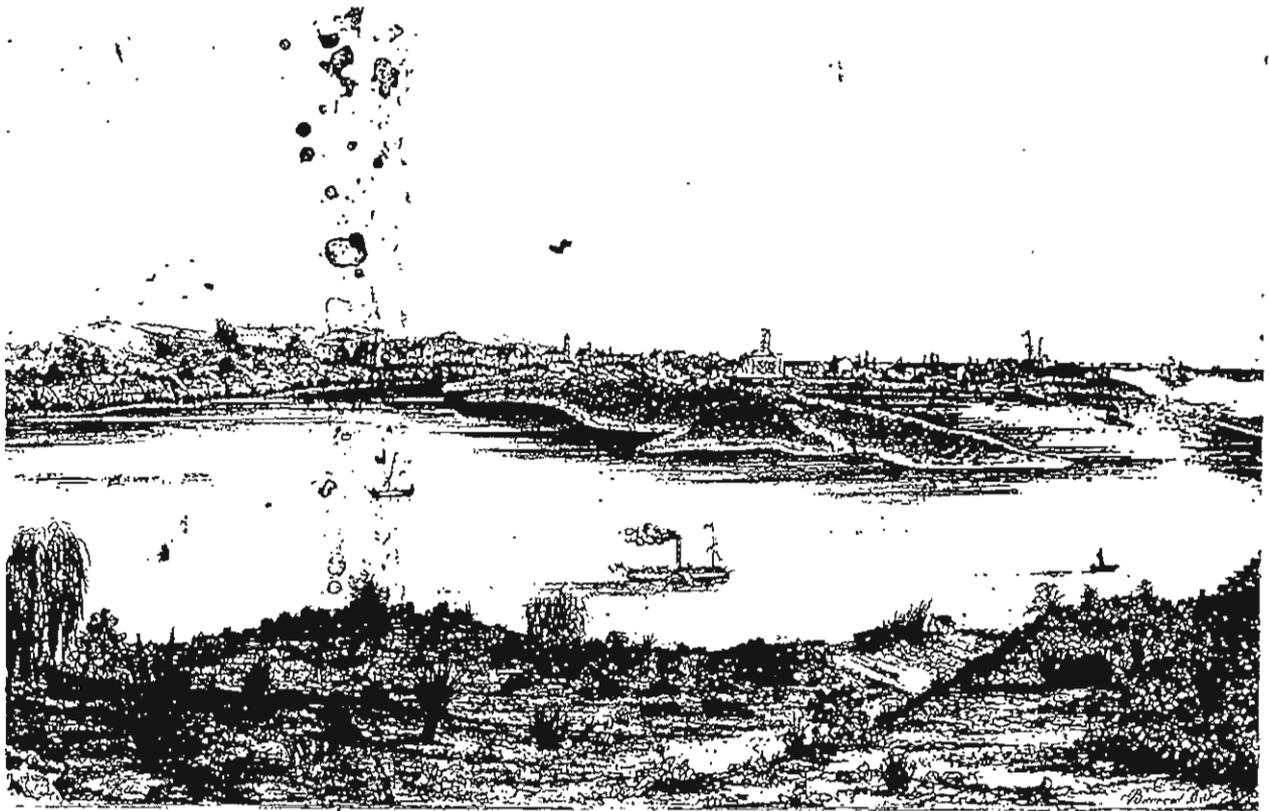


STEAM WHISTLES ON THE SWAN



FREMANTLE FROM THE NORTH.

Rod Dickson

Illustration courtesy State Library of Western Australia (Battye Library)

Report: Department of Maritime Archaeology
Western Australian Maritime Museum, No.70

Steam Whistles on the Swan

Introduction

While researching the history of the shipbuilders of Western Australia from 1829 onwards I became increasingly aware of the beginnings of steam transport on the Swan River.

From reading other accounts of this part of our history I decided to make this part of my study a separate entity, confining myself to the first twenty years 1839 to 1859, as this is the period during which proposals were formulated, companies formed and to the actual introduction of steam powered vessels plying on the Swan.

It follows through those first tempestuous years when our pioneers designed and built not only the hulls but the machinery as well. From boilers made of waggon wheels and hand forged and turned parts, Thomas William Mews and Solomon Cook produced our first river steamboat. That it was a failure may have perplexed and upset them, but, in the face of adversity and a supercilious press they returned to the boat shed and blacksmith shop and started again, and again.

Without men like them our Maritime Heritage would have been so much the poorer.

Interwoven in this story is the history of a little steamer named *'Les Trois Amis'* which was built on the river Thames at Northfleet, Kent, England, which steamed halfway round the world to take her place in our history as a river steamer and coaster.

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Acknowledgements

In compiling this treatise I have to thank, in particular, Mike McCarthy and Lynn Cairns of the Fremantle Maritime Museum for their encouragement and support. The voluntary staff at the Royal Western Australian Historical Society, Betty, Brenda and Dan at the Australian Archives, Lorraine and Loretta at the Fremantle City Council Library, the Battye Library, descendants of George and William Green and lastly to Marilyn for listening to my ideas and theories and helping in the research.

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Rod Dickson

From the time that our first colonists stepped ashore at the Swan River Colony the river Swan has played a major role in the history of the State, socially and commercially and in the decades that followed none were more important than the first thirty years.

As roads of any substance were practically non-existent in those early years, [most were just sandy tracks winding through the scrub and trees] for the inhabitants of Perth, Guildford and Fremantle, the river became their line of communication.

Settlers arriving at Fremantle wishing to go to Perth or their landholdings further afield were obliged to embark in open rowing or sailing craft for their trip, which was often subject to boisterous conditions, to take themselves, their families and belongings to their new homes.

Many an instance is recorded of boats swamping with the consequent loss of valuable possessions and sometimes life in those open stretches of Melville and Perth waters when the westerlies blew.

In the infant colony, policies which governed daily life were administered by the Governor, acting for the Government in England. As communications took literally months to travel by sailing ship to and fro to be deliberated upon, nothing of consequence occurred very quickly. Coupled with a lack of discernible natural products for immediate export, finance for capital works, such as road making, bridge and jetty construction took second place to the construction of public buildings and housing. Public transport therefore was left in the hands of the enterprising few who owned their own craft. Sometimes, as can be seen from the letters of disgruntled travellers, there were complaints of gross overcharging, wet and cold conditions in the open boats and in some cases gross overloading putting the lives and cargo in peril.

It was against this background of uncertainty in transport that the first proposal was put forward to upgrade the river transport, ten years after the Colony was first settled, from sail and oars to steam as this article in the Perth Gazette of 6 July 1839 shows,

‘STEAM-BOAT’, it has long been a matter of astonishment that a steamboat has not been working between this port, [Fremantle] and the upper Swan. This desirable object, we have every reason to expect, will shortly be attained, as proposals for the establishment of a steamboat on the river have been transmitted to England, and a prospectus is now before us with sums subscribed to the amount of 2,000 pounds for carrying a similar scheme into effect. It is estimated, on a fair and reasonable

calculation, that the working of the boat, after deducting all expenses, will return to the shareholders upwards of 40 per cent. This will at once show how much the commencement of such an undertaking is required for the public convenience, but as there is scarcely room for two boats, one or the other of the proposed plans must fall to the ground. We hope, however, that the execution of the project will not be delayed by both parties for the want of a proper understanding.

From this it would appear that two companies had been formed for the same purpose, but unfortunately nothing is known of their activities, except that they seem to have disbanded fairly quickly as by 10 April 1842 another company had been formed and on 17 November a fourth company joined in.

Reproduced on the following page are the prospectuses of the two latter companies. That on the left is the one that was printed in the *Inquirer* newspaper on 10 April 1841 whilst the one on the right was printed in the same paper on 17 November 1841.

Both companies had many meetings, but, even though both showed great initial enthusiasm, eventually they too disbanded.

Prospectuses of two steam navigation companies

PROSPECTUS
OF
STEAM NAVIGATION COMPANY
ON THE SWAN.

CAPITAL £3,000.

PERSONS desirous of joining in the formation of a company for the above object, will find lists open for signature at the offices of the *Inquirer* and the *Perth Gazette*, and at the Western Australian Club-House.

It is proposed to raise a capital of £3,000, in 300 shares of £10 each; £5 per share to be paid in advance, and the remainder, or such part as may be required, on the arrival of the engines, &c., from England.

That the projectors are justified in promising to persons embarking capital in this speculation a profit of not less than 50 per cent. per annum on the sums invested, will appear from the following statement:—

Estimated expense of Steam-Boat, &c.

Fifty-ton boat, with engines, &c., } complete.....	£1,200
Buildings, &c.....	000
Extras, as fittings up, &c.....	400

£2,200

<i>Annual outlay.</i>	<i>Receipts.</i>
Master... £200 per an.	2,000 tons goods landed at Fremantle, at 0s. per ton..... £600
Engineer... 200	2,000 do. landed at Perth, at 12s. do. 1,200
Stoker.... 00	1,000 do. from Fremantle to Perth, at 10s. do..... 500
Seaman.... 90	500 do. from Perth to Fremantle, at 10s. do..... 250
Coals..... 240	Passengers—4 per day, or 1,200 per an., at 2s. 6d. each 150
Storekeeper 200	Wool and hay, &c. 100
Incidental expenses, } say..... } £1,170	Carriage of mail.. 70
	£2,870
	Deduct expenses.. 1,170
	£1,700

If from this be deducted £300 per annum for wear and tear, and a sinking fund for replacing engines, &c., there still remains to the company an annual interest of 63 and 2-3rds. per cent., nearly, on the estimated expenditure.

As soon as 150 shares have been taken, a general meeting will be held, with a view to the regular organization of the company.

N. B.—The tonnage of British shipping arriving at this port with cargo during the year 1840 amounted to 4,572 tons, and during the first three months of 1841, to 3,105 tons.

Further information may be had on application to

G. NASH,

Secretary, pro tem.



PROSPECTUS
OF THE
WESTERN AUSTRALIAN STEAM-BOAT
COMPANY.

IT is proposed to form a Company for the purpose of establishing immediately an iron steam-boat of about fifty tons burthen for the purpose of navigating the Swan River from Fremantle to Perth and Guildford, or as much further as may be found practicable; being intended for freight and passages, as well as for towage of farm produce and merchandize.

It is by no means intended to confine the Company to this one more immediate and pressing object, but, on the contrary, to extend at the earliest opportunity their sphere of action, so as to embrace the regular transit of steamers to the out-ports.

In order to allow of future extension, without the necessity of enlarging the capital, it is proposed that the original subscribed sum shall amount to £6,000, of which no more will at present be called for than the sum necessary to establish the boat upon the Swan. This sum is estimated at £3,000. The capital will be raised in 600 shares of £10 each. Operations will be commenced when 300 shares are taken. Ten per cent. deposit on amount of subscription must be made at the time of signing, or formation of the Company; and further calls are proposed to be made by the Directors at intervals of not less than one month, and not exceeding ten per cent. on amount of subscription.

After a careful investigation of the traffic at present carried on on the river, and a cautious consideration of the expenses, it is confidently stated that an amply remunerative dividend would be made, even after allowing a large deduction from the gross receipts for a sinking fund.

The estimates, and a statement of the objects of the Company, and the grounds of expectation of profit, will be laid before a public meeting of the shareholders and friends of the undertaking on Thursday, the 18th instant.

The meeting will take place at the Court-house, Perth, at 11 o'clock A.M.

The Government Residents of the various Districts have been requested to receive the names of subscribers, and copies of the share lists are left at the offices of the *Inquirer* and *Perth Gazette* newspapers.

JOHN SCHOALES,

Chairman of Provisional Committee.

Nov. 9.

On 28 July 1847 it was announced in the *Inquirer* that a meeting would be held to discuss forming yet another company.

As can be seen from the following the meeting was a success and the company was duly formed.

**Prospectus of the Swan River Steam
Navigation Company.**
Capital £1,000, in 200 shares of £5 each.

Committee—Messrs. S. Moore, G. Shenton, J. Dyer, H. L. Cole, T. Jecks, and D. Onslow.

Bankers—The Western Australian Bank.

Secretary—Mr. T. Jecks.



THE object of this Company is the building or purchase (through the agency of A. Andrews, Esq., London;) of an Iron Steam Tug Boat of the burden of 20 tons, to be worked by two five-horse power high-pressure engines, one boiler, and paddle-wheels, suitable for the river-work, and occasionally outside the bar, and not drawing more than 2 feet water when laden.

The first instalment of 50 per cent. on each share to be paid on or before the 1st September next, and 25 per cent. on each share to be paid each succeeding three months, until the subscribed amount is paid up.

It is also intended that Mr. Andrews should send out with the boat (at the Company's expense) a competent engineer to put together, fit up, and work the boat, on arrival here.

That should not the whole number of shares, or a sufficient amount, be subscribed, Mr. Andrews be requested to open a share-list in London to supply any deficiency.

The advantages of this Company will be a very lucrative remuneration for the outlay of the capital; a great benefit to the mercantile and other community by the punctual and speedy transit of goods and passengers between the towns of Fremantle, Perth, Guildford, and farther up the Swan, if practicable and necessary, at half the present charges; it will facilitate the despatch in the loading and unloading vessels in the Harbour, prevent delays complained of, will offer more inducement to vessels to call in for freight; a necessary consequence of which will be a reduction in the rate of freights between this and other ports, and many other benefits too obvious to mention.

SWAN RIVER STEAM TUG BOAT.

PRELIMINARY meeting was held at the Commercial Hotel, on Friday, the 23rd July, to discuss the propriety of forming a Company for the purchase or building an Iron Boat suitable for the discharging and loading of vessels at a tug-boat, and for the river.

It was agreed that a Public Meeting should be held for Wednesday the 4th of August, to meet at the Commercial Hotel at eleven o'clock precisely.

Parties who can give information or are desirous to join the same, are requested to attend.

July 23, 1847.

Although not a steamboat, this next article shows the ingenuity of our pioneers and their attempts to make river travel less arduous.

From the Perth Gazette of 13 September 1850,

NOVEL BOAT. Last week a boat upon a novel construction made a trip to Fremantle. She is a whaleboat fitted with paddlewheels turned by a crank and worked by manual labour. The passage down the river was managed tolerably well, but on attempting to return, it was found that the power was not sufficient to enable her to stem the tide, and the paddles were unshipped and she was rowed back. The labour of working the paddles is stated to be so severe as to preclude any chance of the scheme ever becoming successful.

This is quite interesting as up until recently the mechanism as described in the above article was quite widely used in ships lifeboats as a means of getting away from the ships side quickly in an emergency, the difference being in that in modern boats the hand crank turned a propeller instead of paddlewheels.

The next attempt to pioneer steam river transport came in March 1852, when a Mr Pope commenced construction of a steamboat and as was stated, it was fully expected to be on the river in four months.

This as with the other schemes, seems to have collapsed and from todays viewpoint it is hard to imagine why, when not only the other colonies, but the world, was embracing steam transport.

The Swan River Steam Navigation Company mentioned before, called a meeting of shareholders at the Freemason's Tavern on Saturday 4 June 1853 at 1 o'clock precisely, where important business of the Company would be laid before the meeting. In the Perth Gazette of 10 June, 1853 the article reads,

At a meeting held on Saturday last in connection with the Swan River Steam Navigation Company, it was resolved that such Company should at once be dissolved. This is a matter of real regret in the present circumstances of our Port and Capital, when during the winter months, we may be days without any water transport and communication, and the journey overland, although not more than twelve miles from one place to the other, from the unfinished state of the roads, cannot be accomplished both ways in one day, without chances of serious injury to the animals, which may be driven, or of knocking up altogether on the road.

It is a possibility that, although they stated in the original notice that they intended to import a vessel from England, the ship that Mr.Pope began

constructing in March 1852, could well have been for or part of this company.

Figure 1. The mouth of the Swan River showing the Cliff Street Jetty, [the old steamer jetty] in the foreground.



During January 1854 a new river steamboat company was formed for the purpose of carrying on the construction of the boat that was then being built by Thomas William Mews. The engine and boiler machinery were being constructed by Solomon Cook. She was fifty feet in length and ten feet wide overall. Shares were issued, 30 in number at twenty pounds each and were all subscribed. The vessel was expected to be ready on or about 1 March, 1854.

The next intimation we have of this vessel is on 14 April 1854 when a paragraph in the Perth Gazette reads,

The river steamer was launched from Mews' yard on Wednesday afternoon. Owing to the shallowness of the water the launch was a little bungled and some three hours elapsed before she was fully afloat, when she was found to draw one foot, eleven inches forward and one foot, eight inches aft. When her engine is in it will probably bring her down to the two feet nine inches draft which will admirably suit her for the navigation she is intended for. We have not heard when they will be ready for work.

By 21 July things had not progressed very far at all and even the reporters were remarking on the delay, as can be seen from the following,

The river steamer [which became known as the *Speculator*] seems to be almost as far off as ever from being ready to take up her station. What are the owners about?

Finally on 27 November 1854 it all came together and, we read from the Perth Gazette of 1 December 1854 that,

Mr Cook's river steamer made a trial trip to Fremantle, which, as was feared, proved a failure, not but that she got there and back again, but it took five hours to get down to Fremantle, including two hours detention at Freshwater Bay, and coming back she crawled along at the rate of two miles an hour. It is evident that if we are to have a steamer on the river, the best and most economical plan will be to obtain the engine from England.

Again in the same newspaper, this time on 15 December 1854 we read,

The failure of Mr. Cook's river steamboat, will, we believe, lead to effectual steps being taken for placing an efficient steamer on the river. Money is not wanting, but Companies in this Colony have almost always been unsuccessful.

So much for supporting the local industries and entrepreneurs!

As a consequence of the failure of both the vessel and the backers, on Thursday 22 March 1855, Thomas Smith the auctioneer, sold the assets of the Company.

This, of course, came only six days after the arrival of the steamer *Les Trois Amis* and with all the 'hoopla' and the entrepreneurial skills of William Hinton Campbell the fate of the Colony's first attempt at steam navigation virtually came to an end.

From the Inquirer 21 March, 1855.

SALES BY AUCTION.



**Sale of Steam Boat, Boiler, Engines,
&c., of the Perth Steam Boat
Company.
TO-MORROW.**

THOMAS SMITH

WILL Sell by Auction, on the premises
of Mr T. Mews, Perth, on Thursday,
22nd instant, at 12 o'Clock—

THE Boat, Boiler, Engines, &c., &c.,
the property of the Perth Steam Boat
Company.

ALSO,

A quantity of Firewood.

The above will be sold (if desired) in lots
to suit purchasers.

Terms at time of Sale.

LES TROIS AMIS

Official Number (O/no).40477.

Built at Northfleet Dockyard, Kent, England, during 1854 by Messrs Pitcher.

Screw Steamship; tonnage - 28.71 tons; Tonnage allowance for the engine space - 13.53 tons; Powered by one direct acting steam engine rated at 9HP; Dimensions - Length 65.7ft.(20 m.) Breadth 12.9ft. Depth of hold 10.1ft;

One deck, 2 masted schooner rigged, round stern, clench built, framework and plating of iron.

.....

The following entries are from the shipping columns of the Argus, a Melbourne newspaper,

07.12.1854.

Arrived, December 6th, *Les Trois Amis* screw steamship, 28tons, 10 HP, W.Annal, Master, from London, sailed 22nd August 1854 no passengers, Campbell & Co. Agents.

08.12.1854

Imports, December 6th, *Les Trois Amis*, from London, 8156 slates, 4 rolls lead, W.Campbell, Agent.

05.01.1855.

Vessels arrived and cleared out at Melbourne since our last summary, exclusive of Colonial Traders.

December 6th, *Les Trois Amis* steamer, 28tons, Annal, Master, London.

22.01 1855.

Vessels in Hobson's Bay and the river on Saturday 20th January, Steamer, *Les Trois Amis*

13.02.1855.

Departures for Adelaide, Feb 14th, *Les Trois Amis*

27.02.1855.

Port of Adelaide.

Arrived, Feb 19th, *Les Trois Amis* steamer, 28tons, from Melbourne.

05.03.1855

Port of Adelaide.

Departures, Feb 28th, *Les Trois Amis*, Annal [Captain], for Swan River.

At 9 am on 15 March 1855 the Superintendent of Water Police observed a steamer on the horizon and at noon he launched his whaleboat and proceeded to the anchorage to inspect the vessel's papers and grant port clearance.

The vessel was *Les Trois Amis* which had arrived after a passage of fifteen days from Adelaide with a cargo of flour and mail. Superintendent George Clifton then conveyed the seven bags of mail ashore to the post-master at Fremantle for onward delivery.

From the accompanying page in the Water Police Occurrence Book it can be seen that the police had a busy few days with not only a seamen's strike on the *Berkshire*, but ships arriving and departing, conveying the Governor to Rottnest and arranging for the single girl emigrants to be landed and transported to Perth.

In the Boarding Report of *Les Trois Amis* the departure date from Adelaide is given by Captain William Annal as 2 March, however, in the *Argus* newspaper it was listed as 28 February. One of these times appears to be the time of receiving her clearance papers and the other the actual time of sailing.

Arriving on the same day was the Brig *Vivid* 141 tons, W. Williams, Master, and among her passengers were Mr & Mrs R.R. Homfray, who were destined to be closely associated with a Swan river steamer as will be seen later.

With the arrival of *Les Trois Amis*, her owner, Mr. William Hinton Campbell was induced by the businessmen of Perth and Fremantle to bring the vessel over the bar and into the Swan River to begin the first regular steam communication between the two towns.

Les Trois Amis came over the bar on Friday afternoon, the 16th of March 1855, but by accident, went aground on the bank near the jetty in North Bay, Fremantle. [The jetty stood approximately where the Fremantle Port Authority building stands today.] She touched only lightly and was eventually got off and brought alongside the jetty. Her masts and most of her ballast was taken out, to fit her for the river. She drew from four and a half feet to five feet of water when in river going trim and Mr. Campbell anticipated no difficulty in navigating the river, except at that portion abreast of Mr. Lukin's house, which might be deepened with but little trouble. He also fears there will not be sufficient depth of water at the extremity of either jetty to allow the steamer to lay alongside at all seasons. This drawback must be remedied, either by the lengthening of the jetties, or by the formation of floating platforms reaching into deeper water. It is proposed to perform the journey twice a day and according to the following plan:- to start on Mondays, Wednesdays and Fridays, from Fremantle at 7 o'clock,

A.M. remain at Perth until 2 P.M., again leave for Fremantle and after a short delay, take back freight and passengers to Perth. On Tuesdays, Thursdays and Saturdays the vessel will start from Perth reversing the above arrangement. This regulation will enable the inhabitants of Perth to remain at Fremantle during the day, (and vice versa) thrice a week. The dwellers in Fremantle will also be enabled to visit Perth on Bank Days, transmit business, and return home in the evening, a very great accommodation. It is proposed, we believe, to furnish refreshments on board to those who may require it, and passengers who object to partake of a hurried and unsatisfactory meal on shore previous to starting will be enabled to discuss their viands leisurely during the trip. We are glad to find the Government have offered to do everything in their power to promote the undertaking, and measures have already been taken to clear a passage near Mr Lukin's residence, wooden piles for the purpose having been forwarded to the spot on Tuesday.

Commercial News 22 March 1855.

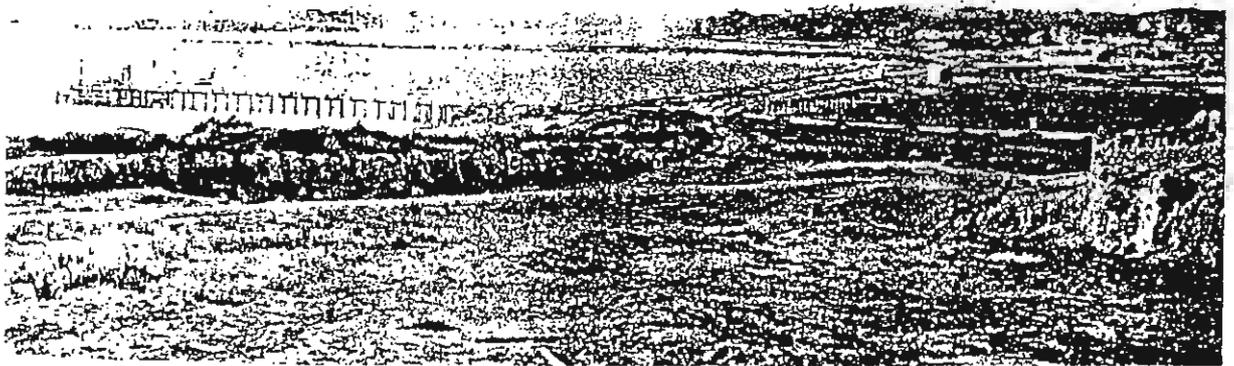


Figure 3. North Bay Jetty circa 1870.

On the same day Mr. Campbell went up to Perth and called on Governor Fitzgerald to explain that the only hindrance to steam communication on the river was a sandbank opposite Mr. Lionel Lukin's station at North Fremantle. The Governor expressed himself willing to offer any reasonable assistance on the part of the Government and the next day, Saturday 17 he, along with the Surveyor-General, travelled to Fremantle for the purpose of ascertaining how far such assistance could be given.

During the early part of the next week the steamer made her first trial trips up and down the Swan and then anchored in Perth Water just off the Perth Jetty, where the owner carried out some minor refurbishment and had the vessel repainted.

Friday 23 March saw Mr. Campbell invite the press aboard to view and report on her appointments, and following is the report that appeared in the *Inquirer* on 28 March 1855,

We were on Friday last kindly permitted by the owner of this splendid little vessel to go on board and inspect her internal arrangements, and were much pleased with everything that met our eye. Her cabin, as compared with the amount of tonnage, is both commodious and replete with every convenience for the comfort and accommodation of passengers. Her deck (70 feet in length) is perfectly clear, and will afford an excellent promenade and the engine-room is nearly fitted up with all the necessary appliances and machinery and nothing seems to be wanting to ensure speed and economy of fuel. *Les Trois Amis* is still lying in Perth Water and will make another voyage to Fremantle on Thursday. Nothing is now required to enable her to commence running regularly on the river, but the removal of a sandbank opposite Mr Lukin's at North Fremantle and the clearing of a channel near the Perth Jetty, both of which works are being proceeded with and will doubtless be shortly accomplished. In short, her spirited owner, Mr. Campbell, has expressed himself so well satisfied with the praiseworthy co-operation of His Excellency the Governor in rendering the river navigable, that he seems determined that nothing shall be wanting on his part in the attainment of the object so long wished for, regular and safe steam communication between the Capital and the Port.

On Tuesday 27 March William Hinton Campbell wrote to Governor Fitzgerald in the following manner,

Sir,

As proprietor of the steam vessel *Les Trois Amis* now at anchor off the Perth Jetty I hereby beg to make application to your excellency for a free license for the sale of excisable liqueurs and tobacco to passengers on board the said steam vessel during the passages only. The bringing to this Colony of a steam vessel to ply on the River Swan being an undertaking in which a large amount of capital has been already invested to the very great advantage to the Colony of regular steam communication between Perth and Fremantle, and the experimental nature of the whole undertaking as to its proving remunerative, are the reasons I would advise for requesting the grant of the above privileges.

I have the Honour to be Sir
your excellency's most obedient servant
Wm. Hinton Campbell.

The Governor replied on 28 March that,

A free license for the sale of spirits, arrack and beer to be given Mr Campbell for the period of six months, but not tobacco.

The Gala day finally arrived, when on Thursday 29 March 1855, the following appeared,

His Excellency the Governor and Mrs. Fitzgerald, accompanied by the Private Secretary and the heads of the various Government Departments went on board the river steamer, lying in Perth Water, for the purpose of regularly opening the Steam Navigation of the River Swan. The steamer was to have started at ten o'clock, but some little delay necessarily occurred in consequence of the distance between where she lay and the Perth Jetty. Shortly after 11 o'clock she got underway and steamed quietly down to North Fremantle in somewhat less than two hours, against wind and current, having performed some manoeuvres on the water going down. The return trip was accomplished in about one hour and a half, the steamer getting back about six o'clock. Everyone seemed pleased with the trip and the success in every way attending the expedition augured well for the future. Extreme speed was not so much required as regularity and the utility to accomplish the distance between the Port and the Capital at all seasons within a certain fixed time. The enterprise is a spirited one and we wish it every

success. However this appears certain as soon as the approaches to the two jetties at either extremity are rendered available.

In the same edition in which the above was written appeared two notices concerning *Les Trois Amis* The first is a notice advising of the experimental sailing times and the second is an invitation to tender for the supply of firewood for the steamer.

From the Inquirer of 4 April, 1855.

"LES TROIS AMIS."



THE inhabitants of Perth and Fremantle and the vicinity, are requested to observe that the hours at which the steamer is advertised to start during the present week, have been selected as an experiment; and that, should they appear after the trial of the week to be unsuited to the public convenience, they will thereafter be altered, of which further notice will previously be given.

W. H. CAMPBELL.

RIVER STEAMER.

Tenders for Firewood.



PARTIES disposed to tender for the regular supply of Firewood to the River Steamer, are requested to send in their tenders, stating in writing the price per cord at which they will undertake to deliver the daily supply on board of the vessel.

The wood must be either mahogany, red, blue, or white gum; dry, sound, and free from all small branches; to be cleft into billets not exceeding 4in. to 5in. thick, and 1 ft. to 1 ft. 2 in. long.

The quantity required daily will be from 1½ to 2 cords, and must be delivered out of flats or boats, brought alongside the steamer at either Perth or Fremantle.

W. H. CAMPBELL,
AT MR. DYER'S.

Reproduced below is a copy of the advertisement that appeared in the local press giving the times of sailing. [Note the date at the bottom of the advertisement which reads 1854].

As both of the newspapers were closely linked, [the Inquirer and the Commercial News and Shipping Report joined forces and became the one at the end of June 1855] it is quite feasible to assume that the compositor made up the same block for use in both papers but inserted the wrong date.



“LES TROIS AMIS

ON and after MONDAY, the 2nd April, this vessel is intended to run regularly between Perth and Fremantle, the undermentioned hours:—

PERTH TO FREMANTLE.

Monday	1h. 30m. p. m.
Tuesday	7h. a. m. and 4h. p.
Wednesday	1h. 30m. p. m.
Thursday	7h. a. m. and 4h. p.
Friday	1h. 30m. p. m.
Saturday	7h. a. m. and 4h. p.

FREMANTLE TO PERTH.

Monday	7h. a. m. and 4. p.
Tuesday	1h. 30m. p. m.
Wednesday	7h. a. m. and 4h. p.
Thursday	1h. 30m. p. m.
Friday	7h. a. m. and 4h. p.
Saturday	1h. 30m. p. m.

It is the wish of the proprietor, as far as lies in his power, to make the vessel a convenient, regular, and expeditious mode of transit; and he trusts his endeavours to do so to the convenience of mercantile men and the community generally, will meet with their patronage and support.

W. HINTON CAMPBELL,
OWNER.

March 27, 1854. ←

The only other difference in the advertisements is the pictorial representation of the steamer shown at the top of the advertisement. The first above, that of the *Inquirer*, shows the starboard side of a steamer with three masts and a yard crossed on the fore, making her appear to be barque rigged.

The second, appears in the *Commercial News and Shipping Report* which shows the Port side of a three masted vessel with two yards on the fore making her definitely a barquentine rigged vessel.

Later on, a third and fourth representation appears in the press, these both show the starboard side of a two masted steamer, but, one shows her rigged fore and aft while the other shows her once again with two yards crossed on the foremast.

On 5 April, 1855 the *Inquirer* reporter wrote,

Les Trois Amis makes her trips with tolerable regularity, but she will not obtain many passengers or much cargo until she can approach either jetty. In the meantime it might be advisable to have a boat waiting at the jetties just before starting to convey passengers etc. to the steamer, as the objection to walk to North Fremantle, our terminus, especially should the traveller have to carry a carpet bag or other personal luggage, is very great.

This would suggest that the jetty at North Bay, [see map No 1 following], was unusable due to the depth of water and that there was another landing place at North Fremantle. This could possibly be the old jetty originally built in the 1830's to service the cross river ferry, [see map No 2 following]. It is shown at the top of the map near Cantonment Hill.

Map Number 1

MAP No.1.

Rous Hd

Boat
Harbour

MAP OF THE MOUTH OF THE SWAN RIVER.
circa 1870's

N.B. north jetty was also known as
the steamer jetty.

North Jetty

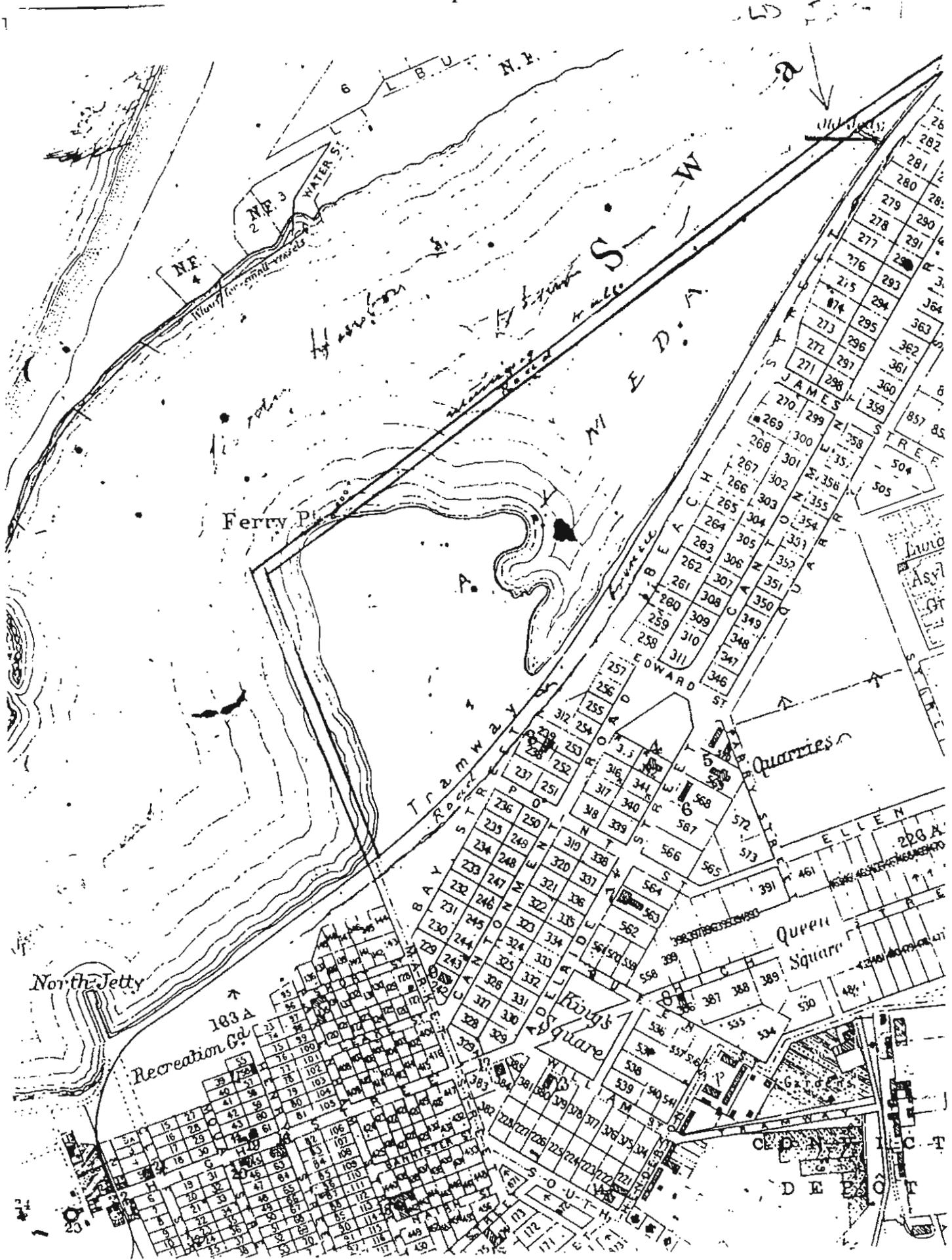
Arthur Hd

Pt Marquis

163 A
Recreation Gd

95	96	97	98	99	100	101	102	103
73	74	75	76	77	78	79	80	81
55	56	57	58	59	60	61	62	63
39	40	41	42	43	44	45	46	47
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3	4	5	6	7	8	9	10	11
2	3	4	5	6	7	8	9	10
1	2	3	4	5	6	7	8	9
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16	17	18	19	20	21	22	23	24
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42	43	44	45	46	47	48	49	50
43	44	45	46	47	48	49	50	51
44	45	46	47	48	49	50	51	52
45	46	47	48	49	50	51	52	53
46	47	48	49	50	51	52	53	54
47	48	49	50	51	52	53	54	55
48	49	50	51	52	53	54	55	56
49	50	51	52	53	54	55	56	57
50	51	52	53	54	55	56	57	58
51	52	53	54	55	56	57	58	59
52	53	54	55	56	57	58	59	60
53	54	55	56	57	58	59	60	61
54	55	56	57	58	59	60	61	62
55	56	57	58	59	60	61	62	63
56	57	58	59	60	61	62	63	64
57	58	59	60	61	62	63	64	65
58	59	60	61	62	63	64	65	66
59	60	61	62	63	64	65	66	67
60	61	62	63	64	65	66	67	68
61	62	63	64	65	66	67	68	69
62	63	64	65	66	67	68	69	70
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85	86	87	88	89	90	91	92	93
86	87	88	89	90	91	92	93	94
87	88	89	90	91	92	93	94	95
88	89	90	91	92	93	94	95	96
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90	91	92	93	94	95	96	97	98
91	92	93	94	95	96	97	98	99
92	93	94	95	96	97	98	99	100

Map Number 2



Not only were the townspeople inconvenienced by the vessels inability to approach the jetties, Mr Campbell was also worried that his investment was not likely to be such a paying proposition as he first envisaged. The lack of passengers and cargo, [she could carry thirty tons in her de-ballasted river role] was all due to the vessels deep draught. It was the river that let her down. Even today with the exception of the dredged channels, most of the larger expanses of the Swan River are shallow banks and flats with minimal depths of water.

To this end, on 25 April, 1855 Mr. Campbell announced in the press that,

The undersigned thinks it incumbent on him to take the early opportunity of informing the public, that (by favour of a passenger in the *Swan* via Mauritius) he has sent full instructions to the celebrated firm, the Messrs Pitcher of Northfleet Dockyard, to build a paddle steamer, in every respect adapted to the peculiar circumstances and requirements to the River Swan, both as regards speed, capacity, draft of water, adaption to the local fuel, etc. By an early vessel from Melbourne, Captain Annal the able and competent Master who so successfully brought out *Les Trois Amis* will proceed to England, to bring to this Colony the new vessel, and by this course, it is confidently believed that within nine months from the present date, the public will be supplied with the most rapid, safe, and in every respect effectual steam communication that could possibly be desired.

signed...William Hinton Campbell
Perth 24th April, 1855.

In the same issue of 25 April a reporter noted,

We observe with much pleasure that Mr. Campbell, proprietor of the river steamer, has sent home to England for a small steamer, of much less draught of water and better suited in every respect for our river, to ply between Perth and Fremantle. In the event of this order being complied with, it is reported to be the intention of Mr. Campbell to place his present steamer in the coasting trade. Such speculations would have our best wishes for success and would be sure to meet with support from the Colonists at large.

On 10 May, 1855 in the local intelligence column of the Commercial News appeared this item,

During the recent high tides the river steamer has been able to convey her passengers to within a short distance of the jetty. The roll of the sea prevents her coming alongside the jetty, nor does it appear that she will ever be able to do so, except in very calm weather. To remedy this inconvenience, it has been proposed to throw a jetty across the spit abreast of Mr. Pierce's at North Fremantle at the termination of which there is deeper water, and where, in any weather the water would be sufficiently smooth to allow the steamer to lay alongside without fear of damage and land her passengers at a short distance from the centre of the town. The deepening of the river proceeds very slowly although gangs are daily employed at either terminus. At the present rate of progression, some time must elapse before a channel can be formed sufficiently deep to allow of free passage of the steamer. The dredging near Perth jetty is without the aid of machinery, necessarily a slow operation. It has been suggested that the Government attempt to make some arrangement with the proprietors of the colonial built steamer for her services as a steam dredge. A very trifling outlay would make her available for the purpose.

From the foregoing, it would appear that the preferred Fremantle terminus is the North Jetty, just inside Arthur's Head and opposite the rocky bar, and as can be seen from the accompanying map No 1. it is, as stated, because of its exposed position, subject to weather conditions from all directions except easterly. However, only a month before the same paper complains of the trudge to North Fremantle, which would indicate that the vessel terminated her voyages at least on some occasions, at what is known as the old jetty, just to the west of Cantonment Hill, as shown at the top of map No 2.

On Tuesday 15 May, 1855 the steamer, for the first time succeeded in laying alongside the jetty and landed her passengers without the aid of a boat. Depending on the tide, she often brought up very near to the jetty, but on no previous

occasion had she been able to allow her passengers to step from the steamer upon Terra Firma. That same day, no doubt flushed with success, and visited by well-wishers and small boys, the Captain delayed his departure for so long that the tide had fallen and she sat on the bottom, preventing her from sailing until the tide rose sufficiently high the next morning.

Writing about the same occasion, the Inquirer of 9 May contained the following,

The river steamer *Les Trois Amis* succeeded on Monday last in making the entire distance without the slightest interruption from and to the head of the Perth jetty and Fremantle with the greatest ease and we need not add, to the greatest satisfaction of the townspeople and her passengers. The day being stormy and the intention of the owner, Mr. Campbell, in making a grand effort being unknown to the inhabitants of Perth, the spectators were by no means numerous, but those who were fortunate enough to be present were highly delighted at the long-looked for event. It is due to His Excellency the Governor, to accord him meed of praise in facilitating the accomplishment of this great desideration, in endeavouring to open a practicable channel near the Perth landing place, which we think, now that the passage has once been rendered available, there will be but little difficulty in keeping open.

Fancy words indeed!

In the local intelligence column in the same edition, appears this notice,

It appears that the operations for deepening the river which have been in progress at Fremantle, under the direction of the Government Engineer's Staff have already resulted in enabling the river steamer occasionally to pass the shoal, sandspit or bar opposite to Mr Lukin's station. We trust that when the works (which are still in progress) are complete, the passage will be found practicable at all times. There is no doubt of the very great benefit to the community that would result from the voyage being performed throughout without the necessity of using boats at either end, and we are therefore happy to observe the evident intention of the authorities to bring about with as little delay as possible this very desirable object.

Writing to the Colonial Secretary on 16 May 1855, Mr Campbell asks,

Sir,

I have the Honour to request through you permission from His Excellency the Governor to heave down the steamer '*Les Trois Amis*' alongside of the Canning Bridge to draw the heavy down purchases to.

I beg to remain

Sir

Your most obedient Servant

Wm Hinton Campbell.

The Colonial Secretary's reply,

I have enquired of Cook the Builder of the Bridge [Solomon Cook] as to the depth the piles were driven, which is 8 feet. Cook is of the opinion that double the weight of the steamer may be hove up to the bridge with safety.

I would recommend an agreement be signed by the owner Mr Campbell, if any damage be done to the bridge he makes it good at his own expense to my satisfaction.

Two weeks later, on 23 May 1855 the Inquirer in their 'domestic intelligence section' makes this report,

At the latter end of last week the river steamer, *Les Trois Amis* was hove down at the Mount Eliza Dockyard for the purpose of being scraped, a process she was much in need of. The coming gaieties at Government House, the Whitsun Holidays and the Regatta at Fremantle on the 1st of June will all occasion a great increase of traffic on the river, which Mr Campbell was anxious to prepare for.

On 1 June, 1855 Mr Campbell announced that Mr Ougden of the Pier Hotel [Perth] would henceforth act as his agent in Perth for the steamer. As a nice touch Mr Ougden said he would be most happy to allow intending passengers to wait in the Pier Hotel and furnish information as to the times of departure and arrival.

Also on the same day Mr Campbell altered the sailing timetable to suit the winter conditions.

Mr Campbell wrote again to the Colonial Secretary concerning land that he had purchased at Fremantle on 8th June,

Sir,

I have the honour to apply to the Government for permission to give you my promissory note for the amount of the purchase money of the suburban lands at North Fremantle which was knocked down to me at the Government land sale on Wednesday last.

I have the Honour to be

Sir

Yours most obediently

Wm Hinton Campbell.

owner of the River Steamer

"Les Trois Amis"

The Colonial Secretary replied that the application was to be deferred for six months.

The next correspondence again to the Colonial Secretary on 21 June 1855, followed the first accident to *Les Trois Amis* to be reported in the *Inquirer* a week later.

Perth June 21st 1855

To the Hon. the Colonial Secretary

Sir, I have the honour to transmit for the consideration of his Excellency the Governor the following statement of circumstances relating to the steamer "Les Trois Amis" and her navigation of the River Swan, and to solicit his approval of the request I have thereafter made, believing the reasonableness of what I have addressed cannot but ensure its favourable reception.

I trust I shall be excused for the repetition as some particulars with which his Excellency is already acquainted.

I had the honour on a prior occasion of calling the attention of his Excellency to the very great inconvenience, and even danger, to both the passengers and the vessel, that except in very rare occasions attends any attempt to land directly from her on the Jetty at Fremantle ensuing from the cross set of the tide and the sea which breaks in over the bar and the greatly insufficient depth of water for her, these causes at present necessitating the landing of the whole of the passengers and freight by boats. on the other hand I pointed out the great advantage it would be as a public convenience to have a landing place at or near to Fremantle which might be safely approached and used by the steamer even in the most boisterous and stormy weather, and that a landing place possessing these advantages could be easily constructed at the north extremity of the sandy point of land which forms the eastern side of the Bay inside the Bar.

In suggesting these matters to his Excellency I did not however then advert to the very great economy which such a landing place would effect in the expenses of the steamer thinking that its great convenience to the public was so apparent and the probable expense of its construction, so small that it would seem injudicious to bring forward any argument of what might be considered an interested nature to prejudice the affair but the question has since opened an aspect which leaves me no alternative but to bring it again before his Excellency in another point of view for, were I (without the following explanation) to discontinue running the vessel, such conduct would appear capricious, unreasonable and altogether discourteous .. this must be my excuse for intruding on his Excellency's notice what strictly speaking may be considered as my own private and personal affairs.

To be as brief as possible .. my present loss through the expense of landing in boats is at a low estimate, not less than from three pounds to three pounds ten shillings per week .. there is further the indirect loss I sustain both of passengers and freight which it is certain the present inconveniences of landing keep away .. also on at least four several occasions the vessel has either gone ashore or accidents have occurred to her and to her machinery at both Fremantle and North Fremantle (the particulars and dates of which I can if it be necessary furnish) which accidents have been caused mainly if not entirely by the want of

proper fixed points---landing places---for bringing the vessel in those very narrow and inconvenient channels there has been consequently a further loss in repairing these accidents as well as the loss of business by the delays during such repairs to say nothing of the very injurious effect such delays and accidents have on the business of the vessel by prejudicing the public against her.

The result of all these circumstances has been that my receipts have been so materially reduced and my expenses increased that the running of the vessel is wholly unremunerative if not actually a loss and that therefore my ability to continue running her depends entirely on her having the same facilities for landing at Fremantle (without the invariable use of boats) which through the exertions of his Excellency in having a channel opened up to the Jetty I hope that she will shortly leave at Perth.

The two requests which I have consequently respectfully to make are, that if it be considered of public advantage that the present steam communication on the river between Perth and Fremantle should continue, even though it is not confessedly not so rapid or so perfect as possible, a jetty or some such landing place that could be used by the steamer be now constructed at or about the situation indicated in the former portion of my letter and that the present jetty on the South shore at the North fremantle [sic] ferry be extended sufficiently forward into deep water to fit it for being similarly used.

In preferring these two requests it is very far from my wish to appear to dictate, to me, from the experiences I have already had, they appear absolutely indispensable to the effectual navigation of the River by any steamer of however great a speed or small a draught of water and whether she be a paddle or screw, so much so that I look on them being ultimately carried out as certain and their execution if not now undertaken, as simply deferred. Could they be now executed I am convinced that the present constant state of danger accident and delay will be all but entirely removed and judging from the much better and more regular speed I have lately obtained from the "Les Trois Amis", one hour and a half from North Fremantle to her anchorage at Perth. I believe that the voyage can be performed by her with regularity in one hour and three quarters between the landing places of the two towns.

I have only further to add that I will most readily furnish fuller particulars of any matter herein adverted to or give any other explanation required.

I have the honour to be

Sir

your most obedient servant

Wm Hinton Campbell.

N.B. North Fremantle in the days of which this letter is being written was considered to be that part of the town of Fremantle that lay to the north of High Street [see Map No.2] and encompassed the land bounded by the river up to Cantonment Hill.



Figure 3. Government House, Perth. Pencil sketch by Henry Wray, 1859. Note the steamboat at the narrows.

On Wednesday, 27 June, 1855 was recorded the first accident to occur to the vessel,

On Wednesday last [20th of June] the river steamer met with an accident at North Fremantle, which will result in some loss of time for repairs and consequent expense for the owner. In consequence of something getting foul of her flywheel, which was constructed of cast iron, the spokes were broken. The steamer was on the point of starting for Perth with the Band of the Sappers and Miners on board who had been engaged to play at the patriotic fund bazaar. The men were conveyed in the steamers gig and arrived in time to be present. We understand there were not many passengers from Fremantle coming up to the bazaar.

Then in a later column of the *Inquirer* of that date it states,
We are glad to hear that the steamer will be afloat again tomorrow or the day following.

I find it difficult to understand the statement that the incident was ‘in consequence of something getting foul of her flywheel’, as claimed in the excerpt above, because the flywheel of a steam engine is a highly visible part of the

machinery and if something fouled it, it would be immediately apparent as to what that object was. I think it is more likely to be a case of something fouling the propeller which caused the engine to stop suddenly, thus putting tremendous stress on the spinning flywheel. This also bears up with the later paragraph which stated that the steamer was grounded. If, as in the original explanation, it was just the flywheel that was damaged, the steamer would have just laid at her moorings in the river. However, if it was the propeller or shaft that was fouled, then that would necessitate beaching the vessel, as there were no slips to speak of, on the river at that time.

In the Commercial News of 28 June 1855, the following appeared,

The river steamer having been repaired by Mr Cook, blacksmith of this town, resumed her trips yesterday morning.

Solomon Cook was an enterprising American who had 'jumped' ship at Albany from an American whaler. He moved to York where he constructed with another [Stevenson] the Colony's first steam flour mill. Later when he moved to Perth he began a blacksmiths shop and foundry in Murray Street, [where Aherns stands today] and is credited with building, with T.W.Mews and Stevenson, the Colony's first steamboat, which was the first of at least three that he was associated with.

Even though it appeared that by this time the channels to the jetties had been successfully dredged, it was obvious that the job was either poorly done or that the river was winning by silting up. Probably it was a combination of both.

The manual labour involved was that of convict labour. They had to wade about digging and dragging to deepen the bottom and to do this in the winter months of May, June and July would hardly have been conducive to good workmanship. Being winter the river would have possibly been swollen with rain from the hills and with the increased current would have readily deposited more silt on the flats.

This became evident, when on the 25 July the new Governor [Kennedy] arrived and was to be ceremoniously transported on *Les Trois Amis* to Perth. Part of the report of this occasion reads,

...*Les Trois Amis* arrived off Perth Jetty a little past 5 o'clock and after some delay in an unsuccessful attempt to warp her alongside the jetty, His Excellency eventually landed in the Water Police boat.

To warp a vessel alongside entails putting mooring lines from the vessel to the jetty bollards and heaving on the winches or capstan whilst at the same time assisting with the engines.

One can infer from this that coupled with silting and workmanship, the tide must have been very low that day at that time, as, in the next report we have from the *Inquirer* of 8 August,

The river steamer, having completed her repairs, proceeded to Fremantle on Tuesday. She started from the Perth Jetty, the channel having been completed. The Sapper, under whose supervision the work was effected, has been ordered to Fremantle to perform similar duties in that quarter.

The months that went by after the introduction of *Les Trois Amis* saw the career of the *Speculator* take a different turn as this report in the *Inquirer* shows,

The Colonial built steamer's machinery [which was described thus, 'the paddles were placed on either side of the hull, the boilers were made of steel bullock waggon tyres riveted and welded together, through which steam often escaped; the cylinders were square and had poor fitting pistons, but she was a trim craft and considering the handicaps of her builders, a very serviceable boat.'] was in a state of forwardness in alterations and if her trials prove satisfactory she was to run between Perth and Guildford.

On 5 September, in the Government Gazette appeared a notice concerning river travel. This was a petition to Governor Kennedy for the improvement of river navigation. Basically the petitioners requested that the bar at the mouth of the river be removed and the sandbanks and channels dredged so as to afford continuous all year round transportation of goods and passengers from Guildford through Perth to Fremantle and directly to the ships waiting at anchor in Gage's Roadstead.

Three weeks later, according to the *Inquirer* of Friday 28 September,

Les Trois Amis was taken out of service for boiler cleaning and machinery overhaul and whilst out of service, Mr. Campbell's gig provided transport for those wishing to travel.

The *Speculator* too was having her problems and by 3 October, she was still not ready for her trials as her boiler was not quite ready and there were some alterations to be made to her machinery, paddles etc.

On 24 October, the *Inquirer's* reporter wrote,

The boiler for the Colonial built steamer has been completed and was placed on board the vessel on Monday [19 October], the engineers are now engaged preparing the remainder of the machinery and fittings, and we may hope to hear soon of her being ready to make another trial trip.

Les Trois Amis routine maintenance had only taken two days and she had resumed her normal schedule on the following Monday, This routine continued with nothing out of the ordinary happening until the first weekend in November, when a combined Church meeting was held at Fremantle and upwards of forty friends from Perth accompanied by their Ministers, the Reverends Hardey and Leonard attended, and who returned the same night by the steamer after the close of the meeting. The reporter continues,

...Those interested in the meeting were much indebted to Mr. Francisco for the use of his valuable piano and to Mr Campbell of *Les Trois Amis* for the arrangements he made for the comfort of the large party from Perth.

In the same edition of the *Inquirer* of 7 November, 1855 appears an obituary notice, that of the death of Mr. William Hinton Campbell.

Died.

On Saturday, the 3rd November, (by being accidentally drowned in Perth Water), MR. WILLIAM HINTON CAMPBELL, of the steamer *Les Trois Amis*, aged 38 years, — much regretted by all who had the pleasure of his acquaintance, during his short residence in the colony.

Following on in the local and domestic intelligence column the details of the accident are put forward,

It is with regret that we have to record the death of Mr W.H. Campbell, owner of the steamer *Les Trois Amis* from drowning which sad event occurred on Saturday evening

last. After the arrival of the steamer on Saturday evening, Mr Campbell dispatched his men on shore, appointing to meet them during the evening and pay their weeks wages. After they left it appears that the dinghy got adrift and Mr Campbell was heard coo-eeing by Lawrence the boatman, who happened to be on the jetty, and who, after a short lapse of time, induced a boy to go off to the steamer. Upon the lad arriving alongside, he called out but obtained no answer, and on boarding the steamer, found it deserted. Neither seeing nor hearing anything of him, he returned to the jetty, and the friends of the deceased, becoming alarmed, proceeded to the steamer, and made a search for him in the neighbourhood, but without success. On the succeeding morning (Sunday) the river was dragged in every direction between the spit at Point Belches and the jetty, but with equal unsuccess. The body was found about 9 O'clock on Monday morning, near the before-mentioned sandbank, and a spot which must have been closely examined during the preceding day. The deceased had on him a shirt and a pair of trowsers,[sic] and it is conjectured that, becoming impatient, he had attempted to swim to the dinghy, divesting himself of all clothing except that in which he was discovered, and from the fact of his trowsers being partly off, it is supposed that while he was swimming they had slipped down and become entangled about his legs and that while attempting to either take them off or to readjust them, he was seized with cramp and drowned. Mr. Campbell, during his short sojourn in the Colony, (he arrived in February last) has earned the good opinion of all with whom he was brought into contact with, and from his steadfastness, rectitude, and attention to business, there was every prospect of his being finally successful in his efforts to establish permanent steam communication on the River Swan. A magisterial investigation took place on Monday, on board the *Les Trois Amis*, conducted by Mr. Yule, and a verdict of accidental death was recorded. The remains of the deceased were carried to their final resting place yesterday morning, and, from the number of respectable colonists that formed the funeral cortege a stranger would have imagined that an old colonist had died, and not a comparative stranger, so much respect did the late Mr Campbell earn from all classes during his short stay amongst us.

After Mr Campbell's demise *Les Trois Amis* was 'moth-balled' and laid up at her moorings just off the Perth Jetty, no doubt while communications were

transmitted between Perth and England to inform his relatives of his death and to determine his estate.

In the Inquirer of 16 January 1856 the following appears,

The colonial built steamer made a trip to Point Walter and back again on Saturday [11January]. Her outward trip to Point Walter was made against a moderate sea breeze and occupied two hours. On her return, with the wind in her favour, she took one hour and twenty minutes. During some former trips, she went faster for the time, but then it became necessary to halt to get up fresh steam and the time thus lost more than counter-balanced what was gained in speed when she was in motion. It is conjectured that the substitution of round for square cylinders may have the effect of increasing her speed. Be that as it may, it is evident that for general purposes her rate is insufficient. We cannot but desire to hear of the successful result of any alterations which may be attempted as there appears to be no chance of *Les Trois Amis* being placed on active service for some time. Those who have experienced the comforts of a steamer possess a due appreciation of those offered by an ordinary passage boat.

Notwithstanding the failure of this vessel to meet the requirements of the river trade, one must give credit to Thomas William Mews and Solomon Cook for their endeavours. Not only were they breaking new ground in opening up the river to steam transport, they were doing it in their own way, designing and building both the hull and machinery here in Perth. When considered with the fact that they persevered in the face of strong criticism from those elements who believed that, if it was not imported from England it was of no use, this shows the true mettle of some of our early pioneers.

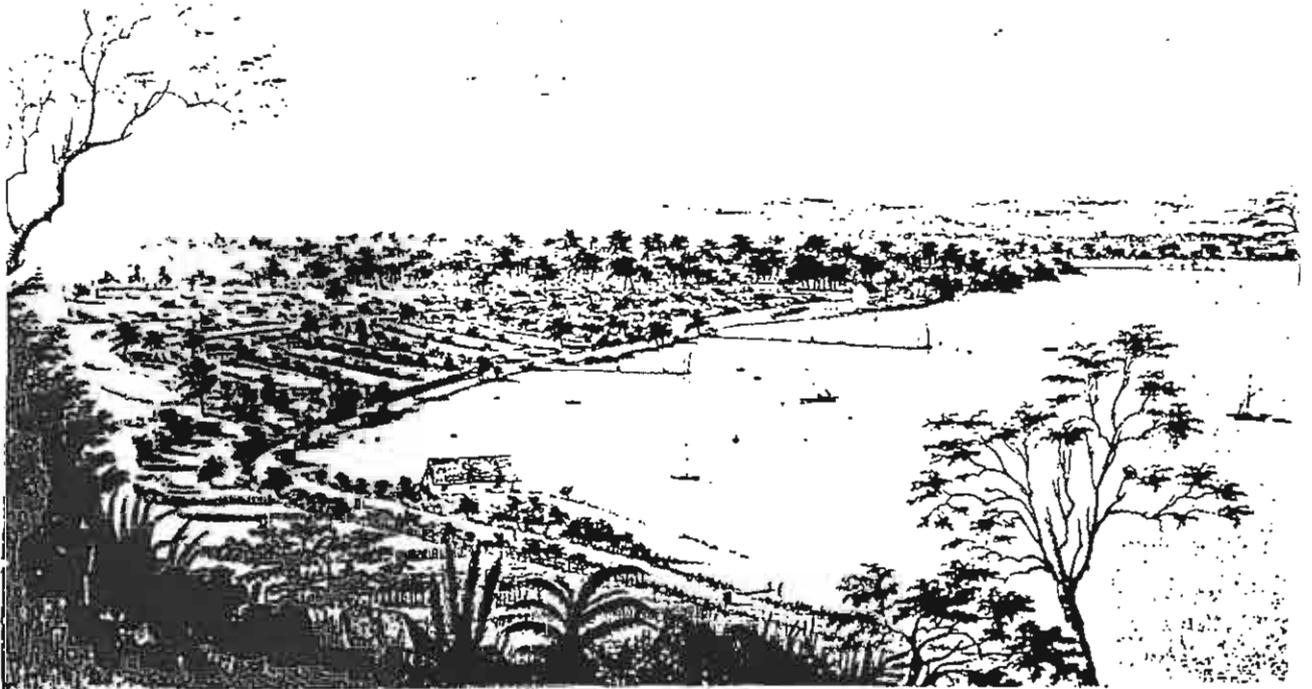


Figure 4. Perth, 1847. by Horace Samson.

T.W.Mews boat-building shed is in the foreground. The long jetty in the background is the Perth jetty at the foot of William St.

The next entry concerning our pioneer river steamer caused some confusion at first, until, after working out the relationship between dated newspaper events and stories, it became apparent that after the sale of the *Speculator* at auction, she received a name change which is mentioned in just one entry in the *Inquirer* of 23 January 1856,

The river steamer *Lively* went to Fremantle on Thursday morning leaving Perth at a quarter to nine and arriving at her destination at one o'clock having the sea breeze in her favour. During the return trip she was blown back in a shorter space of time, from two and a half to three hours. Her long passage is attributed by those on board to the bad quality of the fuel used on the occasion.

Then in the Perth Gazette of 27 June 1856,

Mr. Samson, Government Auctioneer is instructed to sell without reserve, the Colonial built steamer with all its machinery. Terms at time of sale.

The only references to the fate of this our first steamer are as follows:

(1) Royal Western Australian Historical Society's 'Early Days Journal' Volume 9.1, an article by Greta Kuchling, in which she states,...the machinery was removed and installed in Habgood's new flour mill in Murray Street and the hull became a sailing vessel.

(2) The Inquirer of 1 April 1857.
...Mr.Habgood has succeeded in adapting the boiler and machinery belonging to the old river steamer to a flour mill which he has constructed in Murray Street. The mill has been found to answer very well and will, we have no doubt, prove a great acquisition to the wheat holders in the town.

As to the hull of the vessel, which it will be remembered was 50ft [16.2m] in length by 10ft [3m] in width. I can find no record of a vessel of that size in the registers, having searched both local and British shipping registers.

There was a two masted schooner named *Speculator*, but she was built during 1859, [registered No.40485] and had a length of 44 feet [14.2m] and a breadth of 12.5 feet [4m]. So if it was the old steamer she underwent a radical re-shaping, and if it was not, then her fate remains a mystery.

At this stage in the story we have the introduction of yet another river steamer, or rather genesis of one, as it was yet to be finally constructed. This one was ordered from England by Ross Richard Homfray late in 1855 and was due to arrive in Fremantle on the *Aerolite* around the middle of February 1856. However, due to cargo commitments the steamer was finally put aboard the *Shanghai* which did not arrive until November 1856.

From April 1856 on, the businessmen concerned, were looking daily for a sign of the vessel carrying the new river steamer to her destination and in Cliff Street, Fremantle, they began building a new warehouse for the reception of goods coming down river for trans-shipment, and for goods going up river.

In the meantime, *Les Trois Amis* just sat at her moorings, while the inhabitants of Perth, Fremantle and Guildford suffered the vagaries of wind and weather in their voyages in open boats on the Swan.

On 7 November 1856 Ross Richard Homfray wrote to the Colonial Secretary with this request,

Sir,

Being in daily expectation of the arrival of the "Shanghai" from England, with a Steam Boat and Tender, built by my orders, for the navigation of the River Swan; I have the honour to ask that you will bring to the notice of His Excellency the Governor my respectful request that in consideration of the great facilities which will thereby be afforded to the public generally, I may be allowed to land the said Steamer with her Machinery and Tender, gear and fittings free of Import duty.

I have the honour to be

Sir

Your obedient Servant
Ross Richard Homfray

The Colonial Secretary replied,

Mr Homfray and the Collector of Customs to be informed that the Steamer with her Machinery and Tender and necessary gear may be admitted free of Duty.

Again on 22 November Mr Homfray writes to the Colonial Secretary but this time from the "Steam Packet Office", Fremantle.

Sir,

In reference to the River Steamer which His Excellency the Governor has kindly permitted me to land free of duty, I beg to inform you that being under the impression that Mr W Harwood could give me permission to put her up near his whaling Station on Rouse's [sic] Head opposite Fremantle;

I have landed the Boiler and part of her Machinery there, I now find that that person has merely permission to occupy the place for the Specific purpose of Whaling, and that I should have made application thro' your office before landing or erecting anything.

I beg therefore most respectfully to request that His Excellency the Governor will grant me permission to land and put together at the place named the River Steamer and Barge imported by me in the "Shanghai"

I have the honor to remain

Sir

Your Obedient Servant
Ross Richard Homfray

The Colonial Secretary replied,

This permission may be accorded to Mr Homfray.

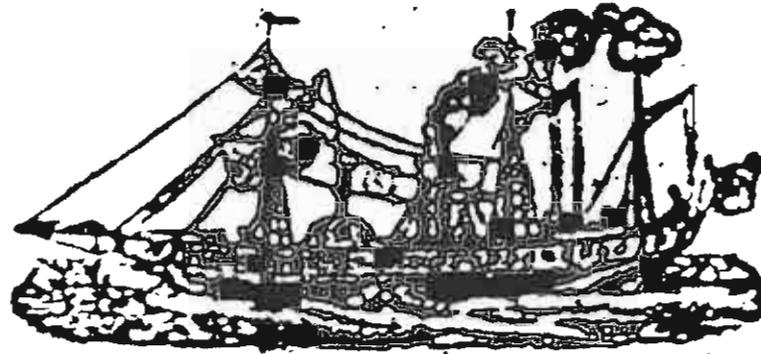
Returning to the *Les Trois Amis*, Mr Campbell's estate was finally sorted out, as his agent, Mr. James Dyer, appointed Mr Lionel Samson on 28 November 1856, to auction, at the Perth Jetty on 3 December 1856, the steamer with engine complete, at 12 noon. [see the advertisement on page 36]

On 5 December 1856, it was announced in the Perth Gazette,

The steamer *Les Trois Amis* was put up for sale by auction by Mr. Samson on Wednesday, and brought in at 860 pounds, the last offer being 840 pounds. She has since been disposed of by private contract to Mr. George Shenton, who will probably hire her out for river work until Mr. Homfray's vessel is ready, after which the engine will be taken out and the vessel used for coasting to and from Champion Bay.

Upon the purchase by George Shenton, the vessel was entered on the British Shipping Registers and received her Official No. 40477. [see fold out copy No.1.]

Les Trois Amis was then placed back on her old run from Perth to Fremantle as can be seen from the advertisement on page 37.



Steamer "LES TROIS AMIS"
for Sale at Perth!

MR. SAMSON,
(Government Auctioneer,)

Has been favoured with instructions from Mr James Dyer to sell by auction, at the Jetty, Perth, on **WEDNESDAY** next, the 3rd December, 1856, at 12 o'clock precisely:—

THE above-named Steamer and Engine complete, as she now lies off the Jetty.

This vessel was built at Northfleet, Kent, in 1854, regardless of expense, in the most complete manner, and of the best materials.

Mr James Dyer has full power of sale, and any claims against the late Mr W. H. Campbell are requested to be forwarded to that gentleman. Also, all accounts due to be settled without further delay.

Perth and Fremantle, Nov. 26, 1856.



THE "LES TROIS AMIS" will commence running between Perth and Fremantle on Monday next, the 15th inst.

On Mondays, Tuesdays, Thursdays, Fridays, and Saturdays she will start from Perth at half-past seven o'clock, and Fremantle Jetty at half-past three, and North Fremantle Ferry at 4 o'clock in the afternoon.

On Wednesdays she will leave Perth at six o'clock in the morning, Fremantle Jetty at 8, and the Ferry at a quarter past 8. In the afternoon she will leave Perth at 3 o'clock, and Fremantle at 5 o'clock.

Boats to convey passengers on board will be in waiting at Perth and Fremantle fifteen minutes before each hour of starting.

FARES.—Fore part of the vessel, 2s each way; aft, 2s 6d. Children under 12 half-price.

On Wednesday afternoons parties desirous of an excursion trip, not landing at Fremantle, will be taken at a single fare.

On Christmas Day there will be a Picnic trip to the Old Ferry, leaving Perth at 2 p.m., and returning in the evening. Fare 3s.

Perth, Dec. 11, 1856.



Figure 5. Perth from Mt. Eliza, circa 1850.



Figure 6. Similar view taken in 1900 showing development.

On the same date, 5 December, the Perth Gazette ran an advertisement offering the vessel's engine for sale as depicted below.

TO BE SOLD,

THE superior STEAM ENGINE, of
 nine horse power, now in the *Les
 Trois Amis*. The whole is quite equal to
 what it was when first complete, and a set
 of extra tubes will be sold with it.
 For all particulars apply to
G. SHENTON.

An accident occurred on *Les Trois Amis* on Monday 26 December when one of her safety valve pipes burst. It was however speedily repaired. The same item goes on to say, in the *Inquirer* of 31 December 1856,

...Mr Homfray's steamer, the *Lady Stirling* will, it is expected, be complete in the course of six weeks. The first rivet was driven last week, and since then about three thousand have been fixed. Altogether there are about six thousand rivets to be driven.

This steamer was designed and built in England in the sense that the iron work, such as ribs, keel, stringers and shell plating etc. were all prefabricated in the English workshops and sent to Fremantle in pieces like a giant jig-saw puzzle. It was then reassembled at a site on Rous Head just inside the bar, where there were sheltered conditions, in or near the boat haven. See map No1.

Along with the vessel came all the iron stores, a barge in frame, [iron and in pieces, to be reassembled] and an engineer to supervise the reconstruction. The *Lady Stirling* was designed to carry out multi roles in local waters, firstly, that of a passenger carrying vessel, second as a cargo carrying vessel and in between her passenger runs she was used as a tug, towing barges or flats, out to the anchored ships in Gages Roadstead and behind Garden Island.

By 7 January, 1857 according to the *Inquirer*,

...the *Lady Stirling* was more than half completed as regards driving rivets and a portion of her deck had been laid. A delay ensued in consequence of there being but one camp forge, with no other available, but it was still expected that the vessel would be ready on time.

Solomon Cook, undeterred by his earlier problems with the *Speculator* designed and built another river steamer, this one was named the *Pioneer*. She was designed mainly for the Perth to Guildford run which necessitated a very shallow draught for negotiating the flats of Perth Water and the shallows about Heirison Island.

The *Inquirer* of 21 January 1857 carried the following story,

Mr Solomon Cook's colonial-built steamer started for Guildford on Thursday last with about 20 passengers heading for Guildford and performed the trip in a very satisfactory manner. The time occupied from Perth to Guildford being two hours and five minutes. A number of the inhabitants of Guildford were on the bridge when the steamer arrived and greeted her appearance with cheers, which were returned by those on board. A very handsome luncheon was prepared at Mr. Welbourne's at the cost of some of the inhabitants of Guildford, to which the passengers by the steamer did ample justice. Afterwards the vessel proceeded to Mr. Hammersly's where the passengers landed, and after partaking of that gentleman's hospitality, re-embarked and commenced their return trip, which was performed satisfactorily until the arrival of the steamer at Gibb's landing place, when owing to some omission on the part of the stoker in letting off steam, the packing of one of the fire pipes was blown out. The fires were put out and much steam escaped, to the alarm and inconvenience of the passengers, some of whom jumped overboard. No injury was sustained by anyone and the steamer was shortly afterwards repaired and on Monday was ready to take a trip to Fremantle. The machinery is at once simple and efficient, and might be adapted to any flat or barge on the river. We have not received any information which will furnish our readers with a description of the machinery, but all parties agree that it reflects great credit upon Mr. Cook.

The same article goes on to say,

...the steamer *Les Trois Amis* has changed hands, having been sold by Mr Shenton to Mr George Green, formerly owner of the schooner *Evergreen*.

On 2 February 1857 Solomon Cook wrote to the Colonial Secretary,
Hon,rd Sir,

I would beg most respectfully to draw the attention of His Excellency the Governor to the fact of my having built and prepared a Steam Boat to ply between Perth, Guildford & the Upper Swan, but on trial I find it most difficult to navigate free through the crooked & shallow channel of the Sand Bank below the Perth Bridge & also through the Canal on account of its inadequate Size & Depth & the upper Swan through the many Trees which have fallen into its Channel, but at present the greatest difficulty will be in crossing the sand bank below Perth & steaming through the Canal; I would also beg to inform His Excellency that I intend the steamer should perform daily trips between Perth & Guildford in about a week from this date, hoping that the above may meet with His Excellencys earliest consideration.

I would beg to subscribe myself
with the greatest respect
His Excellencys most
obedient Servant
Solomon Cook

The Colonial Secretary's reply,

Inform Mr Cook that I will request the acting Comptroller General to undertake the necessary work. I would recommend Mr Cook put on paper the extent and nature of the work he thinks requisite.

Solomon Cook's reply to the Colonial Secretary reads,

Hon^{ble} Sir,

In reply to your letter of the 3rd inst I beg to inform you that the work most required at present to be done is a cut through the sand bank between the Perth bridge similar to that commenced last year in about the same situation only the bank should be raised on either side sufficiently high that the waves would not wash the sand into the canal, and the cut should not be less than thirty feet in breadth.

After the completion of the above work I would recommend that the present canal be deepened and made broader in places for the general benefit of all parties concerned in the navigation of the River.

I have the Honor to be, Sir
your humble servant
Solomon Cook

The reply to this letter from Mr Wray, acting Comptroller General,

Sir,

In returning Mr Solomon Cook's letter to yourself dated the 10th inst. I have the honor to state that tho' Mr Cook's request appears a small one, I am of opinion that to do it effectively it will be neither small or inexpensive and I have the honor to refer you to my letter of yesterday No L.6/257 shewing that I have no convict labour to put on it, unless other works are stopped, and I do not see how it can be undertaken.

H. Wray

The Colonial Secretary's response to this reads across the page,

Inform Mr Cook I would recommend a grant of money if Mr Cook can shew that the work is practicable at any reasonable cost.

By the Inquirer of 4 February, 1857 we find that the *Pioneer* made another trial trip to Guildford on Friday the 30th of January. Among her passengers were His Excellency the Governor and Mrs. Kennedy the journey taking approximately two hours between Perth and Guildford.

Mr Cook's steamer will, we perceive, run between Perth and the Race Course on the Race days, and we understand that afterwards she will run regularly between Perth and Guildford with occasional trips to Fremantle.

NOTICE.



THE steamer
"PIONEER"
will carry passengers to
and from the Races on the
Race days, leaving Perth Jetty at 9 a.m.,
and returning immediately after the races
Fare 2s 6d up and down, children under
12 years half price.

G. RANDALL.

The *Inquirer* on 4 March 1857 indicates that,

...Mr. Homfray's river steamer, the *Lady Stirling* was launched at Fremantle on Saturday the 21st of February and was expected to be ready to ply between the two jetties by the middle of March...and that the barge that was brought out in pieces with the *Lady Stirling* was ready for her first rivet on Monday the 2nd of March, and it was believed she would be finished, before the steamer was fitted out and ready for work.

By 25 March the,

Lady Stirling was fast approaching completion and was expected to commence sailing in the next week or ten days.

At the same time *Les Trois Amis* suffered another setback when her passengers were compelled to return from Fremantle in a sailing boat, in consequence of some defect in her boiler.

According to the *Inquirer* of 15 April, the state of the river once again became a topic of interest, particularly the sand spit at Point Walter. Proposals were again put forward to have the channel widened and deepened or moved to a new site altogether, to improve the river traffic and lessen the travelling time. This plea by the Chamber of Commerce was at last acted upon and a board was set up to examine ways to improve the navigation of the River Swan.

The reporter of the *Inquirer* goes on to say,

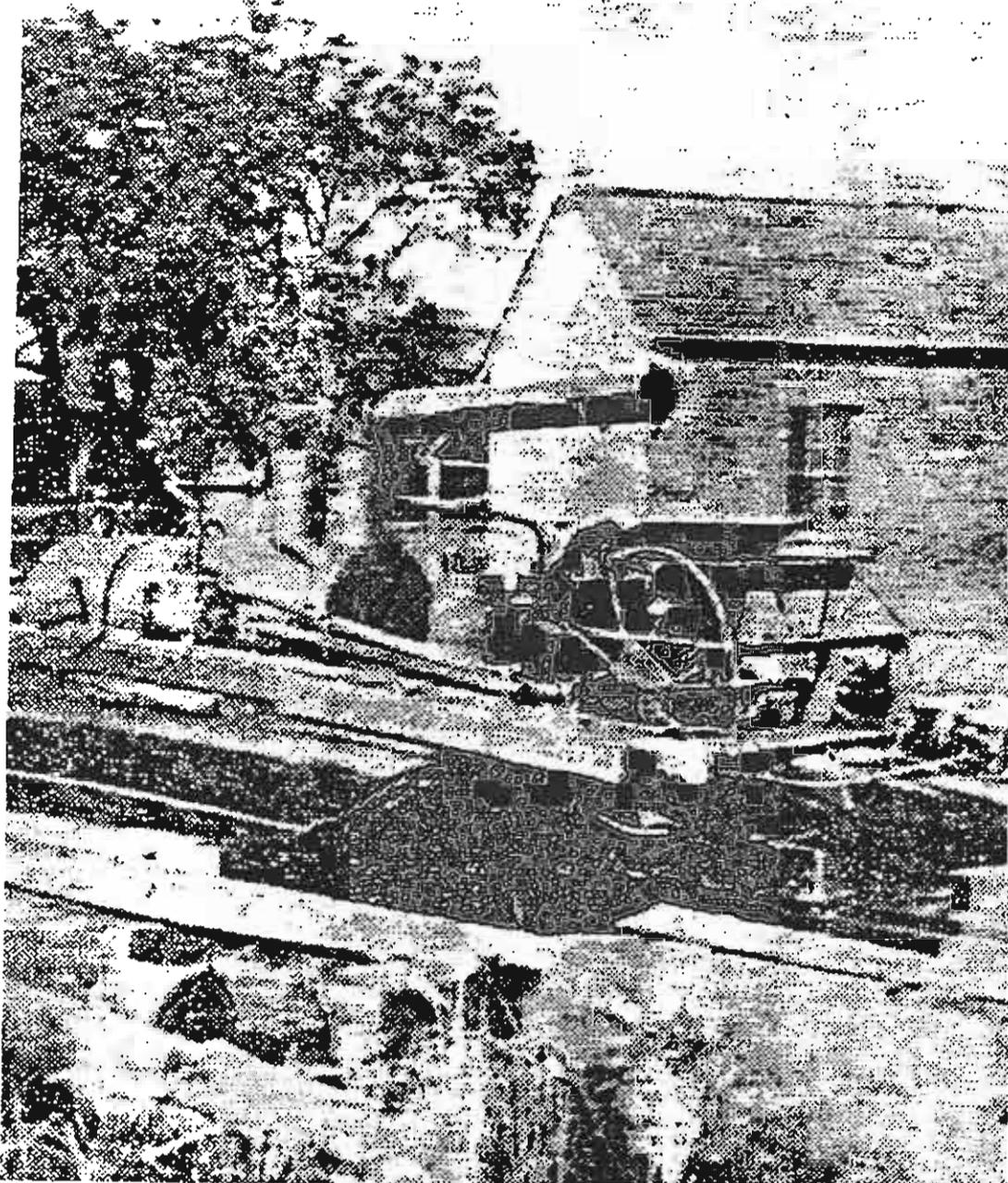
...The *Lady Stirling* steamer, will, it is reported, be ready to ply on the river early in May. The machinery has all been adjusted, and the carpenters work will all be completed, it is conjectured, about that time.



Fig 7. Guildford Bridge [Barker's Bridge] c 1857 as constructed by Capt. DuCane on the plan of an American railway bridge showing the steamer *Pioneer*.

Weekend Mail, Saturday, August 15, 1959.

It's 1876 on Bazaar-terrace-that-was. Resting on the slips is a primitive paddle-wheel barge. This is one of the few old sites which hasn't been overgrown by big buildings: it's now a car park.



A photograph taken in 1876 reproduced in the Weekend Mail of 15 August 1959 ¹

¹ This vessel has been identified by the author as the *Pioneer*, built by Solomon Cook during 1856. Note the folding funnel for passing under the bridges on her passage from Perth to Guildford.

In the Perth Gazette of 10 April 1857 appeared this advertisement as follows.

NOTICE.



FOR the convenience of residents in Fremantle who wish to visit the Bazaar on Easter Monday, the Steamer "Les Trois Amis" will leave Fremantle for Perth on that morning at 8 o'clock, returning at 8 in the afternoon.

G. GREEN.

Perth, April 8, 1857.

Saturday 16 May 1857 dawned to a great occasion. The maiden voyage of the *Lady Stirling*. The Inquirer reporter writes,

The *Lady Stirling* steamer made her first trip to Perth on Saturday. She performed the journey in two hours against wind and current, a very satisfactory result. It was quite a holiday trip, and a number of inhabitants of Fremantle, by invitation of the owner, were passengers to Perth and back. Shortly after her arrival at Perth jetty some of the Perth people embarked and were conveyed to Currie's Spit and back, the guests from either town were most hospitably entertained by Mr. Homfray, and expressed themselves much pleased with the trip. On arrival at Perth jetty the assembled townsmen cheered lustily, a complement which was returned by those on board the steamer. The band of the Sappers and Miners was engaged for the occasion and contributed materially to the enjoyment of the passengers. We have at present, three river steamers, the *Pioneer*, *Les Trois Amis* and *Lady Stirling*. The *Les Trois Amis* will, however, we presume, be turned to some other use, The *Lady Stirling* commences to ply regularly between Perth and Fremantle from this date, 20 May 1857.

The following week saw the owners of both the *Lady Stirling* [Homfray] and *Les Trois Amis* [Green] advertise trips to Fremantle obviously as part of a campaign to attract clientele to their respective vessels. In the same edition of the Perth Gazette of 22 May there is a similar report of the *Lady Stirling*'s maiden

voyage, the only difference in the reports is that the Perth Gazette's reporter complains about her relatively slow speed.

On 29 May 1857 a report in the Perth Gazette states,

The steamer *Les Trois Amis* has been taken off the river trade and is now getting up her standing rigging and fitting out to run between Champion Bay and Fremantle, We believe that the shareholders of the Wanerenooka Mine intend taking passage on her first trip to visit the works and determine on the spot, as to their future operations.

The Wanerenooka Mine at Northampton, north of Geraldton, was a large copper producing mine and shipped many hundreds of tons to England and Singapore.

On 30 May 1857 the Harbour Master, Mr Harding wrote to the Colonial Secretary regarding the steamer Jetty at Fremantle,

Sir,

I have the honor to acquaint you that my attention has been directed by Mr Homfray and Mr F Caporn to the great facility and accommodation that may be afforded to the River Steamer, and the public generally, by the erection of a small Jetty on the easternside of Ferry Point.

The water being deep enough (even in summer) to admit of the Steamer coming within a few yards of the beach, and continuing so through the inner channel from North Fremantle, together with the position being at all times and with all winds perfectly smooth renders it desirable that it should be made a permanent steamboat landing.

It appears to me that small labour and materials might accomplish the end desired, the road might easily be turned in the direction of the proposed position, and I consider the Stone and Piling recently removed from Ferry point Jetty being now nearly on the required spot, could be made available in carrying out the desired work.

The late boisterous weather has clearly proved the impossibility of the steamer being enabled to approach the Cliff St Jetty during the winter months, except in very fine weather, and even then it might occur that Cargo Boats may be alongside the Jetty at the time the steamer arrived which would cause a certain amount of confusion and inconvenience.

I most respectfully request that this matter may receive your earliest attention, and beg leave to suggest that the board appointed to report on the River Navigation be requested to meet to consider the subject.

I have the honor to be

Sir

Your obedient Servant

James Harding

The Colonial Secretary was in agreement with this proposal and duly passed the matter to the board for consideration.

[The Board referred to in the above letter was the Swan River Navigation Board set up by the Governor in 1855 at the request of William Hinton Campbell to review the current state of the river, channels and jetties. Two years later little had been done to improve the situation and the steamboat owners and the general public were no better off.]

Some things never change!

A report was finally handed down from the Royal Engineer's Office on 15 June wherein it stated that a Jetty 100ft [30m] long by 12ft [3.5m] wide could be constructed of timber and iron with a crane at the end for 111pounds 17shillings and 5pence,[sic] which included the purchase price of a new pile driving engine.

In a letter to the Colonial Secretary written on 15 June 1857 by George Clifton, Superintendent of Water Police,

Sir,

In reply to your letter of the 30th ult, we have the honor to recommend that the North West side of the Perth Jetty be appropriated for the use of the steamer "Lady Stirling", the cranes on the opposite side being required for the use of the cargo boats.

That no cargo boat be allowed to anchor within 100yards of the North West side of the said Jetty.

We would further suggest that cargo boats discharging cargo alongside of the North or River Jetty at Fremantle, are on the approach of the Steamer to haul off, to allow her to land or embark her passengers, unmooring from the Jetty as soon as possible.

No cargo boats to anchor within 100yards of the said Jetty.

Lastly we would recommend that the practice of hanging fishing nets over the handrails round the Jetties be prohibited, likewise parties from fishing off the Jetties of a Sunday, and of weekdays, only with a rod and line.

We have the honor to be
 Sir
 Your most obedient Servants
 James Harding
 Harbour Master

George Clifton I.W.P.

On 1 July 1857 the Inquirer reporter writes,

...notwithstanding the hopes that were entertained of the *Lady Stirling* being able to proceed from jetty to jetty, it appears that during the winter months she cannot lie alongside the Fremantle jetty, to the great inconvenience of passengers and shippers of goods. In this respect she is not as useful as the old steamer, as passengers by the *Les Trois Amis* were conveyed by boat from her mooring station to the Fremantle Jetty.

Having had her masts re-stepped *Les Trois Amis* was then re-ballasted and set up as a two masted schooner and on 27 July 1857, we learn from the shipping intelligence that the steamer *Les Trois Amis* sailed for Champion Bay with one passenger. She returned on 16 August with one passenger and cargo and was listed as a screw steamer.

Back on the Swan River, Mr. Homfray was having his own problems as he was declared bankrupt, and it was announced on 17 August 1857 that Mr. Samson would auction the *Lady Stirling* on 17 September. [see advertisement following].

Les Trois Amis sailed again on what was to be her regular run from Fremantle to Champion Bay and Port Gregory and arrived back on the 13 September.

The Water Police Occurrence Book for 1857 has a number of references to *Les Trois Amis*. In each case these are for sailing and arrival times. [At the time of which I am writing all vessels that sailed whether to the outports or overseas were diligently searched for escaping convicts]

Each mention of *Les Trois Amis* in the Occurrence Book lists her as a Steam Schooner.

The entry for Sunday September 13 lists

Steam Schooner "Les Trois Amis" arrived from the North'd
at 10am. General inspection as usual.
Cutter "Brothers" arrived from Bunbury.
Vessels in Port "Aerolite" and "New Perseverance"

Again on both occasions, when mentioned in the Shipping Intelligence column, she is described as a steamer, George Green, Master.

From the Government Gazette of 12 February 1857, George Green was examined by the licensing board on 2 February and received a license to work cargo boats and gigs. His son William was also examined and received a license, but his was endorsed, 'not to be placed in charge'.

At the auction of the *Lady Stirling* the bidding began at fifteen hundred pounds and rose in fifty pound increments, but was passed in at nineteen hundred and fifty pounds, when the auctioneer announced that he could not sell her for less than two thousand pounds. A gentleman named Mark Dyett purchased the vessel and continued, as before, running her regularly on the river.

He upgraded the facilities on board and obtained a refreshment license for the benefit of the travellers. Reproduced are two of the advertisements which appeared in the newspapers during October 1857 for the *Lady Stirling*.



Sale of River Steamer **LADY STIRLING** and appurtenances, at Fremantle.

MR. SAMSON

(Government Auctioneer.)

Has been instructed by the Trustees of the Estate of Mr R. R. HOMFRAY, to sell by Auction, at Fremantle, on Thursday, the 17th September, 1857, after her arrival—

THE above-named vessel, and all her appurtenances.

This splendid steamer offers a capital opportunity for public or private speculation; her well-known qualities for steaming have been satisfactorily tested by the admirable manner exhibited on her passages up and down the river during the late very severe weather, her elegant and commodious accommodation, her very superior machinery, of most recent improvement, from that well established house (Messrs. Blythe & Co., of London), is a sufficient guarantee of her excellence and worth, and which needs no further comment.

ALSO,—

Will be sold all her appurtenances as per inventory to be read at time of sale.

ALSO,—

An Iron Barge, as she now stands on the slip, ready for launching, with all belonging to her.

ALSO,—

Some few other articles remaining from late sales.

Terms and further particulars at time of Sale.

Fremantle and Perth, August 17, 1857.



NOTICE.

A LICENSE having been granted for the Steamer, Refreshments can now be obtained on board, and as this department will be under the charge of Mr G. Haysom, the public may feel assured of having good supplies at moderate prices.



IN order to meet the wishes of a large number of persons, and also to give an opportunity to the working man and his family rationally to enjoy his only leisure day, the proprietor of the Steamer begs to give notice that on and after Sunday the 11th October, the **Lady Stirling**, will leave Perth and Fremantle every alternate Sunday till further notice, at the following hours

From Perth 8 o'clock a.m.

“ Fremantle ... 4 “ p.m.

From Fremantle ... 8 “ a.m.

“ Perth 3½ “ p.m.

FARES—Cabin, 4s. there and back;
Fore Cabin, 3s. ditto.



ON and after the 1st of November, the Steamer **LADY STIRLING** will leave Perth and Fremantle at the following hours.

FROM PERTH.

Monday,	}	At 8 o'clock A.M.
Tuesday,		
Thursday,		
Saturday,		
Wednesday,	}	At 5½ o'clock A.M. and 2½ " P.M.
Friday,		

FROM FREMANTLE.

Monday,	}	At 3½ o'clock P.M.
Thursday,		
Saturday,		
Tuesday,		At 3 o'clock P.M.
Wednesday,	}	At 8 o'clock A.M. and 5 " P.M.
Friday,		

On Wednesday and Friday, at the 2½ o'clock p.m. trip the Fare will be 2s 6d each person.

The steamer *Les Trois Amis* sailed again for Champion Bay and Port Gregory on 17 October 1857 and at the same time the dauntless Solomon Cook had yet another river steamer in the course of construction and by 11 November the Inquirer states,

The construction of machinery for the river steamer building by Mr. Solomon Cook, intended to ply to and fro between Guildford, Perth and Fremantle, is now in a forward state, and it is expected to be shortly completed. Mr. Cook says that he intends the new vessel to run the entire distance from Guildford and Perth to Fremantle and back daily and invariably to accomplish the trip in an hour between the two latter towns.

A letter from the "Steam Packet Office" on 31 December 1857 to the Colonial Secretary,

Sir,

I am induced to apply to His Excellency for a reduction in the charge required from me for a spirit license for the "Lady Stirling" steamer.

At present, beer or spirits can only (under the Packet License) be sold to passengers during the actual time the steamer is making the passage up and down the river, or about 3 1/2 hours per diem for 6 days in the week; when once the vessel touches either jetties, no passenger or intending passenger, can be supplied with any spirituous liquor, until the steamer is under way again.

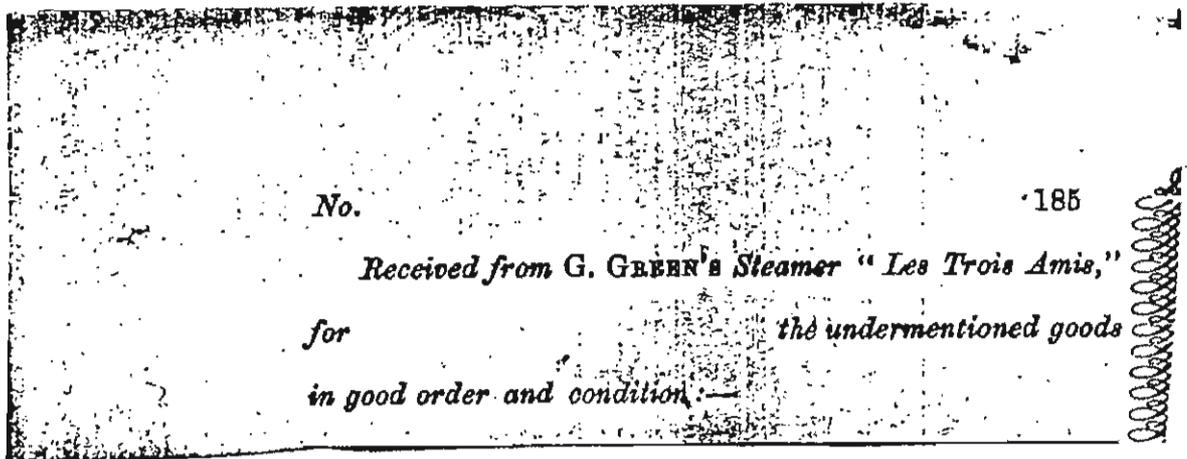
The License is no doubt a great accommodation to the public, and I have applied for a renewal of it, although Mr Haysom has this morning given me notice of his intention of giving it up on account of his not being able to make it pay him.

I would therefore request you would be good enough to place my application before his excellency, either, that passengers or intending passengers, should be allowed to procure Beer or spirits, on board the steamer from the time she leaves the Jetty at Perth of a morning, until she returns to the Jetty of an afternoon, or, that a reduction should be made in the charge for the license.

Trusting His Excellency will be pleased to grant my application, which I believe to be a reasonable one.

I have the honor
To be, Sir,
your obt servt
Mark Dyett

Early in 1858 the S.S. Schooner, *Les Trois Amis* left on another voyage to Champion Bay and Port Gregory, leaving on Tuesday 5 January and arriving back at Fremantle on the 17th with passengers and cargo. The schooner *Preston* sailed at the same time as *Les Trois Amis* from Champion Bay for Fremantle and nearly a week after *Les Trois Amis'* arrival, still was not to be seen.



A page from Mr Green's docket book.

Early May saw the winter gales arrive, causing a number of vessels to go ashore, from Bunbury to Geraldton. The Perth Gazette of 14 May 1858 reports the effects of the gale on *Les Trois Amis*.

Since our last, we hear that the *Les Trois Amis* had a narrow escape on her passage from Champion Bay, the gale came on from the West-South-West while she was close in with the land opposite the Irwin, [the river at Dongara] she was laid to for three days and probably but for getting up steam by chopping up for fuel many of her fittings, she would have gone on shore. As it was, on one occasion, wearing round, a heavy sea caught her on the quarter, broke a portion of her bulwarks away and washed overboard one of the crew. The unfortunate man, [Fred Outram] it appears, could not swim and although part of the wreck and also the lifebuoy was close to him, was unable to be reached and he sank in sight of those on board, without their being able to attempt to save him on account of the heavy sea running. The poor fellow was a general favourite on board and his melancholy death is deeply felt by his mates.

The Inquirer also reported on this incident after her arrival on 6 May.

In the Perth Gazette of 21 May appeared this story as follows,

A novel operation has claimed attention in Perth for the last two days. Mr. Solomon Cook, has for some time been engaged in building, near his workshops in Murray Street, a large barge, 66ft long and 14ft in beam, measuring 40 tons, and on Wednesday and Thursday [the 13th and 14th] she was conveyed to the water, a distance of 500 yards, the modus operandi being a wheel at one end and a roller on each side worked by a ratchet wheel, a temporary way being made with planks, a simple and effective contrivance. Mr. Cook deserves every credit for the many ingenious schemes he now and then enlightens the public with.

This barge became by far the largest barge on the river and when locally registered, on 7 January 1861, was named the *Hope* and was owned by J. Maley and Company, of Perth. See registration list following. Her number is 20.

List of Boats Licensed by the Licensing Board for the Year 1861.

No.	NAME OF BOAT.	DATE OF LICENSE.	TONS.	MEASUREMENT.		DESCRIPTION OF BOAT.	No. OF PERSONS LICENSED TO CARRY.	BALLAST.	OWNER'S NAME.	OWNER'S RESIDENCE.
				LENGTH.	BREADTH.					
2	The "Ellen"		1½		ft. in.	Gig	10	400 lbs.	William Wilkes	Perth
3	" Charron	April	12		10 4	Cargo	84	1½ tons	John Watson	Do.
4	" Little Eastern	Jany.	15		11 6	Do.	100	1½ "	William Rewell	Do.
5	" Pioneer	"	15		8 9	Steam Flat	Crew & Cargo		J. Malley & Co.	Do.
7	" William	Jany.	10			Flat	Crew & Cargo		R. Mansfield	Do.
9	" Hope	April	15	6	9 4	Cargo	42	2 ton	R. Maxworthy	Fremantle
10	" Cygnet	Febry.	4	12	36 10	Do.	84	1½ "	J. & W. Bateman	Do.
16	" Forrester	"	1½		6 0	Gig	10	420 lbs.	Hy. Caporn	Perth
18	" Big Ben	April	4	20	47 0	Flat	Crew & Cargo		Jno. Wellard	Fremantle
20	" Hope	Jany.	7	30	64 2	Do.	Do.		J. Malley & Co.	Perth
23	" Perseverance	June	5	4	35 0	Cargo	42	¼ ton	Hy. Caporn	Do.
25	" Mary Jane	Febry.	4	6	30 6	Do.	40	¼ "	George Green	Do.
26	" John	"		9	37 2	Flat	Crew & Cargo		William Wilkes	Do.
33	" Emilly	Jany.	7	1½	21 6	Pinnace	12	450 lbs.	H. O'Grady	Fremantle
40	" Mary	"		2½	30 "	Gig	16	¼ ton	R. Mansfield	Perth
42	" Betsey	June	17	7	30 "	Flat	Crew & Cargo			
51	" Hope	Febry.	4	10	35 "	Cargo	70	1½ tons	Wm. Owston	Fremantle

Fremantle, 18th June, 1861.

THOS. BROWN,
Resident Magistrate.

Printed at the Convict Establishment Fremantle, Western Australia.

A letter from the "Steam Packet Office" at Perth dated 22 May 1858 identified another major problem associated with our early steamers which goes hand in hand with the fuel problems.

Sir,

Referring to the conversation I had with you the other day, when I had the honour of calling upon you, relating to the Government rendering me assistance in laying down fresh water for the steamer. I would now beg respectfully to place before you, for the consideration of His Excellency, the Governor, the plan I would propose.

There is already a small canal made on the North side of the Perth Jetty, by Mr Shenton's waterside store, and this has lately been somewhat deepened, to enable the flats loaded with stone from Mount Eliza Depot, to discharge their cargo on the Beach.

If this canal was made deeper, and wider, and carried further out towards the end of the jetty, so as at all times to give 2 feet 6 inches of depth of water, I would obtain permission from Mr G Shenton to lay down pipes, or a trunk from his spring into a reservoir to be placed in the canal, capable of holding about 4 tons of water, and the Steamer would be able to run alongside every morning, to take in fresh water instead of Salt.

I am induced to make this application to His Excellency from the fact of having had to lay up the Steamer, only the other day, (and which delayed me a fortnight much to the annoyance of the Public) to take out the pipes from the Boiler, in consequence of the quantity of Salt, that had accumulated from using the River Water, and which is likely of course to occur again, whatever care I may take to guard against it; and although the Steamer is a private speculation yet, it has become, and is, a great public convenience, and I do trust, I am not making an unreasonable request, in asking His Excellency to grant the labour to carry out this plan, or if, His Excellency will consult those, who perhaps may know of a Better or more feasible plan, I will gladly adopt it.

I have the honor
to be

Sir

your most obt: servt

Mark Dyett

The end of *Les Trois Amis* as a coastal steamer came on 10 November, 1858 when as stated in the Inquirer,

The machinery has been taken out of *Les Trois Amis* as it is intended to employ her as a sailing vessel. It required nine good horses to take the boiler from the Perth jetty to the house of the owner of *Les Trois Amis* Mr. Green, and they had some difficulty in moving it along. At one spot there was a complete deadlock, the wheels of the carriage becoming so deeply embedded in the sand that the horses could not move

it. Finally by good management and hard pulling, the boiler was deposited in safety at the appointed place. The removal of this heavy package was a sufficient novelty to attract a tolerable number of persons to the spot.

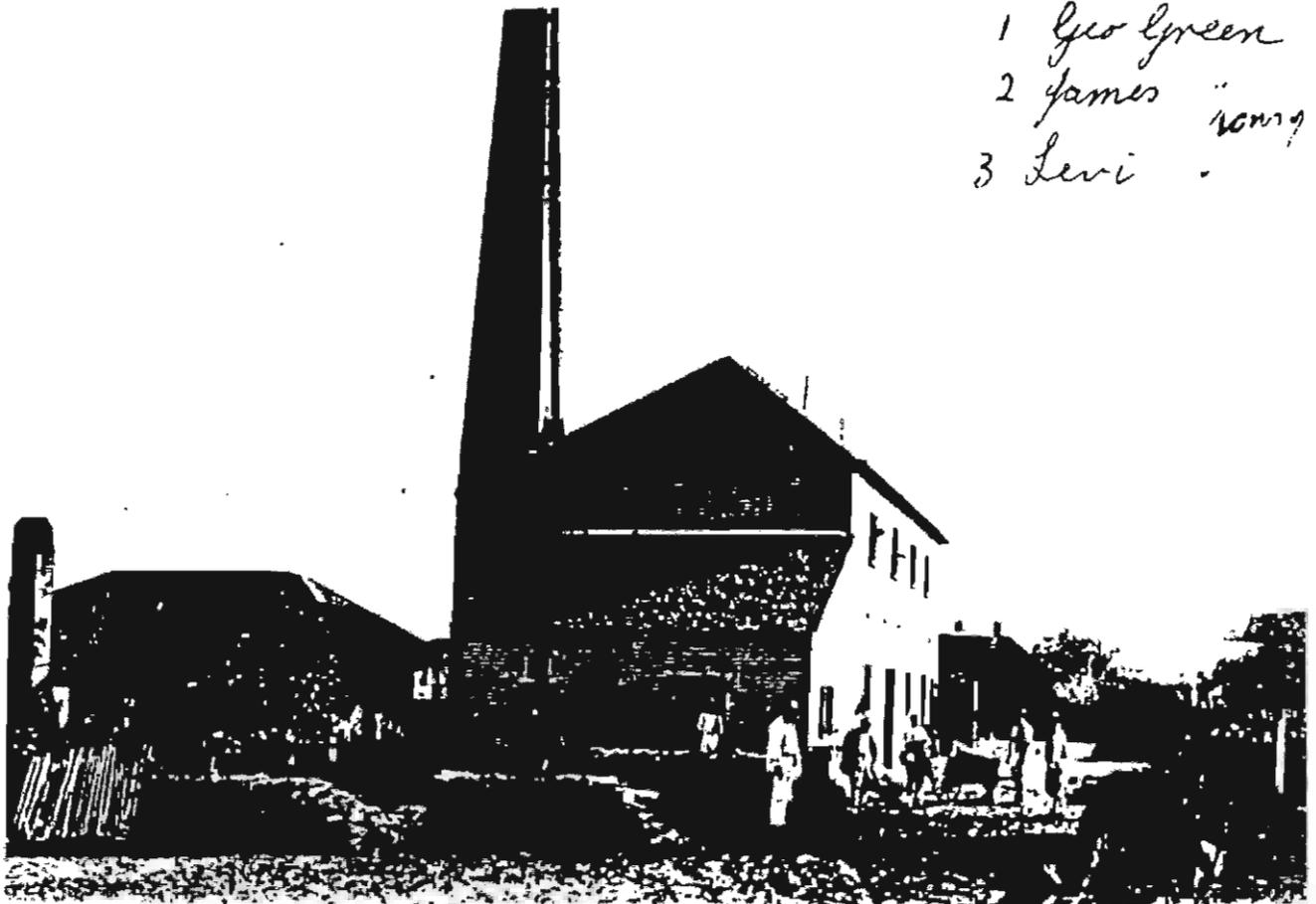


Figure 8. George Green's flour mill in Hay Street, Perth.

The vessel was at this point re-registered, due to the removal of the engine, in the name of George Green, of Perth, Trader, on 4 December 1858. She was subsequently sold to his son William Green of Perth, boat owner, on 14 October 1872. William Green in turn sold her to Francis Cadell of Perth, Pearl Shell Fisher, on 2 December 1873.

During the time that Cadell owned the vessel George Walpole Leake, Solicitor

of Perth held a mortgage over the vessel to the value of three hundred and fifty pounds.

Francis Cadell, whilst in South Australia, was the first person to sail a steamer, the *Lady Augusta* over the bar and into the Murray River and then with William Randell, opened up that river to navigation.

Green's Roller Flour Mill was in Hay Street, just west of William Street, on Lot G. 2., opposite the Wesley Church. It was here that the boiler and engine of *Les Trois Amis* first did their duty on dry land after conversion. It became clear after further research that the problems *Les Trois Amis* had with her propulsion machinery was not so much the machinery itself but the boiler. This was of course designed and built in England to use coal as its fuel, but as this was virtually impossible to obtain in Western Australia, wood was used instead and it proved to be a poor substitute.

The engine, after being used for some years driving the roller flour mill in Hay Street, was then used in a brick kiln at Cannington. Afterwards it was sold by George Green for use in a timber mill near Roleystone. This is believed to be Buckingham's Mill and the latest information on the engine is that it may have ended up at Collie.

Following the career of *Les Trois Amis* as a sailing vessel to its conclusion, she traded on the West coast from Fremantle to Bunbury and the northern ports with interludes, such as a pearling schooner in Shark's Bay, which was a failure and on another voyage she landed stores at Dongara, from where members of the Green family tried their luck on the Peterwondi Goldfields. This also was a failure, the only result being a piece of gold the size of a pin's head which one of the party picked up there.

On a further voyage between Geraldton and Fremantle, the vessel encountered a south-westerly gale halfway between the two ports. The schooner was driven right up to the edge of one of the jagged reefs that flank the coast. The gale force winds, the waves and the backwash from the reef was almost overwhelming and all control of the little craft was lost. Suddenly, when everyone on board had given up hope, a huge wave carried her over the reef and into comparatively smooth water.

It was about this time that George Green sold the vessel to his son William, in October 1872. She was brought back into the river and beached at Mill Point,[South Perth] for repairs. When they were replacing her worn out plates by planking her over with jarrah boards an extra large flood came down the river and she was washed off the beach. She was later refloated.

William Green was the last Green to own *Les Trois Amis* as he was drowned

off Point Resolution, when the 16 ft yacht, *Eva* skippered by his brother, capsized. *Les Trois Amis* was then sold to the notorious Captain Francis Cadell, who used her for pearling and other purposes.

So far, there are three versions of the end of this well travelled vessel. Firstly, there is an account in the Green family papers which states that the vessel was ...'accidentally burnt somewhere up North in February 1884.' Second, in an article entitled, 'From Oar to Diesel in the Swan' published in the Royal Western Australian Historical Society Early Days Journal, Volume 4, part 1, page 57,... 'she was lost off the coast of Timor in February 1884.' according to a Mr Aubrey Sherwood. The third account appeared as a letter to the West Australian newspaper on 18 March 1936 and was a response to an article about the early days on the river.

The letter is signed G.F.P. and reads,

...the mention of *Les Trois Amis* brings this old packet vividly to mind. It must have been about the year of 1872 when I first made her acquaintance, She was then practically dismantled and was moored at the Groynes which were placed on the north bank of the Swan River, almost opposite Willis Point and represented one of the earlier attempts at harbour improvements. This was a favourite spot for bathing and fishing and diving off the bulwarks of the old 'Trois Amis' [sic] was great sport.

In this third scenario, I believe the old timer who wrote the piece sixty four years after the events depicted, was confused with the vessel's name, as both previous accounts name February 1884 as the time of the loss. This is supported by the ship's registration papers [shown earlier] which state,

'This vessel has been missing for some years and is now generally reported as lost. Registry cancelled on the 29th day of February 1884. Certificate lost with the vessel.'

I believe the vessel the old timer was actually referring to was the paddle steamer *Friends* which was eventually broken up in 1872.



Figure 9. William Street Jetty circa 1861, with the steamer *Lady Stirling* alongside. The original caption says it is probably *Les Trois Amis* but by this date her machinery had been removed.

Another point of interest concerning *Les Trois Amis* is its hitherto unacknowledged claim to have been our first coastal steamer.

In an unpublished thesis by Mr M McCarthy concerning Charles Edward Broadhurst, one of Western Australia's prominent entrepreneurs, the claim is made that the steamer *Xantho* was 'our' [i.e Western Australia's] first coastal steamer. I dispute this and claim that it was in fact the *Les Trois Amis* on two grounds.

Firstly, even though the *Xantho* was owned by Broadhurst, a resident of Western Australia, the vessel was never registered here, nor was it ever crewed by Western Australians as was *Les Trois Amis*.

Second, when *Les Trois Amis* was purchased by George Green on 17 January, 1857, she continued to operate on the river in competition with *Pioneer* and *Lady Stirling* until 29 May, 1857 when, as the report said, she was finished with the river trade and was getting up her standing rigging. Thus, though powered by sail she still used her engines in an auxiliary capacity.

Almost all coastal and overseas trading vessels of that era had, as well as their

engines, masts and yards at least one suit of sails. In fact, all of the earliest steamers were in reality auxiliary vessels capable of sailing as well as steaming.

Insofar as a vessel's registration certificate went, a vessel registered as a sailing vessel was registered as such, but if an engine was fitted at a later date then her certificate was cancelled and a new one issued in consequence of material alterations.

Conversely, a steam powered vessel registered as such, upon having her engines removed and reverting to a sailing vessel, had her certificate of registry cancelled and re-registered in her new guise.

The main reason for this was because of the tonnage measurements. In the case of a power driven vessel, a tonnage allowance is made for the engine room, which meant that the registered tonnage, as cargo carrying capacity, in her steamship role, would be considerably less than her sailing role.

In the case of *Les Trois Amis* her gross tonnage, being registered tonnage if as a sailing vessel was 42.24 tons, but her allowance for her propelling machinery was 13.53 tons, which made her registered tonnage 28.71 tons. Later when her engines were removed [about November or December 1858] she was re-measured and with no deductions her gross registered tonnage reverted to 42.77 tons.

Going back to the time when she began her coastal trading, the newspapers, both the Perth Gazette and the Inquirer, in their shipping columns refer to her either arriving or departing as a 'steamship', 'the steamer', 'screw steamer' or 'S.S.Schooner'. The Melbourne Argus on her arrival from overseas listed her as a 'screw steamship' on 7 December, 1854.

From George Green's receipt book, unfortunately undated, there is another reference to the 'steamer *Les Trois Amis*' [see earlier].

Finally, during her voyage south from Champion Bay early in May 1858, in a howling South-westerly gale *Les Trois Amis* only saved herself from destruction near Dongara by getting up steam, and to do this the crew broke up fittings etc. to feed the boilers.

It is a moot point whether she actually steamed from Fremantle to Champion Bay, Port Gregory and back, or whether she used her engines in an auxiliary role to her sailing qualities. The fact remains however, that during the period from June 1857 until December 1858, as short as it was, *Les Trois Amis* was registered in Western Australia as a screw steamship and retained her engine. This gives her, I believe, the distinction of being our first coastal steamship.

Returning now to the river, in the Perth Gazette of 1 January 1859 appears this item in the local intelligence column,

We understand Mr. Solomon Cook's new river steamer will be launched either this day or tomorrow

In the following week's edition, of 12 January,

Mr Cook's new steamer was launched in a most expeditious manner on Saturday. She was removed from the building yard on Friday evening and during the forenoon of Saturday was conveyed by means of rollers to the waters edge near the Commissariat. She is at present lying off Mr. Mews's boat shed, and we understand it will not be long before she is ready for traffic, as her engines and machinery are ready.

In the Inquirer of 16 February 1859, it is reported,

Mr Cook's new steamer went on a trial trip to Currie's Bay on Monday. Her speed did not exceed seven miles an hour, but it is expected some alteration in the position of her paddles will have the effect of considerably augmenting her rate of speed.

From the former statement it can be seen that Solomon Cook's novel method of launching his vessels improved dramatically over his first attempt, which it will be remembered, took two days. It is deduced that the route taken to the water was along Murray Street, right into Barrack Street, up and over the hill and down to where the Weld Club is today.

Thomas William Mews' boat building premises were on the site of what is now, the Emu Brewery, just to the left of Spring Street. It is readily identifiable in the painting by Horace Samson, entitled Perth 1847 which appears in figure 4. Also in the background is the Perth jetty at the foot of William Street and the private jetty at the foot of Mill Street.

Even though the new steamer was making trial trips to test her new machinery by the third week in April the interior fittings had yet to be completed.

The Inquirer of 20 April 1859 reports,

We are apt to pique ourselves upon the general security of property, and that without any extraordinary exercise of vigilance, it is as well, however, not to be too reliant. A few

evenings ago, Mr Mews and others engaged in fitting up Mr Cook's new steamer became the victims of misplaced confidence.

They, as was their usual custom, left their tools on board the vessel, which was moored to the small jetty. The next morning the tools were gone, some evil disposed person or persons had made a clean sweep during the night and carried off everything.

By 4 May, Maley and Randell, the new owners of Cook's steamer which had been named the *Friends* announced that she was ready to sail and her itinerary appears following.



New Steamer "FRIENDS"

THE above-named boat will ply DAILY between Perth and Fremantle, from this date, for the conveyance of Passengers and freight, at the following rates, viz., 2s about the funnel, and 1s 6d forward for passengers; children under 10 years 6d; and 7s per ton for freight from jetty to jetty. Families can make special arrangements with the master at a cheaper rate.

LEAVING PERTH	LEAVING FREMANTLE
as under:	as under
Monday 8h 30m A.M.	Monday 3h P.M.
Tuesday " "	Tuesday 3h "
Wednesday " "	Wednesday 3h "
Thursday 8h A.M. & 3 P.M.	Thursday (noon)
Friday 2h P.M.	Friday 8h A.M. & 4h 30m P.M.
Saturday 8h 30m A.M.	Saturday 3h P.M.

The owners of the above-named steamer hope that the public will support them in their undertaking, and that the patronage so liberally bestowed on the *Pioneer*, will be extended to the *Friends*. All goods shipped in Fremantle for Guildford, will be forwarded with the greatest despatch, and *vice versa*, and they feel assured that country settlers will not fail to appreciate cheap and rapid transmission of freight; the fact of its being a *Colonial Enterprise* throughout, and of their having so greatly reduced the charges of conveyance, will recommend itself to all interested in the progress of the colony.

MALEY & RANDELL.

At this same time the clipper schooner, *Les Trois Amis* arrived from Champion Bay, discharged, backloaded and returned to Fremantle in the remarkable record time of five and a half days.

In the *Inquirer* of 11 May 1859,

The *Friends* river steamer, has ceased plying for a short period to undergo certain alterations. She will have wrought iron pipes fitted to the boiler instead of cast iron pipes, as at present. She will be laid up about a fortnight.

Very little concerning local shipping appears in the press in the latter half of 1859, so one can only presume that the steamers kept on steaming without any great problems to report.

The last entry in this twenty year era of steam on the River Swan is the revised summer sailing schedule for the steamer *Friends* published in the *Inquirer* on 31 December 1859.



Steamer "FRIENDS."

The above Steamer will make her departure from Perth and Fremantle, on and after Monday next, 2nd day of January, 1860, at the undermentioned hours until further notice, viz. —

From Perth.

Monday 8h.	30m.	6.m.
Tuesday 8h.	30m.	"
Wednesday 8h.	30m.	"
Thursday 8h.	30m.	"
	and 4h.	0m.	p.m.
Friday 2h.	30m.	"
Saturday 8h.	30m.	a.m.

From Fremantle.

Monday 4h.	0m.	p.m.
Tuesday 4h.	0m.	"
Wednesday 3h.	30m.	"
Thursday 12h.	30m.	"
Friday 8h.	0m.	a.m.
	and 8h.	0m.	p.m.
Saturday 2h.	45m.	"

MALEY & RANDELL.

Perth, Dec. 29.

To conclude this treatise, one can only admire the spirit and tenacity of our pioneers in their endeavours to open the Colony to all kinds of new enterprises.

Being a seaman for thirty seven years on the coastal and international trades, I especially admire our maritime pioneers, who sailed along a coast that was fraught with danger and feared with good reason, by all mariners.

In the case of *Les Trois Amis* for example, Captain Annal sailed a 70 foot [21.3m.] vessel halfway round the world and probably thought little of it. Today the ferries to Rottnest Island which lies just off our coast are more than twice that size.

Our ancestors faced these perils and hardships with equanimity and in most cases arrived in safety, a tribute to the seamen and the ships of yesterday.

Rod Dickson
August 1993

ADDENDUM

Three times this story has been finished and on the point of being put away when further information came to light necessitating in parts a rewrite. The last of these interludes came with the very welcome arrival of a letter and enclosures from a Dr. C.S.Pitcher, a descendant of the builders of *LES TROIS AMIS*, the central component of this treatise.

Fascinating though the enclosures were they tend to raise more questions than answers. For instance, the history of the Pitcher Shipbuilding yards [1779-1864] gives no indication that they ever built in anything other than wood, yet here is an iron framed and plated vessel, allegedly built by them but not listed on their books. Was she in fact built by Maudsley Son & Feild, the engine builders and associates of Pitchers, who we know built iron river steamers for India?

Another puzzle, In the days of ship registrations how could a vessel load cargo in London then steam-sail to Melbourne, Adelaide and on to Fremantle without being measured and registered?

Further fields of research open up at each turn, however, this is the point at which this story stops and the arguments begin.

Have a nice debate,
Rod Dickson
August 1993

Resources used in the compiling of this work.

State Library of Western Australia(Battye Library)

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Perth Gazette
Commercial News and Shipping Report
Government Gazette
Colonial Secretary's Records

Fremantle City Council Library

Family History Section
Rate Books
Photographic Collection

Australian Archives

Shipping Registers

Mrs E Kelly

Green Family History

Mrs G Kuchling

Biography of Solomon Cook

Dr C S Pitcher

Pitcher Family History

Royal Western Australian Historical Society

'Early Days' Journal
Pictorial Collection

Fremantle Maritime Museum

Unpublished M. Phil. thesis, CHARLES EDWARD BROADHURST, (1826 - 1905), by M. McCarthy

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OFFICIAL NUMBER OF SHIP 10477

Port Number... 6 of 1858 Port of Registry... Tramanki. N. O. British or Foreign built... British

Number of Decks... One Build... Clowden
Number of Masts... Two Galley... wood
Rigging... Schooner Head... wood
Form... Elliptic Framework... Iron

TONNAGE.				No. of Tons
Tonnage under Tonnage Deck				<u>112-7/11</u>
(Square Spars above the Tonnage Deck, if any, viz., Space or Spars between Decks Pump Round-house Other enclosed Space (if any), naming them				
Gross Tonnage, being Register Tonnage, if a Sailing Ship If a Steamer, deduct Allowance for propelling Power, as per other Side Register Tonnage, if a Steamer				<u>112-1/100</u>

Names, Residences, and Description of the Owners, and Number of Sixty-fourth Shares held by each Owner
Scorp. Isaac of Perth, Western Australia, Trader
Dated at Tramanki. N. O. this 14th day of December 1858

Col. 1.	Col. 2.	Col. 3.	Col. 4.	Col. 5.	Col. 6.	Col. 7.
Number of Transactions	Letter denoting Mortgage, and Certificate of Mortgage	Name of Person from whom Title is derived	Number of Shares	Date of Registry	Name and Date of Transaction	Name, Residence, and occupation of Transferee, Mortgagee, or other Person acquiring Title or Power
1		<u>Geo Green</u>	<u>64</u>	<u>17 Oct 72</u>	<u>Bill of Sale dated 14 Oct 72</u>	<u>William Green of Perth, Boatman</u>
2		<u>William Green</u>	<u>64</u>	<u>9 Dec 1875</u>	<u>Bill of sale dated 2 Dec 1875</u>	<u>Francis Cadell of Perth, N. O. Bank, then father</u>
3	<u>A</u>	<u>Francis Cadell</u>	<u>64</u>	<u>29 Jan 1875</u>	<u>Mortgage dated 29 Jan 1875 for £350 on interest at 10 per cent per annum</u>	<u>George Wallace Seattle Solicitor of Perth N. O.</u>

NAME OF SHIP Les Trois Amis

15

Whether a Sailing or Steam Ship; if Steam, how propelled... Sailing Where built... Northfleet, Kent When built... Year 1854

Measurements: Length from the Forepart of the Stem under the Strongest to the After Side of the Head of the Stern-post... 42 feet
Main Mast to Outside of Plank... 100 feet
12 ft. in Head from Tonnage Deck to Ceiling at Main Mast... eight feet

ADDITIONAL PARTICULARS FOR STEAMERS
Indication for Space required for propelling Power (as measured) ...
Length of Engine Room (if measured) ...
Number of Engines ...
Combined Power (estimated Horse Power) ...

100/400 Shares
(Signed) Wm Wallace 1858 Registrar

Col. 8.	Col. 9.	Col. 10.	Col. 11.	Col. 12.	Col. 13.
Number and Amount of subsequent Transactions, showing how Interest disposed of.	Number of Transactions and which Title acquired.	Name of Transferee.	Name of Mortgagee or Assignee and Residence of Assignee.	Number of Shares.	REMARKS.
		<u>W. Green</u>		<u>64</u>	<u>Reported Home 7.12.72</u>
		<u>Francis Cadell</u>		<u>64</u>	<u>Reported as once</u>
		<u>Francis Cadell</u>	<u>Francis Cadell of Perth N. O. Bank</u>	<u>64</u>	<u>Reported as once</u>

This Vessel has been missing for some years and is now generally reported as Lost
Registry Cancelled this 29th day of February 1884.
Certificate of Registry lost with vessel.
Reported Home.
W. Wallace
Reg 1858

14

OFFICIAL NUMBER OF SHIP *10.477*

Port Number... *2155* Port of Registry *London* British or Foreign built *British*

Number of Decks *3* Hull *Clonch*
Number of Masts *3* Galley *2*
Rigging *Sloop* Mast *2*
Stern *Rounded* Framework *2 plating iron*

TONNAGE				No. of Tons
Tonnage for Deck				<i>42.24</i>
Clearing Space above the Tonnage Deck, if any, viz:				
Space or space between Decks				
Deep				
Beam/height				
Other enclosed spaces (if any) naming them				
Gross Tonnage, being Register Tonnage, if a Sailing Ship				<i>42.24</i>
If a Steamer, deduct Allowance for propelling Power, as per other Side				<i>13.53</i>
Net Tonnage, if a Steamer				<i>28.71</i>

Name, Residence, and Description of the Owners, and Number of Sixty-fourth Parts held by each Owner
George Skenton of Bath, W.A. Merchant Jeffrey Jones

Dated *15th December 1850*

Col. 1.	Col. 2.	Col. 3.	Col. 4.	Col. 5.	Col. 6.	Col. 7.
Number of Transactions	Letter of Mortgage and Certificate of Mortgage	Name of Debtor (from whom Title is derived)	Name of Creditor	Date of Transaction	Name and Residence, and occupation of Transferee, Mortgagee, or other Person acquiring Title or Interest	

1. George Skenton vs Jeffrey Jones. Part of late vessel Jeffrey Jones' Sloop Sloop, with Tonnage

NAME OF SHIP *"Sloop Sloop Annis"* 14

Whether a Sailing or Steam Ship, if Steam, how propelled *Steam Sloop* Which it is to be used in *Trade*

Length from the Fore-part of the Mast to the After-part of the Main Mast *100*
Breadth at the widest part of the Deck *18*
Depth from the Deck to the bottom of the Hold *12*
Tonnage *42.24*
Net Tonnage *28.71*

ADDITIONAL PARTICULARS FOR STEAMERS
Diameter for Steam (measured for propelling Power) *13.53*
Length of Engine Room (measured) *10*
Number of Engines *1*
Combined Power (estimated Horse Power)

Dated *15th Dec 1850* Register

Col. 1.	Col. 2.	Col. 3.	Col. 4.	Col. 5.	Col. 6.	Col. 7.
Name and Address of subsequent Transaction, showing how Interest disposed of.	Name of Debtor	Name of Creditor	Date of Transaction	Name and Residence, and occupation of Transferee, Mortgagee, or other Person acquiring Title or Interest		

1. George Skenton vs Jeffrey Jones. Part of late vessel Jeffrey Jones' Sloop Sloop, with Tonnage
15th Dec 1850
Register deleted up and cancelled, and Ship Registered as
in consequence of being converted from a Steam Steamer to a sailing vessel
Wm. Skenton
Clk of Register

OFFICIAL NUMBER OF SHIP 40479

Port Number... 2.1857 Port of Registry... Fremantle British or Foreign built... British

Number of Decks... One Hull... Planked
 Number of Masts... Two Gallies... None
 Rigging... Full Head... Round
 Stern... Round Framework... Iron

TONNAGE.		No. of Tons
Tonnage under Tonnage Deck		38
Classified Spaces above the Tonnage Deck, if any, viz.:		
Space or Spaces between Decks		
Pulp		
Roombottom		
Other enclosed Spaces (if any), naming them		
Great Tonnage, being Register Tonnage, if a Sailing Ship		38
If a Steamer, deduct Allowance for propelling Power, as per other Side		141
Register Tonnage, if a Steamer		211

Name, Residence, and Description of the Owners, and Number of Sixty-fourth Shares held by each Owner

Wm. Stoddart, Proprietor of Fremantle No. 10, Southdown, Sydney 1000

Dated 15th May 1867

Col. 1.	Col. 2.	Col. 3.	Col. 4.	Col. 5.	Col. 6.	Col. 7.
Number of Transaction	Letter denoting Mortgage and Condition of Mortgage	Name of Person from whom Title is derived	Number of Shares	Date of Mortgage	Nature and Date of Transaction	Name, Residence, and occupation of Transferee, Mortgagee, or other Person acquiring Title or Power
1	A	R. H. Murray	511	June 1867	511 shares mortgage to Wm. Stoddart, Proprietor of Fremantle No. 10, Southdown	
2		Robert King	611	July 1867	611 shares mortgage to Wm. Stoddart, Proprietor of Fremantle No. 10, Southdown	
3		Mark Dwyll	64	5th December 1863	Bill of sale dated 22nd Novem. 1863	Geo. Handell of Perth & Co. Brokers & John Stephen Mailey of Chamberlayne & Co. Brokers
4	A	Geo. Handell	48	15 February 1864	Mortgage to Wm. Stoddart, Proprietor of Fremantle No. 10, Southdown	
5	A	W. Padbury	48	21 May 1866	Discharge of mortgage for 505.00. Receipt of Wm. Stoddart dated 15 March 1866	
6		John S. Handell	16	10th Jan 1868	Bill of sale dated 10th Jan 1868	Commissioners Messrs of Perth & Co. Brokers & John Stephen Mailey of Chamberlayne & Co. Brokers
7		Bon Masson	16	17 June 71	Bill of sale dated 17 June 1871	Geo. Handell of Perth & Co. Brokers

NAME OF SHIP Lady Stirling

Whether a Sailing or Steam Ship; if Steam, how propelled... Sandwich Steam When built... March 11 When built... 1867

Measurements: Length from the Forepart of the Stem under the Mainmast to the After Part of the Head of the Sternpost... 100 Feet
 Main Mast to Forepart of Mast... 40 Feet
 Depth in Hold from Forepart Deck to Ceiling at Mainmast... 10 Feet

ADDITIONAL PARTICULARS FOR STEAMERS		Tons
Distinction for Space required for propelling Power (as measured)		11
Length of Engine Room (if measured)	<u>17</u> Feet	
Number of Engines	<u>Two</u>	
Combined Power (estimated Horse Power)	<u>Two</u>	

Col. 8.	Col. 9.	Col. 10.	Col. 11.	Col. 12.	Col. 13.	Col. 14.
Number and Amount of Mortgage	Number of Transaction under which Title acquired	Name of Transferee	Maritime Code	Name of Mortgagee or Attorney under Power to give a Mortgage	Number of Shares	REMARKS
511	1	R. H. Murray	Mortgage for 1250.00.00	Wm. Stoddart	511	
611	2	Robert King	Mortgage for 1250.00.00	Wm. Stoddart	611	
64	3	Mark Dwyll	Mortgage for 1250.00.00	Wm. Stoddart	64	one half of share returned to Wm. Stoddart by separation of shares included by Wm. Stoddart in account ship "Abdullah" 1867
48	4	Geo. Handell	Mortgage for 1250.00.00	Wm. Stoddart	48	
48	5	W. Padbury	Mortgage for 1250.00.00	Wm. Stoddart	48	
48	6	John S. Handell	Mortgage for 1250.00.00	Wm. Stoddart	48	transaction & report home by special request 17/1/68
16	7	Bon Masson	Mortgage for 1250.00.00	Wm. Stoddart	16	

Vide Page 102

Port Number: *N^o 4 of 1859* Port of Registry: *Townsville* British or Foreign built: *British*

Number of Decks: *One* Build: *Carvel*
Number of Masts: *None* Gallery: *Sil*
Rigging: *Sloop* Mast: *Sil*
Name: *Sloop* Framework: *Wood*

TONNAGE.		No. of Tons
Tonnage under Tonnage Deck		18.26
Clear Deck Space above the Tonnage Deck, if any, viz:		
Space or Spaces between Decks		
Deck		
Head-house		
Other enclosed Space (if any) naming them		
Gross Tonnage, being Register Tonnage, if a Sailing Ship		18.26
If a Steamer, deduct Allowance for propelling Power, as per other Side		
Register Tonnage, if a Steamer		11.50

Name, Address and Description of the Owners, and Number of Sixty-fourth Share held by each Owner: *George Marshall and John J. Malley of Perth Western Australia*

Date: *Townsville N.S.W. June 15th 1859*

Col. 1	Col. 2	Col. 3	Col. 4	Col. 5	Col. 6	Col. 7
Number of Shares	Name of Shareholder	Number of Shares	Date	Description of Transaction	Name of Shareholder	Number of Shares
1	<i>John J. Malley</i>	32	<i>15th Oct 1855</i>	<i>Bill of Sale dated 15th Oct 1855</i>	<i>George Marshall of Perth</i>	32
2	<i>A. George Marshall</i>	45	<i>15th Feb 11 AM</i>	<i>Mortgage dated 11th Jan 1855</i>	<i>John J. Malley of Perth</i>	45
3	<i>A. H. Padbury</i>	48	<i>21st May 1866</i>	<i>Discharge of Mortgage</i>	<i>Geo Marshall of Perth</i>	48
4	<i>John J. Malley</i>	16	<i>10th Jan 1871</i>	<i>Bill of Sale dated 10th Jan 1871</i>	<i>Ben Mason of Perth</i>	16
5	<i>Ben Mason</i>	16	<i>17th June 71</i>	<i>Bill of Sale dated 17th June 1871</i>	<i>Geo Marshall of Perth</i>	16

Whether a Sailing or Steam Ship; if Steam, how propelled: *Saddle Steamer* Where built: *Perth 1859* When built: *in the year 1859*

Length from the Forepart of the Stem under the Mainmast to the Aft Side of the Head of the Stern-post: *Twenty four Feet Six*
Main breadth to Outside of Plank: *Seven Feet*
Depth in Hold from Tonnage Deck to Ceiling of Main Deck: *Three Feet*

ADDITIONAL PARTICULARS FOR STEAMERS		Tons
Deduction for Space required for propelling Power (as measured)		6.76
Length of Engine Room (if necessary): <i>Sixteen Feet Three</i>		
Number of Engines: <i>Two (2)</i>		
Combined Power (estimated Horse Power): <i>Ten (10)</i>		

Joint Owners: *7 611 shares*
Messrs. Marshall & Malley of Perth Western Australia
15 shares
16 shares
64 shares
100 shares

Col. 8	Col. 9	Col. 10	Col. 11	Col. 12	Col. 13	Col. 14
Number and Amount of subsequent Transactions, showing how interest disposed of	Number of Transactions under which Title acquired	Name of Owners	Mortgage and Co. Name of Mortgagee	Name of Mortgagee or Assignee under Certificate of Mortgage	Number of Shares	REMARKS
	1	<i>George Marshall & J. J. Malley</i>			48	
	1	<i>Geo Marshall & J. J. Malley</i>	<i>Mortgage to Padbury</i>		45	<i>Abundantly registered</i>
	2	<i>Geo Marshall & J. J. Malley</i>			48	
	1	<i>Geo Marshall & Ben Mason</i>			16	<i>Reported</i>
	4	<i>Geo Marshall</i>			64	<i>Reported</i>

Reported as done up to Dec 1872
Regs. by class & cert. cancelled
and sent to Reg. General London
17/11/73
Reports at once

Port Number 1859 Port of Registry Tramouth, N. A. British or Foreign built British

Number of Decks One Hull Wood
Number of Masts Two Gallery None
Rigging Sloop Head None
Stem Square Framework Wood

TONNAGE.		No. of Tons.
Tonnage under Tonnage Deck		<u>111 8/11</u>
Gun Deck		
Upper Deck		
Lower Deck		
Deck		
Other Deck		
Gross Tonnage, being Register Tonnage, if a Sailing Ship		<u>114 8/11</u>
If a Steamer, to be Allowance for propelling Power, as per other Side		
Net Tonnage, if a Steamer		

Name, Residence, and Description of the Owner and Number of Sixteenth Shares held by each
John Willard of Tramouth N. A. Merchant

Dated at Tramouth N. A. 29th March 1867

Col. 1	Col. 2	Col. 3	Col. 4	Col. 5
No.	Name	Date	Particulars	Remarks
1	John Willard	23 rd Jan'y 1867	Bill of sale dated 23 rd Jan'y 1867. Annual Brakes of Tramouth, N. A.	
2	John Willard	7 th November 1865	Bill of sale dated 31 st October 1863. Annual Brakes of Tramouth, N. A.	
3	John Willard	2 nd December 1865	Bill of sale dated 1 st Decemr Theodore Sawcutt 1865 to lease £600, with of principal in the interest at 12 1/2 per cent. Colony of Western Australia	
4	Theodore Sawcutt	4 October 1866	Bill of sale under mortgage Robert Fox demand of basic in the colony of Western Australia	
5	R. F. Price	30 March 72	4 Jan'y 1865	
6	John Willard	20 th 1866	25 July 1865	
7	J. C. Moore	20 th 2 nd P.M.	23 Janem 1871	

Whether a Sailing or Steam Ship; if Steam, how propelled Sailing Where built Tramouth, N. A. When built in the Year 1859

Measurements Length from the Forepart of the Stem under the Mainmast to the Aft Side of the Head of the Stern-post 70 Feet
Main breadth to Outside of Plank 12 Feet
Depth in Hold from Tonnage Deck to Ceiling at Mainmast 12 Feet

ADDITIONAL PARTICULARS FOR STEAMERS.		Tons.
Deviation for Space required for propelling Power (as measured)		
Length of Engine Room (if measured)	Feet	Tenths
Number of Engines		
Combined Power (estimated Horse Power)		

(Signed) W. M. Moore Registrar

Col. 6	Col. 7	Col. 8	Col. 9	Col. 10	Col. 11	Col. 12	Col. 13	Col. 14
Number and Account of subsequent Transactions, showing how Interest disposed of.	Number of Transactions under which Title required.	Name of Owners.	Mortgage and Certificate of Mortgage.	Name of Mortgagee or Attorney under Certificate of Mortgage.	Number of Shares.	REMARKS.		
	1	Annual Brakes			64	T. B.		
	2	Ann Brakes			64	John Willard		
	3	A. Sawcutt			64	John Willard		
	4	J. J. Willard	John Willard	John Willard	64	John Willard		
	5	J. C. Moore			64			
	6	A. D. Moore			64			

Repeals noted 7th February 1908
No annual received of annual 1872 year, Theodore Sawcutt
Owner cannot be traced.
Certificate not received
See later from Registrar General
dated 5 January 1908.

(Index of Shares in the Register of Western Australia)

John Willard
John Willard