



**HERITAGE
COUNCIL**
OF WESTERN AUSTRALIA

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)

- 3.12.5 Retailing foods and beverages
- 3.22 Lodging people
- 3.23 Catering for tourists

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 306 Domestic activities
- 311 Hospitality industry & tourism
- 405 Sport, recreation & entertainment
- 504 Depression & boom
- 507 Water, power, major transport routes
- 604 Local heroes & battlers

11.1 AESTHETIC VALUE*

Colonial Tavern & Stables, Northam is a fine example of a Federation Filigree hotel and contributes to the historic streetscape of West Northam and identity of the town of Northam. (Criterion 1.1)

Colonial Tavern & Stables, Northam is valued by the community of Northam and district, for the significant contribution to the historic townscape of West Northam. (Criterion 1.4)

11.2 HISTORIC VALUE

Colonial Tavern & Stables, Northam was constructed in 1906 to service the West Northam residential area that was populated by a large number of railway workers following construction of the Eastern Goldfields Railway and the

* 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Canberra, 1991, with additional reference to Richards, O., *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

establishment of the maintenance yard and workshops and new station building at the West Northam yard. (Criteria 2.1 & 2.2)

Colonial Tavern & Stables, Northam was designed by Perth architect Richard Dennehy who designed a number of major buildings in Western Australia, including St John of God Hospital in Subiaco and St Patrick's Cathedral, Bunbury, as well as residences and commercial buildings, the most prominent of the latter being the Connor Quinlan building on the corner of Hay and Barrack Streets. (Criterion 2.4)

11.3 SCIENTIFIC VALUE

The Stables in particular have the potential to reveal archaeological evidence pertinent to the use of the building. (Criterion 3.2)

11.4 SOCIAL VALUE

Colonial Tavern & Stables, Northam is valued by the local and wider community, including tourists and those who have partaken of the hospitality and accommodation offered in the place, as evidenced by its inclusion in the town's Municipal Heritage Inventory and the high category applied to ensure its retention in the town. (Criterion 4.1)

Colonial Tavern & Stables, Northam contributes significantly to a sense of place by its architectural appeal and its streetscape presence. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12.1 RARITY

The Stables are a rare and particularly substantial example of an early 20th century stable block associated with a Hotel. (Criterion 5.1)

12.2 REPRESENTATIVENESS

Colonial Tavern & Stables, Northam is a fine representative example of Federation Filigree architecture in a rural town, a feature of which are the double-storey verandahs and the fitout of the interior. (Criterion 6.1)

The Stables are representative of the style of a functional building constructed to provide staff accommodation and housing for a horse and cab, as well as accommodation for travellers' horses, and is indicative of a way of life no longer practiced. (Criterion 6.2)

12.3 CONDITION

Colonial Tavern & Stables, Northam is overall, in fair to good condition. The Hotel building has some damage from rising damp in the kitchen and dining room. There is deterioration of the street front verandahs including the ground floor louvered valance and the upper level floor and balustrade, but otherwise it appears to be in good condition. The adjacent latrines are no longer in use and are in poor condition. The Stables are for the most part structurally sound, except for the northwest end where the walls have collapsed. The remainder of the place is in poor to fair condition with most timber elements weathered, disintegrated or removed.

12.4 INTEGRITY

Colonial Tavern & Stables, Northam has retained a high degree of integrity. Some changes have taken place over the years, to facilitate the ongoing use of the hotel, but those changes are minimal in the context of the place. The Stables provide some storage function but are otherwise unused, although they appear to be unchanged in design.

12.5 AUTHENTICITY

The remaining original fabric of *Colonial Tavern & Stables, Northam* is mostly intact. There have been some changes, most significantly the removal of interior walls in the ground floor bar area. The Stables evidence minimal change, although there is evidence of structural collapse in the north-west end. Overall, *Colonial Tavern & Stables, Northam* demonstrates a high degree of authenticity.

13. SUPPORTING EVIDENCE

The documentation for this place is based on the heritage assessment completed by Irene Sauman, Historian and Laura Gray, Heritage and Conservation Consultant, in June 2007, with amendments and/or additions by HCWA staff and the Register Committee.

13.1 DOCUMENTARY EVIDENCE

Colonial Tavern & Stables, Northam comprises a two-storey brick Hotel building with verandahs to both street frontages built in 1906 to a design by architect Richard J. Dennehy in Federation Filigree style, a single-storey brick Latrine building and brick Stables.

The town of Northam developed as a service centre for the pastoral and agricultural area, but it was the construction of the Eastern railway from Fremantle and Perth, followed by the discovery of gold and the extension of the railway to the eastern goldfields that made it the major centre for the Avon Valley region.

As early as 1868, there had been 'prolonged public agitation' for a railway between Fremantle and the Avon Valley. In May of that year, a petition signed by Fremantle residents and Swan traders and farmers, was presented to the Legislative Council requesting a line be laid to either York or Northam.¹

Although nothing came of this petition, the 1870s saw steady growth in the Colony, and in the latter half of the decade there were plans for a railway from Fremantle to Guildford. In December 1877, a large public meeting in Northam voted in favour of extending the line to the town.² By 1880, the Government had raised overseas loans to build a railway system in the Colony and, by 1881, a line had been completed between Fremantle and Perth.³

The residents of both York and Northam vied for the line to be extended to their towns. In June 1884, a correspondent to the *West Australian* noted that 'the Northam and Newcastle [Toodyay] districts possess more stock, more population, more produce and more corn than the district of York'.⁴ It was on this alleged fact that the case was made for the extension of the line. In fact, in 1884 there were

1 Bourke, Michael J., *On the Swan: A History of the Swan District, Western Australia* (Nedlands: UWA Press, 1987), p. 226

2 Garden, Donald, S., *Northam: An Avon Valley History* (Melbourne: OUP, 1979), pp. 111-12

3 Appleyard, R.T., 'Economic and Demographic Growth', in C.T. Stannage (ed), *A New History of Western Australia* (Nedlands, UWA Press, 1981), p. 216

4 *West Australian*, 19 June 1884

only 44 homes in the township.⁵ However, despite the arguments between York and Northam, and between Spencer's Brook and Northam as to where the terminus of the line should be, on 13 October 1886 the Northam line opened with a sports day, dinner and speeches.⁶ The line reaching West Northam terminated on the edge of town in an area that was undeveloped and swampy.⁷

In 1887, the discovery of gold prompted calls for the Government to provide a rail link to the Goldfields:

The gold rushes of the 1880s and 1890s left a legacy for the town of Northam which far outweighs any other single influence in her history. The legacy was the result of another conflict between the towns of Northam and York as they fought for the privilege of being the starting point for communication with the eastern goldfields. In this war of survival Northam lost the first battle, but was eventually to win the war, and to become the largest and most significant town in the Avon Valley.⁸

Further gold discoveries in Southern Cross resulted in Northam changing from 'a very quiet, but ambitious little village possessing only two or three business houses' into a thriving supply area. Thousands of men from all over the world travelled through Northam on their way to the goldfields.⁹

In May 1891, a public meeting in Northam discussed the potential of a rail link to the Goldfields. Concern was expressed over the effect this would have on the town. Although somewhat ambivalent about the project, prominent Northam businessman, George Throssell, was one of those who lobbied Premier John Forrest, advocating Northam's suitability as the rail centre for the Goldfields.¹⁰ Throughout 1891 there were 'interminable' debates about where the line should go:

The decision was due to be announced when Parliament met on 8 December [1891], and as the time grew closer the campaigns by York and Northam built to a crescendo of arguments and abuse, letters to the papers, deputations and meetings. In late November and early December the people of York grew particularly anxious, sensing that despite their earlier optimism, they were being seriously challenged by Northam. ... [W]hen the Governor opened Parliament in early December he announced the plans of his Government was to build the Yilgarn line from Northam. Northam was exultant; York was appalled.¹¹

The decision, taken in 1897, to establish major railway yards and maintenance workshops at West Northam, and the expansion of these yards resulted in an establishment of over 200 railwaymen, many with families. Housing estates such as the Gregory Estate, Habgood Estate and West Northam Station Estate were established in the vicinity with blocks taken up by railway and mill workers so that the area developed as Northam's 'working class' section.¹²

Among developments at the West Northam station yard were a new goods shed (1897) and station building (1901). Businesses began to move closer to the station to capitalise on the passing trade. By 1901, the number of trains through

5 Hammond, J.E., *Western Pioneers* (Perth: Hesperian Press, 1980 [facs. of 1936 ed.]), p. 121

6 Garden, *Northam*, p. 119

7 Erickson, Rica, *The Victoria Plains* (Osborne Park: Lamb Paterson, 1969), p. 61

8 Garden, *Northam*, p. 127

9 Appleyard, 'Economic and Demographic Growth', pp. 218-19

10 Garden, *Northam*, p. 130

11 Garden, *Northam*, pp. 130-31

12 *Northam Advertiser*, Saturday 31 July 1897, p. 3; Garden, Donald S, *Northam: An Avon Valley history*, Melbourne, OUP, 1995, p. 150-151.

the station yard numbered 70 a day. The population of Northam was only 2018, of which 400 were employed on the railway in some capacity.¹³

In 1906, Thomas Francis McCarthy of the Railway Hotel, Perth acquired lots 9 and 10 on the edge of the West Northam estates with the intention of establishing a hotel.¹⁴ The Railway Hotel in Perth did good business on its location in Barrack Street, less than a block from the Perth railway station, and McCarthy obviously thought to repeat the pattern in Northam. Architect Richard Joseph Dennehy was engaged to design the place, to be known as McCarthy's Hotel.¹⁵

Richard Dennehy had spent twenty years in Victoria, most of them as a partner in the architectural firm of Tappin, Gilbert & Dennehy (later Tappin, Dennehy & Smart) where he was involved in a number of large works, including: Art Gallery, Melbourne; Roman Catholic Cathedral, Bendigo; Anglican Cathedral, Ballarat; and, St Ignatius College, Sydney. After his 1896 move to Perth he continued to design for the Catholic Church. Among his ecclesiastical buildings were the Home of the Good Shepherd, Leederville; Church of the Sacred Heart, Highgate; St John of God Hospital, Subiaco; and, St Patrick's Cathedral, Bunbury. Commercial buildings included Levinson & Co, Connor Quinlan Building, and Moana Cafe in Hay Street.¹⁶

The builder of McCarthy's Hotel was R. A. Dixon, who had also built the Railway Hotel, Perth. The opening of McCarthy's Hotel took place on New Year's Day 1907 at 3pm. At the invitation of Mr and Mrs Thomas McCarthy, some fifty invited guests attended, among them the architect, Richard Dennehy, contractor, R. A. Dixon, brother Percy McCarthy (the licensee), the Mayor of Northam, O. L. Bernard, councillors, and Phil Goatcher, 'the well-known scenic artist'.¹⁷ When a toast to the health of the owners was drunk, Phil Goatcher responded on behalf of Mr and Mrs McCarthy. The usual fine and flowery sentiments were expressed about the town and its prospects over a glass of champagne and a light repast, but only a bare description of the Hotel itself, without any real detail, was provided in the newspaper report of the event:

The hotel is well situated on an elevation in the western portion of the town and its spacious balconies afford a splendid view of the whole of Northam and the surrounding hills. It is a commanding two-storey structure... one of the largest hotels in any country town in the State... Its bedrooms, of which there are a very large number, are large and lofty... The sitting rooms, billiard room and smoking rooms are splendidly situated whilst the appointments of the bathrooms and lavatories are in accordance with the latest regulations of the Central Board of Health.¹⁸

There is no mention of Stables at this time and Thomas McCarthy did not acquire the title to Lot 8, on which they are sited, until 1908.¹⁹ In the early 1920s, the Hotel's horse cab is known to have met the passenger trains at the West Northam station but it is not known how early prior to that the Stables were built.²⁰

13 Colebatch, Hal, *The Story of a Hundred Years*, Government Print, Perth, 1929, p. 382; National Trust Assessment Exposition, 5 May 1980; *Twentieth Century Impressions of Western Australia*, Facsimile of 1901 edition, Perth, Hesperian Press, 2000, p. 711.

14 Certificate of Title, Vol. 376 Fol. 80, 25 August 1906.

15 *Northam Advertiser*, 2 January 1907, p. 2.

16 Battye J.S. *Cyclopedia of Western Australia*, Hussey & Gillingham, Adelaide, 1912-13, Vol. 1, p. 632; Pitt Morison, M., 'Immigrant Architects and their work, 1885-1905', unpublished paper, Battye PR13589.

17 *Northam Advertiser*, 2 January 1907, p. 2.

18 *Northam Advertiser*, 2 January 1907, p. 2.

19 Certificates of title, Vol. 146 Fol. 12 (Lot 8), 10 March 1908 & Vol. 188 Fol. 199 (Lot 7) 10 July 1911.

20 *Northam Advertiser*, advertisements, 1922-24, p. 1.

Hotels had to provide accommodation for travellers' horses, in much the same way car parks are provided for patrons today, and the building also provided accommodation for staff, so it could have been built around the same time as the Hotel. The central two-storey section of the building has been described as housing the carriage, trap or horse cab, with the hayloft above. The central ground floor space has four windows evenly spaced across the rear wall, suggesting the possibility of four horse stalls. The open space at the south end of the building, which has no windows, may have accommodated a carriage. The single-storey wings on either side of the central section provided accommodation, evidenced by the chimney and fireplace and the layout of the rooms, doors and windows and the timber floors. Some of this area may have been occupied by male hotel staff, including the yardmen and the ostler who looked after the horses and carriage, and who probably drove to and from the station. The Stables may also have provided 'second class' accommodation for travellers, similar to the Imperial Hotel at York.²¹

McCarthy's Hotel competed for the custom of the railway workers with the Grand Hotel, which had been established in 1896 on the opposite (north) side of the railway line.²² Percy McCarthy was the licensee of McCarthy's Hotel for the first several years, then Perth detective Barton Lessey held the licence for two years, followed by Bertie Weaver in 1910.²³

McCarthy's Hotel, West Northam, has changed hands, and from Saturday next will be conducted by Mr Bert Weaver who for many years past has been manager for Alcock and Co in Western Australia. Mr Weaver is very well and favourably known amongst the sporting community, and has been a prominent member of the Perth and Freemason's bowling clubs almost from their inception, in addition to being the official bowl taster for the WABA. His many friends will wish him every success in his new venture.²⁴

In keeping with his sporting connections, Bert Weaver changed the name of the premises to the Club Hotel.²⁵ Thomas McCarthy died in 1912 and ownership of the Hotel passed to his wife Sarah, who held the title until 1923. Frank and Lily Yates owned and ran the Club Hotel throughout the 1930s.²⁶ The Club Hotel did well supplying the railway workers during the Depression years and into the years of redevelopment following World War II. The Stables had ceased to be required for horses and staff accommodation and were used for storage, with a laundry facility installed in the north wing. In 1961, retired farmers Harold and Ivy Glass acquired the place. They were to own the place longer than any one else who had held the title.²⁷

In the 1960s, work was underway on the construction of the standard gauge railway line from Kalgoorlie to Fremantle. A new station yard was established on the east side of Northam in 1968 and the West Northam yard became redundant. As buildings and facilities were removed from the old yard, businesses moved away from the area and West Northam became 'low rent', attracting a lower socio economic client to the Club Hotel. In 1976, Frederick Glass applied for a Tavern

21 Refer to Heritage council assessment documentation for P10725 Imperial Hotel, York.

22 Ball, J., Kelsall, D. & Pidgeon, J., *Statewide Survey of Hotels 1829-1939*, southern region, Western Australia, National Trust of Australia (WA), Perth, 1997, entry 105 H6.

23 Certificate of Title, Vol. 376 Fol. 80, 23 December 1908 & 6 September 1910.

24 Northam Advertiser, 10 August 1910, p. 2.

25 *Wise's Post Office Directory*, 1912, trades entry, p. 986.

26 Certificates of Title, Vol. 376 Fol. 80, 21 June 1912, 31 August 1923, 1 July 1927, 2 October 1942, 12 April 1951.

27 Certificate of Title, Vol. 1036 Fol. 639, 21 April 1961.

Licence, arguing that the accommodation was rarely if ever used and its upkeep was an unwarranted expense. The new licence was granted and at close of business on 29 February 1976, the Hotel licence ceased and the place became the Club Tavern.²⁸

In 1980, the Glass family sold the building and in the early 1980s, the liquor licensing file shows a number of warnings issued by police for late trading and there were arrests for bad behaviour and drunkenness under some licensees, a few of whom apparently had no previous experience in the liquor trade. In 1985, ownership was again transferred and the name of the place was changed to the 'Colonial Tavern' on 8 July that year, no doubt in an attempt to distance it from its immediate undesirable history.

In 1988, the Hotel licence was restored, and the place once again provided accommodation, although it retained the name of Tavern. The Colonial Tavern provides accommodation for the growing tourist trade and promotes the history and 'yesteryear ambience' of the place.²⁹

In 1980, *Colonial Tavern & Stables, Northam* was classified by the National Trust and in 1982 was permanently listed on the Register of the National Estate. The place was entered in the Statewide Hotel Survey of 1997 and in 1998 *Colonial Tavern & Stables, Northam* was entered on the Town of Northam Municipal Heritage Inventory, with two separate entries. The recommendation for the Hotel was to retain and conserve, while the Stables were given a high level only recommendation.³⁰

Plans are in place for eleven ensuite units to upgrade facilities in the Hotel, and the Stables are to be restored and remodelled to contain three accommodation units. The development of the Stables needs to be carefully considered so that the original purpose of the building doesn't disappear in the remodelling. The roof of the north wing has been reclad since 1995. A photo of that date in the National Estate database shows this wing with sheets of roofing iron missing.

In 2007, *Colonial Tavern & Stables, Northam* continues to function as a hotel providing food, drink, entertainment and accommodation.

13.2 PHYSICAL EVIDENCE

Colonial Tavern & Stables, Northam is a two-storey brick hotel building with verandahs to both street frontages, a truncated corner entry, and hipped corrugated iron roof. Adjoining the two-storey structure on the Duke Street frontage (north-west) is a single storey brick latrine building. Along the southwest boundary of the site are the brick stables (former), also with a hipped corrugated iron roof.

Colonial Tavern & Stables, Northam is located on the south corner of the intersection of Duke Street (northwest) and Morrell Street (northeast) and is bounded to the southeast by Lockyer Avenue in a residential area of West

28 Licensing Court file, Colonial (Club) Tavern, Northam, correspondence file, Item AB042, 1976-1992. The introduction of tavern licenses became law in 1970, following an investigation by the Australian Hotels Association (WA branch) into ways to overcome the uneconomical situation that had arisen in many hotels where the accommodation component of a hotel license was no longer utilised. The emphasis on food and beverage services within hotels has been maintained and extended since that time.

29 Colonial Tavern website, colonialtavern.com.au

30 O'Brien Planning, *Town & Shire of Northam, Municipal Heritage Inventory*, 1997; Ball, J., Kelsall, D. & Pidgeon, J., op cit.

Northam. The two-storey building is aligned at zero setback on both street frontages with the verandahs protruding over the footpaths to the road's edge. The latrines adjoining on the Duke Street frontage similarly have a zero setback. The remainder of the Morrell Street and Lockyer Avenue boundaries are delineated by pipe framed chain link fencing. There is no fence delineating the southwest boundary or the west end of the Duke Street frontage where an expansive road base area provides informal parking and access to the site. The site slopes generally down from the south corner to the north corner of the Duke and Morrell streets intersection. Within the hotel site, the Morrell Street and Lockyer Ave area is undeveloped along the entirety of the Lockyer Avenue frontage to the stables (fmr), located along the southwest boundary from the Lockyer Avenue end.

The Colonial Tavern displays characteristics of the Federation Filigree style. Typical of the style is the solid masonry load bearing form complemented by the shaded verandahs that became an Australian pub tradition. The prominent corner location typifies the style with verandahs over the footpaths. The street frontages are balanced with a regular rhythm of door and window openings and slender timber posts to the verandah bays.

Colonial Tavern & Stables, Northam comprises two separate brick buildings. The tavern is the two storey dominant hotel building on site. The street front verandahs follow the truncated corner form with a ripple iron soffit to the ground floor verandah. The verandahs have square timber posts on concrete pads at ground floor level and, on the first floor, are turned above the balustrade, with simple curved timber post bracket detailing. There is a deep timber louvered valance on the ground floor verandah and the balustrade above on the first floor verandah is a simple square timber vertical design, with a pediment within the area above the main central entrance on the Morrell Street frontage. Both street frontages have a parapeted finish detailed in Italianate balusters that are interrupted only by simple pediments central on each street frontage. A sign on the truncated corner may conceal a smaller pediment. The hipped roof is concealed from the street frontages by the parapets, but rear views reveal corrugated iron cladding. Distinctive tall face brick chimneys punctuate the roofline. Rectangular in form and detailed with corbelled stucco moulding and rendered tops, the chimneys have two or three clay chimney pots on top. Detailed in stretcher bond, and tuck pointed (ground and first floor level) the street frontage walls have been rendered to a height of approximately 1.2 metres and painted white. The corners of door openings have curved bricks on the edge detailing. The remaining external walls are face brick that have not been rendered. The original timber framed double hung windows remain in situ, balanced on the facades in spaced pairs and singles, with two course header details on the flat arched window headers. French doors open onto the first floor verandah on the truncated corner and from the corridor on the Morrell Street frontage.

The hotel building of *Colonial Tavern & Stables, Northam* has the footprint of a 'U' with the opening on the southwest and the centre area forming a paved courtyard. The main entry into the hotel building is central on the Morrell Street frontage. The recessed double entry opens into a foyer with the staircase beyond. To the right of the entry foyer is the bar area extending along the Duke Street frontage. Straight ahead is direct access to the courtyard beyond, and the staircase access to the first floor. On the left are the office and a short corridor to the dining room and kitchen. On the first floor, from the landing, there are accommodation rooms flanking a central corridor along both street frontages and

the south east side, with ablutions and a service staircase at the southwest end, and a living room opening onto the truncated street corner verandah, and ablutions also on the Duke Street wing, on the courtyard side.

The main entry on the ground floor, features double entry doors with stained glass patterned sidelights and fanlight within an entry recess. From the entry, within the foyer, the expansive stained glass window at the staircase return landing is visible. The panelled doors in to the office (left) and reception area (right) and bar beyond, all have similar patterned stained glass detailing in the door panels. The bar areas on the ground floor extend along the entire Duke Street frontage of the hotel building. Several walls have been removed to form a single space with the bar running the length of the space, parallel with Duke Street and around the front corner. The walls are hard plaster, although the corner area has a vertical tongue and groove painted timber dado wall. The original rooms can be delineated by the different patterns of the original pressed metal ceilings. It is likely that much of the bar display area on the back wall is original, and a section of the bar frontage in the middle room section has original fabric with scrolled timber pilastered brackets at regular intervals between panelled timber. The bar areas open through to the single-storey more austere section of the building that now provides a pool room space. The windows in the pool room area are boarded on the exterior. A window on the courtyard wall of the bar area has been converted to double doors to access the courtyard. The bar area on the Morrell Street frontage opens into a small reception area with a fireplace and mantelpiece. The dining room, three steps up from the ground floor level, on the Morrell Street frontage is an expansive space with an original cast iron firebox flanked by tiles, tiled hearth and elaborate timber mantelpiece central on the southeast wall, and pressed metal ceilings. Against the southeast wall, the dining room opens into a narrow storage corridor before entering into the kitchen. Fully equipped as a commercial kitchen, there are stainless steel fitouts, commercial cookers, and exhaust vents. The doors accessing the courtyard and rooms each side, from the kitchen, have been blocked. There is another narrow room extending along the southeast wall to the end.

The first floor rooms are well appointed. They have hard plaster walls, lathe and plaster ceilings with deep curved cornices and centre decorative roses, and the Morrell Street rooms have fireplaces with the original mantelpieces and tile fires. The ablutions at the southwest end show some original elements and various upgrades of a contemporary nature. The living room on the street frontage corner is fire damaged, which can be seen in the mantel surround and the smoke damage on the replacement suspended ceiling. The rooms and ablutions along the Duke Street frontage provide accommodation for the hotel proprietor and family.

Within the courtyard area, the south-east wing features a centrally located arched opening. Within the opening is a door to the kitchen area and the service stairs with cupboards below. The courtyard is paved, raised to different levels with a bar area in place adjacent to the kitchen wall, and a covered stage area elevated on the south corner, delineating the boundary of the courtyard. Cantilevering over the courtyard on a substantial steel frame is an ablution extension associated with the Duke Street wing.

Adjacent to the tavern building along the Duke Street frontage, from the courtyard side, is the latrine building with a series of WCs. The original fabric includes garden bond face brickwork, rounded corner bricks and rounded edges to arched

openings, galvanised gutters and downpipe remnants, some remnants of the fixtures, and an ad hoc covered area adjacent.

The Stables are rectangular in footprint with a central double-storey element, open at ground floor level, and flanked by single-storey wings on each side. The face brick structure has a hipped roof over the single storey and a separate hipped roof over the double storey central element, with a central gable feature. The roof is clad with corrugated iron sheeting except for the single-storey flanking wing on the north-west, which is clad with pre-painted corrugated galvanised steel sheeting. The roof also features corbelled face brick chimneys. Windows throughout are double hung sashes except the timber louvered openings on the rear wall of the ground floor of the central ground floor space. There are a series of rooms opening to the front (north-east, facing the rear of the hotel building) on both of the flanking single-storeys. The central section is entirely open at ground floor with a brick paved floor surface, washed rough brick walls, and an opening and gantry centrally located on the top floor. The interiors of the rooms have hard plaster walls with ripple iron ceilings and remnants of floorboards. The open space at the south-east end has no floor and the walls are washed rough brick as for the central open area. At the northwest end the entire end wall has collapsed and a portion of the return walls at the front and rear. The wall is propped in place to ensure no further collapse. The remnants in the end room indicate a fireplace and c.1950s cement laundry troughs in a configuration of four.

13.3 COMPARATIVE INFORMATION

There are 116 Federation Filigree hotels on the database, of which 23 are entered in the Register. Comparable Registered examples include:

00201 *Cornwall Hotel, Boulder* (1898+): occupies a corner block, the lower storey being of stone and the upper brick, roofed in corrugated iron. A verandah with timber posts and mouldings adorns the two street frontages. It is simple rather than high Victorian in style, and is typical of the early small pubs of the era (eg. Hannans and the Star and Garter). The place is an accurate reconstruction (1987) of the exterior of the building as it was in 1934 and is a landmark in the area. The place also has historical interest as the scene of a notorious crime.

00248 *Freemason's Hotel, Bridgetown* (1905, 1939): has a prominent gabled roofline, bracketed eaves, tall brick corbelled chimneys and red face brick and stucco finishes, located on a prominent corner site. It is a two-storey tuck pointed brick and iron roofed hotel and pair of shops in the Federation Filigree style, with Inter-War Art Deco additions.

00320 *Bruce Rock Hotel* (1914+): two-storey building in brick construction, detailed in face brick with rendered stringcourses. Prominent corner pub, with deep shady verandahs extended over the footpath, and masonry form. Decorative timber spires top each gable and the ridge point of the hipped section. The first floor verandah and the colonnade at ground floor wrap the entire length of the double-storey street frontages. The verandah is supported by chamfered square timber posts.

00354 *Prince of Wales Hotel, Bunbury* (1882): two-storey hotel in the Federation Filigree style, the decorative verandah being a dominant streetscape element.

00376 *Rose Hotel, Bunbury* (1863, 1897): a two- and three-storeyed brick and iron hotel rebuilt in Federation Filigree style in 1897, with excellent decorative cast-iron verandahs and single-storey detached brick and iron sample rooms contributes to the city's townscape.

00504 *Newmarket Hotel, Hamilton Hill* (1912): prominent two-storey landmark building, which has a distinctive truncated form that addresses its corner location. The building features random rubble limestone walls with redbrick quoining. The building features a two-storey wrap-around verandah, which has original timber floors and framing, a corrugated iron hipped roof (a recent replacement), and tubular steel columns and a wire-mesh and tubular steel balustrade, replacing an earlier timber construction that had ornate timber balustrades, posts and valance.

00570 *Railway Hotel (fmr), Coolgardie* (1896): single-storey and two-storey Federation Filigree and Federation Free Classical style building with Flemish bond tuckpointed brick walls, an iron roof and timber verandahs to both first and second floors.

00947 *Fremantle Esplanade Hotel* (1875+): comprises a rendered and painted limestone rubble walled and brick building with timber verandah. The place has value for its stylistic qualities in design and detailing, and is a landmark in Fremantle. It is a good example of Federation Filigree remodelling of two simple Victorian buildings. In continual use since early European settlement of the State.

01002 *Sail and Anchor Hotel, Fremantle* (1901): two-storey building of rendered stone and brick with timber floors in Federation Filigree style. Features a balustraded parapet with classical motifs and a segmental pediment located in the centre of the principal facade. A verandah and balcony extend over the footpath along both street facades and are covered with a lean-to roof. The verandah roof is broken by gables emphasising the two entrances off South Terrace and the truncated corner. The balcony roof is supported on fine, ornamental iron posts with capitals, cast iron infill and timber balustrading.

01251 *Kalamunda Hotel and Original Kalamunda Hotel* (1902, 1928): Two two-storey buildings in Federation Filigree style located immediately adjacent to one another, and constructed in 1902 (Original Kalamunda Hotel) and 1928 (Kalamunda Hotel) respectively. Original Hotel: two-storey brick and clay tile hotel with timber balcony and verandah to the front. The place features timber windows and red glazed tile dado with a curved central top moulded parapet to the front. 1928 Hotel: two-storey hotel with asymmetrical U-shaped plan, red brick, two-storey verandah over footpath.

01463 *State Hotel (fmr), Gwalia* (1903): two-storey corner building in Federation Filigree style. The building is constructed of brick, with its corrugated iron roof concealed behind a heavily moulded parapet. Both street facades are treated in a similar manner, each with a centrally located entrance, emphasised by a segmental arch pediment. The truncated corner provides a secondary entrance and is emphasised by a triangular pediment.

01669 *Pindar Hotel (fmr)* (1905): two-storey masonry hotel constructed in the Federation Filigree style. A representative example of a vernacular 'corner pub' built in the Federation period, with landmark quality due to its prominence on the streetscape and its relationship with the remaining buildings of the small townsite. The most visible building remaining to illustrate the early development of Pindar.

01675 *Mundaring Weir Hotel* (1898): double-storey brick and iron hotel, designed in Federation Filigree style with two earlier single-storey weatherboard sections. The place contains part of the oldest surviving permanent building at Mundaring Weir.

02154 *Brass Monkey, Northbridge* (1896): three-storey brick, stucco and iron hotel with perimeter verandahs in the Federation Filigree style, with two-storey

additions at the rear (1973, 1995). Demonstrates the design characteristics of a three-storey Federation Filigree hotel, of which few examples of a similar degree of integrity and authenticity remain in the State.

02392 *Windsor Hotel, South Perth* (1898): two-storey brick building with timber and cast iron verandah and balcony. Significant as one of the earliest surviving hotels in the Perth suburbs south of the river.

02630 *Federal Hotel (fmr), Wagin* (1896+): comprises the hotel building and ground-floor shops (1896), a double-storey brick and iron Federation Filigree style building; the store (c.1900), a single-storey brick and iron Victorian Georgian style building; and the motel (1965), a single-storey brick and asbestos Late Twentieth-Century Perth Regional style building.

02637 *Moran's Wagin Hotel* (1904+): comprises a double-storey stone, brick and iron Hotel in Federation Filigree style (1904), brick and iron Commercial Rooms (1910) and timber framed iron Staff Quarters (1912) both in the Vernacular. Extensive two-storey street frontage at zero setback with decorative parapet. Rendered stone construction with brick quoins. The original verandah has been removed and the shop fronts display a suspended canopy. The upstairs interior has been converted to flats.

The following four Inns are associated with Stables:

00734 *Blackwood Inn, Mullalyup* (1865): includes a stable building. The place demonstrates the role of coaching inns as a part of the mid 19th century colonial transport network.

01453 *Hotel Australia (fmr), Laverton* (1901): single-storey brick, stucco and corrugated iron building, showing influences of Federation Free Classical style. It includes an enclosed carriageway and once had stables at the rear. On the State Register.

02828 *Albion Hotel, York* (c.1860): the original stables are extant. These were converted to servant's quarters. Place is classified by the National Trust (WA) and registered on the National Estate.

10725 *Imperial Hotel, York* (1886): comprises the two-storey main hotel building, Second-Class Lodgers Accommodation, Stable wall remains (all 1886), and the single storey kitchen extension (1910) The main hotel building is a cranked L shape, located at the corner of Avon Terrace and Joaquina Street. It features a verandah with Filigree detailing on both sides. The stonework is laid in courses and tuck pointed, featuring rendered quoins on the external corners. A face stone cellar is intact at the west of the building.³¹

Three buildings designed by architect Richard Dennehy are on the State Register. The *Connor Quinlan Building* (1907), 612-616 Hay Street, on the corner of Barrack Street, is a prominent Federation Free Classical style two-storey commercial building. Levinson & Co, jewellers, originally occupied the ground floor. *St Brigid's Group*, North Perth includes the Convent School designed by Dennehy in 1921 in Federation Arts & Crafts style. His involvement in St Columba's Church Group & St Joseph's Convent, South Perth includes the first church-school (1908) and its extension in 1919, and his own 1908 York Street

³¹ Provided by HCWA staff; HCWA database & assessment documentation.

home built in Federation Queen Anne style, which was purchased by the Sisters of St Joseph for a convent in 1914 and is known as *Dennehy House (fmr)*.³²

Colonial Tavern & Stables, Northam is a fine example of a Federation Filigree Hotel of the early 1900s, a feature of which is the double-storey verandahs. The place has had minimal alterations over the years. The Stables are a rare and particularly substantial example of the period.

13.4 KEY REFERENCES

No key references.

13.5 FURTHER RESEARCH

³² Heritage Council database and assessment documentation.