



FREMANTLE HISTORY SOCIETY

Established 1994

The Secretary, PO Box 1305  
FREMANTLE WA 6959

**Autumn Edition, 2014**

Editors: Dianne Davidson, Anne Brake, Ron Davidson

**Patron: Dr Brad Pettitt,  
Mayor of Fremantle**



**COME AND BE A PART OF THE FREMANTLE STORY!**

**FREMANTLE HERITAGE FESTIVAL 9-18 MAY 2014**

Our much-loved and well preserved port city will soon celebrate its rich history through a diverse range of events including talks and tours, musical performances, and artistic displays that remember the people and places of Fremantle of the past.

Excitingly, the festival will be launched at the Esplanade Hotel Fremantle by Rydges with an 1873 Arab printing press working overtime to bring you uniquely stamped programs! (5-9pm, Friday 9 May) As the big flywheel turns and clunks, design and hand printing company The Little Press will feed the beautifully retro programs into the press and emblazon them with a limited edition print.

Other highlights for this year's festival include an Awards Night celebrating the work of individuals contributing to Fremantle's local history (7pm, Friday 9 May), a massive display of all things vintage in commemoration of Fremantle bicycle maker Arthur Grady (11am – 3pm, Saturday 10 May), and an antique treasure show with free appraisals from local dealers organised by Fremantle As it was, As we were Inc (10am – 4pm, Saturday 10 May).

The City of Fremantle and the University of Notre Dame Australia will also present the inaugural Heritage Festival keynote address featuring a stirring presentation by the Maritime Museum

of WA's senior archaeologist, Professor Michael McCarthy, on the surprisingly late pursuit of Fremantle by imperial powers (6-7.30pm, Sunday 11 May).

There really are events to suit everyone and lots of fun to be had including, but not limited to:

- Talk and tours of Bread in Common, the Hougoumont Hotel and the National Hotel conducted by the owners/architects of each discussing the process of adapting a heritage building for contemporary use
- sand art on Bathers Beach organised by Wild Twig Studios
- jitterbug lessons and centenary celebrations at the Freo Workers Club
- an opportunity to relate your personal or familial connection to Fremantle in the Story Telling Circle session organised by the Fremantle Society
- and even a Fremantle history quiz night organised by Fremantle As it was, As we were Inc
- Fremantle History Society meeting A(nother) town like Fremantle? Which explores the similarities and differences between the Victorian Port City of Valparaiso (Chile) and Fremantle (Monday 12 May, 6.30pm, City of Fremantle Reception Rooms)
- Joint Fremantle History Society / Fremantle society event – Club Crawl. Led by Don Whittington in conjunction with Ron Davidson, this is a great opportunity to see what is a dying tradition. Saturday 16 May. Meet at 5PM at the Navy Club, 64 High St.

For more information visit

<http://www.fremantlestory.com.au/your-story/event-festivals/festivals/heritage-festival/fremantle-heritage-festival.html>

View the program: <http://issuu.com/fremantle-festivals/docs/2014fremantleheritagefestival> or collect your copy around Fremantle today.

## COMING EVENTS

### A(NOTHER) TOWN LIKE FREMANTLE?

Like Fremantle, Valparaiso, Chile,

developed as a Victorian Port City. For many years it serviced the rich mining industry and was the last (or first) port of call for ships rounding Cape Horn but the construction of the Panama Canals and changing technology saw Valparaiso decline and be taken over by artists and the like.

Recently, the port city has experienced revitalization and received a world heritage listing.

The meeting will explore some of the similarities in the development and changing fortunes of these two port cities – Fremantle and Valparaiso.

**City of Fremantle Reception Rooms, Monday 12 May, 6.30PM (NOTE changes to our regular meeting night – this is a Monday meeting, not our regular Tuesday)**

### DEPRESSION ERA FREMANTLE

*The first indication in Council minutes of the significance of Fremantle's unemployment problems was a report tabled by the Health Inspector at the Council meeting of 14 January, 1929. The report was on the derelict state of a tenement in Norfolk Street in Fremantle's West End which was 'occupied by the unemployed'. The Inspector wrote that 'there were on an average from 26 to 30 men coming and going', temporarily sleeping at the tenement.*

At our June meeting, Michelle Morrison will explore the impact of the depression era on Fremantle.

**City of Fremantle Reception Room, Tuesday 24 June at 6.30PM** followed by a light supper as usual.

### ANNUAL GENERAL MEETING

The details for the July Annual General Meeting are still be finalized as we go to print – a notice will be forwarded soon which will include a call for nominations for the committee. All members are encouraged to consider joining the team. New blood is

always welcome, as is fresh energy and ideas.

The meeting will be held on **Tuesday 22 July at 6.30PM** so pencil the date in your diary and look out for further details in the post or through your email.

## MEETING REPORTS

### AN IMPORTANT FRIEND TO FREMANTLE

The early morning Sunday start for this meeting caused a little confusion but for those who made it it was a great opportunity to learn about this very significant acquisition by the State Library of Western Australia.

Associate Professor Deborah Gare, of the University of Notre Dame Australia, provided an entertaining and informative insight into the life of early colonial travel writer, Mary Ann Friend. Deborah discussed many of the people and places that Mrs Friend encountered on the long journey to Fremantle and mixed experiences she had along the way.

Special thanks go to the WA Maritime Museum for allowing us to use their education space and to Deborah for this meeting and her ongoing support of the Society.

### WANDER AROUND WOODMAN'S POINT

Twenty five members and friends were waiting outside the old quarantine station at Woodman's Point when it opened for the Fremantle History Society's March meeting. The visit lasted almost four hours, sometimes with us travelling by bus, but still left our members wanting more. The visit convinced us, if convincing was required, that the quarantine station was a heritage treasure. The visit started with morning tea and chocolate biscuits; then on past an extraordinary 70 years of photographs interpreted by our guide Earle Seubert who provided a vivid history of public health and of diseases like the plague, small pox and leprosy and later the 'Spanish influenza'.

Very often, Earle reported, there were problems with disposing of the bodies of victims of contagious diseases, sometimes on the beach with a truckload or two of railway sleepers as fuel. The visit ended with a trek through the bush to the thirties wood-fired crematorium.

The history of the quarantine station is being written by Earle and a number of helpers. It is a most important project with strong links with Fremantle.

### GREAT TRAIN JOURNEYS



Alan Kelsall with members and friends at the Fremantle Railway Station (A Brake)

More than thirty came to the Fremantle Station to hear Alan Kelsall do a walk through talk while the rush hour crowds hurried by. The station, opened in 1907. The talk was the Fremantle History Society's March meeting but also our contribution to the Western Australian Heritage Festival, organised by the National Trust, which runs from April 18 to May 18. Ron Davidson read an extract given from papers given to him by that great storyteller Connie Herbert not long before she died in 2002.

*"The tea-rooms of the Fremantle Railway Station is a place of happy memories. This was a special place. We went there only when we were being taken on a day out to Perth by my mother. We were waited on by ladies wearing black dresses, starched white aprons and white pleated caps. They served us with hot buttered scones and tea from a silver teapot. And when we walked on to the platform my mother would give each of us a penny to put into the Nestles chocolate machine".*

## **'BRAVE HEARTS WERE NEVER WANTING...'**

Peter Conole

On the Sunday of June 23, 1867 the ship 'Strathmore' was caught in an awkward situation in Fremantle harbour. The weather turned ugly, with strong winds blowing and seas so heavy that the vessel was badly knocked about, the stern being almost submerged at times. Fremantle folk heard a distress signal just before sundown – the boom of a minute gun. James Harding, the Harbour Master of Fremantle, went into action immediately and borrowed a Water Police whaleboat to examine the situation.

Harding left with a five-man crew at about 5.00 PM. The Harbour Master managed to reach and board the 'Strathmore', check things out to confirm that the situation on the vessel was not actually critical and then re-embark to return to town. He and his oarsmen ran out of luck very quickly. One huge wave broke over their boat and swamped it; a second caused it to capsize. The crew tried to clamber onto the upturned hull or cling to its sides, but were pounded by the waves and swept away one after another.

According to the sole survivor, a man named Patterson (or Paterson), James Harding did his best to encourage his men and assured them that help would arrive. True enough as the 'Strathmore' had sent out extra distress signals as soon as the accident occurred. A second rescue mission went into action, but there was not sufficient time. One of Harding's oarsmen, an experienced seaman and free settler named Peter Dandie, had been one of only two survivors from a shipwreck north of Bunbury just three months earlier. Dandie tried to swim ashore from the battered whaleboat and spur on any rescue parties. He did not make it.

At this point the backgrounds of the other men are worth noting:

James Harding: born 1811, a master mariner and a former skipper in the merchant marine, Harbour Master of

Fremantle since 1851. There had already been tragedies in his family, one very recent. His son James Harding the Younger was murdered during an exploration expedition of 1864 – a monument honouring him and his compatriots Frederick Panter and William Goldwyer is now a feature of the Esplanade;

Samuel Akers: born 1833, a ticket-of-leave man and an experienced seaman, self-employed in Fremantle. His body and that of Peter Dandie were recovered on Monday morning;

Lachlan McLean: born 1824, also a ticket-of-leave man and a seaman, self-employed as a boilermaker in Fremantle;

Isaac Price: born 1840, another ticket-of-leave-man, self-employed in Fremantle as a boatman and shoemaker.

Patterson's identity is elusive. I suspect he was twenty-year old William Patterson, the son of an Orkney Islands mariner named Nicholas Patterson (Nicol Paterson in Orkney-speak), by now a fairly prominent Fremantle settler. None of the former convicts could be described as hardened criminals and they were all doing rather well as townfolk of the port. They were not forced to help James Harding. Throughout the whole episode, as the *Fremantle Herald* of June 29, 1867 noted with slightly quaint but nice Victorian parlance, "*brave hearts were never wanting in the hour of danger*". The paper went on to explain that in the course of the subsequent rescue attempt by John Tapper and another boat crew as many as fifty men were ready to put their lives on the line.

The remains of James Harding turned up on the shores of Garden Island in August 1867. Portions of his uniform and other personal items helped with identification. After his funeral the Inquirer and Commercial News commented that "*we have no doubt that the public will erect a tablet to his memory*". Rather surprisingly, given the scale of what must rank as our State's worst single 'industrial accident', no public monument

has ever been set up to commemorate the deaths of those five Fremantle men.

The tale of the second rescue party has a couple of interesting features. George Butcher (1827-1900) was an experienced mariner and former merchant skipper who had commanded the very ship that brought him to WA. He offered to take out the original whaleboat instead of James Harding. Although by 1867 he was in his late 50s Harding refused, saying it was his duty to go. After it became apparent there had been a disaster Butcher again offered to take his chances by going out on John Tapper's whaleboat. Tapper was a Fremantle-born man who had been a whaler and knew how to manage bulky whaleboats; he kept control of his craft but took Butcher with him as an oarsman.

The rescue party did as well as could be expected under very hazardous night-time conditions: they got to the wrecked whaleboat, saved Patterson and found the bodies of McLean and Price. John Tapper and his crew received cash rewards. Tapper later went into business as a storekeeper in Suffolk Street, Fremantle. The determined and well respected George Butcher was Acting Harbour Master of the port in place of James Harding during 1867-1868. He then accepted a fine promotion and moved south to serve as Harbour Master of Albany, a position he held until his death.

## **FROM THE LOCAL HISTORY COLLECTION/Fremantle History Centre**

The Local History Collection has changed its name, we are now the Fremantle History Centre, the collection will remain the same as well as our friendly helpful service.

The start of the calendar year started slowly and staff took advantage of the quiet time to catch up with data entry and cataloguing. We are steadily adding photographs to ContentDM, the new digital software we have been trialling. You can access the database at <http://cdm16702.contentdm.oclc.org/cdm/>.

Digitisation continues and we were pleased to complete our first batch of historical film which was converted from VHS format to digital format. Some of the film dates back to the 1950s and they are interesting to view. The second batch is now being processed as well as the last batch of oral history digitisation for this financial year. By the time it is completed another 22 hours of interviewing will have been processed.

Planning is underway for the 2014 Heritage Festival. The collection is organising three events this year, one of which will be at The Meeting Place where there will be a talk about Unlocking Fremantle's History using the Local History Collection. We have received a total of 22 entries for the Local History Awards which is the highest number we have achieved to date. There are eight published entries, 3 unpublished entries and 11 multimedia entries. The judges are presently in the process of working through the entries in time for the Awards night on the 9<sup>th</sup> May 2014.

Do you have any old photographs that would be of value to the collection? During the Heritage Festival we will be at Victoria Hall on the Saturday 10<sup>th</sup> May as part of the Freo Antique Treasure Show. We will be available to assess and scan historical photographs to add to the Fremantle History Centre's Collection

## **THE SKINNER ST CEMETERY (CONT'D)**

Wendy Markam continues her stroll through Fremantle's Skinner St Cemetery in this edition.

### **'A Soldiers Grave**

*An indication of the heterogenous assemblage which constituted the early population of the colony may be gained from an examination of the headstones in the Skinner-Street graveyard. On the southern side of the area, near a stout stone wall – one of the few structures which have withstood the ravages of time – lies the oldest grave, that of Lieutenant Edward Colvin Oakes, of the 28th regiment of the Bengal Infantry, partly overgrown with native grasses and weeds, enclosed by an iron*

*caging, long since rusty and marked by a simple stone, the lieutenant died without his name being known, for at the bottom of the epitaph there are the words 'age' and 'years' with a blank space between them.'*

*The names of many old West Australian families are to be found there – the Highams, the Newmans, the Barrett-Lennards, the Flindells and the Mannings – together with the names of those who were associated with some exciting adventure or some shocking disaster of the State's early history. An imposing headstone, surrounded by massive iron railings denotes the last resting place of Charles Alexander Manning, wealthy landowner and enthusiastic townsman, who died on February 1 1869. He came to this state from the West Indies bringing with him "considerable wealth and later becoming, history tells us, 'the largest landowner in the town'. An enthusiastic astronomer, he built an observation tower on Manning Hill.*

### **Heroism of Captain Harding**

*The fearful maritime disasters of 1867 and the heroism of captain Harding, which cost him his life, are brought to mind by a headstone cut from a material which has the appearance of cement, and which was made by one Bates, variously described as at Pinjarra and Murray. Lying near a tree which was once part of an avenue, the stone was erected by public subscription in memory of "Peter Dandie, who, with the harbourmaster and crew, was drowned at Fremantle on June 23 1867". Captain Harding was harbourmaster at the time and with his boat crew he was going to the assistance of the barques Ivy and Strathmore whose anchors were dragging in a strong gale. The boat capsized and master and crew were thrown into the water. A rescue party found one of the men clinging to the boat, but the others had been washed off, Dandie who was also known as Peter Thompson, having unsuccessfully attempted to reach the shore on an oar. He was one of two survivors from the Lass of Geraldton, which foundered off Mandurah a few weeks previously. Captain Harding was*

*the maternal grandfather of Sir Edward Wittenoom. There is also a stone commemorating Lachlan Mclean, another member of the crew.*

*Edward Barrett-Lennard and his son, Victor, Ellen Patricia wife of Mr WA Bateman, William Leonard Baker, a former member of the Legislative Assembly, and Charles Hall formerly chief warder at Fremantle Prison are buried at Skinner Street. Other well-known names include Elias Solomon, Francis Barrett Shenstone Flindell and Mr Frank William Martin, Mr WA Bateman and Mr WD Moore.*

*Broken and crumbling headstones lying in confusion among deserted graves or half-embedded in the ground in unused portions of the cemetery are symbolic of a stirring era.*

*(to be concluded in the next edition)*

### **TONY ROBINSON'S TOUR OF DUTY**

A reminder the UK History Channel Documentary team will be at the Army Museum, Fremantle on Sunday 25 May between 1 -5 pm. Anyone is welcome but they are particularly interested in finding potential contributors who might be interviewed by Sir Tony Robinson and their military historians. This might include anybody with diaries, medals, photos or interesting memorabilia of their or their families' war service from the Boer War to the present.

Anything connected to the impact of war, whether on the battlefield, behind the lines, or on the home front on people in or from Fremantle is of interest. In short, they're after artefacts, preferably unusual or remarkable, that can be the visual focus of the interview for the purposes of television; ideally there will be a strong organic connection between the artefact and a descendant or relative who can share its story.

## LIONEL HOLDSWORTH: FREMANTLE'S CONVICT ARISTOCRAT

Bob Reece

Few of the residents of Fremantle's Holdsworth St. will be aware that their up-market address honours the perpetrator of one of the greatest maritime frauds of all time: the scuttling of the cargo vessel *Severn* by its owners off the Cape Verde Islands on 15 June 1866 and their subsequent claim on Lloyds of London underwriters for what was then the small fortune of £17,000.

By the time of his death on 19 October 1901 at the age of seventy-five, Lionel Holdsworth had graduated from being a ticket-of-leave man to a landowner and pearler whose wealth and status persuaded the Council of the day to re-name what had been known as Doonan St. as a mark of honour at his passing. Doonan St. had previously been known as Queen St and the Council's decision to re-name it after Joseph Doonan had been made as recently as 15 October 1897. The irony of all this would not have been lost on Holdsworth and his ex-convict contemporaries, who would have known Joseph Doonan well as Assistant Superintendent of the Convict Establishment and Superintendent after the retirement of Henry Maxwell Lefroy in 1875. Doonan, who had unsuccessfully attempted to cut his own throat with a bread knife in 1876 after the extreme embarrassment to the Establishment caused by the *Catalpa* escape, had subsequently run a drapery and grocery business in Fremantle until his death in 1888.

Owning much of the land on the slopes of what is now Monument Hill where there were fine sea views as well as a panorama of the Prison which had been his home for eight years, Holdsworth's estate was cheekily referred to by the locals as 'Ticket-of-Leave Square'. His house, 'Braeside', in Stirling St., was one of the town's finest mansions and his carriage and pair of white ponies were a sight to behold. After two attempts to re-establish himself in business

in Adelaide in the 1890s, he spent his last days in the town where he had prospered.

Holdsworth, otherwise known as convict No. 9748, had cut a fine figure right from the time of his arrival at Fremantle on the convict transport *Hougoumont* with thirty-eight Irish Fenian political prisoners and more than two hundred other convicts on 10 January 1868 under a sentence of twenty years penal servitude from London's Central Criminal Court for criminal fraud. Nothing is known of his shipboard relations with his potentially turbulent Fenian companions, but it was not long before the officials who administered the Fremantle Convict Establishment realised how useful he could be to them. Not for him, then, the daily work parties beyond the Prison gates, mending roads and breaking stones in the broiling sun: his toil was of a more gentlemanly nature, maintaining the Prison's burgeoning flow of administrative paper. Never short of money and with a dignified demeanour that denoted personal authority, he was treated with great deference by the other convicts who competed among themselves to perform small services for him. Even the warders were in awe of this daring white collar criminal whose trial had been published in great detail in most of the colonial newspapers as well as *The Times*. He was soon to be made the Prison's chief constable and by the time his ticket-of-leave was issued on 7 November 1876, he had become a familiar sight to the townspeople as he 'walked with commanding step and head erect' down the middle of High St. twice daily to collect the Prison's official letters from the Post Office. In later years, according to Fremantle's first historian, J.K. Hitchcock, who knew him well, 'His long white beard, immaculate attire and commanding presence ... would attract attention anywhere'. One notable feature of his 'immaculate attire' was his penchant for wearing spats or spatterdashes, originally designed as protective accessories to be worn over shoes but by the 1890s serving more as fashion statements.

Such, however, was the social stigma still attached to convictism long after the ending

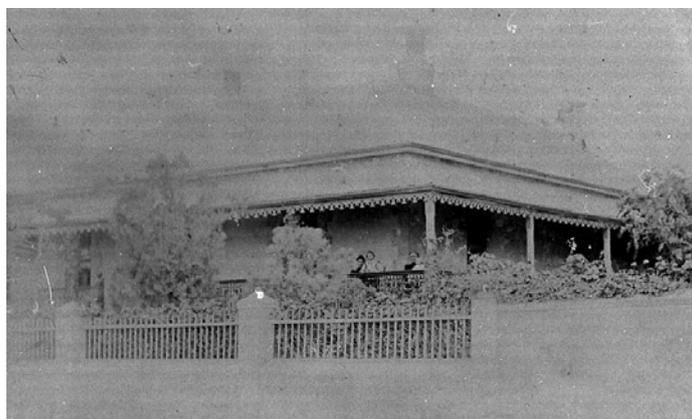
of convict transportation to Western Australia in 1867, that Hitchcock, out of deference to Holdsworth's friends (he evidently left no descendants or other relatives in Western Australia), would not reveal his real name, preferring to call him coyly 'Lyon Worth' in the articles about him that he published in *The Fremantle Times* and *The Daily News* in the early 1920s. Hitchcock, who had graduated from office boy at W.D. Moore & Co. to shipping company executive, had come to know what he described as this 'tall, patriarchal-looking old gentlemen, of dignified mien' through his close involvement in the shipping business in Fremantle. It seems likely that at some point the distinguished old man had related to him the whole story of his breath-taking but ultimately unsuccessful criminal conspiracy. Hitchcock could not altogether conceal his admiration for the master-minding of what must have seemed a shipping agent's day-dream.

On receipt of his ticket-of-leave, Holdsworth had no difficulty in finding employment as an accountant with the Adelaide Steamship Co. at their offices in Cliff St., at that time the port's leading maritime agency with a virtual monopoly of the coastal trade. Its manager, James Lilly, 'the Father of WA Shipping' as he became known, must have realised what an asset he was acquiring in the form of this distinguished 'gaol-bird'. Holdsworth's long experience in Liverpool as a shipping and insurance broker meant that his network of commercial contacts from that time, together with this first-hand knowledge of the shipping and insurance business, stood him in good stead.

Holdsworth arranged for his wife, Margaretta née Oliver, to join him in Fremantle in 1879 and as a free immigrant she was able to acquire a land grant from the colonial

government of seventy acres in the Cockburn Sound area. This, together with an annual allowance under his father's will, he used as a stake with which to speculate in the pearling industry at Cossack in the north-west as partner in the firm of Lilly, Holdsworth and Carter. By 1890 he had acquired an interest in two pearling luggers and substantial landed property in the Obelisk Hill (Monument Hill) area. Margaretta died on 14 May 1886 and it is not clear whether they had any children still in England. He never re-married. In 1881 he had built a substantial stone house in Stirling St. called 'Braeside' (which was demolished illegally by its then owners at some time between 1979 and 1981). Holdsworth's sister lived nearby in a pleasing two-storey wooden house, now known as 'Holdsworth House', that he built for her at No.1 Holdsworth St. on the corner with Ord St. She often made use of his carriage and ponies and was a familiar sight in the town.

Holdsworth remained active in business in



Braeside, FLHC 1459A

old age, making occasional visits up north to inspect his pearling plant as well as the two extended visits to Adelaide, but he seems to have played little part in the political and social life of the port. He does not appear to have been a benefactor

of the Presbyterian Church of which he was a member, or indeed of any of Fremantle's charitable organisations, including the Working Man's Association and its successor, the Literary Institute.

At the time of his death, Holdsworth had been living at his 62 Stirling St. house. He was buried next to his wife Margaretta in the Presbyterian section of the old Skinner St. Cemetery after a funeral that was well attended by the shipping fraternity. The white marble headstone was subsequently

transferred to Fremantle's new Carrington St. Cemetery. Hitchcock described him metaphorically as one of the 'entities of considerable tonnage in the life of the State's second township'.

Holdsworth's estate was later valued at a substantial £12,998.3s.5d and one of the two executors of his will was his ex-convict friend, William Lemon Oliver, who practised as Fremantle's only qualified doctor and pharmacist at the corner of Cliff and High Streets after his release on a ticket-of-leave in July 1864, having served eight years of a twenty-year sentence for forgery. There is a tantalising possibility yet to be investigated that Oliver was Holdsworth's brother-in-law.

Holdsworth's principal partner in crime and co-owner of the *Severn*, master mariner Thomas Berwick, convict No. 9664, had also been sentenced to twenty years penal servitude at London's Central Court in 1867 and had obtained his ticket-of-leave a year earlier than him on 22 November 1875.

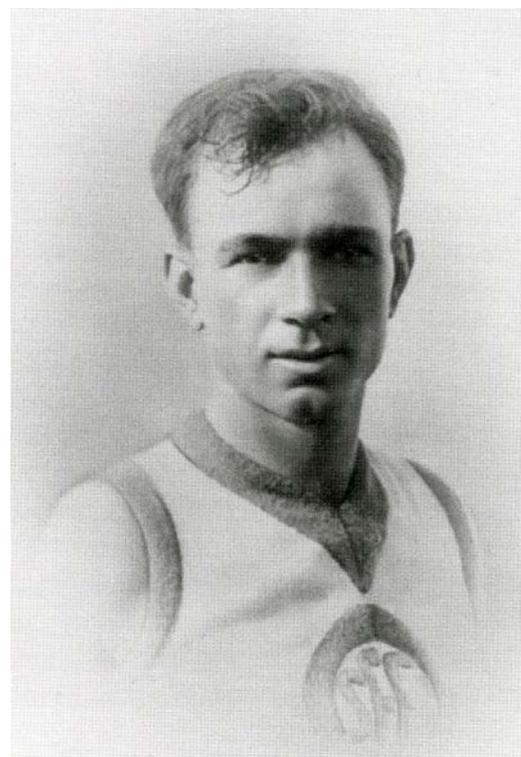
However, he lacked Holdsworth's financial resources and enterprise and after working in Perth for a time as a cook and general servant, opted to become a government-paid 'tutor' or schoolmaster in the Jarrahdale area where he seems to have spent the rest of his life in an 'exemplary' manner. Hitchcock told the story that at one point Berwick had applied for a position as master mariner in Fremantle, enclosing by way of a testimonial (no doubt for want of anything else) a letter addressed to him in Newgate Prison from London's Board of Trade informing him that his certificate as master mariner had been cancelled because of his criminal offence. It did not get him the job. Hitchcock admitted that this might seem to have been 'rather a curious document to put in as a testimonial', but that it would not have been considered so strange in those days when it was not at all uncommon to employ ticket-of-leave men 'for the sake of cheapness'.

[To be continued]

## THE BARD ON THE FOOTY FIELD – MEMBER'S NEW BOOK

*We few, we happy few, we band of brothers;  
For he today that sheds his blood with me  
Shall be my brother...*

Thus coach, Ross Hutchinson, a scholarly primary school teacher and decorated bomber pilot, addressing the collection of lumpers, tally clerks, and truck drivers who largely comprised the South Fremantle side of May 17 1947. They faced tremendous odds as did the English in France in 1415 as described by Shakespeare in Henry V. Historic rival East Fremantle had won the previous 35 games on the trot. But South had always had a single purpose in mind – to beat East Fremantle. East had reciprocated in their attitude to South. On this occasion South won a thriller by four points – and six WA Football League premierships in the next eight years followed. South was the undisputed champion of Australia.



The ill fated hero Ron Doig,  
FLHC 28

Published recently, Steve Errington's comprehensive *Southerners Forever More* covers the first six decades of the club's varied but colourful history. Steve started

this ambitious project on grand final day 1997 and finished this the first segment in 2010. For much of this time he was working full-time as head of chemistry at Curtin University. 'Comprehensive' is an understatement. The book provides not only description of each of the Southerners' (as they were originally) first sixty seasons of what Ross Hutchinson might have called 'triumphs and disaster', often drawn from old newspapers at Battye Library. From sheets of paper listing every South Fremantle game, 1900-1959, the scores and the grounds came an interesting by-product. That is the list of every South Fremantle player in the study period: even the likes of Bill Back who played a total of one game - in 1905.

Scattered through the book are cameo pieces on the first secretary; Hughie Edwards who played seven games before winning the Victoria Cross; the first paid coach and the first coach sacked; and Bernie Naylor's 23 goals in a game against Subiaco. None of these stories is sadder than the day captain-coach, Ron Doig, received severe head injuries in a violent finals match with East Perth in 1932. Crowds gathered outside his home in Howard Street when word went out that Ron Doig was convulsing and he died in a private hospital at midnight. Ron Doig had been a Fremantle hero: his death stunned the city.

With the funeral on Monday afternoon, flags were flown at half-mast at the Town Hall and Victoria Pavilion. Shops were closed, crowds lined South Terrace and Market Streets as the cortege – nearly a mile long – snaked its way to Fremantle Cemetery. An estimated 2500 mourners attended the funeral and a lone piper led the procession to the graveside. The casket was covered in a red and white flag...

The book also features many photographs including a rare 1934 team photograph which is in colour and has been rescued from a newspaper insert.

The message from Steve's book is that football has long been important to Fremantle. When the social history of Fremantle is written this book can provide important insights concerning this working class town. And there is more to come. Already he has written 35,000 words on the club's remaining seasons and a third book will cover early days of the 1880s and 1890s. Too much time has elapsed since the book was completed though. The author deserved better.



*The Great Depression meant that not everyone had the price of a ticket. These men saw South Fremantle defeat top side Subiaco at Fremantle Oval on July 13, 1935, for free.*

The caption reads:

*The great depression meant that not everyone had the price of a ticket. These men saw South Fremantle defeat top side Subiaco at Fremantle Oval on July 1935 for free.*

## YOUR SOCIETY

Executive:

Anne Brake (President)	9336 5206
Prof Bob Reece (Vice – President)	9335 7892
Pam Hartree (Treasurer)	9432 9739(W)
Dianne Davidson (Secretary)	9430 6096

Committee Members:

Steve Errington	
Madison Lloyd Jones	
Fay Campbell	9341 4102
Jenny Patterson	9438 3711
Cathy Hall	0407 086 300
Peter Conole	9319 2191
Ron Davidson	9430 6096

Fremantle History Society's committee meets the 2nd Tuesday of each month. General meetings are held once a month February – November. For details go to [www.fhs.org.au](http://www.fhs.org.au).