



REGISTER OF HERITAGE PLACES - ASSESSMENT DOCUMENTATION

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

The criteria adopted by the Heritage Council in November 1996 have been used to determine the cultural heritage significance of the place.

PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 3.8.1 Shipping to and from Australian ports
- 5.2 Organising workers and work places
- 5.4 Working in offices
- 7.6.12 Conserving Australia's heritage

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 201 River and sea transport
- 308 Commercial services and industries
- 605 Famous and infamous people

11.1 AESTHETIC VALUE*

Lilly's Buildings is a well-resolved example of the Victorian Free Classical style, exhibiting a richly modelled stucco façade to the main elevation with semi-circular arched openings and aedicule windows, and random rubble limestone walling with brick quoining to the side elevations. (Criterion 1.1)

Lilly's Buildings makes a significant contribution to the streetscape of Cliff Street, Fremantle, which typically comprises Victorian or Federation Free Classical style buildings. (Criterion 1.4)

Lilly's Buildings is an integral part of the 'West End Conservation Area', an identifiable precinct of commercial, administrative and residential buildings surviving from the Colonial settlement of the port in the 1830s, the work of

* For consistency, all references to architectural style are taken from Apperly, R., Irving, R., Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture. Styles and Terms from 1788 to the Present*, Angus and Robertson, North Ryde, 1989.

For consistency, all references to garden and landscape types and styles are taken from Ramsay, J. *Parks, Gardens and Special Trees: A Classification and Assessment Method for the Register of the National Estate*, Australian Government Publishing Service, Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

the convict establishment dating from 1850, and the dominant gold rush period of the 1880s and 1890s. (Criterion 1.4)

11. 2. HISTORIC VALUE

Lilly's Buildings was constructed in 1897, for occupation by mercantile companies, especially those associated with shipping and trade. At this time, these activities were expanding rapidly, because of an increase in population in the State and growth of Fremantle as a port. (Criterion 2.2)

Lilly's Buildings, was redeveloped in the 1970s for use as retail and residential accommodation and as such is one of the earlier examples of the preservation, conservation and redevelopment of commercial buildings in the oldest parts of the city of Fremantle. (Criterion 2.2)

Lilly's Buildings was built for James Lilly, a prominent member of the Fremantle merchant and business community, who organised the first State coastal shipping service and remained a leading figure in the Western Australian shipping business for almost three decades, was chairman of directors of the Fremantle Gas and Coke Company, and was actively involved in the social, economic and political life of Fremantle as a co-founder of the Fremantle Yacht Club (1877), a long-serving Justice of the Peace, a leading figure in the abortive movement to retain the Fremantle Railway Workshops (1895), and a member of the Federation League (1900), and the Trans Australian Railway League (1903). (Criterion 2.3)

11. 3. SCIENTIFIC VALUE

11. 4. SOCIAL VALUE

Lilly's Buildings is valued by the community for its aesthetic qualities and for its historic associations, as demonstrated by its inclusion on local, state and national heritage lists. (Criterion 4.1)

Lilly's Buildings contributes to the community's sense of place, forming part of an important streetscape in the historic 'West End' of Fremantle. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

12. 2 REPRESENTATIVENESS

Lilly's Buildings is representative of the Victorian Free Classical style of architecture. (Criterion 6.1)

Lilly's Buildings is representative of the numerous shipping office buildings constructed in the late-nineteenth and early-twentieth century, following the construction of the deepwater port at Fremantle in 1897. (Criterion 6.2)

12.3 CONDITION

Lilly's Buildings is in good condition and has generally been well maintained. Apartments 38, 40 and 40B of the *Lilly's Buildings* are in good condition and have generally been well maintained. Apartments 34, 36 and 42 were unavailable for inspection.

12.4 INTEGRITY

Lilly's Buildings has a moderate degree of integrity. Apartments 38, 40 and 40B of the *Lilly's Buildings* have a moderate degree of integrity. Apartments 34, 36 and 42 were unavailable for inspection.

The place was originally designed as shipping offices with ground floor business halls and separately tenanted offices upstairs. It functioned in this capacity until it was converted for mixed commercial-residential use in the late 1970s. It is currently used primarily as residential apartments with only apartment 38 incorporating commercial functions.

12.5 AUTHENTICITY

Lilly's Buildings has a moderate-high degree of authenticity.

The following description of authenticity is based on an external inspection of the building and internal inspections of apartments 38, 40 and 40B. Apartments 34, 36 and 42 were unavailable for inspection.

Considerable modifications have been carried out to the place consistent with the change of use, however the majority of the significant fabric has been retained. The external walls (excluding the east elevation to the rear) are original, as are the main dividing walls between each apartment. A number of other secondary walls and partitions have been built in each apartment to subdivide the larger spaces, and in some, a loft space has also been created. A new brick wall was added to the rear of apartments 40 and 42 to create apartment 40B. Similarly, an opening was made between apartments 34 and 36 in order to combine them. The timber-framed balconies attached to the rear wall are recent additions.

Most of the apartments retain the original timber floors, timber joinery and timber-lined ceilings. The authenticity of the timber-framed doors and windows varies, as many are replacements designed to match the originals. Nevertheless all treatments affecting the appearance of the main façade have been sympathetic and do not adversely affect the overall authenticity of the place.

13. SUPPORTING EVIDENCE

The documentary evidence has been compiled by Wayne Moredoundt, Historian. The physical evidence has been compiled by Palassis Architects.

13.1 DOCUMENTARY EVIDENCE

Lilly's Buildings is a substantial two-storey limestone, stucco and iron-roofed building in Victorian Free Classical style, situated in Cliff Street, Fremantle. It was built in 1897 for James Lilly, shipping manager and businessman.

The development of the town of Fremantle dates from the arrival of the *Parmelia* in 1829, with the place becoming the landing area for the first settlers. The first allotments of land were granted in September of the same year and the town grew slowly as the coastal depot for the capital upstream on the Swan River. The growth of Fremantle was stimulated by the arrival of convicts in 1850, with the town the site of the Convict Establishment, and a building programme was instituted subsequently to support this function.¹

Due to a bar across the river mouth at Fremantle, which prohibited the entry of all but the smallest boats, the port area was located initially at South Bay, where a short jetty had been constructed off Anglesea Point. Cargoes and passengers destined for Perth and inland points were then transported along Cliff Street to North Bay, where they reloaded and proceeded upriver. It was in the area of Cliff Street that the initial blocks were sold in 1829, where the first merchants established their premises, and where the early government buildings were erected.²

The concentrated nature of the settlement was reinforced by the size of the allotments, which were smaller than in Perth. Following the arrival of convicts and their jailers in 1850, the population of Fremantle increased considerably, from 426 in 1848 to 2392 in 1859, excluding prisoners. Reclamation of land from the river and the ocean also resulted in an increase in the length of Cliff Street, with water police premises and a store located at the west end of this area.³

Records for the land on which *Lilly's Buildings* was constructed indicates that Lot 23 and Lot 24 were purchased by W. and P. Chidlow in the period between 1829 and 1837.⁴ From 1855, Lot 23 and Lot 24 were owned by W. Chidlow, until 1881, when the owner is listed as William Paterson. During this same period, the occupants are listed as (for Lot 23) Samson (1855-1859), Newman (1871-1872), and Carter and Co. (1873-1874). For Lot 24,

¹ J.S. Battye, (ed.), *The Cyclopaedia of Western Australia*, Vol. 1, 1912 (Hesperian Press Facsimile Edition, 2000), p. 547; P. W. H. Theil & Co., *Twentieth Century Impressions of Western Australia*, 1901, (Hesperian Press Facsimile Edition 2000), pp. 450-452.

² B.J. Shaw, 'The Evolution of Fremantle', in J. Gentilli, ed., *Western Landscapes*, UWA Press, Perth, 1979, pp. 330-333.

³ Shaw, 'The Evolution of Fremantle', pp. 330-333.

⁴ From the list of purchasers of Fremantle land in J.K. Hitchcock, *The History of Fremantle: The Front Gate of Australia, 1829-1929*, Fremantle City Council, 1929, p. 100.

the occupants were Carter and Co. (1873-1874).⁵ A map of Fremantle based on a 1844 survey, with amendments to 1878, shows a rectangular building on Lots 23 and 24 in Cliff Street, on what would become the site of *Lilly's Buildings*.⁶

From 1880-1886, James Lilly, after whom *Lilly's Buildings* is named, is listed as the occupier of Lot 23, which is described as 'commercial premises'. Also listed for Lot 23 during this period, is James Pearce, 'printer, publisher and newspaper proprietor', who is listed as occupying a 'dwelling house and offices'. For Lot 24 from 1880-1886, James Pearce is described as occupying 'printing offices and shops'. For both Lots 23 and 24, the owner is listed as William Paterson.⁷

James Lilly was born in 1845 in Tasmania and, in 1869 he went to Victoria, where he married. There, he formed a partnership with Charles Robinson and, in 1871 they became shipping agents in Port Fairy, Victoria. In 1876, Lilly entered into negotiations with the Western Australian Government for a subsidy to run a coastal shipping service, to replace the irregular sailings provided by the *Georgette*, which had foundered at Busselton. In April 1877, Lilly signed a potentially lucrative mail shipping contract with the State Government.⁸

In the same year, Lilly sailed with his family to Fremantle, arriving on 31 March aboard the *Rob Roy*, an iron-hulled vessel 168 long and weighing 309 tons, built in Scotland in 1867 that became the first steamer to ply the Western Australian coastal trade on a regular basis.⁹ Within a short time, Lilly had become part of the small colonial merchant elite in Fremantle. In 1877, Lilly founded the Fremantle Yacht Club, along with Michael Samson and William Marmion, organizing regattas for the pleasure of the populace at large, motivated by a spirit of *noblesse oblige*.¹⁰

The *Rob Roy* (by 1878, owned by Lilly in partnership with J. Marshall of Melbourne¹¹) made monthly visits to Geraldton, Fremantle, Vasse, and other intervening ports, connecting at Albany with the Peninsula and Oriental Steam Navigation Co.'s (P & O) steamers carrying mails to and from the colony. In 1879, Lilly acquired the *Otway* from Victoria and brought it into service to provide the first direct link between Melbourne and Western Australian ports.¹² Fortnightly sailings of the *Otway* between Victoria, South Australia and Albany were arranged to coincide with the arrival of the *Rob Roy* from north-western ports. In 1882, the *Otway* was lengthened, and, in 1887, further improvements were made to the vessel.¹³

5 Fremantle Ratebook information is incomplete for the years in question, with no records extant for some periods.

6 Map reproduced in Shaw, 'The Evolution of Fremantle', p. 34.

7 Fremantle Ratebooks 1880-1886.

8 *Herald*, 14 April 1877.

9 *Australian Dictionary of Biography*, Vol. V, pp. 88-89; *Inquirer*, 4 April 1877..

10 Brown, *The merchant princes of Fremantle*, p. 151.

11 Ronald Parsons, *Steamships in Colonial Western Australia*, privately published, 1973, pp. 19-20.

12 *Inquirer and Commercial News*, 27 March 1878, 1 May 1878, 6 July 1878.

13 *Inquirer and Commercial News*, 18 October 1882; *West Australian*, 22 February 1887.

As trade expanded, in March 1881, a third steamer, the *Macedon* (826 tons, 220 feet long, built at Liverpool in 1870) was chartered from Howard Smith and Sons of Melbourne, to increase the sailings.¹⁴ On the Port Adelaide-Melbourne section of the run, Lilly's ships were in competition with the vessels of the Adelaide Steamship Company, founded in Adelaide in 1875, and on the Albany-Melbourne section of the run, competed with the ships of the P & O Company. Although the vessels of Adelaide Steamship and P & O were larger, faster and more comfortable than the vessels of Lilly's company, Lilly maintained a profitable operation by substantially undercutting his opposition.¹⁵

Lilly's second government mail carriage contract expired in 1882, and the following year Lilly sold his shipping interests to the Adelaide Steamship Co. in which he held shares and for whom he became chief Agent, and local manager when the Company opened their own offices in Fremantle. In Western Australia, it was described as an amalgamation of James Lilly and Company, Anderson and Marshall and the Adelaide Steamship Company.¹⁶ In 1884, Lilly became the local agent of the wool merchants and brokers, Goldsborough of Melbourne.¹⁷

In 1885, James Lilly became the chairman of directors of The Fremantle Gas and Coal Company. Lilly, along with Alfred Gra Rosser, had been the original promoter of the scheme to produce and provide a gas supply to Fremantle. The other directors and shareholders included most of the major Fremantle merchants and traders. The Fremantle Gas Company was able to secure a monopoly on the supply of gas for street lighting until the inauguration of the municipal lighting system in 1906. For the twenty years that he held the position of chairman of directors- until his death in 1905- Lilly was actively and comprehensively involved in the Company's affairs.¹⁸ From 1901, the office of The Fremantle Gas and Coke Company was located in *Lilly's Buildings* in Cliff Street.¹⁹

In the late 1880s, James Lilly's shipping agency was the largest employer on the Fremantle waterfront of wharf lumpers, the waterside workers who transferred cargo and coal to and from the ships, with thirty to forty men on his payroll.²⁰ Although Lilly was regarded as a 'good master' by his employees, after the Fremantle Lumpers' Union was formed on 4 July 1889, his workers went on strike for an eight hour day and the employment, both on the docks and as ships' crews, of union members only. Although the

¹⁴ Brown, *The merchant princes of Fremantle*, pp. 5-12; *Australian Dictionary of Biography*, Vol. V, pp. 88-89; Parsons, *Steamships in Colonial Western Australia*, p. 22.

¹⁵ Parsons, *Steamships in Colonial Western Australia*, p. 21-24.

¹⁶ Parsons, *Steamships in Colonial Western Australia*, p. 27-28, 33.

¹⁷ Brown, *The merchant princes of Fremantle*, p. 56.

¹⁸ Malcolm Uren, *Let There Be Light and Heat and Power: The History of the Fremantle Gas and Coke Company Limited (1885-1953)*, Perth, 1966, pp. 6, 7, 10, 11, 119, 120; Hitchcock, *The History of Fremantle*, p. 93.

¹⁹ Post Office Directories, 1900-1905.

²⁰ *Herald*, 8 July 1889.

strike was settled by agreement for a shorter working day, the matter of non-union labour was unresolved.²¹

In 1890, there was a two week strike over wages by seamen employed on Lilly's ships. Rather than conceding the crews' demands, Lilly decided to resist, with pressure applied to him by other ship owners and merchants to instead reduce wages and force the men to work harder. Lilly argued, in fact, that the coastal steamship seamen were well-paid, that the work was light compared to that on sailing vessels, and that the food was better than in the British mercantile service. Nonetheless, the matter was finally settled in the strikers' favour.²²

In the 1880s and 1890s, Fremantle merchants, who had lived close to their businesses in the western part of the town, built large homes on the outskirts of the Fremantle town site. In 1889, Michael Samson moved from a residence attached to the warehouse of Samson and Sons in Cliff Street to a house in Ellen Street. Similarly Michael Moore built *Woodside* on 30 acres of ground, and the Pearse family, *Hillcrest*. The Lilly family home was *Ivanhoe* (since demolished), built in 1891 on high ground at the corner of Ord and High Streets.²³

In early 1895, a decision was made by the Government that 'despite local feeling or pressure', the Fremantle Railway workshops were to be transferred to Midland. The area that they occupied near the river mouth was needed for expansion of harbour facilities and for a new railway station. The design of the workshops was also inefficient, leading to the facility accounting for 55 percent of the total cost of running the railways. The workshop area was also felt to be unsightly by C.Y. O'Connor, giving a bad impression to visitors to Fremantle.²⁴

Local opinion in Fremantle was against the relocation, however, and a campaign was mounted for the workshops' retention. In March 1895, James Lilly appeared on the platform of a meeting, attended by two thousand people, to lobby the Government on this matter. Lilly was also elected to a Vigilance Committee to push for retention.²⁵ In addition, James Lilly was invited to stand for Parliament to further the interests of Fremantle, but he refused the nomination on the grounds that he was 'a family man and fond of his home'. He did not wish to spend long periods in Perth on parliamentary business.²⁶

Lilly's Buildings was constructed in 1897 for James Lilly, on Lots 23 and 24 on the eastern side of Cliff Street, replacing the earlier building on the site.²⁷ The designer of the new building was former Victorian architect Herbert N. Davies, who worked mainly in the Fremantle area, in the late nineteenth

21 *Herald*, 8 September 1889.

22 *Herald*, 4 September 1890.

23 Brown, *The merchant princes of Fremantle*, pp. 161-163.

24 Brown, *The merchant princes of Fremantle*, pp. 106-107.

25 *Herald*, 11 March 1895.

26 *Herald*, 29 April 1895.

27 Post Office Directories, 1893-1900.

century.²⁸ Around the same time, the Cliff Street Chambers were built to the north of *Lilly's Buildings*, while premises for J.H. Kneppstein, produce merchants, and Moorhouse and Co., carriers, were built immediately to the south. A surveyor's plan of May 1900 shows a 'brick warehouses building' (150ft street frontage, 100ft depth) of two storeys on the site. On the remaining 80ft (approximately) at the rear of the lot, was constructed a corrugated iron building of (approximately) 150ft length by 40ft depth.²⁹

Occupying the ground floor of *Lilly's Buildings* in 1897 (from north to south) were Diamond and Son (merchants and agents), M.F. and J.C. Cavanagh (architects), J. McDowell (contractor), Rockcliffe and Co. (agents and merchants), and McIlwraith, McEachern and Co. (shipping agents). On the first floor of the building were Bells' Asbestos (machine components), S.H. Hardcastle (consulting engineer), Detmold and Co. (manufacturing stationers), [James] Bell and Co. (merchants and agents), and James Lilly and Co., listed as accountants and shipping agents, with agencies for Australian United Steam Navigation Co., Orient Steam Navigation Co., and Currie and Co.'s Steamers.³⁰

1899 was a difficult period for James Lilly, with a strike by the Fremantle Lumpers' Union from the beginning of that year. While the early 1890s had been a boom time for shipping in the Colony, by the end of the decade coastal shipping companies were competing for cargo, and particularly for passengers, with overseas steamers calling at Fremantle. The latter offered excursion fares on the Australian coastal routes. The overseas companies enjoyed lower costs than the Australian companies as the former employed cheap 'coloured' labour, forbidden on Australian ships by the Seamen's Union.³¹ In February 1896, a Fremantle branch of the Australian Steamship Owners' Federation was formed, with James Lilly and Co. among the members, to try to force down the cost of crewing and handling cargo on their vessels.³²

In February 1899, the Steamship Owners' Federation announced that they would not recognize the authority of the Fremantle Lumpers' Union, and would reduce wages. Until this point, the Federation did not officially recognize the Union but had, nonetheless, always hired union labour.³³ In March, however, Federation members reduced the wharf lumpers' wages, and the Government Railways did the same to its own wharf labourers. The railway authorities also refused to transport goods carried by any shipping companies which continued to pay union rates of pay. The Fremantle Lumpers' Union decided, therefore, to take strike action, a move supported by the public.³⁴ Lilly, as the Fremantle manager of the Adelaide Steamship

²⁸ Margaret Pitt Morrison, 'Immigrant Architects in Western Australia, 1885-1905', unpublished manuscript, 1983, p. 4.

²⁹ Survey of Fremantle Town Lots 23 and 25, by H.T. Hardy, May 1900. From Fremantle Library Local History Collection.

³⁰ Post Office Directories, 1893-1897.

³¹ Brown, *The merchant princes of Fremantle*, p. 81.

³² *West Australian*, 21 February 1896.

³³ *West Australian*, 17 February 1899.

³⁴ *West Australian*, 17 March 1899.

Company, imported non-union workers in an attempt to break the strike, but after five weeks, the confrontation ended. The strike was settled by the mediation of an ad hoc arbitration board, with the outcome favouring the Union.³⁵

It was also in 1899 that James Lilly's credibility and character was attacked, in his capacity as a Justice of the Peace performing the duties of a magistrate. Criticism was made of the lack of legal training of Justices of the Peace in general, the lack of transparency in their appointment, and the arbitrary nature of their judgements. Even after Lilly had threatened to sue *The Umpire* for libel, the journal responded with further invective, claiming that Lilly had an 'empty head' and 'an abnormal amount of adipose tissue' and, while a leading member of the Fremantle mercantile community, was a 'little ignorant tin god, commercial, fossilized, and vainglorious'.³⁶

James Lilly continued, however, to play an active part in the political life of the Fremantle community. In July 1900, Lilly, along with George Pearse, represented the Federation League at a public meeting called to support Western Australia's joining in the federation of the Australian colonies. Lilly also supported the views of the Free Trade and Liberal Association in advocating a revenue tariff rather than a protective tariff, after Western Australia's entry into a federated Australian nation was agreed. Lilly also worked for the construction of a transcontinental railway, as did other Fremantle merchants, in the hope that Fremantle could become the gateway to Australia. Lilly joined the Trans Australia Railway League in 1903.³⁷

By the end of 1904, James Lilly was experiencing serious health problems. A subsequent sea voyage to Colombo failed to restore his vitality. After further travel to Eastern Australia and New Zealand, he returned to Perth in March 1905. A week after the wedding of his youngest daughter Ida to G.H.B. Cooke on 12 April 1905, he ended his life painfully, by taking strychnine on a vacant block in Claremont.³⁸ Evidence taken at the inquest into his suicide suggested that the cause of this tragic action was his opiate or alcohol addiction, or possibly an attack of syphilitic dementia. Both Lilly's suicide and his apparent addiction to opiates or alcohol were not uncommon among the mercantile elite of Fremantle.³⁹

Following the death of James Lilly, *Lilly's Buildings* continued to be occupied by a variety of tenants. In 1905, these included the Fremantle Gas and Coke Company, a diving gear manufacturer, and brokers and customs agents. In 1910 and 1915, the tenants listed were Glassford and Co. (grain and produce merchants), H.J. Wigmore and Co. (mercantile brokers), Eagle and

³⁵ Brown, *The merchant princes of Fremantle*, p. 83.

³⁶ Brown, *The merchant princes of Fremantle*, pp. 130-131..

³⁷ Brown, *The merchant princes of Fremantle*, pp. 118-119, 221-222.

³⁸ *West Australian*, 19 April 1905.

³⁹ Others to take their own life, or who suffered from drug addiction, included Edward Higham, Charles Manning, Dora Moore, Sir Thomas Cockburn-Campbell (owner of the *West Australian*), M. Shearer (the Fremantle manager of the P & O office), George Hubble and F. Broadhurst. Brown, *The merchant princes of Fremantle*, pp. 186-187.

Globe Steel Ltd, and Arthur J. Diamond (agent). By 1920, *Lilly's Buildings* was partially vacant, with the only occupiers, the Federal Wool Agencies and Eagle and Globe Steel Co. In 1925, Eagle and Globe Steel Co. was the only occupier, with the rest of *Lilly's Buildings* vacant.⁴⁰

In 1930, the building was occupied by Alladin Industries (lamp manufacturers), Eagle and Globe Steel Co., and ironically, in light of James Lilly's antipathy to this organization, the Seamen's Union. In 1934-35, the occupiers of *Lilly's Buildings* were the Italian Club and Salvernini Merris (carpenter), with the rest of the space vacant. Salvernini Merris was listed as an occupant again in 1940, along with A. Camba (sailmaker) who had previously occupied premises south of *Lilly's Buildings* on Cliff Street. While in 1945, there were no occupants listed for *Lilly's Buildings*, in 1949, the premises were occupied by the Swan Providoring Co., A.G. Brise (customs agents), Grayson and Co. (ship builders), and the Navy Club.⁴¹

By the 1970s, *Lilly's Buildings* was owned by J.N. Taylor, marine suppliers, with this firm occupying the shed at the rear of the property, with other sections of the building leased by Paul Barron's Frevideo, and the W.A. Craft Association. By 1977, *Lilly's Buildings* was purchased by Fremantle City Council, who planned to on-sell the property, with a covenant in place to protect the façade of the building.⁴²

In 1977, *Lilly's Buildings* was purchased by Richard and Sue Longley (architect and teacher, respectively), and Peter Grace (wine merchant and art dealer). The property was to be strata-titled into three 'units'; the first owned by Peter Grace, the second by Richard and Sue Longley, and the third by Peter Grace and Richard and Sue Longley.⁴³ Unit One (No.'s 34 and 36 Cliff Street), an area of 700 square metres, comprised, on the ground floor, a wine merchant's premises (No. 34), an antique store (No. 36), with a single family residential apartment for the Grace family on the upper floor above No. 34 and No. 36. Unit Two at number 38 Cliff Street (an area of 200 square metres), was to be an art gallery over the two floors. Unit Three (an area of 700 square metres), on the ground floor at 40 Cliff Street, was to be an antique store, while at No. 42 was to be the architectural office of Richard Longley. To the rear of No. 40 and No. 42 on the ground floor was to be a single residential apartment for the Longley family, which continued over No. 40 and No. 42 on the upper level.⁴⁴

The Cliff Street Gallery opened on 1 May 1978, using the premises previously occupied by the W.A. Craft Centre.⁴⁵ By 1979, Richard Longley had settled with his family into their apartment and his offices at 40-42 Cliff Street. At that time, a newspaper article described Richard Longley's place in the re-development of the historic older section of the port city:

40 Post Office Directories, 1905-1949.

41 Post Office Directories, 1905-1949.

42 Ca 1977 *Fremantle Gazette* article, from the Fremantle Library Local History Collection.

43 Richard Longley and Associates, Plan of Proposed Redevelopment, November 1977, from the Fremantle Library Local History Collection.

44 Richard Longley and Associates, Plan of Proposed Redevelopment, November 1977.

45 *Fremantle Gazette*, 12 May 1978; *Sunday Times*, 17 June 1979.

Over the past five years the population of Fremantle ... has been disappointingly static and a number of lovely old buildings have vanished beneath the wrecker's hammer. Yet Fremantle with its narrow streets and quaint old-world atmosphere has the potential to be another Chelsea. Already a few enlightened spirits have converted old warehouses ... into homes and work areas for themselves and their families. One such talented soul is Ric Longley, a successful young architect, film producer and graphic designer.⁴⁶

In 1980, 38 Cliff Street was transformed into a dental surgery for Patrick Colgan, which function continues to the present.⁴⁷

A newspaper article advertising an auction of the property to be held on 1 August 1981 described Peter Grace's upstairs apartment at 34-36 Cliff Street:

The whole of the first floor of the century-old building is a magnificent spacious apartment, with all the luxuries one could hope for. It has three bedrooms, sauna, study, laundry, kitchen, bathroom and a large indoor garden which is the centre feature of the dining and living area.⁴⁸

In 1992, the office at 40 Cliff Street was converted into a residence.⁴⁹ In 2000, renovations to the residence at 36 Cliff Street were carried out.⁵⁰

As of early 2004, *Lilly's Buildings* is comprised of five strata-titled sections, with 34-36 Cliff Street occupied as a single family residential space over both levels; while No. 38 still functions as a dental surgery and upper level residential apartment. The offices at No. 40 and No. 42 have been converted into two residential apartments, which also include the corresponding upper levels, while what was the ground floor section of the single apartment at 40-42 Cliff Street has been converted into a family apartment (now number 40B Cliff Street), that now includes the upper floor area directly above.⁵¹

13.2 PHYSICAL EVIDENCE

Lilly's Buildings comprises a two-storey rubble limestone and brick commercial building with a richly ornamented stucco façade, designed in the Victorian Free Classical style. The building was first constructed in 1897 as a shipping office for James Lilly.

Lilly's Buildings is located in the West End of Fremantle, on the east side of Cliff Street, which runs in a north-south direction between Phillimore Street to the north and Marine Terrace to the south. The West End comprises a largely intact precinct of Victorian era buildings, many of which are commercial/industrial buildings dating from the gold rush period.

The place is built to the front boundary and directly abuts the footpath, which is approximately 1.6 metres wide. A carpark belonging to the University of Notre Dame is located immediately south of the *Lilly's Buildings*, on the corner of Cliff Street and Croke Street. The carpark is bituminized with a surrounding low limestone wall and a row of deciduous trees along its east

⁴⁶ *Sunday Independent*, 8 July 1979, p. 58.

⁴⁷ City of Fremantle Building License No. 1554.

⁴⁸ *Fremantle Gazette*, 29 July 1981.

⁴⁹ City of Fremantle Building License No. 6879.

⁵⁰ City of Fremantle Building License No. 200120.

⁵¹ Information provided by Harriet Olney, owner of No. 40 Cliff Street, December 2003.

and west edges. Access to the carpark is from Croke Street. Immediately to the rear (east) of the *Lilly's Buildings* is the University of Notre Dame's Malloy Courtyard, comprising a paved walled garden with restricted through-access to Mouat Street via a wrought-iron gate.

The McDonald Smith Building (1895), a two-storey limestone and brick commercial building with stucco ornamentation, is located adjacent (north) to the *Lilly's Buildings* at 22-32 Cliff Street, the two buildings separated by a single lane ROW. Located opposite *Lilly's Buildings*, on the west side of Cliff Street are a number of other Victorian era buildings, including 21-29 Cliff Street, the Reckitt & Colman Building façade (1882), 31-35 Cliff Street, the Lionel Samson Building (1835-1899), and 37-45 Cliff Street, the Warehouse Complex (1900).

Lilly's Buildings comprises a two-storey Victorian Free Classical style building, constructed of random rubble limestone and brick with a richly ornamented stucco façade and parallel corrugated iron hipped roofs, separated by parapets. The main façade is parapeted and divided symmetrically into three bays, articulated vertically by paired pilasters, and horizontally, by a simple pediment base, wide moulded architraves and a cornice. These bays are further articulated by vertically and horizontally grouped openings, each individually framed. The ground floor features semi-circular arched doors and windows and Doric style pilasters. The first floor features aedicule windows, each framed with alternating arched and triangular pediments, Composite style pilasters, and "Lilly's Buildings" embossed across the entablature. The elevation is painted in neutral tones, the architraves and stucco quoining are painted a light cream colour and the walls are painted beige.

The northern (side) elevation of the *Lilly's Building* is exposed random rubble limestone with brick quoining framing the openings and the outer wall edge. The eastern (rear) elevation is a combination of rendered or painted masonry walling. Timber-framed balconies have been attached to the eastern walls of apartments 34, 36, and 40B, and a timber-framed patio extends from the rear of apartment 38. The southern (side) elevation is a face-brick parapet wall, with some areas painted, and a small section of painted signage visible at the western end. A face brick garden wall, approximately 2 metres high, extends east from the southern wall, defining the south boundary. Parts of the brick wall are built over random rubble limestone foundations, and a section of remnant rubble limestone wall is visible at the easternmost end of the brick wall. A double-storey brick and iron cottage, number 40A, has been built to the edge of the brick and limestone wall, located in the southeastern corner of the site, separate from the *Lilly's Buildings*.⁵² A bituminized carpark is also located to the rear of the site, accommodating residents' cars and providing rear access to each of the private courtyards.

⁵² The cottage is a recent construction although it has been designed sympathetically to complement the materials of the *Lilly's Building*. The cottage is not evident on the most recent archival plans (drawn by Richard Longley and dated Nov 1977), nor is it evident in building licenses held by the City of Fremantle for the site.

Primary access to the place is from Cliff Street, where each of the five apartments has an independent entrance. The doors are typically timber-framed glazed panel double doors with semi-circular fanlights overhead. Most of the doors vary in style slightly, being replacements to match the originals, although the glass infill to the fanlight in apartment 40 appears to be original. The windows are typically timber-framed casement windows with semi-circular fanlights overhead (ground floor) or timber-framed double-hung sash windows (first floor). Windows to the rear and side elevations vary from apartment to apartment but are also typically timber-framed.

The apartment interiors typically feature rendered and plastered rubble limestone walls with evenly spaced pilasters along the north and south walls, timber floors (jarrah on the ground floor and pine on the second floor), timber lined ceilings (often overlaid with plasterboard), and timber joinery. The layout of each apartment varies slightly, dependent on individual renovations.

An inspection of the interior of apartments 34 and 36 was not possible, however discussions with the owner of 40 Cliff Street indicate that apartments 34 and 36 have been combined into one large apartment - the original dividing wall has been largely retained and apartment 34 has retained the original two floor levels (apartment 36 has three floor levels, including a loft space).

Apartment 38, which is used as a Dental surgery (ground floor) and residence (first floor) retains its original floor levels, although the timber floorboards on the ground floor and the timber half-turn stair are replacements, and a number of partitions and walls have been introduced to make smaller rooms. The ground floor comprises an open plan reception and waiting area, an office and toilet and a large examination room that overlooks the courtyard. The first floor comprises a large stair landing providing access to the office/bedroom to the west and the bathroom/laundry and kitchen to the east. Timber particle board has been laid over the timber floorboards to form the kitchen floor and the wet areas are tiled. The original painted timber boards lining the ceiling are visible on the ground floor but have been concealed with new plasterboard on the first floor. The majority of timber joinery is intact, except on the ground floor where 900mm high, varnished timber paneling lines the walls.

Apartment 40 is also a residence, split over three levels with original timber floors on the ground and first floor and replacement timber floorboards forming the second floor (loft space). A timber straight-run stair, believed to have been formerly located to the rear of the *Lilly's Buildings*, provides access to the first floor of apartment 40. Beneath the stair, painted on the surface of the wall, is an original sign recording ships' names including "Zephyr", "Swallow", "King Bay", "Pollyanna", and "Dawn", as well as a number of annotations. Although the sign has not been painted over its surface is degrading, reducing the legibility of the writing. Similarly, embedded in the timber floor, in front of the entry, is a remnant metal plate, probably associated with a pulley system used for moving goods around the ground floor. The ground floor currently accommodates a living area and

kitchen/dining area, while the master bedroom and bathroom/laundry are located on the first floor. A bedroom is located in the upper loft space, accessed by a narrow timber stair. The original painted timber boards lining the ceiling are intact on the ground floor and also partially on the first floor, and the majority of the original timber joinery is intact throughout, although the floor of the bathroom/laundry has been tiled. The easternmost wall of the apartment is a recent addition and was built to subdivide the rear section of apartments 40 and 42 to create apartment 40B.

Apartment 40B is located to the rear of apartments 40 and 42 and comprises a residence split over three main levels. The original dividing wall has been opened up to create a space stretched north-south (instead of east-west like the other apartments), and to accommodate the centrally located stair. The ground floor comprises the kitchen, dining and living area. The master bedroom, guest room and bathrooms are located on the first floor, while children's bedrooms and playrooms are on the upper level. The interior is substantially modified, although original sections of the outer rubble limestone walls are visible and some of the original timber floorboards and joinery are intact on the ground floor.

An inspection of the interior of apartment 42 was not possible. However it is understood that apartment 42 has a similar layout to apartment 40, with its easternmost brick wall built to create apartment 40B, and its two primary floors at the original levels.

Lilly's Buildings is generally in good condition and has been well maintained.

13.3 COMPARATIVE INFORMATION

Lilly's Buildings, comprising a two-storey Victorian Free Classical style building, first constructed in 1897 as a shipping office for James Lilly, may be compared to a number of other places of similar architectural style and function. The HCWA database reveals twelve other examples of the Victorian Free Classical style, six of which are entered on the State Register of Heritage Places, namely 01015 *Fremantle Town Hall*, Fremantle, 07197 *16 South Terrace*, Fremantle, 00074 *Albany Town Hall*, Albany, 03294 *Fitzgerald Hotel (fmr)*, Perth, 03980 *Monger's Trading Post (fmr)*, York, and 04105 *Padbury's Stores & Residence*, Guildford. Of these, only *Fremantle Town Hall*, *Albany Town Hall* and *16 South Terrace*, Fremantle, are similar to *Lilly's Buildings* in terms of condition, integrity and authenticity.

Fremantle Town Hall comprises a stone and brick, two-storey Victorian Free Classical building with an elaborate stuccoed façade and a prominent corner clocktower, constructed in 1887. *Fremantle Town Hall* is classified by the National Trust, listed on the Register of the National Estate, and is included in the City of Fremantle's Municipal Inventory as part of the West End Conservation Area.

Albany Town Hall comprises a stucco and granite, two-storey Victorian Free Classical public building with a prominent clock-tower, constructed in 1888. *Albany Town Hall* is classified by the National Trust, is included in the Town

of Albany's Municipal Inventory and Town Planning Scheme, and is entered on the Register of the National Estate.

16 South Terrace, Fremantle, comprises a single-storey Victorian Free Classical style shop, constructed in 1886-1900 of random rubble limestone with brick quoining and stucco details. *16 South Terrace* is included on the City of Fremantle's Municipal Inventory, and is also part of the West End Conservation Area.

Lilly's Buildings is a representative example of the Victorian Free Classical style of architecture.

The HCWA database describes the West End Conservation Area as comprising over 160 places, many of which are commercial/industrial buildings dating from the gold rush period. Of these, a number are entered on the State Register, including some with similarities to *Lilly's Buildings*, namely 00854 *Wilhelmsen House*, 00981 *P & O Building*, 00915 *Union Stores Building (fmr)*, 00963 *Strelitz Buildings*, and 00959 *Adelaide Steamship House (fmr)*.

Wilhelmsen House comprises a two-storey stone and brick Federation Free Classical style commercial building, located at 11 Cliff Street, Fremantle, and constructed in 1902 as shipping offices for Dalgety & Co, a prominent merchant company. *Wilhelmsen House* is in similar condition to *Lilly's Buildings*, but has a higher degree of both integrity and authenticity. It is classified by the National Trust, included on the Register of the National Estate, and is included on the City of Fremantle Municipal Inventory.

P & O Building comprises a two-storey Federation Free Classical style brick and stone office building, constructed as shipping offices in 1903 for the Australian Union Steamship Navigation Company. *P & O Building* is similar to *Lilly's Buildings* in terms of condition and integrity, but has a higher degree of authenticity. *P & O Building* is classified by the National Trust, listed on the Register of the National Estate and included on the City of Fremantle Municipal Inventory.

Union Stores Building comprises a two-storey brick and stone Federation Free Classical Style commercial building, constructed in 1895 as shops for the shipping and trade firm J & W Bateman. *Union Stores Building* is similar to *Lilly's Buildings* in terms of condition and authenticity, but has a higher degree of integrity. *Union Stores Building* is classified by the National Trust, listed on the Register of the National Estate, and included on the City of Fremantle Municipal Inventory.

Strelitz Buildings comprises a two-storey masonry Federation Free Classical commercial building, constructed in 1900 for the Strelitz Brothers trading company and featuring both offices and warehouses that were leased to a variety of shipping agents and companies. *Strelitz Buildings* is similar to *Lilly's Buildings* in terms of condition, integrity and authenticity. It is classified by the National Trust, listed on the Register of the National Estate, and included on the City of Fremantle Municipal Inventory.

Adelaide Steamship House (fmr) comprises a one and two-storey Federation Free Classical style commercial building, constructed in 1892

as the offices for the Adelaide Steamship Company. *Adelaide Steamship House (fmr)* is similar to *Lilly's Buildings* in terms of condition and authenticity, but has a higher degree of integrity. It is classified by the National Trust, listed on the Register of the National Estate and included on the City of Fremantle Municipal Inventory.

Lilly's Buildings is representative of the numerous shipping office buildings constructed in the late-nineteenth and early-twentieth century, following the construction of the deepwater port at Fremantle in 1897. These shipping offices typically comprised two-storey masonry buildings embellished with decorative elements of the Victorian Free Classical style, and its successor, the Federation Free Classical style.

13. 4 KEY REFERENCES

No key references.

13. 5 FURTHER RESEARCH
