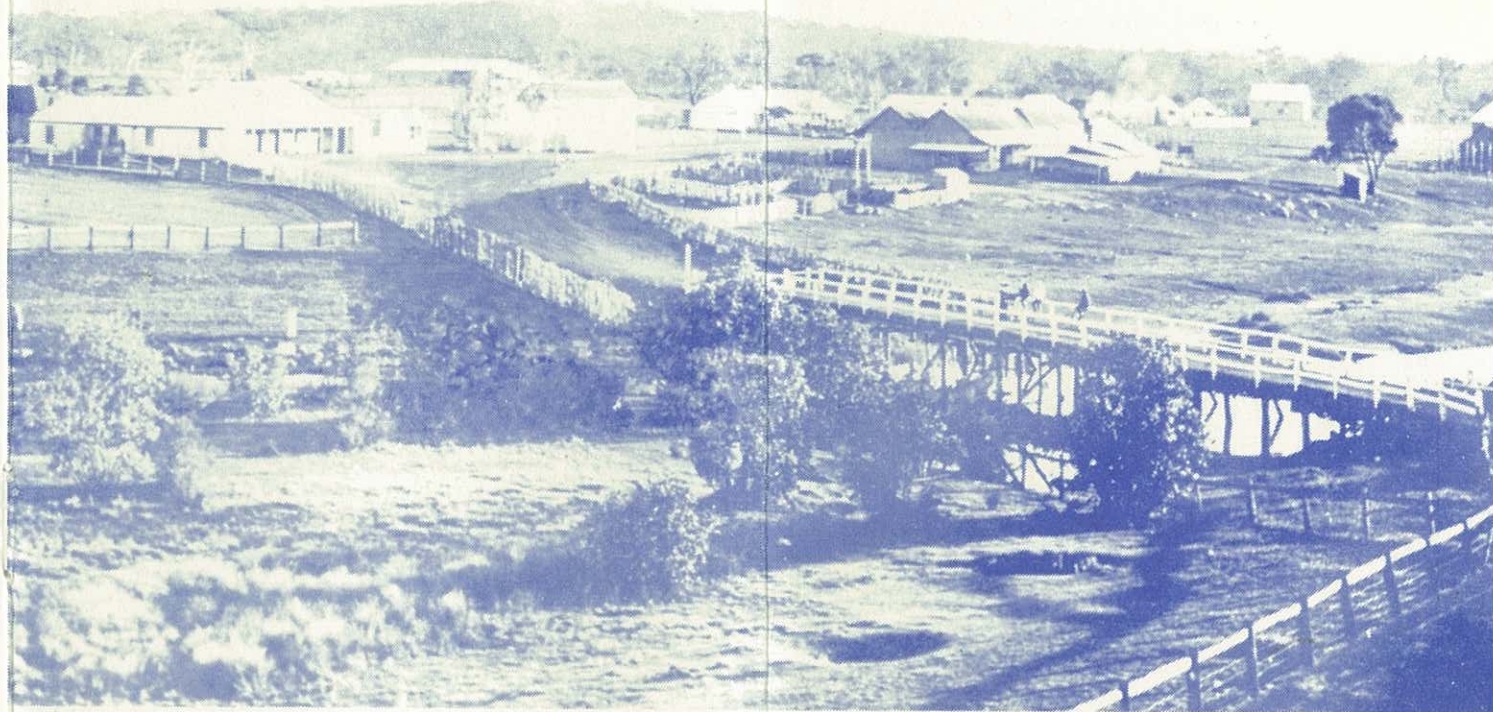# W.A. Heritage Trails Network

A Bicentennial Project for Community Participation

The **Williams Heritage Trail** is part of the Heritage Trails Network, a project for community participation devised by the Western Australian Heritage Committee. To commemorate the 1988 Bicentenary, the project established a statewide network of 'Heritage Trails' — routes designed to enhance awareness and enjoyment of Western Australia's natural and cultural heritage.

The Heritage Trails Network was jointly funded by the Commonwealth and Western Australian governments under the Commonwealth/State Bicentennial Commemorative Program.
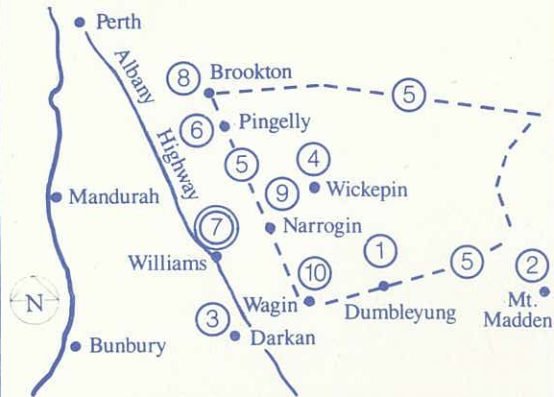
The map below indicates Heritage Trails in the Central South region of Western Australia.

Central South Heritage Trails

1. Dumbleyung Historic Schools Trail
2. Roe HT
3. Darkan HT
4. Albert Facey HT
5. South Central Wheatbelt HT
6. Moorumbine H.T.
7. **Williams HT**
8. Brookton Pioneer HT
9. Narrogin HT
10. Wagin HT

Williams Heritage Trail
Settlement and Development of the Williams District

A Commonwealth/State Bicentennial Project

How To Get There

Williams is 160km south-east of Perth on Albany Highway (State Route 30), a drive of about two hours.

The **Williams Heritage Trail** explores early areas of settlement and has two sections: a 1km walk along the main street of the Williams township and a 35km scenic drive to Quindanning. It includes an optional visit to the Tarwonga School Site and Inn, and provides a pleasant half-day's outing with opportunities for picnicking.

Please note:

- *Travellers from Perth who plan on proceeding south of Williams are advised to commence the trail at Quindanning by turning west on the Boddington-Quindanning Road. This intersection is located 111km from Perth on Albany Highway.*
- *Persons using this Heritage Trail do so at their own risk.*
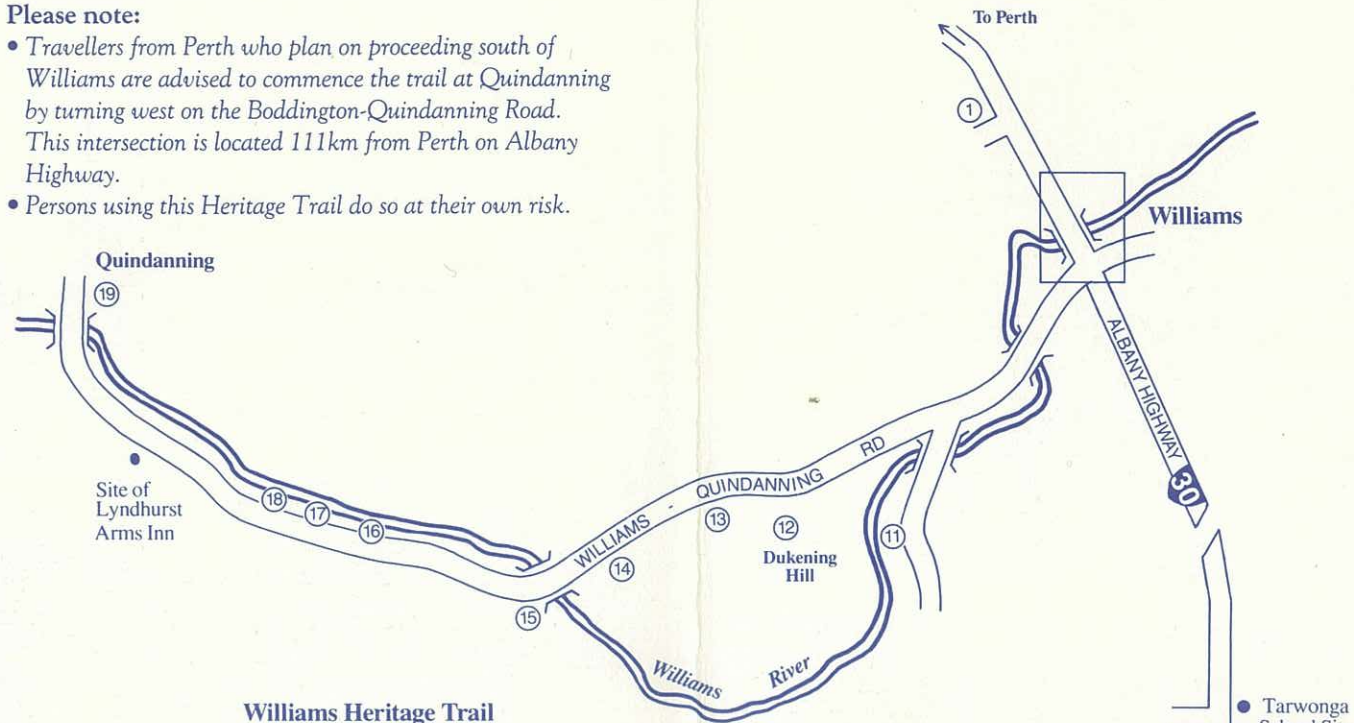
Williams Heritage Trail

Town Walk
1. Old Williams Cemetery
2. Blacksmith's Shop
3. Agricultural Hall
4. Flour Mill
5. Millbrook
6. Williams Hotel
7. Williams River Bridge
8. Convict Tank
9. Post Office Site
10. Police Station

Quindanning Drive
11. Josbury Siding
12. Dukening Hill
13. Dukening Shearing Shed
14. Bannister Crossing
15. Williamsburg Townsite
16. Marling School
17. Marling Homestead
18. Boraning Cemetery
19. Quindanning Hotel

Introduction

Williams has been a convenient stopping place for travellers between Albany and Perth since the 1850s. Before this time travellers used the Old Sound Road, located west of the present Albany Highway, and passed through the old townsite of Williamsburg (see Site 14).

The Williams district was first explored by Europeans in 1831, when Captain Thomas Bannister led the first overland expedition from Perth to King George III Sound (Albany). Although his exact route is not known, his party blazed the track that became the basis for the Old Sound Road.

Bannister and his party left Perth on December 14th, 1830 and travelled up the valley of the Canning River, through the area of the upper Bannister River and arrived near Crossing Pool on the Hotham River in late December 1830. Before travelling further south and crossing the Williams River, Bannister spent four days exploring the Hotham River and blazed trees which were later discovered by Surveyor Alfred Hillman in 1835. Bannister's journey was longer, rougher and more hazardous than it should have been, owing to the fact that his Surveyor's instruments were inaccurate. They finally reached Albany on February 4th, 1831.

Although no records have been discovered concerning the naming of the river or the area that surrounds it, an 1833 map used the name Williams and showed a projected road to King George III Sound from Perth. This road is shown as partially completed on the Arrowsmith Map of 1833 and as completed and marked on the Arrowsmith Map of 1839.

The Old Sound Road was used until the more direct route was taken through the present Williams townsite in the 1850s. Traces of the road can still be found in the Williams district and there are remains of old culverts and gravel pits on many of the private properties that are now on its route. Much of the road surface has been obliterated by clearing and cultivation, but there are places where the remains of the gravelled surface can be seen just south of the Boraning Bridge in the Williamsburg Townsite reserve.

Before any settlers moved into the area, many large land grants were allotted to various people according to the amount of assets they had brought into the Swan River Colony. Some of the land grants on the Williams River were made as early as 1832 and designated by letters rather than numbers. Bannister's description of the land along the Hotham encouraged a number of settlers who still required land to complete their grants to locate there. In October 1835 Lieutenant Governor James Stirling led a party to the area to examine the rivers in more detail, open up communications between Albany and Perth and determine the boundaries of the various properties in the area.

The first settler in the Williams area was Joseph Strelley Harris (1813-1889), who arrived at the Swan River Colony on the 'Cygnet' in 1833 with his parents Dr and Mrs Joseph Harris. Harris and his father were each allocated grants of 2,560 acres, and decided to select 2,080 acres in the Williams area.

Under Governor Stirling's instructions Harris and J. R. Phillips were accompanied to the Williams district in 1836 by Lieutenant Henry Bunbury and a detachment of 10 soldiers. Bunbury was also requested to find the best route from Perth to the two projected townsites of Bannister and Williamsburg on the Williams River.

The Williams River, c.1955 (courtesy Battye Library, TB 1417).

Apparently there were some differences of opinion regarding routes and future plans between Harris and Phillips, and as a result the military detachment was divided into two separate parties. One accompanied Harris, and Lieutenant Bunbury led the other which accompanied Phillips to a point on the Williams River near Starting Creek (now shown on the map as Starling Creek, due to a map error in 1914). Phillip's party explored this area and finally arrived at the site of the proposed Bannister townsite, which did not impress them. On May 28th, 1836 Phillips abandoned his intentions of establishing a farm for the time being.

Two days later Harris decided to establish his farm in the Williams area and took up 2,080 acres (842 hectares). Because of the approaching winter and the lack of suitable material near Harris's selection to construct housing for his men, Bunbury decided to set up his military station near the proposed Williamsburg townsite. The military presence, to protect the settlers, remained at Williamsburg until March 12th, 1847. Although Harris' grant never eventuated, as during surveying it was found that there was insufficient room for his Location M, in 1836 he drove 300 sheep and some cattle to his father's grant at Williams from York. There were few losses on the way but many of the livestock became sick, and settlers became concerned about possible poisonous properties of some of the native flora. In 1840 James Drummond and Harris identified one cause of the problem, the leguminous shrub York Road Poison (*Gastrolobium calycinum benth*). However, it is probable that Harris also lost stock that fed on box poison (*Oxylobium parviflorum*) and heart leaf poison (*Gastrolobium bilobum*), both which grew in the area.

Harris and his father bought further stock in Albany in 1839 and he was the first to drive sheep overland from King George III Sound to Williams, in 1839. The journey was completed in 10 days without any losses. Later that year however, despite his efforts, Harris was forced to sell at a loss to Edward Pollard of Sydney because of the difficulties he had experienced. Though the records studied to date are not always clear it seems probable that he was, however, the J. Harris who contracted to carry mail from Williams to Perth in 1841, when a monthly mail service from Guildford to King George III Sound was established. He also served as Acting Resident Magistrate

at Williams in the 1840s for six years, as Resident Magistrate at Toodyay from 1850 to 1860, was appointed Resident Magistrate for the Vasse in 1861 and became Inspector of Timber Forests in 1883. He retired to the Swan in 1888 where his brother William owned a grant.

The small township that grew up on the Albany side of the Williams River was subject to increasingly frequent floods due to the clearing of the land for intensive farming. The decision was made to relocate the town to the Perth side of the Williams bridge and part of one of the original grants, by then called the Richmond Estate, was acquired. The new townsite was surveyed by 1905 and the Roads Board organised the laying out of the streets. With the exception of a few early buildings, such as the hotel, the flour mill, Millbrook and the Agricultural Hall, all the buildings in the present townsite were constructed after 1905.

For many years Williams remained a relatively small town surrounded by many large properties of growing prosperity. Because of the state of the roads and transport problems, Licencing Day became a day of great importance. Many families travelled long distances to the town to renew or apply for licences (which were required for many things including the cutting of timber, hawking, operating a licensed premises and for buggies and drays), and also to take the opportunity to trade and barter and to form new friendships. A young policeman sent to take up duty at Williams in the mid 1880s described Licencing Day as follows:

> ...every little house was packed on the account of the near approach of licencing day. And yet more visitors arrived every hour, and when the day came the place was astir with life and movement. The J.P.'s from Bannister, Arthur River, Kojonup and Wandering were present to assist the resident Magistrate and the Magistrates from Perth, York and Albany. So were the Publicans from every little wayside Inn for miles around, and farmers, settlers, labourers and bushmen. Some came to make holiday, some to trade, some merely to renew their licences. Much business would go forward, barter would be done and money spent, contracts signed and orders taken. Cattle, sheep, dogs, horses, seed, skins, timber and produce would change hands.

TOWN WALK

This walk is based on part of a Heritage Trail developed by the Williams District High School as a 1986 **Keeping Track** project. The guide to this trail is available at the Williams Shire office and features another 11 sites in Williams.

Town Walk
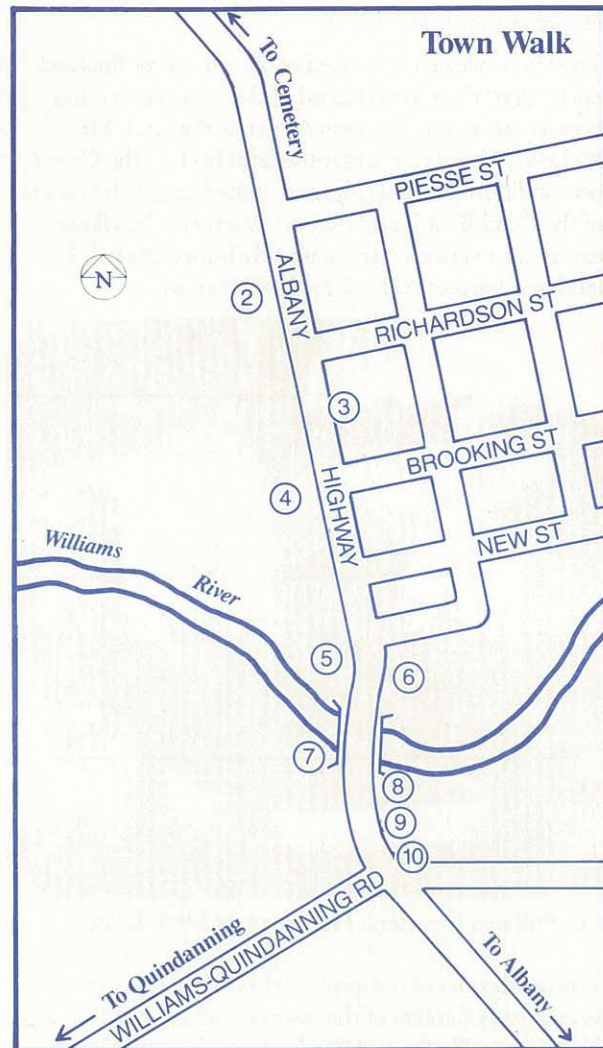
1. Old Williams Cemetery

Off Albany Highway, 1km north of the town.

The land for this cemetery was donated to the Church of England by the Hamersley family in the 1870s. One of the first recorded burials was that of Henry Grainger, a farmer at Bannister, in1876.

The Hamersley family's deed of gift was never finalised, and indeed there is no record of the cemetery having been consecrated. The next owner of the land, Mr McLeod, agreed to transfer the land back to the Crown on condition that it was fenced, placed under the control of the Road Board, and that no interments be allowed except for relatives of those already buried there. The land was transferred back to the Crown in 1913.

Old Williams Cemetery, 1986 (courtesy Mr S. Livings).

The headstones of the graves belonging to members of several early families of the district, including the Dysons, Hamersleys, Playles and Fords, are still intact. There are also some 30 unknown graves in the cemetery and it is believed that many of these are the graves of ex-convicts or ticket-of-leave men.

2. Site of Blacksmith's Shop

The location of the blacksmith's home and shop, built by William Playle around 1880, is marked by a pomegranate tree. William Playle originally worked for George Vagg, a local blacksmith, before going into business for himself on this site, which he leased from Mr McLeod. His first home was built of mud brick and the shop was a roofed, bush-timber frame.

Playle obtained a tender to shoe police horses in 1899 — the cost was five shillings a set and two shillings and sixpence to have the shoes removed. He also worked as a wagon-maker and made branding irons for the local farmers, who would draw him a picture of the design they required.

Mrs Playle was well known in the area as a midwife who would often walk miles to help the local ladies with their confinements. They raised a family of 14 children (three of whom are buried in the old cemetery). Apparently Mr Playle would frequently call on one of his 11 daughters to operate the bellows and sharpen axes on the grindstone when business was brisk.

3. Agricultural Hall

Built in 1898, the hall was used for all social events in the community including weddings and church services. Road Board meetins were held in the hall until local ratepayers resolved to build a Road Board Office in 1909.

During the Second World War (1939-1945) the hall was used as an aircraft spotting station. At this time, after the bombing of Darwin, Wyndham and Broome by the Japanese, Army authorities considered it probable that Perth could also be attacked. Accordingly they set up spotting stations throughout the State to report on the sighting of any aircraft. In Williams the spotting station was staffed by women during the day and men at night, working in pairs on four-hour shifts.

The old hall is currently used as an Arts and Crafts Centre.

4. Flour Mill

Private property: please view from the road.

The two-storey, brick flour mill originally had a shingle roof and was built in 1870 by J.R. Quigley for Stephen Monger.

The former Flour Mill, 1981 (courtesy Mr F.A. Sharr).

The mill was powered by a steam engine and was extremely productive, grinding grain from Arthur River, Marradong and Wandering. On July 13th, 1872 the **Herald** reported that 10,000 bushels had been ground so far that year. The productivity of the area is demonstrated by the statistical produce survey of the Williams district in 1875, which revealed that at the time there were 934 acres of wheat, 124 of oats, 23 or rye, 2 or potatoes and 63 carrying vines.

The mill ceased operations in 1914.

5. Millbrook

Private Property: please view from the road.

Millbrook is one of the oldest buildings in the Shire of Williams. Construction of its original two basic rooms was probably begun in 1850 by Stephen Monger. Extensions were later added by Mr W. Cornwall when he purchased the 4,574 (1,852 hectare) acre property for £ 3,500.

The house was built of red clay bricks in English bond with a shingled roof (which was later covered by iron); the stables are Flemish bond. It has had a variety of uses — one of the rooms was used as a classroom before the Government School was built in 1888 and it has also been a general store, coffee palace and butcher's shop.
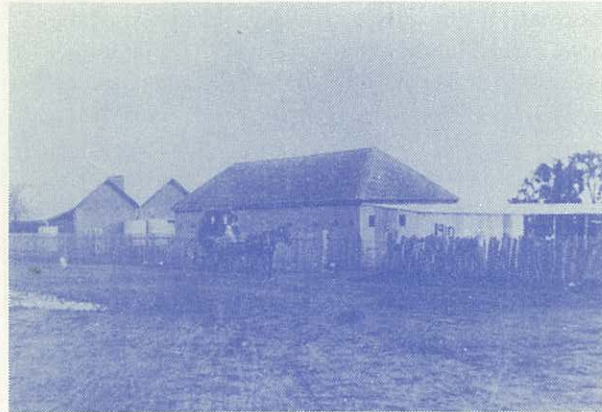
Millbrook, c.1910 (courtesy Mr M.T. Ford).

6. Williams Hotel

In 1870 Alfred Quartermaine (who is buried in the old cemetery) was granted the district's first licence for the Williams River Bridge Hotel. Also known as the 'Old Pub', this was the earliest recorded building in Williams. It was originally built by Quartermaine in 1850 of stone and pub with a roof thatched with blackboy rushes.



The Williams Hotel, 1981 (courtesy Mr F.A. Sharr).

The hotel provided refreshments, accommodation and stabling for travellers on the Albany Road. In 1871 ownership passed to William Cornwall, who enlarged and renovated the building extensively and advertised the hotel in the **Herald** of August 5th of that year as providing good beds, wines, spirits, ales and porter and feed for stock. For many years the hotel served the early settlers and their workmen, clearing contractors, sandalwood cutters, kangaroo shooters and shepherds. It was largely rebuilt by George Brice in 1905 but part of the original inn built by Cornwall was retained. By 1907 car owners were starting to make the then hazardous trip from Perth to Albany and they too would call at the hotel. A motoring manual of the day advised

> *The road is in fair to middling condition, although there are sandy patches motorists can get through as long as they don't drive in the middle of the road.*

In those early days of motoring, 4-gallon tins of benzine were also sold from the hotel. Still a feature of the town for residents and travellers, the hotel has had a wide range of licensees including one who made his money in the Goldfields, an ex-league footballer and another a jockey who rode two Perth Cup winners.

7. Williams River Bridge

The first bridge in Williams, located hear where the present bridge now stands, was built by convicts in 1855 and was one of the first bridges in the State constructed across a major river. Its location was based on the advice of Lieutenant Crossman of the Royal Engineers, who was asked to make recommendations concerning the route from Perth to King George III Sound. After a trip to inspect the area he submitted a report favouring the most direct route through what is now known as Armadale, on to the Williams River and then south to the Gordon River. In 1895 a second bridge was built over the Williams at Boraning (using rough timber supplied by nearby settler John Lavender), and the third was constructed at Quindanning shortly after.
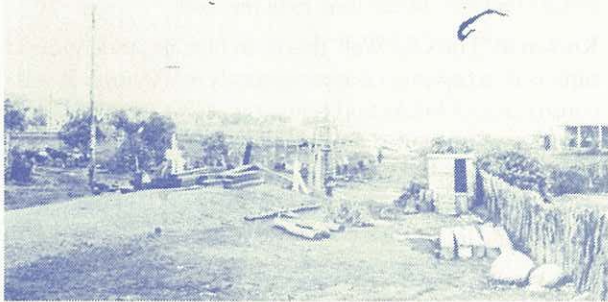
Construction of the second bridge over the Williams River, c.1910 (courtesy Williams Shire Council).

In 1911 attempts to repair the old bridge were abandoned and the present bridge was constructed in its place. During the attempts to repair the old bridge it was described in the January 1911 issue of **The Narrogin Observer**:

> *The old Williams Bridge built many years ago is under extensive repairs. This is one of the oldest bridges in the State and was evidently built in rather a crude way, the piles being held together by only wooden plugs instead of iron bolts. That it was strongly constructed, goes without saying, when one takes into consideration that 56 tons of ballast were placed on top of the structure.*

11

Brooking Street, Williams, looking east. The National Bank on the right was later rebuilt as the Williams District Club (courtesy Williams Shire Council).

8. Convict Tank

Private property: please view from the road.

Known as 'The Old Well' this is, in fact, an underground tank with a capacity of approximately 4,500 litres. It was constructed of bricks and cement in 1880s, most probably by ticket-of-leave men (hence the local name 'convict tank'), to provide a water supply for the post office. The dome roof was erected to prevent children and animals from falling in.

The Convict Tank, 1987 (courtesy Dr B. O'Brien).

12

9. Old Post Office Site

The first Williams Postal Office operated from the Police Station until 1880, when a separate building was constructed on this site.

Postal services in the Williams district date back to 1841, when it is believed that Joseph Strelley Harris contracted to deliver mail from the Williams area to Perth. By November 1853 George Maxwell had the contract to take the mail overland from Albany to Perth via Williams River and York and in 1886 Thomas Chipper began taking mail from Perth to Albany in a spring vehicle described as a mail cart. One unhappy passenger described this vehicle as resembling a dilapidated vegetable cart and as something one would scarcely expect to see in a civilised neighbourhood.

In 1867 Mr William Brown was appointed postmaster and the following year Mrs Hegerty, wife of Constable Hegerty, was appointed postmistress. Both these appointments were part-time.

The opening of the Suez Canal in 1869 greatly shortened the shipping route from England to Australia. This resulted in more ships calling at Albany, necessitating a bi-monthly road mail service through Williams. The telegraph line to Albany was opened on December 28th, 1872, and Williams was the relay station.

From 1875 to 1880 Mr Frederick Piesse served as the first full-time postmaster with a salary of £60 per year. Cobb & Co. coaches were introduced in 1880, reducing the time taken to traverse the route from 72 hours to 58 hours. The mailmen were permitted to carry passengers, who passed the time reading newspapers addressed to other people (despite complaints to the Postal Department this practice continued). The longest mail run leaving from the Williams Post Office serviced farmers in Quindanning, Lower Williams, Marradong, Boddington and Bannister River, before returning to Williams.

*Frederick Piesse's contribution to the region is highlighted in **Katanning-Piesse Heritage Trail**, which explores Katanning's development and the role played by the Piesse family. Trail brochures are available from the Shire of Katanning.*

13

10. Police Station

The first Police Station was built in 1869 with walls of stone and pug about 2 feet thick, pit-sawn jarrah timbers and a shingle roof. It had a central court room, two cells and two rooms for the policeman's quarters. A new weatherboard station and office, goal and exercise yard were constructed in 1930 and the old building is now used for community purposes.

The 1930 Police Station, 1981 (courtesy Mr F.A. Sharr).

Mounted police of the time covered wide areas and were required to record the destination and intent of anyone they met on their journeys. One such record reads as follows:

> *Tuesday February 28th, 1888 Constable Lee reported a traveller, one Joseph Johns travelling from Perth to Williams, kangaroo hunting.*

Constable Lee probably didn't realise that Joseph Johns was actually the bushranger Moondyne Joe!

Tarwonga Drive

This optional drive 21km south of Williams on Albany Highway features the **Tarwonga School Site** and the **Old Tarwonga Inn**.

The first Tarwonga School was a brick room, 15 feet square, that stood alone at the rear of the Old Tarwonga Inn owned by Mr J. Kerrigan. The room had a fireplace, one window and a door and was given free of charge by Mr Kerrigan to the Education Department in order to facilitate the opening of a much needed school in the district. Initially it was a half-time school with the Arthur River School 12 miles to the south. A single teacher was assigned to both schools and opened each school on a full-time basis on alternate weeks; children attended one week and then had one week off while the teacher was at the alternate location. Many of the children attending the school rode horses or drove carts or sulkies from their parents' farms.
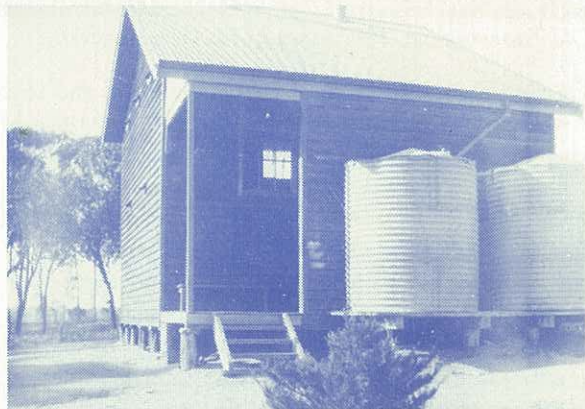
Old Tarwongo School (courtesy the Sattler family)

The School was opened on November 26th, 1906 with 11 students and by 1909 it was a full-time school. By this time the single room was proving to be inadequate and a new school site was selected about 300 yards north of the Inn on the eastern side of the road. A standard Tent School was opened on march 20th, 1911. This, in turn, became inadequate in 1914, and a new school was built the following year some 100 metres south. For many years the original school room was used as a storehouse for the chaff and harnesses of the horses ridden or driven to school by the students.

Attendance at the Tarwonga School began to taper off in the 1930s and despite it becoming a Government School (rather than only an assisted school) in 1941, after several temporary closures, it was finally closed in April 1949 when the bus service to Williams was established. The last school building in Tarwonga was removed by the Main Roads Department in 1951.

Old Tarwonga Inn, 1987 (courtesy Mr G. Lavender).

The Old Tarwonga Inn was built between 1872 and 1876. It was operating as a licensed inn run by pastoralist Mr Joseph Barron until 1893, when it was bought by Mr William Fleay. It would appear that during Mr Fleay's tenancy (which lasted until at least 1900) no new licence for the Inn was granted. In 1904 Mr Jack Kerrigan purchased the old Tarwonga homestead and about 600 acres of freehold land. With the arrival of many new settlers in the area he obtained a Wayside House licence and the old Inn became the centre for most sporting and social activities in the area.

Quindanning Drive

To reach Josbury Siding, drive west along the Williams-Quindanning Road and turn left into Darkan Road. Just before the Darkan Road turn-off can be seen on the left the remains of an old stone and pug house. Built over a century ago on the hilly property, it is known as 'Axle Grease' because a man named Skinner, who worked on the property, once made his damper using axle-grease (rendered sheep fat at the time) when his supplies of butter ran out.

11. Josbury Siding

Darkan Road, 3.5km from the Williams-Quindanning Road turn-off.

Josbury Siding was the site of the Collie-Narrogin Rail Link which occurred in 1906 (some fish plates stamped with this date can be seen in the area). Once a very busy place, it served the immediate area and Quindanning, some 20 miles away, sending and receiving many types of goods, such as wool, grain, superphosphate, chaff, mallet bark, livestock and sleepers (many thousands of cubic meters of which were graded and despatched from Josbury).

The siding is located within the 1836 grant taken up by Dr Joseph Harris.

Return to the Williams-Quindanning Road and head west. Quite a distance from the road and best viewed from near the Darkan turn-off are the remains of a stone house on a property known as 'Boodyhole' because of the presence of Boodies or the Burrowing Bettong. The popular name for these small kangaroo-like marsupials is the original name given to them by the Aborigines. Known as rat-kangaroos by the early settlers, the Boodies have now disappeared from the mainland.

12. Dukening Hill

Dukening Hill was the scene of several accidents involving early settlers. John Waldock died as the result of an accident caused by his horse bolting on the way down the hill; he is buried in the Old Williams Cemetery.

Much amusement was caused by an accident that did not have such serious consequences. Before the formal road was constructed part of the track was over a flat rock, wher Mike Pollard's horse lost its footing. Pollard was returning home with a load of freshly milled flour from the Williams Flour Mill and some of the flour bags burst open, spilling on the road and over Pollard. A passing traveller assisted in the re-bagging of as much of the flour as possible and remarked how sorry he was about the loss of some of the flour. Pollard replied that it didn't matter provided the Pollard was safe (pollard is also the name of the fine bran which is a by-product of flour).

13. Dukening Shearing Shed

South of the road.
Not open to the public: please view from the road.

Dukening Shearing Shed (courtesy Mrs K. Cowcher).

This shearing shed is located on one of the earliest selections in the Williams District — Location C granted to William Burgess in 1836. G.S.F. Cowcher acquired the property around 1885 and built the shearing shed in 1919.

A six-stand shed capable of holding 500 sheep, it was one of the very few shearing sheds in the district and many other farmers brought their sheep to be shorn here.

The original wool table and wool press are still in the shed and some of the original sheep yards, made of jarrah slabs entrenched upright in the ground, can still be seen from the road. All the poles for the shed were cut on the property.

14. Bannister Crossing

During the first overland expedition from Perth to Albany in 1830-31, Captain Thomas Bannister crossed the Williams River near this point.

15. Williamsburg Townsite

South of the road.

The townsite of Williamsburg was declared as a result of the 1837 journey made by Governor Stirling and Surveyor General Roe to finalise the land allocations in the area.

A garrison of soldiers from the 21st Regiment was established here in 1837 to protect settlers in the area and remained for a decade. The first wattle and daub building, a few hundred metres downriver from the bridge, was destroyed by fire in 1842 and subsequently rebuilt. There are no remains of either building.

16. Marling School

North of the road.
Private property: please view from the road.

In February 1911 application was made for the establishment of a Government assisted school at Marling. The classroom was part of an old building which had been the residence of an early settler, Joseph Bailey, who sold it to Thomas Lavender. Lavender made it available to the Education Department free of cost.

The School was officially opened in September 1911 with Edmund Sheehan as the first teacher. Initially 13 children from the Cowcher, Pollard, Lavender, Warren and Haynes families attended the school. Over the next 39 years the School had many closures through lack of attendance or through the non-availability of accommodation for the teacher, and it finally closed on December 12th, 1950.

17. Marling Homestead

North of the road.
*Private property: please view from the road.*

The first trading post established on the Lower Williams River was probably started by William Lavender Senior in the 1860s. By the end of that decade he was settled on the Marling Homestead, from where he managed his several pastoral leases.

William Lavender Snr (1827-1908)
(courtesy Mr G. Lavender).

An end room in the old Marling home was used as a store which supplied Lavendar's many shepherds and other residents of the area with the main items of food, clothing, and hardware. Later, as new settlers came to the area, trade increased and eventually his daughter Mary assumed responsibility for this aspect of the family's endeavours. The exact date of the closure of this trading post is uncertain, but there is documentary proof of its existence several years after the death of William Lavender Snr in 1908.

The new Marling residence was built on the south side of the road in 1926.
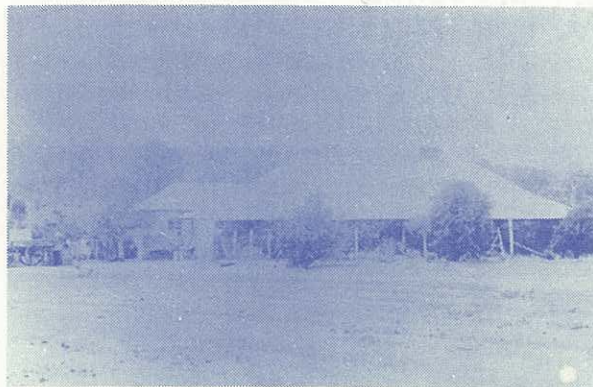
Old Marling Homestead (courtesy Mr G. Lavender)

18. Boraning Cemetery

North of the road.

Commonly known as Marling Cemetery, this was the first burial site for many of the early pioneers of the Lower Williams River. It was originally a private burial ground owned by the Lavender family of Marling.

In 1908 the Lavender family indicated that they wished to have it declared a public cemetery and that they were willing to set aside an acre, or as much as was necessary, for this purpose. At this time only three people were buried in the cemetery, including William Lavender Snr. It was finally declared a Public Cemetery in the Government Gazette on Friday December 15th, 1944.

*Continuing west along the Williams-Quindanning Road you will pass the site of the **Lyndhurst Arms Hotel** (private property). This was the second commercial enterprise in the district and a Wayside House licence was issued in November 1892 to Frederick Whichelo Nichols.*

A focal point for many social gatherings, including sports meetings which were held in aid of local schools on nearby grounds, the venture proved unsuccessful and the licence lapsed around 1897. The old inn building and adjoining land was subsequently acquired by Robert L. Cowcher who used the old mud brick building for many years as his residence. Only a few stones remain as evidence of this structure, beside the present home known as 'Lyndhurst'.

19. Quindanning Hotel

Quindanning-Boddington Road.

Quindanning Hotel in the early 1900s (courtesy Mr R. Venn).

This hotel is one of the most easily identifiable historic buildings in the district and one that is still very much in use today. While not the first licensed premises in the district, it became one of the best-known country hotels in the State.

When the Lyndhurst Arms Hotel closed between 1897 and 1900, local resident Henry Sherry Jnr immediately constructed a premises here out of mud brick and was issued with a Wayside Licence on December 3rd, 1900. A more substantial two-room brick building was later constructed and can still be seen at the rear of the Hotel, having been variously used over the years as an engine room, laundry and boiler room. Today it serves as a private suite for the present owner of the Hotel.

Over the years there have been a great number of licensees. In 1921 it was acquired by local farmer and businessman Frank Morgan, who was responsible for developing it into one of Western Australia's best-known inland resort hotels between 1925 and the late 1950s. He embarked on an ambitious expansion and renovation

programme which included a new dining room, lounge, enlarged kitchen and front bar, and additional bedrooms including a private suite for himself and his family. The bricks for the building were made on site at the rear of the premises.

Under Morgan's ownership the hotel became well known for its furnishings (much of which was collected overseas) and generous use of beautiful jarrah wood panelling, which can still be seen in the dining room, reading room and lounge. Most of the furniture he collected has since been removed.

During the 1930s the Quindanning Hotel established itself as one of the State's favourite honeymoon and holiday resorts, providing patrons with a variety of outdoor activities including golf (a nine-hole course was established on the 200 acres that then comprised the hotel block), horse riding, duck shooting and kangaroo hunting.

The Morgan family left the property in 1953 and for some time the hotel gradually declined. In 1982 it was purchased by Alan and Trudy Hardman who re-established the Hotel's reputation as a spring and winter inland holiday resort; they sold the property to Captain Richard French in 1985. It has recently been renovated and is currently a popular resort in spring, autumn and winter and much of its original charm has been restored.

*This completes the **Williams Heritage Trail**. For those interested in further exploring early settlements on the Perth-Albany Road the **Mount Barker Heritage Trail** is a 30km drive featuring sites of historical interest in the district. Trail brochures are available at the Shire of Plantagenet.*

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Further Reading

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Notes