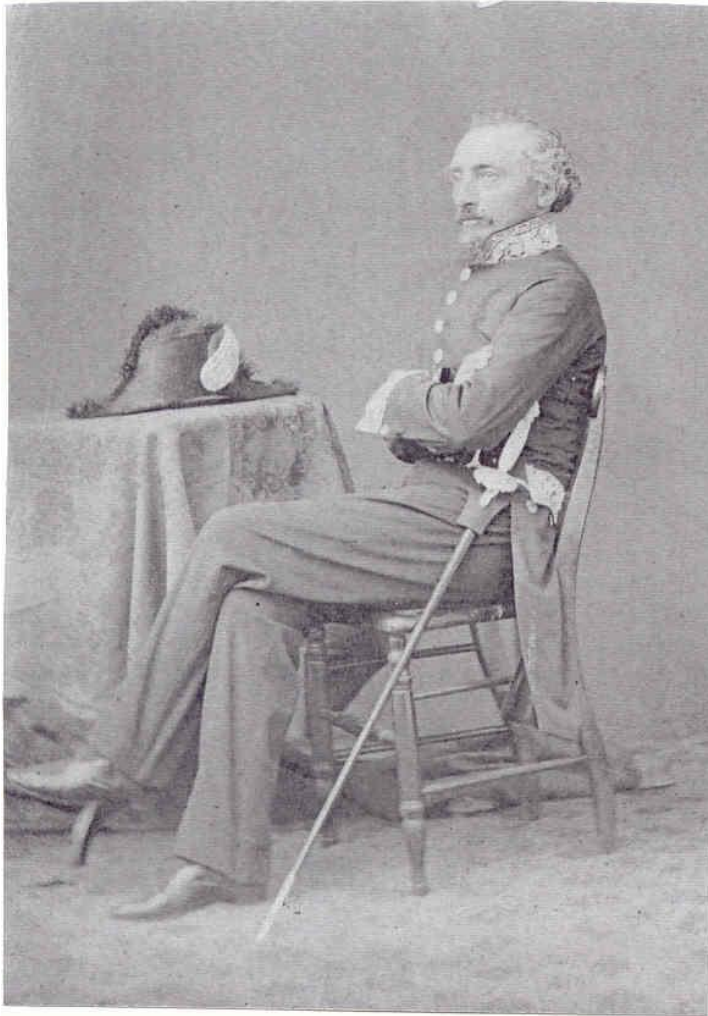
By 1860 local bay whaling groups were being threatened by the intrusion of American whalers. This caused a number of people to complain to the government. As a result, new regulations were introduced restricting whaling rights to "subjects of the Queen". However, whaling by American and Eastern States interests continued.

The West Australian Municipal Institutions and Road Board Act was passed in 1871 to establish local governments in an orderly fashion throughout the state. At this time the Town of Albany was established while the rural areas outside the municipality continued under the jurisdiction of the Plantagenet Road Board. Town of Albany Council meetings were held in the Post Office building.

Governor Weld was influential in introducing the first aquaculture scheme to Western Australia. He encouraged the introduction of fish to fresh water streams and rivers. Owing to this enthusiasm, Albany was chosen as a base for rearing fish. Stirred by Governor Weld, Government Resident Hare (in office 1871-1881) chose a site for constructing three fishponds on the southwestern base of Mt Melville. The work was carried out between 1874-77. The three ponds were to be hatcheries for trout and perch but the project was not successful. However, the ponds were used as a source of fresh water for the town foreshore area as well as for ships and later steam locomotives. The fishponds are still present and hold an important space in a large tract of natural urban bush land at the base of Mt Melville, between Grey and Festing Streets.



**Photograph 8: Mrs Anne Camfield,  
Teacher of Aboriginal children at Annesfield. Date unknown.**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 9 (left)**  
**Dr Baesjou one of the early doctors in the region (date unknown)**

**Photograph 10 (below)**  
**The house that is thought to have been his residence, located at 4-6 Mount Street.**

*(Courtesy of the City of Albany Local Studies Collection)*



## 4. The Period 1882-1899 - *Gold and Rail*

### 4.1 Demographic Settlement

The final decades of the nineteenth century had significant events that contributed to a number of changes in the Albany district. Influential factors included the Great Southern Railway, timber milling in the Torbay area, and the gold finds at Coolgardie, Kalgoorlie and in the Yilgam with the resulting gold boom.

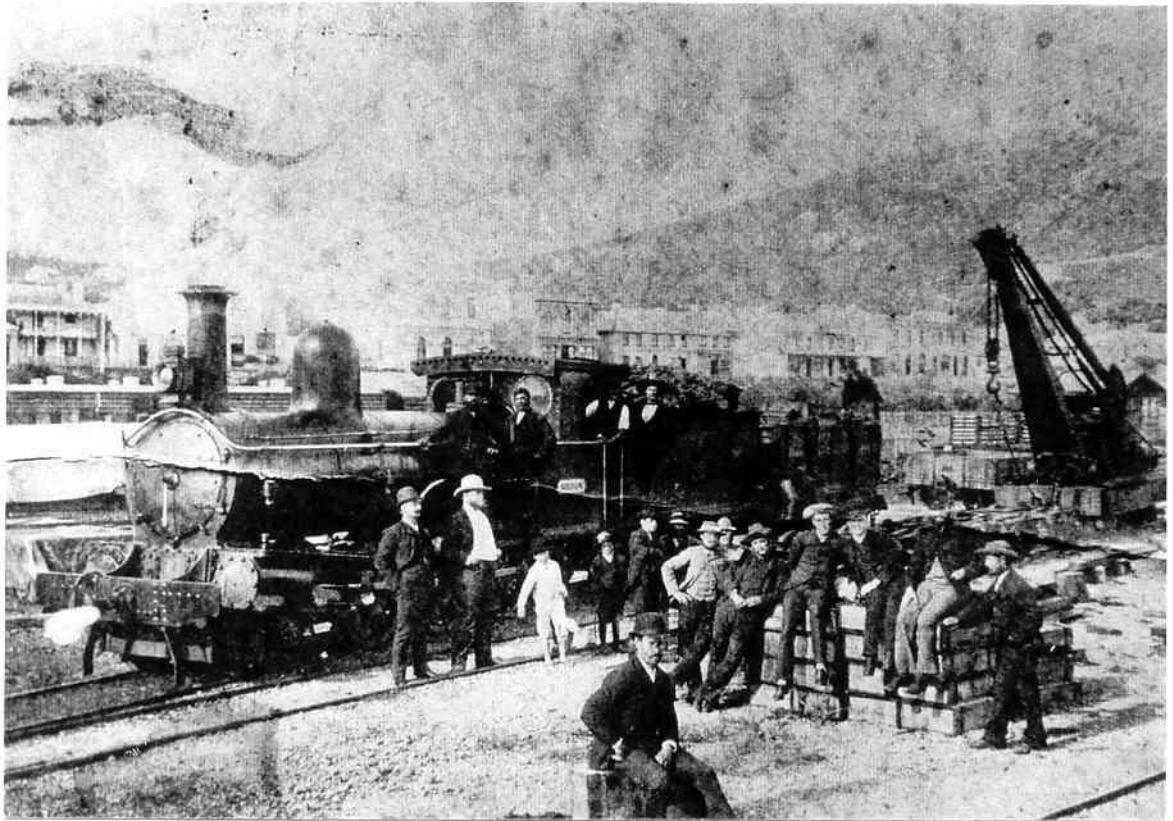
In 1881 a land grant system was proposed to encourage the building of the Great Southern Railway (GSR) from Perth to Albany. Initiated by entrepreneur Anthony Hordern, the Western Australian Land Company was floated after winning the contract to build the railway. Anthony Hordern, the force behind the W A Land Company, did not get to see the fruition of his energy and enterprise as he died at sea when returning to W A from Britain in 1886. He was buried in Albany Cemetery and a monument to him was erected at the top of York St in 1890.

In exchange for building the railway, the W A Land Company was granted large tracts of pastoral and arable land. However, the Company was not successful in selling the land lots at a necessary rate (by 1896 only 250 lots had been sold) and in 1896 the Western Australian Government took control of the land and the railway. In 1897 the W A Government offered the WA Land Company holdings for selection. A number of places became popular; Lake Powell in Grasmere, the lower reaches of the King River and Emu Point as well as the Two Peoples Bay area. Another effect of the building of the railway, which opened in 1889, was the demolition of a number of buildings along the harbour foreshore, including the P&O coal depot, some inns and part of the Residency garden.

The construction of the Great Southern Railway created an enormous demand for timber, much of which came from the Torbay district. (Torbay was named in 1831 by Governor Stirling after a famous bay in England.) Railway sleepers cut from timber collected and milled by the Millars Company were hauled to Cosy Comer Beach and from there, shipped to Albany. By 1887 Torbay had become a small town with a population of approximately 200 people. With the building of a community came a school (1887) and hall (1912). The Torbay Hall still stands and is a central point of community activities.

Gold, gold, gold. The discovery of small alluvial deposits of gold in the Yilgam in the late 1880s and then the larger finds in Coolgardie and Kalgoorlie, started a gold rush of huge proportion. Thousands of people flocked to Western Australia to seek their fortune. During the 1890s passengers disembarking from ships at Albany peaked at 29,000 per annum. After the alluvial gold petered out, many people were induced to stay in Western Australia by government offers of inexpensive land grants. Further encouragement was given by the establishment of the Agricultural Bank and the Bureau of Agriculture (later the Department of Agriculture).

By 1896 the population of Albany had risen to 2,800. In the same year the Albany Roads Board was created, as the people of the rural areas of Albany felt strongly that they were not being well served by the Plantagenet Road Board, which was based in Mt Barker. Though the new Roads Board area was still very large, (it included land from Denmark to Esperance), they confidently took control of the district, which was excised from the Plantagenet Road Board. The first Albany Road Board meeting, with seven elected members, was held at the Premier Hotel.



**Photograph 11: Early steam locomotive in Albany. Date unknown.**  
*(Courtesy of the City of Albany Local Studies Collection)*

Housing within Albany town grew alongside the expanding population. Cottages and houses were constructed from a variety of building fabrics but during the 1880s houses built from local stone and brick became particularly popular. Many of these houses still stand and have become valued as part of the built character of Albany.

## **4.2 Transport and Communication**

The contract for the construction of the Great Southern Railway was given to C and E Millar who had experience in building railways in South Australia. Earthworks for the railway were started in 1886 and the railway was opened in 1889. In the same year Albany Railway Station (now the Albany Tourist Bureau) was built. During renovations of the old Railway Station in the 1990s, it was discovered some of the building materials included pine timber from the packing crates of equipment shipped in for the construction of the Great Southern Railway.

The Albany Roads Board struggled in its infancy to supply roads throughout its large area. Many of the 'roads' in the remote parts of the Roads Board district remained rugged bush tracks. People's frustration with the difficulty of getting around the district resulted in jibes such as calling the Road Board District the Albany Roadless District.

Albany's deep water jetty was completed in 1888 and was an important component of the improved transport system that, along with the Great Southern Railway, made the mail run to Perth much more efficient. The railway replaced the horse-drawn mail coach from Perth to Albany. Faster communication was also made possible by the introduction of home letter deliveries with in Albany in 1884. People from outer rural Albany received their mail at home from 1895 when the mail deliveries extended eastwards to Pallinup River. In the same year the telephone service was established with a list of 112 subscribers.

## **4.3 Occupations**

With the expanding population in this period, owing to railways and gold, industry and services increased markedly. By 1885 there were three breweries operating. Brewery workers cottages were built in Meyers Way. The railway and jetty were a catalyst for new hotels and buildings particularly along Stirling Terrace. Two of these include the Railway Hotel (now the Royal George) and the White Hart Hotel (now the White Star). During the 1890s a hotel was established at Middleton Beach. Expansion in agricultural output in consumables saw an increase in eggs, poultry, vegetables and fruit. However, Albany remained a community dependent on the Port and the sea for its livelihood.

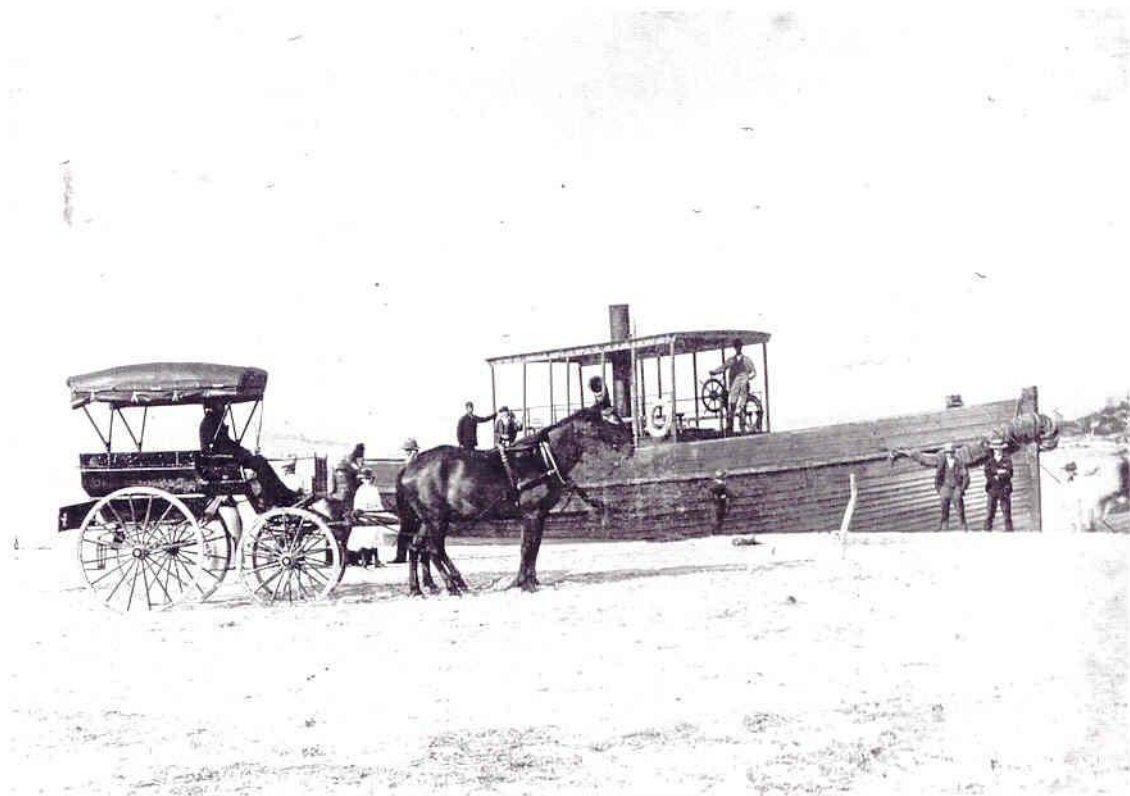
Three timber mills in the Torbay area employed a large number of people who processed the wood for railway sleepers as well as for exporting overseas. Prior to 1896, Torbay timber was exported to many countries. Some of these include, Britain, Canada, Italy, and Hong Kong. The shipping of wood from Cosy Comer changed with the building of a spur line from Torbay to a section of the Great Southern Railway. At this point a small town grew. Initially called Torbay Junction, it was renamed Elleker in 1923.

Supporting the timber workers, were farmers who produced vegetables and fruit for the local market. One of the first of these settlers was Fred North, who initially worked as a haulage contractor on the railway construction project. North was one of the pioneers of the Torbay



**Photograph 12: The London Hotel. One of a number of hospitality places along Stirling Terrace. Date unknown.**

*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 13: Steam tug *Jessie* at Emu Point along with 'bus' for passengers. Well-known local, William Douglas, owned the tug. Date unknown.**

*(Courtesy of the City of Albany Local Studies Collection)*

vegetable industry who started with the local market but expanded to supply the goldfields. Fred North was well known for his work with stone and a number of houses in the Grasmere/Muttonbird areas were built by him, with support from his family. Another timber worker who stayed on in the area to farm was Alfred Burvill. Burvill bought two hundred acres near Elleker and later served as a Road Board member.

#### **4.4 Community Efforts**

In 1885 Albany Municipality elected their first mayor, William Finlay. The following year the town was united behind the opening of the Albany Town Hall, which became the base for official council business. The other local government representing the outer area, the Albany Roads Board, continued to grapple with its size, and tensions rose between the western and eastern areas. Torbay-Grasmere residents often accused the Board of spending a disproportionate amount of funds on the roads in the King-Kalgan district. Things came to a head in c 1899 when the western side of the Roads Board district suggested seceding from the Roads Board and creating a new Local Government area. The move however, failed.

Community services expanded with the Albany Hospital, (the foundation stone had been laid in 1887) and the new government school, which was built on the corner of Collie St and Serpentine Rd in 1895-6. In 1897 Albany's School was said to be the largest mixed school in Western Australia. The school's playing fields were named the Alison Hartman Gardens, after a long serving teacher of the school. The headmaster's house (originally built as a private residence in 1880) was situated behind the school. Law and order came into the spotlight with the opening of the Albany Court House in 1896. The Court House held the police station and lockup as well.

A popular occasion, which attracted many visitors to the town and district was Albany Week, an annual event of sport, music and theatre. Albany Week occurred every year for two decades. Other recreational pursuits included, picnics at Little Grove, Emu Point and on the King or Kalgan Rivers, the introduction of Australian Rules football and from 1889 bathing at the swimming baths located at the town jetty.

A maturing community is often reflected in the increasing organisation of society through fellowships and associations. Such was the case with the rallying together of rural folk to form the Albany Agricultural and Horticultural Society in 1889. The first Albany Show was held in the Albany Town Hall in the spring of the same year.

In 1891 two new churches were built in Albany, the Wesleyan Methodist Church in Duke St and the Scots Presbyterian Church in York St. Both Churches are outstanding examples of late Victorian/Early Federation architecture.

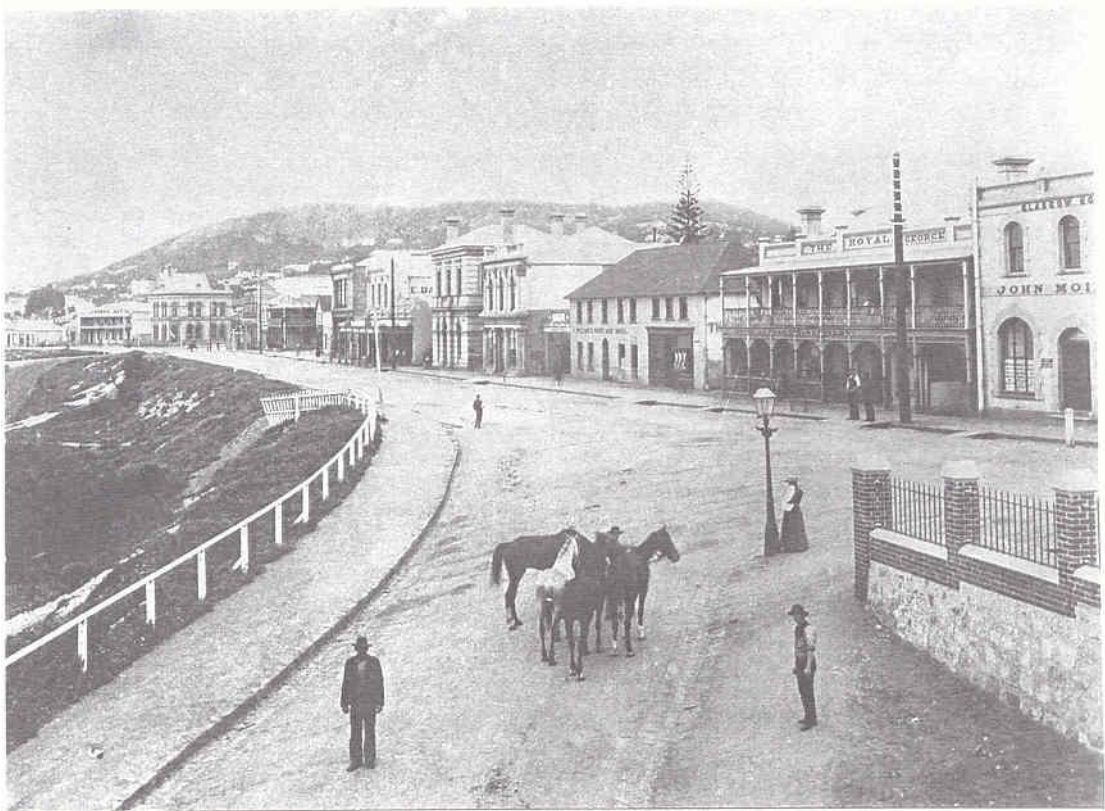
The seclusion of Vancouver Peninsula on the other side of the Princess Royal Harbour made this an ideal spot for a Quarantine Station, which was first established in 1873 but significantly expanded in 1897-98. This institution was necessary for the isolation of people with highly communicable diseases such as typhoid and small pox. Also located on the peninsula was the powder magazine where explosives were held far from the town for safekeeping.

#### 4.5 Outside Influences

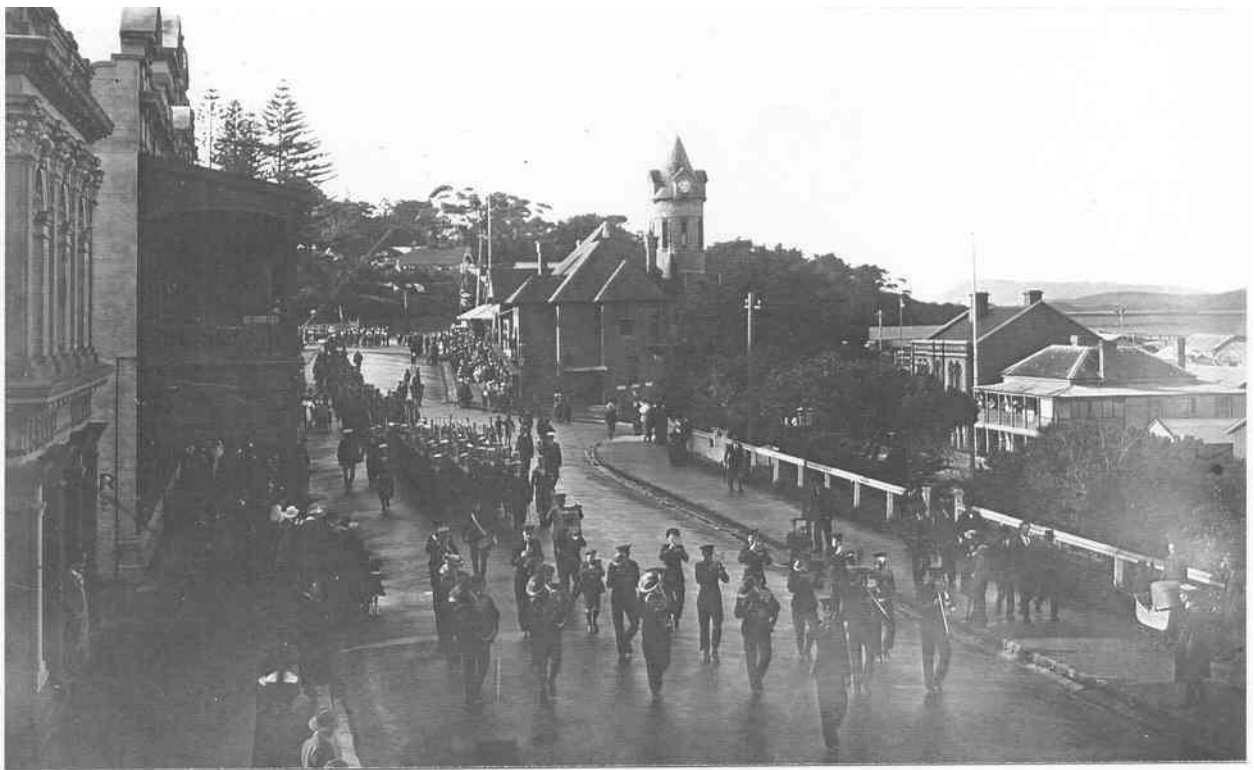
A number of State Government decisions and outside events (other than the discovery of gold), provided the catalyst for a number of changes in the Albany district. The Homesteads Act, the Agricultural Bank and the Bureau of Agriculture all provided encouragement for settlement in the rural areas. The Homesteads Act allowed people freehold title to their land if they met certain conditions. The introduction of galvanised steel wire in 1893 was an influence on the fencing in the rural areas and another scientific breakthrough, phosphatic fertiliser, was first used in the Albany district in 1895. This product was advertised as superphosphate in 1896. Farming, as always, was open to the vagaries of climatic conditions. Extremes occurred in 1892 with drought, and in 1893 with flood, with both inhibiting the agricultural output of the affected areas.

Albany was recognised for its excellent defence attributes with the establishment of the Albany Forts, which was commissioned in 1893. Three six-inch naval guns were part of the defence artillery set up to fortify the town. The founding of the Forts recognised Albany's strategic significance as a link between the Eastern States and the Indian Ocean. The Forts were decommissioned in 1956 but are preserved as part of the Defence Heritage of Western Australia.

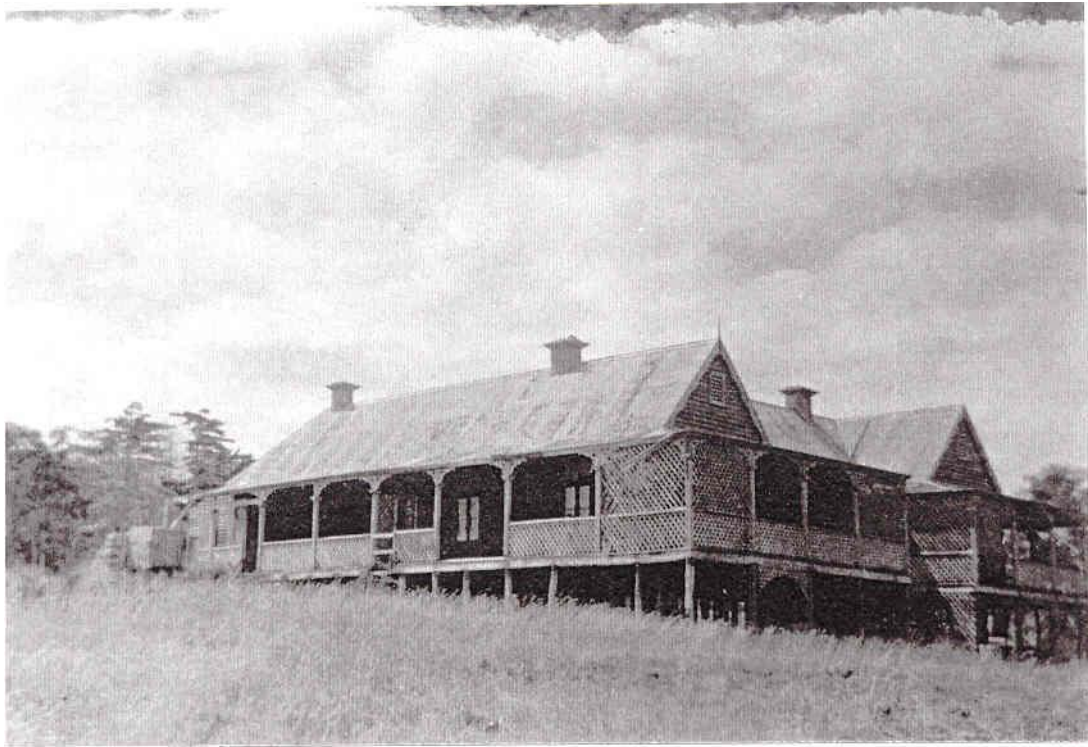
Outside visitors to Albany during this period included ships carrying Australian troops to and from South Africa during the Boer War, which was fought between 1898-1902.



**Photograph 14: Stirling Terrace just before the building of the Rotunda in 1897.**  
*(Courtesy of the City of Albany Local Studies Collection)*



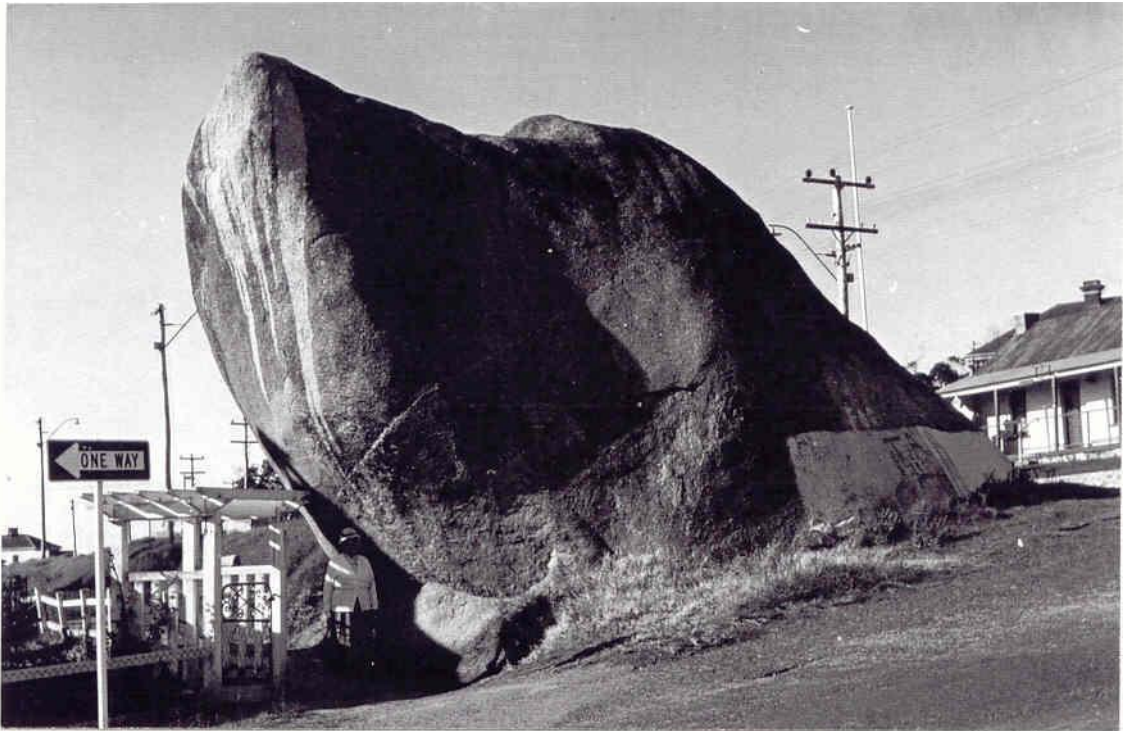
**Photograph 15: Troops leaving for the Boer War November 1899.**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 16: Early farm residence Springmount built at Nanarup in the 1890s. Photo taken in 1948.**  
*(Courtesy of the City of Albany Local Studies Collection)*

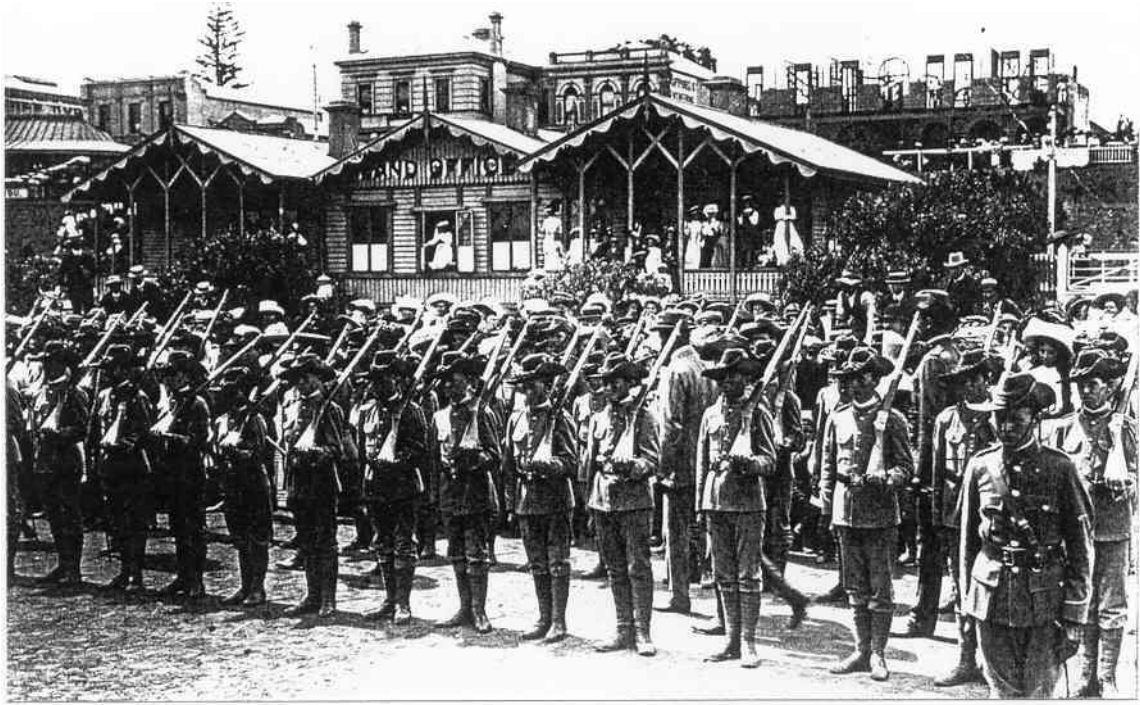


**Photograph 17: Wollaston House Residence in Duke Street, Albany**  
*(Heritage TODAY 2000)*



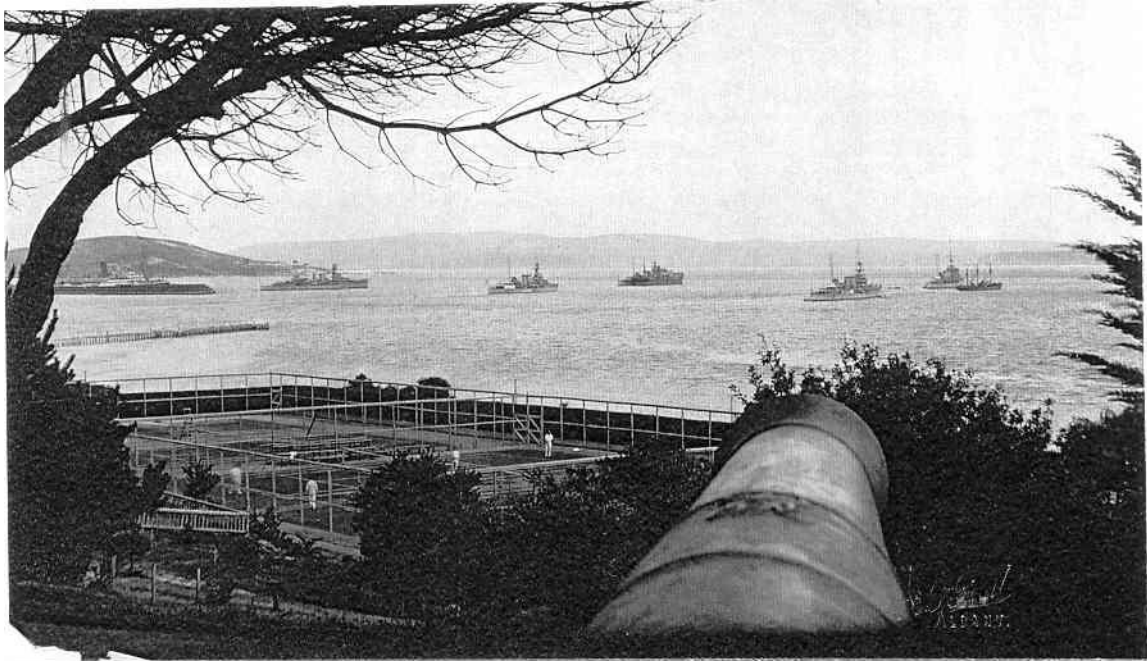
**Photographs 18 & 19: Famous landmark in Albany – Dog Rock and Tail. Photograph taken 1965**  
*(Courtesy of the City of Albany Local Studies Collection)*





**Photograph 20: Troops on parade in Proudlove Parade  
Exact date unknown.**

*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 21: Five cruisers which accompanied British battleships *Hood* and *Repulse* to Australia in 1924. Note the Lawley Park Tennis Courts in the foreground and the old coaling jetty on the left.**

*(Courtesy of the City of Albany Local Studies Collection)*

## **5. The Period 1900-1928 – *New Roads and Furrows***

### **5.1 Demographic Settlement**

With enthusiasm and an air of confidence, the Albany people met the new century by voting strongly for federation. The population in the region expanded with new people arriving to take up land in the rural areas. This was assisted by Government Migration Schemes encouraging British people to settle in Western Australia. Large subdivisions of land occurred on the outskirts of Albany between 1900-1914. and was offered on estates such as Mira Mar (1910), Robinson (1911), Bushby (1912) and Middleton Beach (1914). Redmond also experienced increased settlement. After the war Soldier Settlement Schemes led to a number of new farmers coming to the district.

In the 1920s Group Settlement Schemes brought people into the South West. Many of the pioneers did not stay owing to small blocks of land, lack of capital investment, soil infertility and difficulties with rural Australian living and working conditions. Albany therefore, did not get the benefits that were hoped from the scheme.

In the town of Albany many houses were constructed during the period prior to World War I (1914-1918). As before, a variety of building fabrics were used but architectural design was evolving. Though many trends still followed British or European styles, houses in Albany were developed with Australian interpretations and adaptations. Many Federation Queen Anne, Arts and Crafts bungalows and cottages were constructed in Albany and today they continue to influence the new design styles in 2000. The Millars Brothers Timber business offered prefabricated houses and cottages for settlers in the rural areas, some which still survive.

### **5.2 Transport and Communication**

1900 was a notable year for the port of Albany. In that year the last mail steamer from overseas called before the mail service was transferred to Fremantle. Significantly this meant that the P&O and Orient Shipping Lines also moved north. Further rationalisation by the State Government led to the closure of the railway workshop operations. Railway stock was from 1905 to be serviced at Midland.

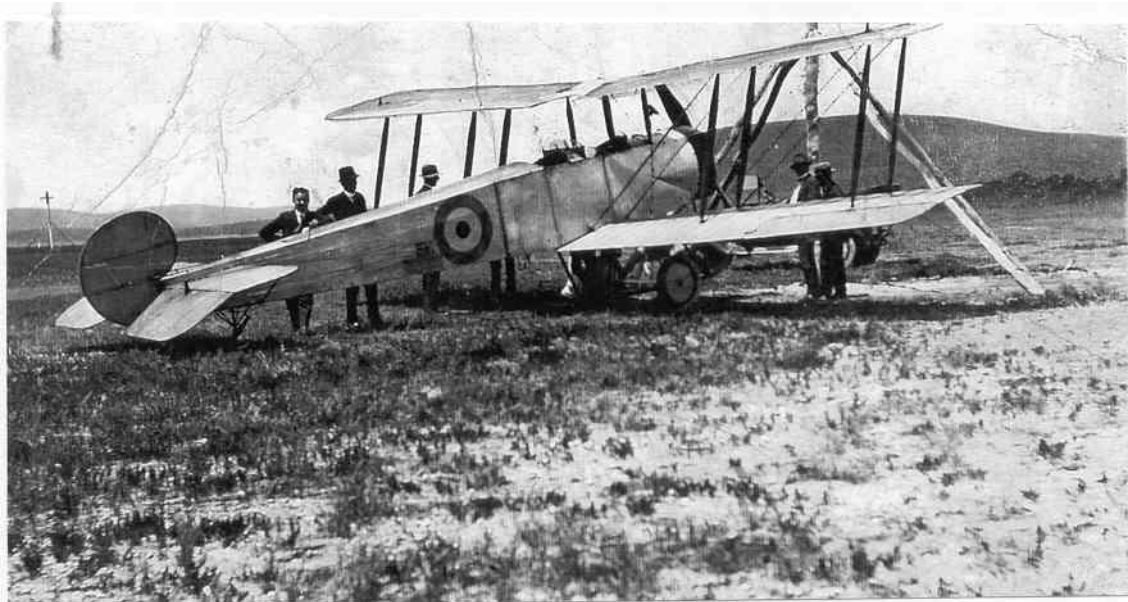
In 1909 a Cabmen's Shelter donated by F Dymes was built in Stirling Terrace (expanded to include a Women's Rest Centre in 1926). Initially for horse drawn cabs, taxi drivers using motor vehicles later used the shelter. Though cars, trucks and tractors were introduced prior to World War I, it was not until the late 1920s that these engine-powered vehicles seriously began to replace horses in the outer rural areas. With motor vehicles, came the new industry of supplying fuel and mechanical repairs. Cars created problems for the Albany Road Board as deep ruts caused by horse drawn carts often left the cars stranded. People demanding improved roads became more vocal.

In 1902 a new lighthouse was built on Breaksea Island and in 1911 the Point King Lighthouse was closed and replaced with an automatic 'Aga' light.

Another new innovation in transport in this period was the aeroplane. The first aircraft to land at Albany touched down at Middleton Beach in 1919. The occupants of the plane would have seen the jetty, built in Ellen Cove in 1901.



**Photograph 22: Model T Ford and early light aircraft, 1915.**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 23: Major Norman Brearley's plane at Shelley Beach 1918**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 24: Bush hut at Manypeaks. Three Norman brothers took up this land.  
Percy Norman posing in buggy, 1913.**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 25: Early tractor. Date unknown.**  
*(Courtesy of the City of Albany Local Studies Collection)*

### 5.3 Occupations

Whaling continued its on again, off again history with the opening of the Norwegian Whaling Co. factory in Frenchman Bay in 1912-13. However, operations were closed during World War I (1916) and as the station appeared to only have employed Norwegians it had little influence on local ~employment.

Agricultural land expanded, as clearing during the 1920s for wheat and sheep farms became widespread. Many men gained employment in these operations. Exports increased with the main products being sent to Britain and Europe including apples, meat, wool, wheat and mallet bark (exported to Germany for the extraction of tannin for tanning industry). Improvements in transporting goods came with bagged wheat and frozen lamb, which were first sent in 1906-07. Another change was not so positive. Albany wool appraisal facilities were moved to Perth in this period, preventing wool sales in the district for thirty years. However, the opening of the Albany Woollen Mills in 1925 counteracted this aspect of the wool supply. The Mills are still operating though local wool is not used. (The spun wool produced at the mills is for carpets, requiring a tougher wool that is imported from New Zealand and the UK.)

### 5.4 Community Efforts

Recreational sailing was promoted with the establishment of the Princess Royal Sailing Club in 1909, (Club Headquarters moved to Little Grove in 1958). This was followed by the Lawley Park tennis courts in 1911 and new sea baths built below the park in 1912. The entertainment industry was changed forever by the Kings Pictures, which showed movies in a theatre in Albany Town Hall from 1908. Two other theatres were also built, the Empire Theatre (1911-12) and the Regent Theatre (1925).

The public utilities of power and water both had to be reviewed by the Town of Albany, during this period. In 1914 the town water supply was improved with a new reticulation system piped from a creek to a reservoir on Mt Clarence. In 1926 the Town purchased an electrical power plant, which supplied electricity for Albany, from a private contractor, Drew Robinson.

The vital public service of fire fighting was established in 1909. The first big test of the service was the fire at the old Cremome Gardens Theatre in 1910. Unfortunately the fire had taken hold and the theatre was destroyed.

World War I was a time of great community concord. People worked together to fund raise with dances and balls and actively supported the Red Cross. When ANZAC Day was celebrated for the first time in 1919 many people attended the service at the Parade St Oval. In c1930 the first Dawn Service was introduced. The War Memorial erected by Hartman and Son on the corner of Grey and York Streets represents a moving reminder of the service and loss of life to the war.

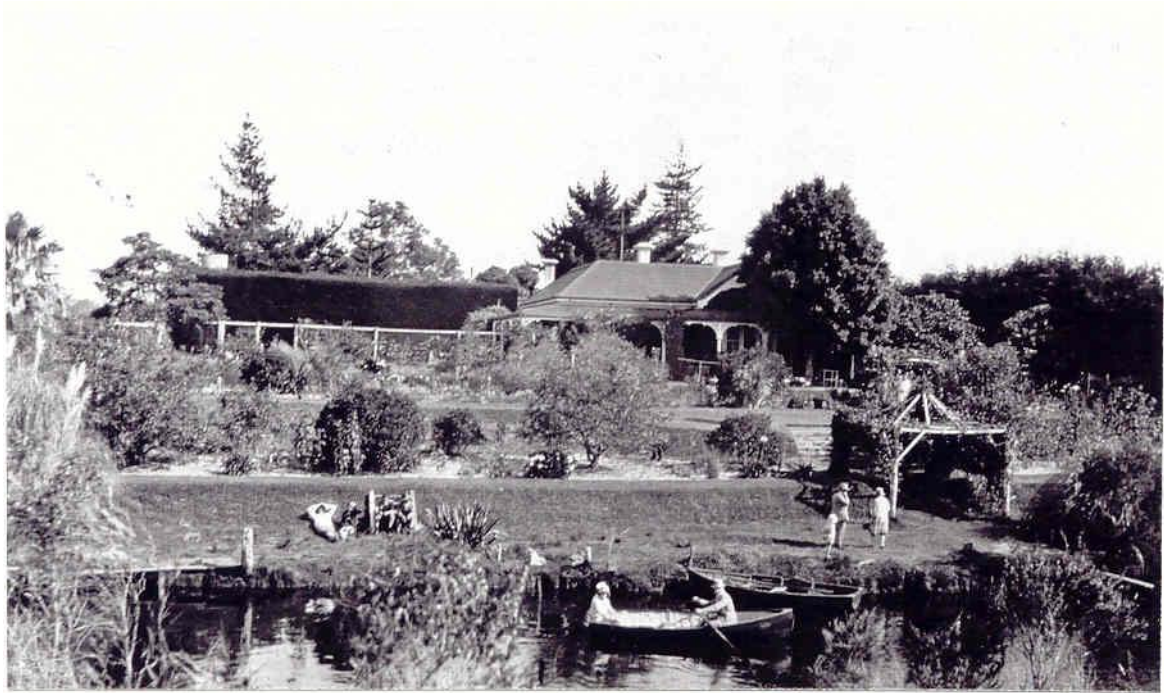
Dog Rock, one of the natural features of Albany, was threatened by a proposal in 1921 to remove the rock by explosives. Plans to widen the road were prevented when a referendum on the issue saved the rock from destruction. (Another proposal in 1965 was similarly rejected when suggestions were made to cut Dog Rock up and reassemble it at the Albany Hwy traffic roundabout).



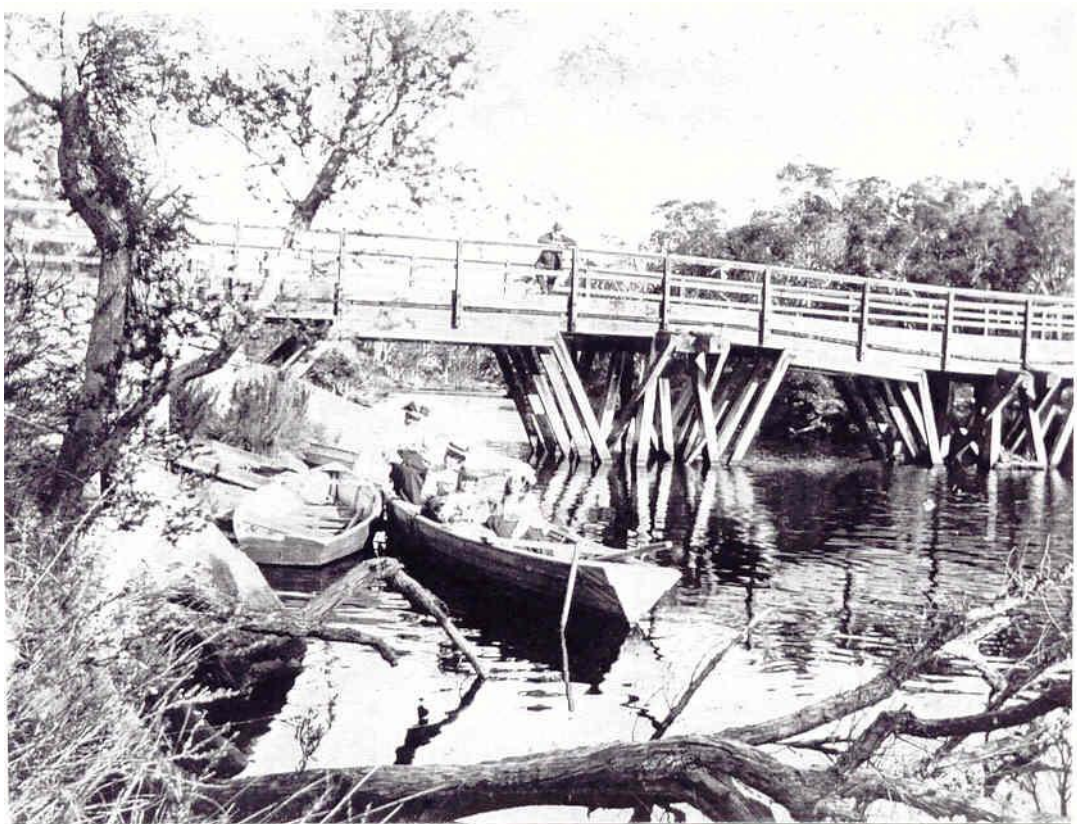
**Photograph 26: Commodore Cup Winner 1913 Gannett**  
*(Courtesy of the City of Albany Local Studies Collection)*



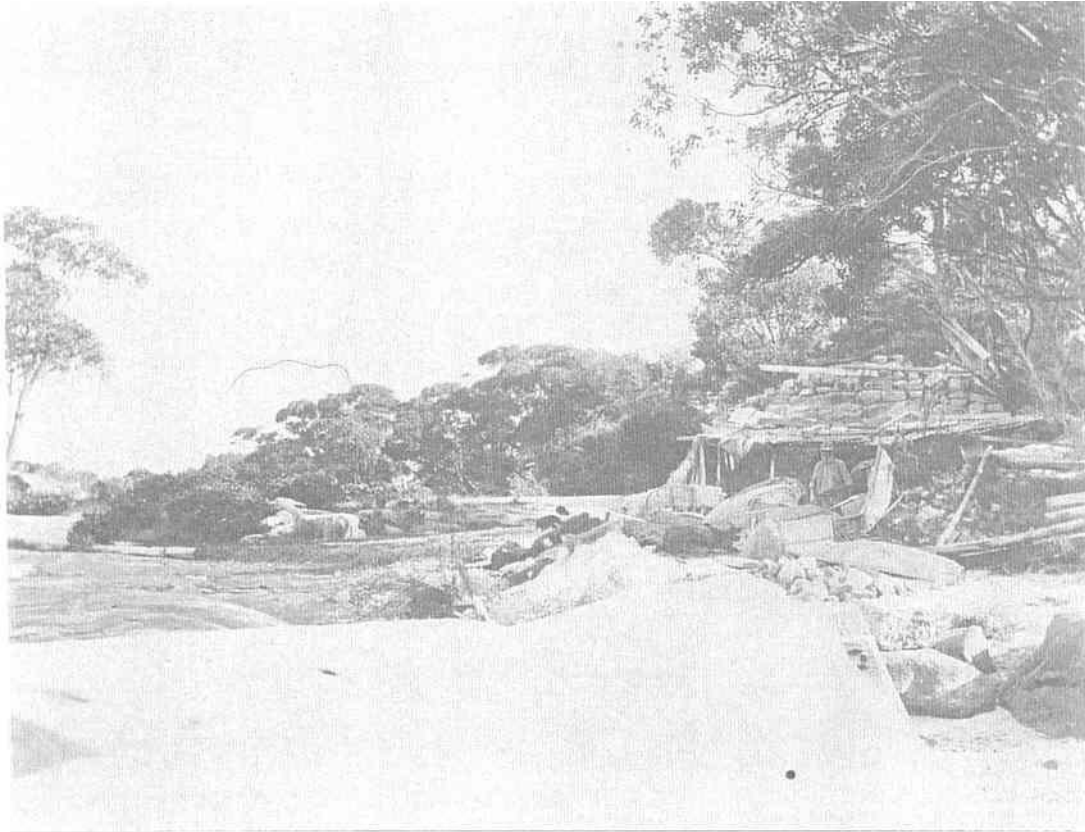
**Photograph 27: Pelican 1913**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 28: Strathmore Tea Gardens (*Ballymena*) 1920s-30s**  
*(Courtesy of the City of Albany Local Studies Collection)*



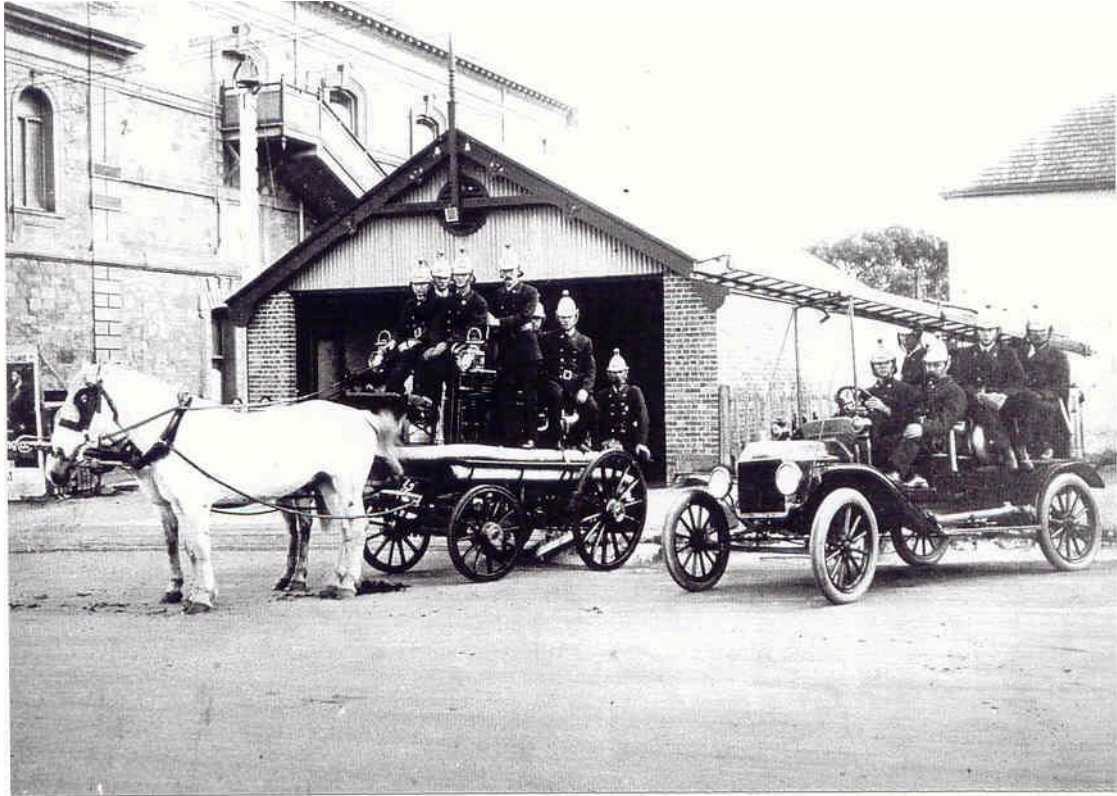
**Photograph 29: Picnic at King River Bridge c1919s**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 30: Lime Kiln, Little Grove c1900**  
*(Courtesy of the City of Albany Local Studies Collection)*



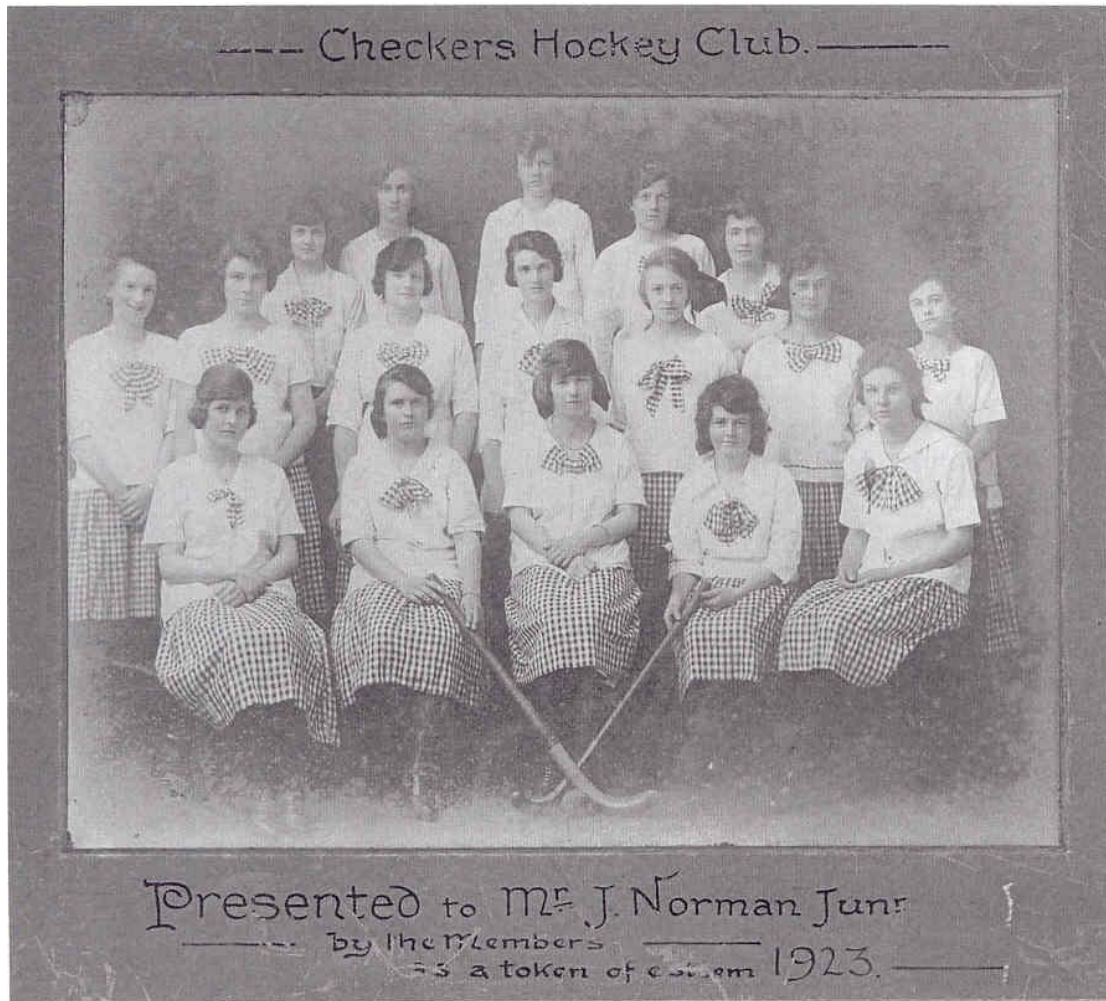
**Photograph 31: Albany Show, King-Kalgan District Exhibit c1930s**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 32: Fire Brigade, located next to the Town Hall c1915**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 33: Class at old Albany Primary School (Serpentine Road) c1900**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photographs 34 & 35: Active Albany women in the 1920s**  
*(Courtesy of the City of Albany Local Studies Collection)*



Education for secondary students improved markedly with the opening of Albany Senior High School in 1925. In 1999 the school had grown to cater for 927 pupils.

### 5.5 Outside Influences

The greatest outside influence on Albany from 1900-1928 was World War I. In 1914 the first ANZAC troops from all over Australia and New Zealand assembled in Albany where they were ceremoniously sent off to the war zone. The Port also experienced a heavy increase in traffic with the stream of returning troop and hospital ships which arrived from the Middle East and Europe. During the war the Albany Forts was revitalised. State Government legislation that affected the Albany district started with changes to the Local Government Act to allow women to sit on Road Boards (1911) and on Town Councils (1919). In 1919 the Western Australian Traffic Act introduced control over traffic and licensing of motor vehicles. Local Governments were also encouraged to plan for growth by the establishment of the Town Planning Board in 1928.



**Photograph 36: Working bee at The Rocks Hostel 1915**  
(Courtesy of the City of Albany Local Studies Collection)

## **6. The Period 1929-1960 - *Depression and War***

### **6.1 Demographic Settlement**

The Great Depression, which started in 1929 with the Wall St Crash, sent shock waves throughout the Australian economy. Rural areas were hard hit by the plummeting prices for primary produce as well as experiencing a major drought in the 1930s. Expansion of both agricultural areas and industry ceased. New farmers such as those who arrived as part of the Group Settlers or the Soldier Settlement Schemes struggled to maintain their farms in the face of rising debt. A number of families had to abandon their properties.

A picnic area at Lower King Bridge became a camping ground for people seeking work in the rural areas during the Depression. Local Governments attempted to help battling families by providing work for married men and paying them sustenance wages. Full employment did not return until the interruption of World War II.

Australian architecture of the Inter-War period was generally rather conservative and Albany followed this trend. Though architects had found a formal path through the tertiary education system, their new ideas and contributions to style such as Art Deco, Old English, Spanish Mission or Functionalist designs were limited in Albany.

In post World War II Albany, along with soaring wool prices, returning soldiers and a large immigration program again stimulated new settlement. Under the 1945 War Service Land Act the Commonwealth acquired land for Returned Servicemen. The main war service projects were located at Many Peaks and South Stirling. Clearing previously undeveloped tracts of land was made easier after the war with the introduction of the bulldozer. Services to some rural areas of Albany improved with the expansion of electricity services by the SEC in 1952. A significant role in post war development was played by organisations such as the Albany District Development Association, the Albany District War Agricultural Committee and the Albany Zone Development Committee.

### **6.2 Transport and Communication**

Road building in the Shire of Albany district was greatly improved with the introduction of a tractor grader in 1929. The first road to be graded by the new method was from King River to the Kalgan. In 1939 floods destroyed the bridge at the upper Kalgan River. It was rebuilt in 1941.

During the 1930s the Albany airstrip was established but regular passenger flights from Albany to Perth did not begin until the 1960s.

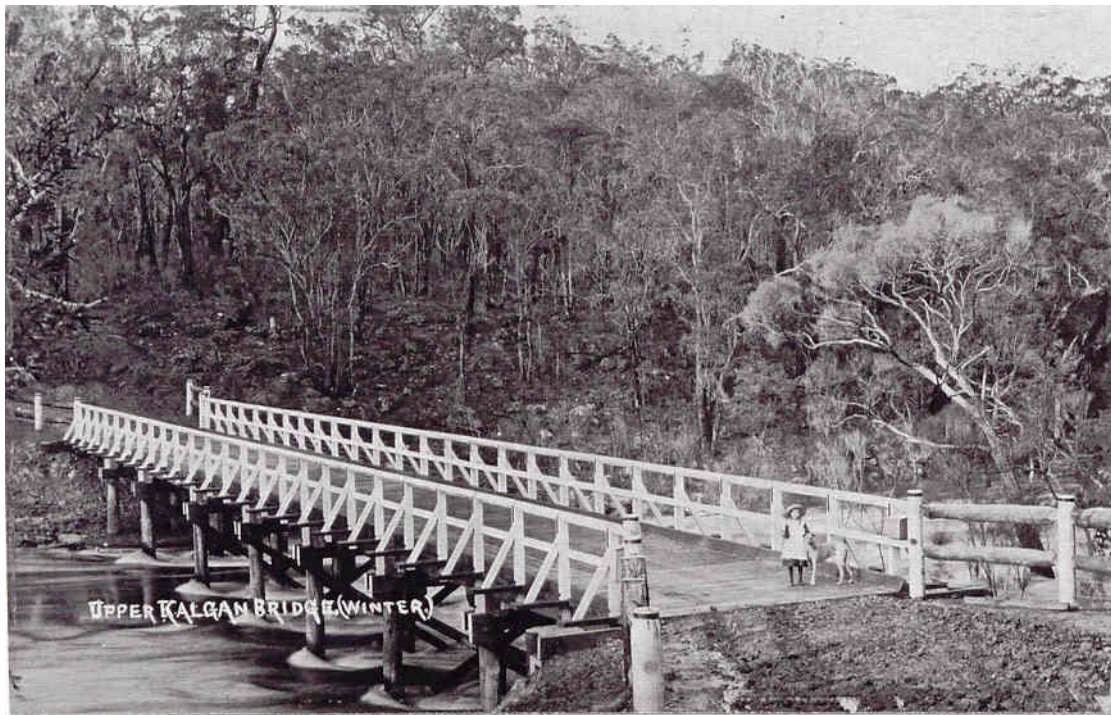
In the post war 1950s, full employment and confidence in the economy stimulated expansion of transport and communication. In 1950 the Albany Harbour Board (later the Albany Port Authority) was established to control ingress and egress in the harbour. Under the Board's direction the land-backed wharfs were completed in 1953.



**Photograph 37: Albany Transport Truck on John Muir's Winnejup Property, November 1941**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 38: Ball and Chain land clearing at Manypeaks 1950s**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 39: Upper Kalgan Bridge in 1910 (destroyed by flood in 1939)**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 40: Opening of the 'new' Upper Kalgan Bridge 1940**  
*(Courtesy of the City of Albany Local Studies Collection)*

New cars, tractors and trucks were introduced which improved efficiency of moving goods and people. As a result the Nornalup-Denmark railway was closed in 1957, soon followed by the closure of the line from Denmark to Elleker. In 1958 the new Lower Kalgan Bridge was erected alongside the old bridge. Subsequently the old bridge was demolished but parts were saved and re-erected on the nearby shore as part of the entry statement of a recreation park. The increased use in cars also led to a bridge and road widening program by the Main Roads Department, which was carried out through the 1950s and 60s.

In 1956 6VA commercial radio station started broadcasting which was soon followed by the ABC. The ABC built a radio studio in 1961. (In 1966 ABC TV began transmitting via a translator mast on the summit of Mt Clarence.)

### **6.3 Occupations**

Owing to the depression there was a high level of unemployment in the district. This was exacerbated as unemployed people drifted from the cities and other towns, seeking work. It was not until the late 1930s that industry and agriculture began to gain confidence again.

In 1937 the Albany Freezing Works was established which saw an increase in the export of frozen lamb. The establishment of the Co-operative Bulk Handling (CBH) operations on the waterfront of Albany followed this. The first section of the CBH installation was built in 1956. The CBH storage capacity has vastly expanded since first being founded. Hunts Canning Plant was opened in 1947 for processing fish and then later peas and beans. The vegetable operation was later taken over by Southern Processors. Between 1946 and 1948 the Albany Whaling Company operated and is significant as the first company to begin whaling on the Australian coast in the post war era. Cheynes Beach Whaling Company established a processing factory at Frenchman Bay in 1952. When it was closed in 1978 it was Australia's last remaining whaling station. It is now visited by many people as Whale World Museum. Commercial salmon fishing started at Cosy Comer and Mutton Bird after World War II.

In 1954 and 1957 respectively, the superphosphate works and the establishment of the Associated Wool Brokers (who purchased the Government Wool Stores), further boosted the rural industry. It is thought the wool stores at the western end of Princess Royal Harbour is one of the largest single storage spaces in rural Western Australia.

### **6.4 Community Efforts**

Education in the outlying areas of rural Albany under went some changes during World War II with the introduction of school buses. The buses transported the students from their homes to schools in Albany. Many one teacher schools or schools with a small population which were declared uneconomical to run, were closed in the rationalisation process of 1944.

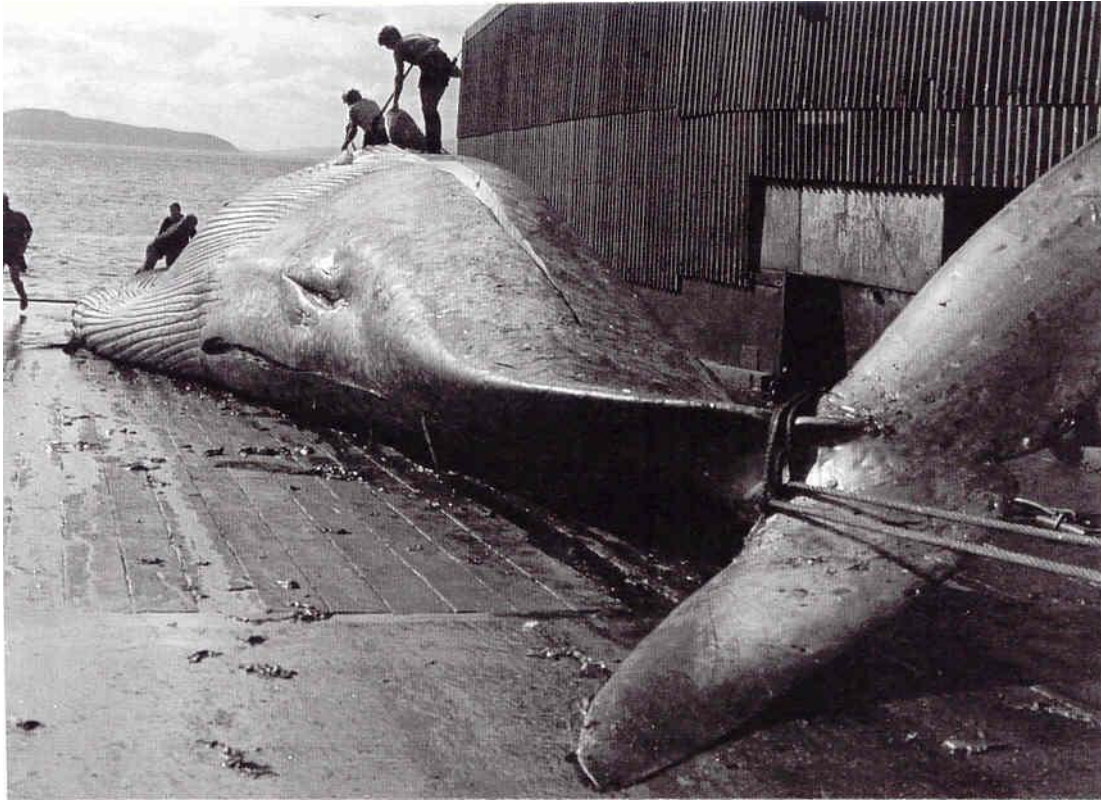
In 1960 all Road Boards in Western Australia were declared Shires. The Albany Roads Board therefore, became the Shire of Albany. They continued to operate from their new offices, which had been opened in 1958.



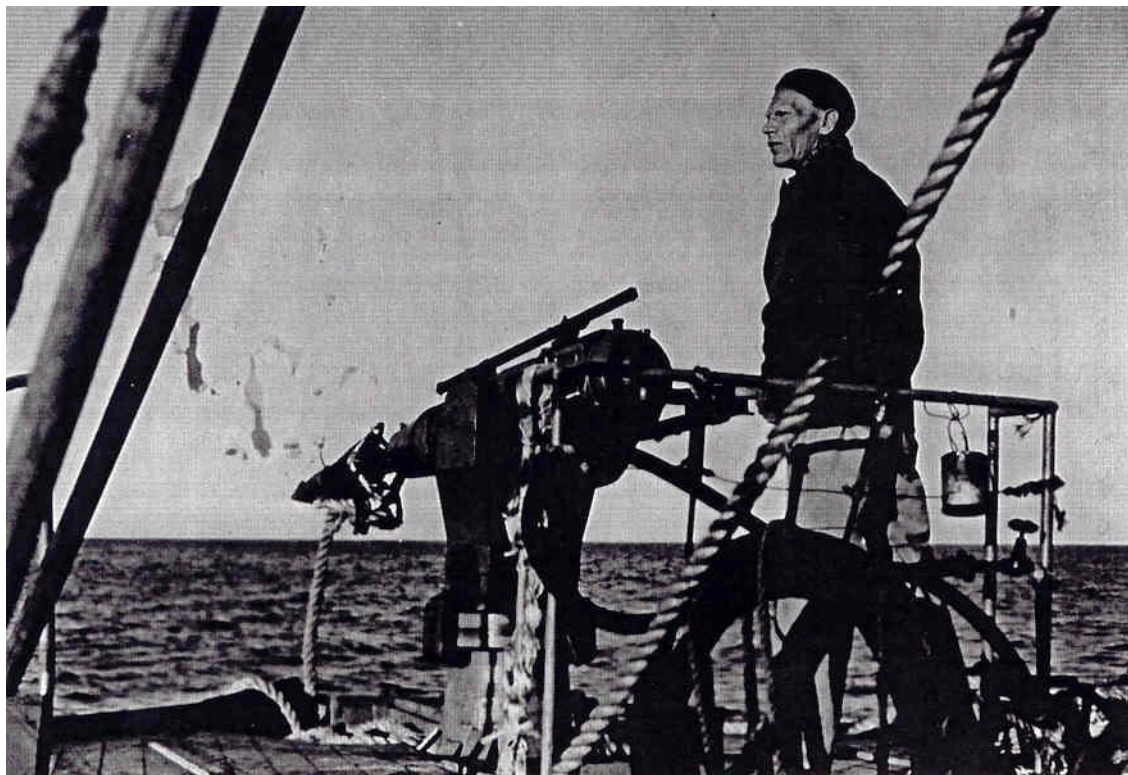
**Photograph 41: *The Homestead, Manypeaks* early 1930s**  
*(Courtesy of the City of Albany Local Studies Collection)*



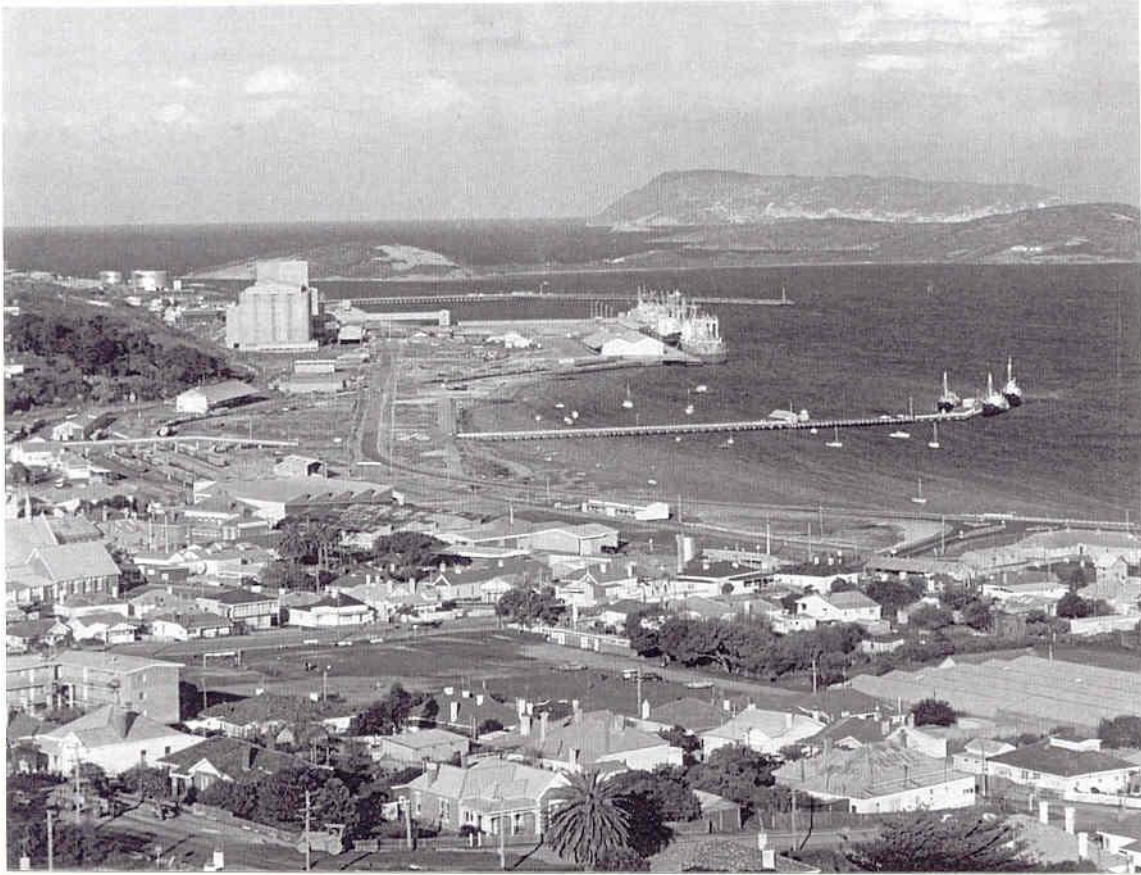
**Photograph 42: *Albany Progress* 1969**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 43: Flensing a whale, 1960**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 44: Captain Halvor Larsen, Norwegian whaling skipper  
manning a harpoon gun. Date unknown.**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 45: View of Town of Albany and Princess Royal Harbour  
after the construction of the land backed wharves**  
*(Courtesy of the City of Albany Local Studies Collection)*

In the 1950s outlying communities such as Lower Kalgan and Napier worked to build halls for central meeting places,(the Lower Kalgan Hall was replacing an old timber hall which had become too small for the district). The halls were, and still are used for dances, monthly meetings and playgroup.

Health services changed with the closure of the old hospital in 1962. Originally designed by George Temple Poole and built in 1887, the old hospital was considered obsolete by the 1960s and was replaced by a modern building. The old hospital in the 1990s is called the Vancouver Arts Centre and has a strong place in the cultural life of Albany.

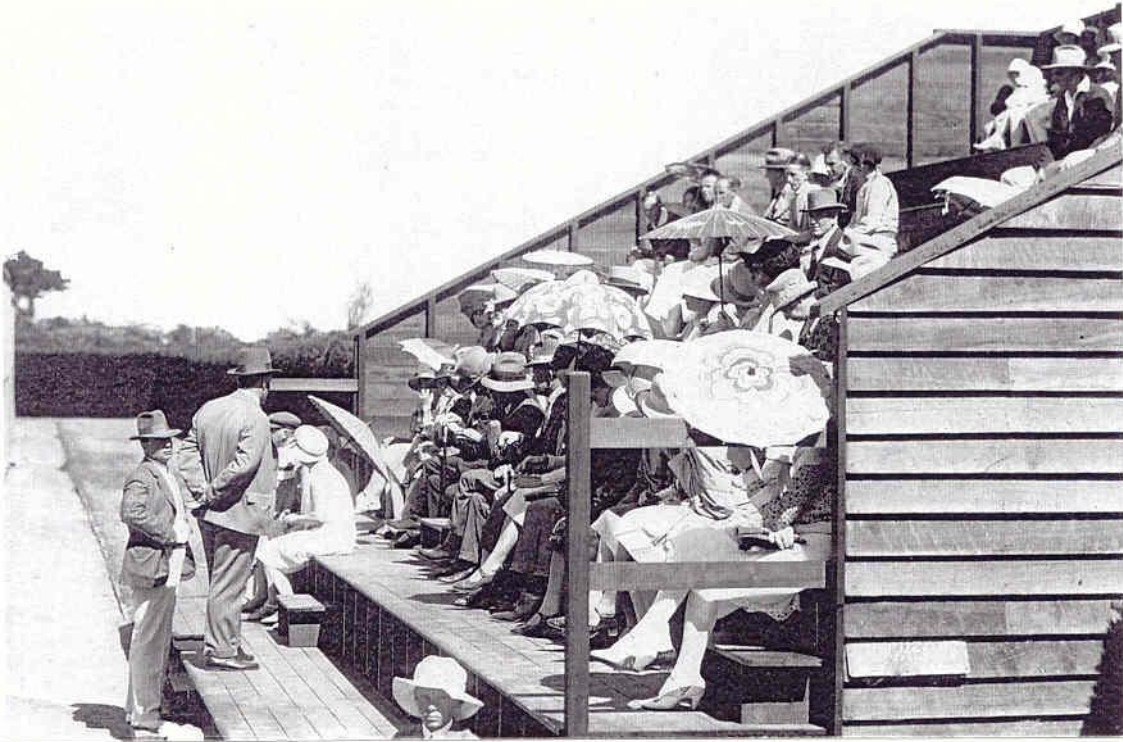
A larger Lutheran Parish led to a new Lutheran Church, St Paul's in 1958. The first Lutheran Church, which had been built in 1913, had been dismantled and recycled for another community group when the parish became too small in 1918.

## **6.5 Outside Influences**

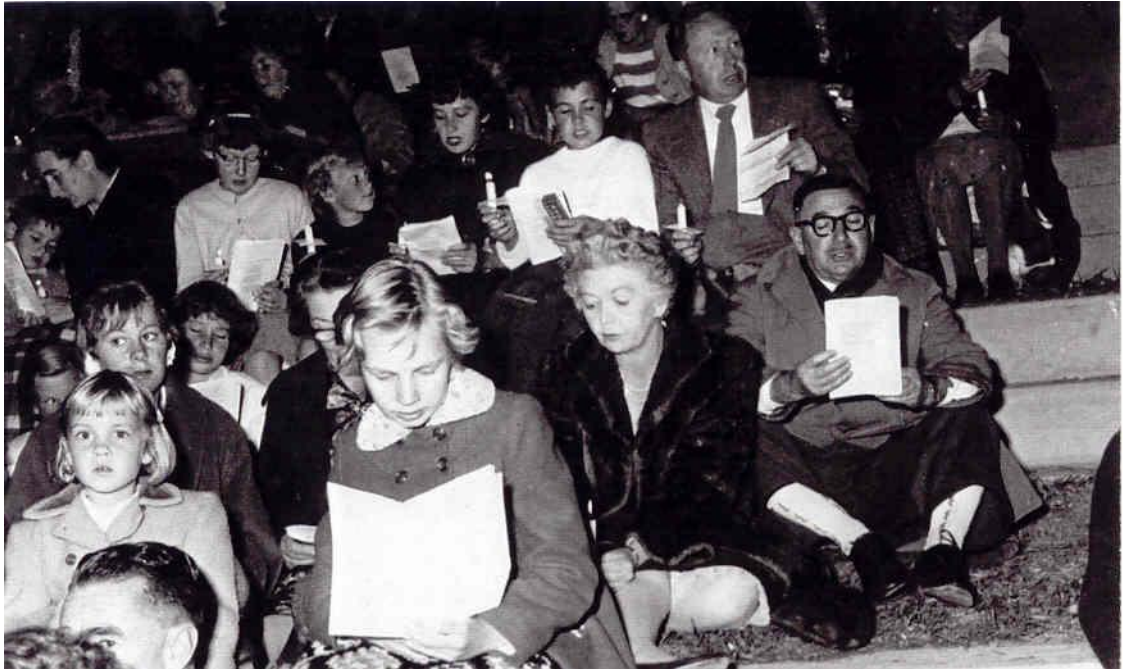
Agricultural research during the 1920s and 30s identified the lack of trace elements in the soil as a cause for infertile land in the South West. This was an important breakthrough for the Albany District.

The problems of long term unemployment and farming difficulties were resolved with the onset of World War II. Australia's involvement in World War II was an historic occasion. Never before had the country needed to protect her shores. With the Japanese raids on the north of Western Australia in 1942, civilians were forced to take precautionary measures seriously for the first time. Children arrived in the country from city areas and Air Raid Precaution (ARP) divisions were set up. Air Raid wardens policed blackout regulations and an observer unit was established for spotting enemy aircraft. This was one of 20 such units set up in Western Australia in World War II.

Other defence efforts included the Albany Volunteer Defence Corps (VDC). C Company was based at Centennial Oval. Volunteers were also part of the Naval Auxiliary Patrol, which had its headquarters in the Post Office overlooking the harbour. Though the Albany Forts were activated and Coast Watch was organised, convoys did not visit Albany. The only sea going war vessels that used the port were the American submarines, which visited for a short while. Seaplanes that were part of the Coast Watch system operated from Little Grove. During the war the rationing of most food, clothing and petrol affected civilians' lives. The shortage of petrol led to gas producers being installed on cars, trucks and buses. Remnants of defence building during World War II include a radar site at Stony Hill and the 'SigInt' (Signals Intelligence) bunker at Albany Airport.



**Photo 46: Lawley Park Tennis Club 1930's**  
(Courtesy of the City of Albany Local Studies Collection)



**Photograph 47: Carols by Candlelight, 1959**  
(Courtesy of the City of Albany Local Studies Collection)



**Photograph 48: The Albany Municipal Council 1937-38**  
*(Courtesy of the City of Albany Local Studies Collection)*



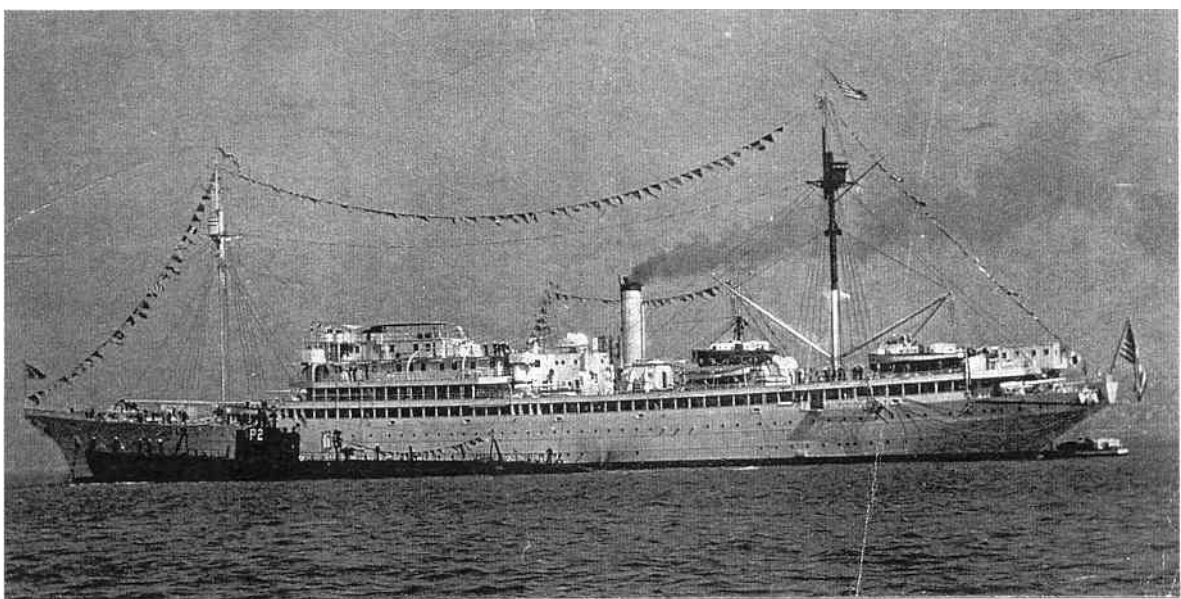
**Photograph 49: Staff at the Albany Senior High School 1930-31**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 50: Albany Woollen Mills employees, 1930s**  
*(Courtesy of the City of Albany Local Studies Collection)*



**Photograph 51: Albany War Memorial – Cnr Grey and York Streets**  
*(Heritage TODAY 2000)*



**Photograph 52: USS Holland, a submarine supply tender World War II, manned by 1000 crew**  
*(Courtesy of the City of Albany Local Studies Collection)*

## **7. The Period 1961-2000 - *Late Twentieth Century***

### **7.1 Demographic Settlement**

Australian society changed dramatically during the 1960s with revolutionary trends that started in Europe and drifted to Australia. With post war immigration introducing thousands of new people, Australia experienced the beginnings of a multi-cultural society. Key elements of Australia in the 1960s were growth, expansion and development. This was certainly the case in most parts of Western Australia but Albany's development was not as explosive as many parts of the state. Albany's stock of Victorian and Federation domestic architecture was protected by the lack of development that saw many similar cottages and houses insensitively swept aside in the drive to develop at all costs that characterised some parts of Fremantle and Perth. Those buildings that were designed and built in Albany in the 1960s often feature, complex angular geometry, horizontal roof planes, curved walls, natural timber or stone curtain walling on the facade. In the 1980s and 1990s there has been a reaction to this development trend.

*The cultural, aesthetic and monetary value of the enormous stock of existing buildings began to be appreciated, and concerns were expressed for the quality of the built environment in general. Restoration, repair, refurbishment, adaptive reuse and recycling of old buildings were recognised as valid alternatives to demolition in many circumstances.*

*Apperly, Irving and Reynolds: A Pictorial Guide to Identifying Australian Architecture*

Growth in the far western reaches of the Shire of Albany is reflected in the new town ship of Wellstead, which was gazetted in 1966. However, most of the small communities of the Shire of Albany stabilised or suffered a decline during this period.

In 1982 when Gnowangerup Shire was split into two shires to create Jerramungup the town of Wellstead was divided three ways. In the late 1980s the residents of Wellstead campaigned successfully to be included fully within the boundaries of the Shire of Albany. This officially occurred in 1992.

### **7.2 Transport and Communication**

Development in the 1960s led to a new Post Office in the commercial centre of town, in York St. The old Post Office was acquired by the council and let for various purposes. In the 1990s it was a restaurant and Telecommunications Museum. Also in the 1960s, Torbay's telephone exchange and Post Office were transferred from Torbay to Albany.

In 1964 Albany's weather station opened at the airport. Previously most of the weather observations had been made at Post Offices. In 1982 Albany airport was transferred from the Federal Government to the Shire of Albany.

An end of an era came with the last scheduled passenger train from Perth to Albany in 1978. Trains were withdrawn from service to be replaced by a bus service. Another significant end came when the last part of the Deepwater Jetty was demolished in 1993. First built between 1886 and 1888, the jetty was extended in 1915-16.



**Photograph 53: Skywest at Albany Airport**  
*(Courtesy of the City of Albany Local Studies Collection)*

Throughout this period road travel got faster and smoother for most people travelling throughout the district. Bitumen roads were more prevalent and modern road-building equipment kept gravel roads maintained. This however, did not eliminate some jarring rides across corrugated gravel tracks that deteriorated badly in extreme weather conditions. By the 1990s the Albany division of the Main Roads Department maintains over two hundred bridges in the region with the longest bridge at 27 spans crossing the Lower Kalgan River.

The introduction of television was a major social influence throughout the world during the 1960s. Another influence TV had, was the change of the urban horizon with many antennas required for good reception. In 1998 services to Albany increased with the introduction of SBS. This was a result of many petitions to politicians and State Government by an active Albany community committee.

### **7.3 Occupations**

New employment opportunities in the Albany region came with the opening of the Southern Ocean Fish Processors new factory in 1977. Beach salmon fishing also expanded. In the 1980s local wool sales ended once more. With low wool and beef prices alternative crops were sought by a number of farmers. The outcome was crops of linseed and canola (formerly known as rapeseed). Wheat is still grown and stored at the CBH bins at Albany. In 1994 the storage capacity was estimated to be 350,000 tonnes.

While some new opportunities arose some declined. This period saw the end of the Cheyne Beach whaling venture, which closed in 1979, bowing to political and economic pressure. Since then the Whaling Station has reopened as Whaleworld, a major tourist attraction to show the history and workings of an occupation that is no longer practiced in Australia.

A new 'crop,' which is being produced in the 1990s on a large scale particularly to the east of Albany, is trees. Many tree farmers have used their broad acre paddocks for blue gums, which grow quickly. The timber produce will be exported to Japan.

Visitors to the town of Albany take advantage of the many restaurants, hotels and shops that attract a large number of tourists each year. Tourism has expanded in the South West in the 1990s and Albany has taken advantage of the rise in visitors by developing their commercial area to accommodate them.

### **7.4 Community Efforts**

A number of community developments occurred in the 1960s and 70s. In education, the Albany Youth Centre building was opened in 1966, (this is now annexed to the Albany Senior High School), the first stage of the Great Southern College was built and in this period kindergartens and preschools also expanded. During the 1980s large numbers attending Albany High School created the need for another campus, which led to North Albany High School being opened in 1982. In 1999 the population of the North Albany High School was c950 students and the idea of a middle school was being mooted. Yakamia Primary School opened in the 1970s. It represented the new cluster schools that were popular in that era.



**Photograph 54: New industry for the Albany District, Blue Gum trees**  
*(Heritage TODAY 2000)*



**Photograph 55: Albany Youth Concert Band, 1986**  
*(Courtesy of the City of Albany Local Studies Collection)*

Law and order gained a higher profile with a new Albany Regional Gaol opening in 1964. This was soon followed by a new police station and lock up. The whole police presence was expanded in the 1980s and 90s.

Both the Town and the Shire built new local government offices during this period. The Albany Town Council built a combined office and library (the latter was run in conjunction with the Shire) and the Shire of Albany constructed new offices in Mercer Rd.

Camping, swimming and fishing at the many bays along the southern coast is a popular pastime for both locals and visitors alike. Favourite destinations include places like Cosy Comer at Torbay and Middleton Beach. Other points of natural beauty that entice visitors are The Gap and Blowholes, Mt Martin Regional Botanic Gardens (established 1994), West Cape Howe National Park (gazetted 1985) and the Lookout Tower at Mt Melville (opened in 1977). Another popular destination is Two Peoples Bay. During the 1950s there had been plans for the area to be gazetted as a town site however this all changed with the finding of the Noisy Scrub Bird in 1961. The bird, which was first scientifically noted by naturalist John Gilbert in 1842, was thought to be extinct. After its rediscovery the government cancelled plans for the town site and created the Two Peoples Bay Reserve in 1966. An interpretive Discovery Centre has been constructed near an old fisherman's shack, left over from earlier times, which reveals information on the habitat and recovery plans of the Noisy Scrub bird as well as Gilbert's Poteroo which is considered one of Australia's most critically endangered mammals.

One of Albany's icons is the Desert Mounted Corps Memorial on the top of Mt Clarence. Originally placed at Port Said in 1932, the memorial was severely damaged during the Suez Crisis in 1956. The statue was recast and dedicated in a ceremony by Prime Minister Menzies in 1964. Near to the statue is the Lone Pine Tree Memorial, which was planted in 1974 to commemorate the Australian troops killed at Lone Pine Ridge at Gallipoli in 1915.

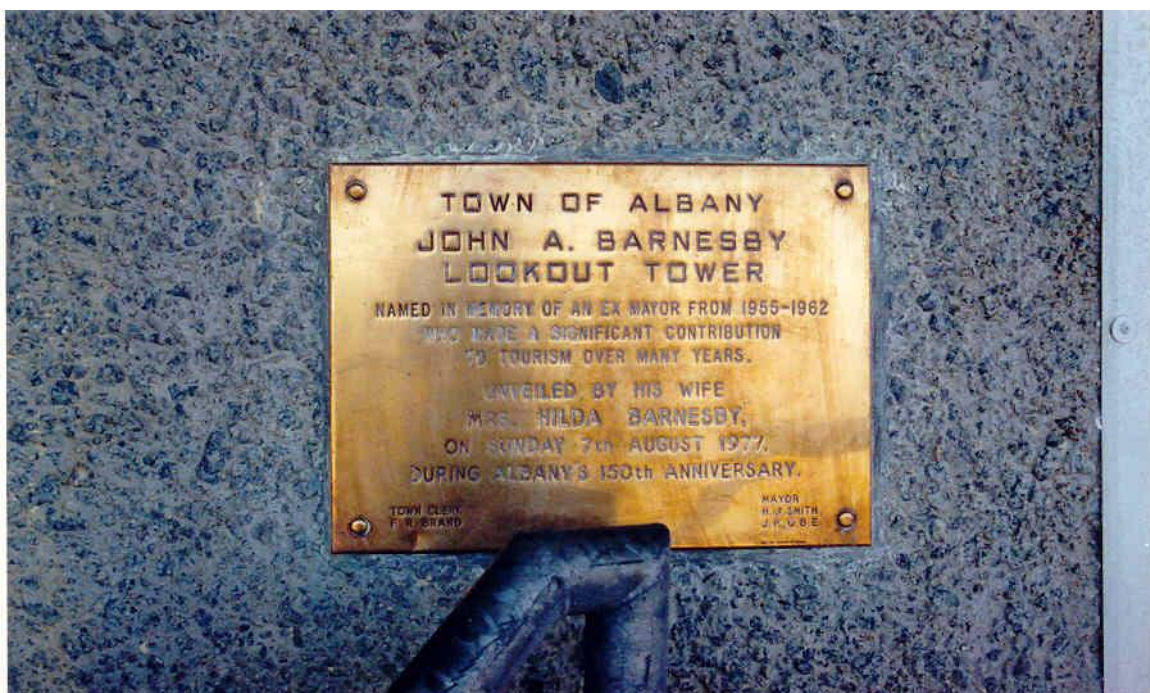
The unique history of Albany is reflected in two heritage sites near the foreshore. In 1975 the Residency, which had housed Government Residents and Resident Magistrates for over one hundred years, was restored and reopened as a museum. In the near vicinity is the Brig Amity, which is a full reproduction built in 1977 of the vessel that brought the initial settling party to Albany.

Albany's history can also be found in the stones of those buried at Memorial Park Cemetery in Middleton Rd. Gazetted in 1840 the cemetery continues to display many headstones of prominent Albany citizens and pioneers. In 1954 a new cemetery was gazetted to take the pressure off the old cemetery. Allambie Park Cemetery services were expanded in 1988 with the opening of the crematorium.

In 1996 the population as determined by the Local Government Advisory Board was determined as c27,000 people. This was calculated just before the Town and Shire of Albany proposed the amalgamation of the two local government areas. At first the amalgamation was not fully supported as many people, particularly in the Shire, had doubts about their representation, rights and roads. Despite the hesitancy, after much consideration and public consultation the City of Albany was created on 1 July 1998.



**Photographs 56 & 57: Lookout Tower on Mt Melville  
named in memory of John Barnesby 1977**  
(*Heritage TODAY* November 2000)





**Photograph 58: Princess Royal Harbour Hacht Club**  
(*Heritage TODAY* 2000)



**Photograph 59: View across Albany and harbour 2000**  
(*Heritage TODAY* November 2000)



**Photograph 60: York Street, Albany – November 2000**  
(Heritage TODAY November 2000)



**Photograph 61: Looking west along Stirling Terrace, 2000**  
(Heritage TODAY November 2000)

## 7.5 Outside Influences

Two conflicts in this period, the Korean and Vietnam wars, are noted by the entry of names on the Albany War Memorial. Though some Albany residents fulfilled service duty for Australia in both theatres of war, the local economy was not markedly affected by a loss of labour or shortages of consumables as had occurred in both the World Wars.

A recession in the late 1980s and early 1990s created economic difficulties as interest rates soared. Albany like most places in Australia experienced unemployment, particularly amongst the youth, and some stagnation of development. However, in the latter half of the 1990s Albany began to enjoy a resurgence of growth which meant an evolution of thinking and planning for the future.

*The City of Albany has a unique history that has quite set it apart from other towns in Western Australia. The services offered by the City provide an opportunity to maintain a sense of place for the community. However, for the identity of the community to be united; the City of Albany must tackle the complexities of blending the rural and urban communities, which include a broad cross section of people, businesses and institutions.*



**Photograph 62: The commercial center with Albany Town Hall  
in the background, 2000**  
(*Heritage TODAY* November 2000)

City Of Albany Thematic Framework Matrix

PERIOD THEME/SUBTHEME	ABORIGINAL OCCUPATION PRIOR TO EUROPEAN SETTLEMENT	1826-1849 FROM MILITARY TO FREE SETTLEMENT	1850-1881 CONVICTS, SHIPS AND CORRUGATED IRON	1882-1899 GOLD AND RAIL	1900-1928 NEW ROADS AND FURROWS	1929-1960 DEPRESSION AND WAR	1961-2000 LATE TWENTIETH CENTURY
<p><b>1. DEMOGRAPHIC SETTLEMENT AND MOBILITY</b> <i>Why people settled; Why they moved away; The things they left behind</i> <b>Sub-theme(s)</b></p>		<p>1826 SETTLEMENT KING GEORGE SOUND; 1827 FIRST TOWN PLAN DRAWN; WATTLE AND DAUB, THATCH OR SHINGLE HOUSES; INLAND EXPLORATION-INFLUENTIAL PEOPLE-MOKARE, WILSON, COLLIE, ROE, DALE. 1831 FREE SETTLERS; RURAL LAND OPENED; 1832 ALBANY – NEW NAME; 1836 HILLMAN TOWN PLAN; 1835 POP APPROX 180; SOME BRICK AND STONE BUILDINGS</p>	<p>ECONOMIC RECESSION OF 1840’S LEADS TO CONVICTS 1850; CONVICT LABOUR HIRING DEPOT IN ALBANY; PENSIONER GUARDS LAND GRANTS; INFLUENCE ON BUILDING STYLES WITH THE INTRODUCTION OF CORRUGATED IRON AND MASS PRODUCED NAILS; 1862 THATCH DECLARED A FIRE HAZARD</p>	<p>LARGE POP INFLUX WITH RAILWAY AND GOLD; GOVT ENCOURAGES AGRIC SETT WITH CHEAP LAND GRANTS; NEW AREAS OPENED UP – EMU POINT, TWO PEOPLES BAY, GRASMERE, LOWER KING RIVER; MANY HOUSES AND COTTAGES ERECTED IN ALBANY IN LATE VICT PERIOD – TIMBER, CGI, SLATE, BRICK &amp; STONE, RAIL LED TO DEMOLITION OF SOME PLACES ON FORESHORE</p>	<p>INCREASED POP – ASSISTED MIGRATION SCHEME; NEW SUBDIVISIONS OF LAND AROUND ALBANY; GROUP SETT SCHEMES; LAND CLEARING INCREASES; HOUSING CONTINUES TO INCREASE; RECYCLING OF BUILDINGS AND PREFABRICATED TIMBER COTTAGES OFFERED BY MILLARS TIMBER MERCHANTS</p>	<p>DEPRESSION SLOWED BUILDING PROGRAMME IMPROVED JUST PRIOR TO WAR; WWII SLOWS DEVT; POST WWII WAR SERVICE LAND SETTLEMENT – RURAL LAND FOR RETURNED SOLDIERS AT MANYPEAKS AND SOUGH STIRLINGS; SEC EXPANDS SERVICE INTO SOME COUNTRY AREAS</p>	<p>1966 WELLSTEAD TOWNSHIP GAZETTED; BECOMES FULLY PART OF ALBANY SHIRE LATE 1980s; 1996 POP ALBANY TOWN AND SHIRE APPROX 27,000; 1997 AMALGAMATION OF ALBANY TOWN AND SHIRE PROPOSED; 1998 TOWN AND SHIRE ABOLISHED; CITY OF ALBANY CREATED</p>
<p><b>2. TRANSPORT AND COMMUNICATIONS</b> <i>How people and goods moved; How people communicated and exchanged information</i> <b>Sub-theme(s)</b></p>		<p>BOATS AND SHIPS; HORSES VERY IMPORTANT; FEW TRACKS THEREFORE DIFFICULTIES FOR HORSE AND CART; ELLEN COVE USED AS ALTERNATIVE HARBOUR; 1837 JETTY IN PRINCESS ROYAL HARBOUR; 1848 FIRST STEAMSHIP; 1830’S ALBANY-PERTH ROAD COMPLETED; 1834 FIRST POST OFFICE; TOWARDS END OF PERIOD MAIL RUN SET UP ALBANY TO PERTH</p>	<p>1851 REGULAR MAIL SERVICE INTRODUCED BY STEAM; 1852 COAL DEPOT ESTABLISHED; 1854 PILOT STATION AT SEMAPHORE POINT; 1864 NEW TOWN JETTY, BRIDGES; 1853 ALBANY-PERTH ROAD GREATLY IMPROVED; SAME YEAR MAIL AND PASSENGER COACHES INTRODUCED; 1869 ALBANY POST OFFICE BUILT – CONVICT LABOUR; 1872 TELEGRAPH LINE BETWEEN ALBANY AND PERTH AND IN 1877 REST OF WORLD</p>	<p>1889 HORDERN AND GREAT SOUTHERN RAILWAY (GSR) – ALBANY STATION OPENED; 1888 DEEP WATER JETTY FINISHED; DREDGING IN HARBOUR FOR BIGGER SHIPS; 1888 END OF LAST HORSEDRAWN MAIL COACH BETWEEN ALBANY AND PERTH; 1884 LETTER DELIVERIES TO ALBANY TOWN AREA; 1895 MAIL DELIVERIES EXTEND INTO SOME RURAL AREAS, EG. PALLINUP RIVER;</p>	<p>1900 LAST MAIL STEAMER TO ALBANY MAIL TRANSFERRED TO FREQ; 1900 PT KING LIGHT CLOSES; 1901 ELLEN COVE JETTY; 1905 RAILWAY WORKSHOP CLOSES ALB. GOES TO MIDLAND; RAIL SERVICE EXPANDS; 1909 HORSE CAB DRIVERS SHELTER; CARS, TRUCKS INTRO; CARS CREATE PROBLEMS FOR ROAD BOARD; 1919 FIRST AIRCRAFT – MIDDLETON BEACH; MORE HARBOUR DREDGING;</p>	<p>1929 TRACTOR GRADER INTRO FOR ROAD BUILDING; 1930S AIRSTRIP ESTABLISHED; 1940S FUEL SHORTAGES DURING WAR; 1950 ALBANY HARBOUR BOARD (ALBANY PORT AUTHORITY); 1956 RADIO ABC AND COMMERCIAL; 1957 ELLEKER-NORNALUP RAIL CLOSES; 1958 NEW BRIDGE – LOWER KALGAN.</p>	<p>1960s PASSENGER SERVICE BY AIR; THIRD LANDBACKED WHARF; 1964 ALBANY WEATHER STATION AT AIRPORT; 1964 NEW POST OFFICE AT GREY STREET; 1966 ABC TV – TRANSLATOR MAST ON MT CLARENCE; 1978 LAST PASSENGER TRAIN FROM ALBANY TO PERTH; BUSES TAKE OVER SERVICE; 1982 AIRPORT TRANSFERRED FROM FEDERAL TO LOCAL GOVERNMENT; REPORT IN 1990 MRD IN ALBANY HAS OVER 200 BRIDGES</p>
<p><b>3. OCCUPATIONS</b> <i>What people did for sustenance or to add quality to life; paid and unpaid labour</i> <b>Sub-theme(s)</b></p>		<p>SOLDIERS; EXPLORERS; LAND CLEARING; SUBSISTENCE FARMING BY FREE SETTLERS; SHEEP AND CATTLE HERDERS; LIME BURNING; WHALERS AND SEALERS; WOOL EXPORTS; MARKET GARDENS; 1840s SANDALWOOD; WOMEN LARGE ROLE IN RURAL SETTLEMENT BUT MOSTLY IN UNPAID DUTIES</p>	<p>CONVICTS, PENSIONER GUARDS; WOOL, HORSE, SHEEP EXPORTS INCREASE; NEW CROP, FLAX; MAIL STEAMERS PROMPT HOTELS; MARKET GARDENS SUPPLY SHIPS; FLOUR MILL, SHOPS SELLING LOCAL PRODUCE EXPAND; 1870s P&amp;O SET UP CO-OP; CATTLE GRAZE COMMON; LAND CLEARING CONTINUES</p>	<p>NEW PUBS SPRING UP WITH RAIL; INFANT TOURIST IND; BREWERIES; TIMBER INDUSTRY – MILLARS; PRIVAT ELECTRICITY; GASWORKS; 1890s HOTEL MIDDLETON BEACH; LARGE DEMAND FOR CONSUMABLES FOR RAIL WORKERS AND GOLD FIELDS; APPLES AND PEAR ORCHARDS EXPAND</p>	<p>1906 FROZEN LAMB GOES TO EXPORT; 1907 WHEAT BAGGED FOR EXPORT; 1913 EXPORTS TO ENGLAND – APPLES, MEAT, WOOL, WHEAT AND MALLET BARK; ALBANY WOOL APPRAISAL FACILITIES MOVED TO FREQ; 19125 ALBANY WOOLLEN MILL; WHALING FACTORY; TOURISM EXPANDS; TRACTORS INTRODUCED CHANGES AGRICULTURE</p>	<p>AGRIC RESEARCH FINDS LACK OF TRACE ELEMENTS – EMPHASISES NEED FOR FERTILIZER; 1937 ALBANY FREEZER WORKS; 1940 CBH; 1947 HUNTS CANNING – FISH, BEANS AND PEAS; 1952 CHEYNES BEACH WHALING CO; 1954 SUPERPHOSPHATE WORKS; 1957 WOOL BROKERS BUY GOVT WOOL STORES; LAND CLEARING INC WITH INTRO OF BULLDOZER; SEAPLANES.</p>	<p>1977 NEW FISH PROCESSING FACTORY; 1978 ALBANY WHALING STATION CLOSES – NOW MUSEUM; LOCAL WOOL SALES END 1980s; AGRIC PRODUCTION INCREASES IN CANOLA AND LINSEED, BEEF AND SHEEP; 1994 CBH STORAGE CAPACITY 350,000 TONNES; BEACH SALMON FISHING EXPANDS; TOURISM TO SOUTH WEST INCREASES</p>
<p><b>4. COMMUNITY EFFORTS</b> <i>What people did together as a community; the issues that divided them; the structures they created to serve civic needs</i> <b>Sub-theme(s)</b></p>		<p>CONTACT WITH ABORIGINAL PEOPLE MOSTLY CONGENIAL BUT NOT ALL; 1827 FORMAL PROCLAMATION OF BRITISH OCCUPATION; MILITARY RULE UNTIL CIVIL ADMIN 1831; 1829 HOSPITAL – FIRST STONE BUILDING; 1836 OFFICIAL BURIAL GROUND PLANNED; CHRISTIAN SERVICE AT MASS ROCKS; 1836 GAOL AT LAWLEY PARK; 1840 FIRST GOVT SCHOOL AND CEMETERY; 1848 ST JOHNS CHURCH; ALBANY IN PLANTAGENET DISTRICT;</p>	<p>1852 ABORIGINAL SCHOOL AT CAMFIELD; ALSO 1852 NEW GOVT SCHOOL; 1854 MECHANICS INSTITUTE; 1865 ALBANY TURF CLUB ESTABLISHED; OTHER SPORTS – SAILING, FISHING, CRICKET, RIDING AND BOXING; 1860s AND 70s CHURCHES EXPAND; 1871 TOWN OF ALBANY CREATED; 1872 ALBANY CONVICT DEPOT CLOSES; 1874 REOPENED AS GAOL; 1878 ST JOSEPH’S CONVENT AND SCHOOL ESTABLISHED</p>	<p>1885 FIRST MAYOR OF ALBANY; 1886 ALBANY TOWN HALL; 1887 FOUNDATION STONE NEW ALBANY HOSPITAL; 1889 ALBANY SWIMMING BATHS; OTHER RECREATION – AUSSIE RULES FOOTBALL, CROQUET, PICNICS TO EMU POINT AND KING &amp; KALGAN RIVERS; 1891 METHODIST AND SCOTS CHURCH; 1893 ALBANY WEEK – SPORT, MUSIC AND THEATRE; 1895 ALBANY CLUB; 1896 ALBANY RB EST; 1895-6 NEW GOVT SCHOOL ON ALBANY HIGHWAY; 1896 ALBANY COURTHOUSE; 1897-98 ALBANY QUARANTINE STATION</p>	<p>ALBANY VOTES STRONGLY FOR FEDERATION; 1908 KINGS PICTS; 1909 YACHT CLUB; 1911 EMPIRE THEATRE AND LAWLEY TENNIS COURTS; 1913 LUTHERAN CHURCH; 1914 WATER SUPPLY ESTABLISHED ON MT CLARENCE; 1919 FIRST ANZAC DAY SERVICE; 1921 AND 1965 DOG ROCK SAVED FROM DEMOLITION OR REMOVAL; 1930 DAWN ANZAC SERVICES; 1925 ALBANY SENIOR HIGH SCHOOL; TOWN OF ALBANY SUPPLIES ELECTRICITY</p>	<p>1958 PRINCESS ROYAL YACHT CLUB MOVES TO LITTLE GROVE; 1958 ALBANY ROAD BOARD NEW OFFICES; 1960 ROAD BOARDS BECOME SHIRES; 1958 NEW ST PAUL’S LUTHERAN CHURCH</p>	<p>1962 ALBANY HOSPITAL CLOSES &amp; REG HOSPITAL OPENS; 1962 ALBANY ART SCHOOL &amp; SEC TAKES OVER POWER; 1964 ALB REGIONAL GAOL &amp; DESERTED MOUNTED CORP MEM UNVEILED; 1965 TOWN ALBANY NEW OFFICES &amp; LIBRARY (WITH SHIRE); 1966 ALBANY YOUTH CENTRE; 1970 FIRST STAGE OF GREAT SOUTH COLL; 1968 NEW POLICE STATION; 1970s YAKAMIA PRIMARY SCHOOL; 1977 BRIG AMITY REPRODUCTION; 1978 LOOKOUT MT MELVILLE; 1979 NEW ALBANY SHIRE OFFICES; 1980s NORTH ALBANY SHS; 1998 CITY OF ALBANY</p>
<p><b>5. OUTSIDE INFLUENCES</b> <i>Events, decisions or changes which affected the community but were beyond its control</i> <b>Sub-theme(s)</b></p>		<p>INTRODUCED EUROPEAN DISEASES SEVERELY AFFECTED ABORIGINAL PEOPLE – MANY FATALITIES; 1840s RECESSION IN SWAN RIVER COLONY AFFECTS ALBANY AND SURROUNDING DISTRICTS; 1841 EYRE AND WYLIE, ABIRIGINAL GUIDE END LARGE SOUTHERN COAST OF AUSTRALIA EXPORATION AT ALBANY</p>	<p>DECISION TO TRANSPORT CONVICTS TO WA COLONY TO BOOST CHEAP LABOUR SUPPLY; 1871 ROADS BOARD ACT ORGANISES LOCAL GOVERNMENT; BAY WHALING FROM AMERICANS CONTINUES UNTIL 1860s WHEN LOCAL REGULATIONS LIMIT THEIR ACCESS; INTRO OF MINTERAL FUEL, ALSO LIMITS NEED FOR WHALE OIL</p>	<p>1890s GOLD FINDS IN WA; GOVT ACT ESTABLISHED TO ENCOURAGE SETT; AGRIC BANK AND BUREAU OF AGRIC (DEPT OF AG) ALSO ESTABLISHED TO HELP NEW SETTLERS; 1892 FLOODS; 1893 DROUGHT; 1893 ALBANY FORTS; 1893 INTRO OF GALVANISED FENCING WIRE AND SUPERPHOSPHATE IMPROVE AGRICULTURE; 1898-1902 BOER WAR – TROOP SHIPS LEAVE FROM ALBANY</p>	<p>1911 WOMEN ADMITTED TO ROAD BOARDS; 1914 FIRST ANZAC TROOPS CONVOY ESTABLISHED AT ALBANY; WWI ALBANY FORTS REVITALISED; ALBANY WAR MEMORIAL; 1919 FWA TRAFFIC ACT INTRO TO CONTROL TRAFFIC AND LICENSING; 1919 WOMEN ADMITTED TO TOWN COUNCILS; 1928 WA TOWN PLANNING BOARD SET UP;</p>	<p>1929F WALL STREET CRASH – WORLD DEPRESSION; WORK PROVIDED FOR UNEMPLOYED BY LOCAL GOVERNMENTS; 1939 FLOODS; WWII; ALBANY FORTS REACTIVATE; AMERICAN SUBMARINERS BASED AT ALBANY; SPOTTER PLANE OBSERVER UNIT; VDC, AIR RAID WARDENS; 1950s WORLD WOOL PRICES SOAR; POST WWII IMMIGRATION; FORTS CLOSE</p>	<p>KOREAN AND VIETMAN WARS – SERVICE PEOPLE ADDED TO ALBANY WAR MEMORIAL; RECESSION LATE 1980s – EARLY 1990s.</p>

**City of Albany Municipal Heritage Inventory**  
*Thematic Framework and Historical Overview*

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## MUNICIPAL HERITAGE INVENTORIES

### Themes, Sub themes and Site Types

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

#### 1. Demographic settlement and mobility

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

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

## 2. Transport and communications

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

SUBTHEME	SITE TYPE
River and sea transport	Wreck sites, rescue sites, shipyards, jetties and wharfs, lighthouses, beacons
Road transport	Roads, bridges, service stations, tracks and trails, inns and coach stops
Rail and light rail transport	Stations and sidings Rights of way and cuttings Fuel and watering points Workshops, bridges, signal boxes
Droving	Stock and watering holes
Mail services	Post offices, hollow trees and sites associated with mail services, formal and informal
Newspapers	Printing works, news stands
Telecommunications	Cable stations, telegraph stations Radio, television, radar transmitter/receiver facilities Telephone exchanges, RFDS bases
Technology and technological change	Sites demonstrating innovation Technological excellence or adaptations to local conditions
Air transport	Airstrips, terminals, hangars

### 3. Occupations

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

SUBTHEME	SITE TYPE
Grazing, pastoralism, dairying	Homesteads, shearing sheds Stockmen's and shearers quarters Outcamps, stockyards Stock routes and watering holes Dairies, milk processing plants Places demonstrating the contributions of Aboriginal people
Rural industries, market gardens, and small animal farming	Gardens, packing sheds, cellars and other storage facilities, trees from old orchards, barns, wheat bins, mills
Timber	Forest camps, towns, mills
Prospecting, mining, quarrying and mineral processing	Mining and quarrying sites, clay pits, lime kilns, brick kilns
Domestic activities	Places demonstrating the contributions of women and children Places demonstrating the conditions under which people worked
Intellectual activities, arts and crafts	Places with indigenous building styles Places demonstrating important building styles and phases Galleries, studios and workshops
Commercial and service industries	Banks, markets, shops
Technology and technological change	Sites demonstrating innovative use of local materials Places demonstrating, or associated with, important technological developments
Commercial and service industries	Banks, markets, shops, insurance
Manufacturing and processing	Factories, abattoirs
Hospitality industries and tourism	Hotels, theme parks, tearooms

#### 4. Social and civic activities

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

SUBTHEME	SITE TYPE
Government, local government and politics	Town and roads board halls Government departments
Education and science	Schools, colleges, universities, research stations
Law and order	Police stations, courts, prisons and internment camps
Community services and utilities	Fire stations, cemeteries, hospitals and nursing stations, RFDS Water supply (dams, catchments, pump houses, pipelines) Electricity (generating stations, transformer and switchyards, public lighting) Gas (gasometers, pipelines, public lighting) Sewerage and drainage (drains, pipelines, treatment plants)
Sport, recreation and entertainment	Swimming pools, sporting grounds Community halls, hotels, taverns, cinemas, sporting clubhouses, bowling greens, golf courses, racing tracks
Religion	Religious establishments, places of worship, schools and convents
Cultural activities	Theatres/halls, art galleries, museums
Institutions	RSL, Masonic and other groups hall
Environmental awareness	Communes, alternative farms

## 5. Outside influences

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

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

6. People

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

SUBTHEME	SITE TYPE
Aboriginal people (before and after 1829)	
Early Settlers	
Local heroes and battlers	Homes or workplaces of notable long term residents
	Sites associated with people who became famous (or infamous) beyond the community
	Sites associated with infamy
Innovators	