

EXPLORE THE *Secrets* OF

SOUTH

BRISBANE



Dedicated to a better Brisbane

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— Walking trail

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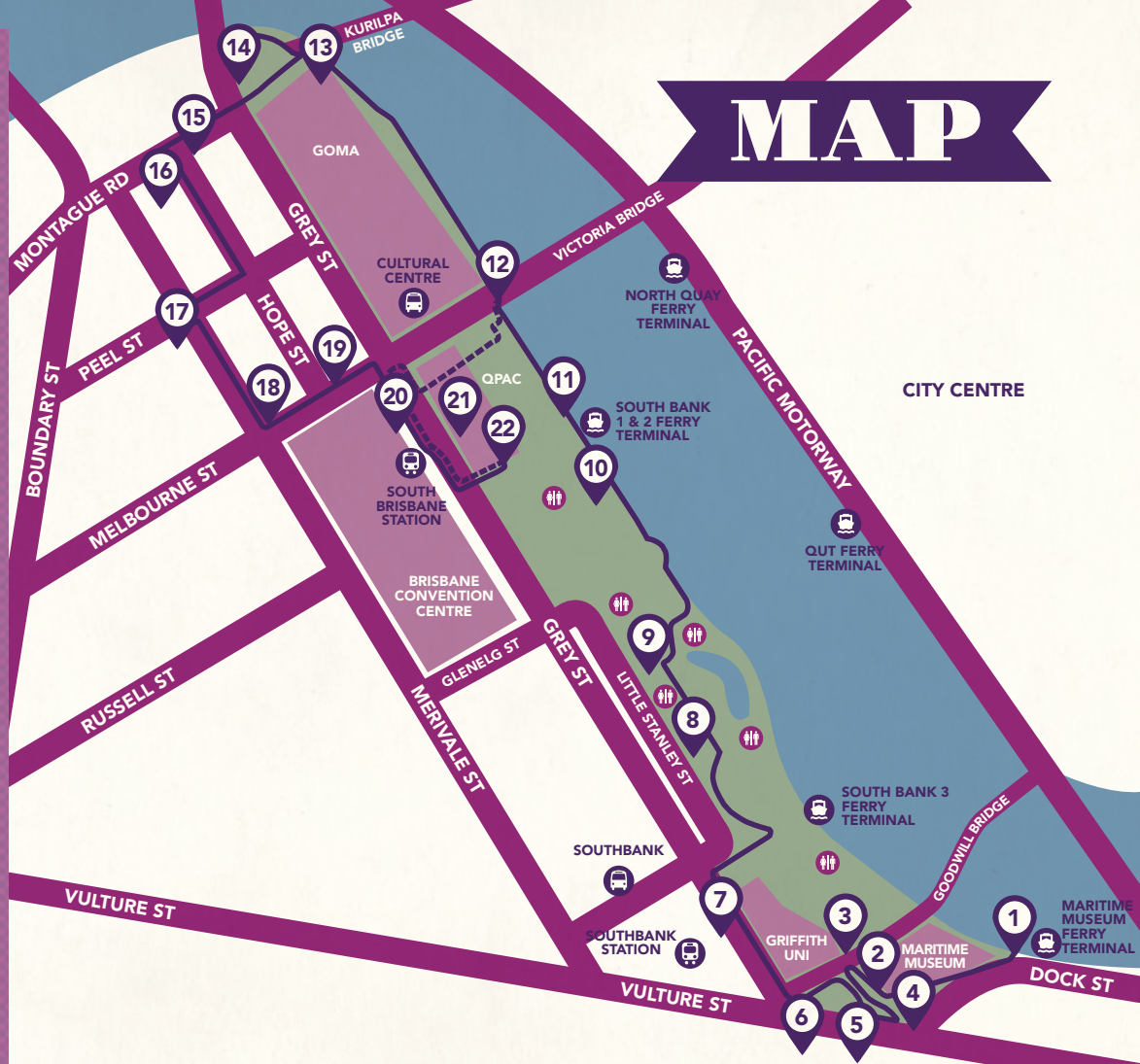
 Train station

 Busway station

 Ferry terminal

 Public toilet

MAP



Introduction

In 1824, the founding of the Moreton Bay penal settlement heralded the beginning of the European presence in Queensland and the consequent displacement of the First Australians in the area.

The south bank of the river was first cleared and cultivated by convicts in an attempt to achieve self-sufficiency for the fledgling settlement.

In 1842, Moreton Bay was declared a free settlement and more of the land in South Brisbane was cleared. From the early 1840s, the wharf at South Brisbane was a primitive affair where ships were moored to a large tree trunk. In 1845, the Hunter River Steam Navigation Company bought two riverside lots and constructed a wharf and stores. This encouraged further wharf expansion along the south bank and in turn, brought positive economic growth for South Brisbane with hotels, shops, houses and infrastructure being built to service the wharves.

The south bank of the river quickly became the centre for shipping vessels carrying produce from the Darling Downs and Ipswich to Brisbane. By 1850, the wharves catered for four-fifths of all Brisbane's imports and exports.

In 1874, a permanent bridge was built over the river. Between 1880 and 1900, South Brisbane experienced a substantial economic boom, due directly to the construction of a suburban rail line to the southern suburbs and the linking of the western line to Ipswich in 1884. A dry dock, coal wharves and other industries were established at this time.

The 'Borough of South Brisbane' was established in 1888 as a separate municipal body from the City of Brisbane and by 1903, South Brisbane had been declared a separate city. Along with all other



Brisbane – From South Brisbane, 1860s, Brisbane City Council, BCC-B54-A369

separate councils in Brisbane, the South Brisbane Municipal Council was amalgamated into the Greater Brisbane City Council in 1925.

In the post-war era, many immigrants seeking a new home away from war-torn Europe were attracted by the low rents, proximity to the city and employment opportunities in South Brisbane and the area grew as a multicultural hub.

By the end of the 1970s, the south bank of the river had become increasingly run-down. In the 1980s, it was transformed by the construction of the Queensland Cultural Centre and became the host site for the World Exposition (Expo) in 1988. Following Expo'88, the site became public parklands, which is now known as South Bank.

South Brisbane

COAL

Wharves

This stretch of river was the site of the former South Brisbane Coal Wharves that opened on 2 June 1884.

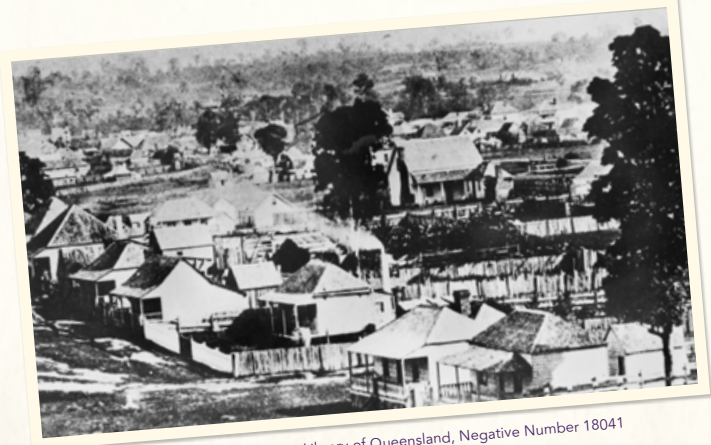
Prior to this, coal from the western Queensland mines was unloaded from trains onto drays (carts) and then transported to the wharves to be loaded onto waiting ships. This inefficient system led the coal mine owners to request that the colonial government establish a rail link to deep water anchorage facilities.

When the coal wharves were built, a railway siding was extended down to the river from the Ipswich line at the top of the hill. This arrangement allowed for the coal to be delivered directly to the wharves and unloaded straight onto the ships.

The wharves provided employment for many Brisbane residents and its cranes dominated the view of this part of the river. By the mid-twentieth century the demand for wharves at South Brisbane declined as larger port facilities were built in other areas along the river. In 1960, the railway siding was removed and in 1974, the wharf was demolished. The remnants of the wharves' crane bases can still be seen in the river close to the bank.



South Brisbane Coal Wharves, 1889, State Library of Queensland, Negative Number 19789



View of South Brisbane, ca. 1868, State Library of Queensland, Negative Number 18041

South Brisbane

DRY

Dock

By the 1870s, the South Brisbane docks were the busiest in Brisbane.

The government saw the need for a maintenance facility where vessels could be repaired and refitted. In 1875, the chief engineer for Harbours and Rivers, William D Nesbitt, designed the dry dock. Built using the best materials, including Helidon stone, the dry dock was officially opened on 10 December 1881. Some of the earth excavated from the construction site was used throughout South Brisbane to build up the streets.

Initially, the dry dock was able to take vessels measuring 320 feet (98 metres) in length. This was extended by another 100 feet in 1887 to accommodate larger ships. The dry dock proved to be very profitable for the government with an average of 60 vessels each year using the dock.

In the late nineteenth and into the twentieth centuries, the dock, when filled with water, was also used as a swimming pool for swimming carnivals, including state and national championships.



View of the South Brisbane Dry Dock, ca. 1890, State Library of Queensland, Negative Number 202788

During World War II, the dry dock was essential as a repair facility for damaged vessels such as warships, submarines and merchant vessels. The US Seventh Fleet used the dry dock as their primary repair facility. During this time, the danger from Japanese air-attack was ever present in Brisbane and as a precaution, a bomb-proof structure was erected over the important dock equipment such as the boilers and engines which can still be seen on the eastern side of the dock.

In 1973 the dry dock was closed. It is now an important part of the Queensland Maritime Museum.

South Brisbane

WAR MEMORIAL

Park

The South Brisbane War Memorial Park was created in 1920 by the South Brisbane Municipal Council, honouring those who were killed in World War I.

The armistice that ended World War I was signed in France at 11am on the 11 November 1918. On the other side of the world, Australians were in mourning for those who had lost their lives serving their country. Almost 40 per cent of Australian men aged between 18 and 44 had enlisted in the war. By the end of the hostilities, Australia had the highest casualty rate of the Allied Forces at 68.5 per cent, with a total of 60,000 troops killed and 152,000 wounded. Most of those killed were buried in graves overseas. Unable to lay their loved ones to rest at home, Australians expressed their grief by erecting war memorials.

Several memorials can be found in the park. The memorial arch commemorates World War I and has been relocated from its original site on the corner of Vulture and Sidon Streets and the porphyry (Brisbane tuff) obelisk and flagpole is a memorial to the fallen in World War II. The 1880s wrought iron drinking fountain closest to Vulture Street was incorporated into the park during the 1950s as a World



South Brisbane Memorial Park, 1955, Brisbane City Council, BCC-B54-6446

War II memorial. There is also a simple memorial to those who have died in all conflicts from World War I to the Vietnam War.

The memorial park was never fully completed and the empty pedestal at the base of the steps contests to this. It is likely a memorial statue was to be erected on the stand but as the South Brisbane Municipal Council was absorbed into the Greater Brisbane City Council in 1925, funds for this memorial were redirected to the construction of Anzac Square in the city instead.

The former

SOUTH BRISBANE MUNICIPAL

Library

This building was first constructed as the South Brisbane Post Office in 1881.

The busy area around the coal wharves and dry dock was dotted with houses and shops by the 1880s. Ships from all over the world were docking at South Brisbane and the need for a permanent postal and telegraph office was never more apparent.

The post office was designed by colonial architect, FDG Stanley, who was responsible for designing many of Brisbane's most important buildings in this era. The postal office was located on the ground floor of the building and the postmaster's accommodation was situated on the first floor.

In 1889, the post office was moved to Melbourne Street and the building became the South Brisbane Mechanics Institute and Library. In 1897, South Brisbane Municipal Council took over the building and carried out extensions. The library then became the first free municipal library in Queensland and was renamed the South Brisbane Municipal Library and Technical Institute.



South Brisbane Municipal Library, ca.1901, State Library of Queensland, Negative Number 171229

The institute provided free training in trades such as carpentry, mechanical engineering and wood-carving for the purpose of "training our youth to become more efficient members of the various professions and trades" (*The Brisbane Courier*, 22 June 1897).

In 1902, a concert hall was constructed at the rear of the building where balls and concerts were held. This quickly became South Brisbane's social centre and was further extended in 1911.

The building fell into disrepair after the library was closed in 1973. Thankfully, it was restored for Expo '88 as a convention centre and club. Today, following further renovations, the building now houses the Griffith University's Film School.

South Brisbane

MUNICIPAL

Chambers

By 1890 the population of South Brisbane had reached 22,849 people.

The new Borough of South Brisbane was proclaimed as a separate municipal council from north Brisbane in 1888. A rivalry emerged between the south and north municipalities, both competing for prestige.

South Brisbane in the 1890s could boast the busiest docks and one of Brisbane's most profitable commercial and retail districts, Stanley Street. To reflect this sense of prosperity and to provide chambers for the council, new municipal chambers were built in 1891-92. The design, by Brisbane architects John Hall and Son, was described at the time as "one of the most ornate and elegant buildings in the city" (*The Brisbane Courier*, 6 June 1892).

In 1903, South Brisbane was declared a separate city. The chambers continued to be the centre for municipal administration in South Brisbane until 1925 when 20 local councils were amalgamated into the Greater Brisbane City Council and administration was centralised on the north side of the river.

Today the Municipal Chambers building has become part of the adjacent girls' school Somerville House.



South Brisbane Town Hall, ca. 1892, State Library of Queensland, Negative Number 35531

CUMBOOQUEPA

Across Vulture Street, at the top of the cliff is a grand brick building originally called *Cumbooquepa*.

The name is thought to have been derived from the Aboriginal word for the series of water holes at the base of the hill behind the house. Although the house is now the private girls' school Somerville House, it was originally part of the Stephens' estate.

Thomas Blacket Stephens MLA, was one of South Brisbane's most important pioneers and in the early 1860s he built a timber house on the property. On his death in 1877 the estate passed to his son, William. Reflecting the family's affluence, a new grand masonry house was built on the top of the hill in 1890, replacing the older timber one.

At the time, this brick house was the most prestigious in South Brisbane. It was designed by GHM Addison who was responsible for some of Brisbane's finest colonial buildings including 'The Mansions' on George Street, the former Queensland Museum building on Gregory Terrace and the Albert Street Methodist Church in the city.



Sketch of Somerville House by artist James Wieneke, ca.1934, State Library of Queensland, Negative Number 165425



Entrance to old Cumbooquepa, the residence of Thomas Blacket Stephens, South Brisbane, ca.1872, State Library of Queensland, Negative Number 20289

BYANDA

This 1890s house was built for Michael Foley, the proprietor of the Ship Inn (situated at the bottom of the hill on the corner of Sidon and Stanley Streets).

When the house was first built, this part of Grey Street was characterised by a series of large houses on the rise of the hill, *Byanda*, *Greyscourt*, *Eden Villa* and *Springlawn*. Today, only *Byanda* survives from this group of substantial residences.

The grand streetscape followed a pattern common in Brisbane in the mid-to-late nineteenth century; the wealthier residents bought the land on the rises and apexes of hills, which ensured breezes, views and protection from flooding and waste run off. The less wealthy purchased land at the base of the hills.

In the 1980s a new owner restored *Byanda* and renamed it *Collins Place* after the original 1850s land owner. In 1984, despite strong protest by the owner, the house was resumed by the Expo '88 Authority. It became the Collins Place Spaghetti House during Expo '88.



House and Flats Grey Street 1964, Brisbane City Council, BCC-B54-21368



Grey Street – South Brisbane, 1965, Brisbane City Council, BCC-B54-23994

ALLAN & STARK

Drapery

This corner building was originally built as the Allan and Stark drapery and was completed in 1885.

Stanley Street during the 1880s was a bustling shopping centre. In the block between Tribune and Ernest Streets there were five fruiterers, four grocers, two chemists, two bootmakers, two furniture dealers, a fishmonger, a baker, a tobacconist and a bookseller.

Amid this thriving retail precinct, James Allan and Robert Stark established their own drapery business. The business specialised in the sale of material for ladies' dresses and men's suits as well as offering a dressmaking and tailoring service. The store also sold goods such as hats, flooring and home wares.

In the floods of 1893, the building was submerged up to the first floor, causing substantial loss of stock. In an attempt to avoid another flood, the drapery was moved to Queen Street in the city.

At its Queen Street location, Allan & Stark Department Store soon became the foremost department store in Queensland throughout the first half of the twentieth century.



Advertisement for Evening Gowns from Allan and Stark, 1900,
State Library of Queensland, Negative Number 170837

PLOUGH

Inn

There has been a hotel on this site since the early 1860s. As soon as Queensland was opened for free settlement in 1842, hotels were swiftly established by entrepreneurial settlers. The earliest hotels in South Brisbane were the Brisbane Hotel in Russell Street (1842), the Harp of Erin in Grey Street (1842), the Woolpack Inn in Melbourne Street (1842) and the Captain Piper in Russell Street (1844).

The south bank of the river had developed independently from the north and by the 1860s was the terminus for all stock and produce, including wool, brought in from the Darling Downs by bullock dray or boat. Nehemiah Bartley, one of Brisbane's earliest businessmen, described South Brisbane in the 1850s:

"There was a fine old work-a-day bush twang of the stockwhip and bullock yokes... which was totally unknown in finicking North Brisbane, sacred more to wealthy tradesmen... The gentle ladies, too... didn't resemble the North Brisbane ladies one bit... They were just as prettily, but less fashionably attired... There was a primitive, shy, kindly, healthy look about them."

When South Brisbane was experiencing its biggest commercial boom in the 1880s, the Plough Inn was rebuilt to reflect this era of



Plough Inn, South Brisbane, ca.1939, State Library of Queensland, Negative Number 171229

prosperity. The inn continued to offer food, drink and accommodation to the bustling commercial centre.

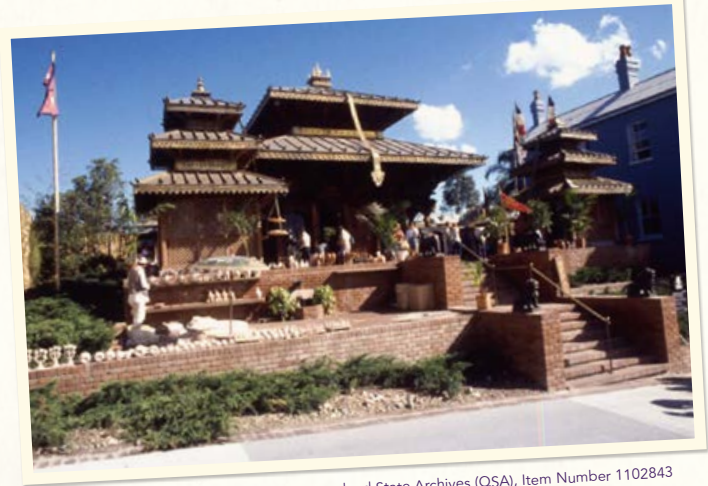
One hundred years later, in 1988, the Plough Inn was part of the festivities of Expo '88. Today, the hotel is one of Brisbane's most popular and continues the tradition of offering hospitality to South Brisbane's residents and visitors.

*Nepalese***PEACE***Pagoda*

Australia's bicentennial year, 1988, Brisbane played host to a six-month celebration, Expo '88. The theme for the International Exposition was 'Leisure in the Age of Technology'. The Nepalese Peace Pagoda was part of the Nepalese exhibit for Expo '88 that showcased wood carving as a traditional Nepalese craft.

Bounded by China and India, the small nation's culture has been influenced by both these countries. This diversity is reflected in the pagoda's many carvings that include both Hindu and Buddhist iconography. The temple was hand carved in the Kathmandu Valley over two years and is one of only three outside Nepal.

Prior to the pagoda being sent to Australia in sections, 160 wood carvers had worked as a team in Nepal. The 80 tons of



Expo 88 Nepalese Peace Pagoda 1988, Queensland State Archives (QSA), Item Number 1102843
© The State of Queensland.

timber, that comprised the pagoda's sections, were carried across Nepal's mountainous terrain in order to reach the nearest seaport for transportation to Australia. At the close of Expo '88, the pagoda was moved from its original site near the Vulture Street entrance to its current location in 1991.

The **PEARL** Ferry Disaster

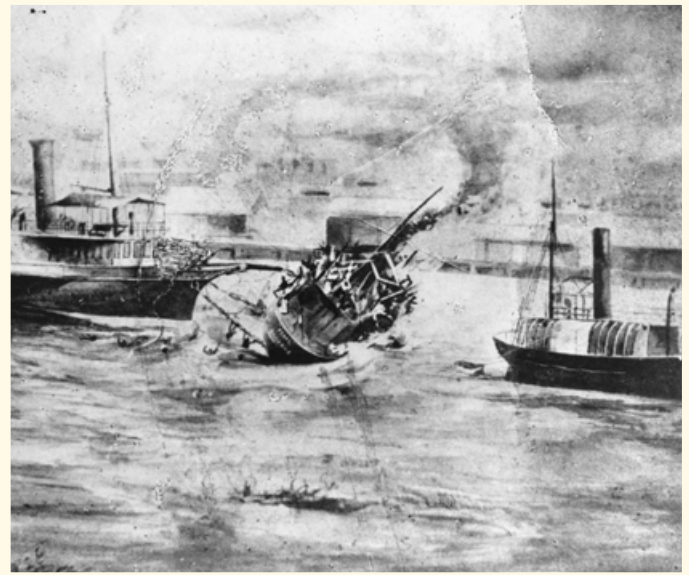
On 13 February 1896, a terrible disaster occurred on this reach of the river.

The steamer *Pearl* was carrying up to 80 passengers from the city side of the river at Queens Wharf to the Musgrave Wharf at South Brisbane. On this particular day the river was in flood and as the steamer was making its crossing, the strong current pushed it into the anchored government steamer, *Lucinda*, where it hit the anchor chains and the *Pearl* was split in two.

Most of the passengers and crew were thrown into the fast-flowing water. As the steamer sank an eyewitness stated that:

“dozens of people slipped off as she turned and were swept under as she sunk... so quick was the scene that I could hardly realise that so dreadful a catastrophe had taken place... I saw about twenty persons, men, women, and children, fighting with the debris in the rushing waters, and sinking from exhaustion”
(*The Brisbane Courier*, 14 February 1896).

Tragically twenty-three people drowned in the disaster.



Pearl (ship), 1896, State Library of Queensland, Negative Number 103398

Victoria

BRIDGE

Abutments

The original Victoria Bridge was constructed in 1865 and was made of timber, but by 1867 it had been eaten away by marine borers.

It was finally replaced by a steel bridge in 1874. The bridge was a vital link between the north and south banks of the Brisbane River.

When the 1893 floods inundated the city in early February, the Victoria Bridge was destroyed. The newspapers at the time reported:

“At 4 this morning nearly one-third of the Victoria Bridge at the northern end yielded to the immense pressure of the water, and there is now no means of communications between North and South Brisbane” (*The Brisbane Courier*, 6 February 1893).

Once the flood waters had receded, a temporary bridge was constructed over the river, but it took four more years to build another permanent bridge. This was opened for traffic in 1897.

In June 1918 a dreadful accident occurred on the south side of the Victoria Bridge. Eleven-year-old Australian-Greek boy, Hector Vasyli, was killed when he was struck by a passing vehicle during a celebratory procession of returning World



Victoria Bridge – South Brisbane, Brisbane City Council, BCC-B54-4278



Hector Vasyli, Undated, State Library of Queensland, Negative Number 80930

War I troops. In an expression of grief, a memorial plaque was placed on the bridge abutment in December 1918. It reads:

“Every land is his native land to a brave man. Near this spot, as the result of a lamentable accident whilst welcoming returned soldiers, Hector Vasyli was killed on June 9, 1918, aged 11 years. During his brief sojourn on earth he devoted much of his time to patriotic work for Australian soldiers during the great European war. In his veins ran the heroic blood of Greece and in the breast of a child he carried the heart of a man.”

Every Anzac Day a memorial service is held at the site.

In 1969, the steel-framed 1897 Victoria Bridge was demolished. It was replaced with the current bridge that was opened in the same year.

WILLIAM JOLLY

Bridge

When first opened in 1932, the William Jolly Bridge was known as the Grey Street Bridge. It was built in response to the escalating traffic volumes across Victoria Bridge which had increased by 70 per cent between 1912 and 1925. The concrete-encased steel bridge with its distinctive arched ribs rising through the deck was designed by engineer, Harding Frew, and was the first of its type in Australia.

The construction of the bridge was a major achievement for Brisbane as it used advanced methods of bridge building for the time, including MR Hornibrook's innovative 'sand islands' that were developed to assist in the placing of the caissons necessary to build the bridge's piers. The caissons had subterranean air-locked chambers that enabled the installation of a series of cylinders into the rock, which were then filled with concrete. This dangerous work had a high potential for the men involved to develop 'the bends' or 'caisson disease'. To care for the health of the workers, a medical doctor was employed throughout the project and a decompression chamber was placed on-site. There were no deaths or permanent injuries recorded on the site throughout the construction of the bridge.

As a massive public works project undertaken during the Great Depression, the construction of the bridge provided many jobs to those who may not otherwise have been able to find employment.



Crowds gather for the Official opening of the Grey Street Bridge in Brisbane, 1932, State Library of Queensland, Negative Number 191069



Hospital Air Lock at the Grey Street bridge construction site, 1930, State Library of Queensland, Negative Number APU-016-001-0015

'Symmetrical Grandeur' was the headline in the newspaper report of the opening ceremony for the Grey Street Bridge. This event was attended by the Queensland Governor, Sir John Goodwin, the Premier, Arthur Moore, and the Lord Mayor, John William Greene, as well as hundreds of Brisbane residents:

"while motor horns honked and bagpipes skirled, the public took possession of its bridge, crossing and recrossing in the pride of ownership... they could understand the symmetry and the beauty of this vast fabric of steel and concrete that reared its great arches so high above the river" (*The Brisbane Courier*, 31 March 1932).

The William Jolly Bridge remains one of Brisbane's most beautiful transport structures.

CORONATION

Hotel

This hotel was originally called the Montague Hotel and was built in 1891. It was renamed the Coronation Hotel in 1953 after the coronation of Queen Elizabeth II. The hotel was designed by one of Queensland's most important architects, FDG Stanley.

As Queensland's Colonial Architect from 1872, FDG Stanley designed many of Brisbane's most important buildings from this era. His projects include the South Brisbane Municipal Library, the Queensland Club, the old Government Printery and the former State Library (built as Queensland's first museum) on William Street, the Port Office building, the General Post Office (Queen Street), Roma Street Railway Station and extensive additions to Parliament House.

When the hotel was first built, this part of Montague Road was home to a few fishermen, an ice cream maker, a tinsmith, a shipwright, two hawkers and a sheep's trotter seller. Directly across the road from the hotel was Carmichael's Timber Yard and the West End Brewery was only a block away.



Flood Damage at the West End Brewery in Brisbane, Queensland, 1893, State Library of Queensland, Negative Number 7604-0001-0008

When the 1893 floods swept through Brisbane, this part of South Brisbane was severely impacted. The newly-built hotel was submerged up to about a metre above the first floor. The flooding water was so powerful that it stripped the hotel of its verandahs. The surrounding footpath was washed away and so, as the water subsided, the hotel was left surrounded by its own 'moat'.

Although the water level in the January 2011 flood was not as high as the 1893 floods, the hotel's ground floor was once again damaged.

Paul's

ICE CREAM AND MILK

Office

This attractive brick building was completed in 1944 and designed by local architects, Conrad and Gargett. It was built as the offices for Paul's Ice Cream and Milk Ltd. who had previously established their factory across the road in 1937 (now Parmalat Australia Pty. Ltd.).

In December 1950, the Menzies federal government passed *The State Grants (Milk for School Children) Act* in an attempt to improve the health of Australian children. From March 1953, primary school children in Brisbane were given a 1/3 pint (200mls) of milk under the Commonwealth Government's Free Milk Scheme.

Funding for the scheme came from both the federal and state governments and Queensland was the last state to adopt it. Paul's Ice Cream and Milk Ltd. supplied and delivered nearly half of the milk to schools in Brisbane.

Those who can remember the free milk program will recall lining up at the start of 'little lunch' for the small glass bottles with coloured foil tops. The older boys who were lucky enough to be chosen as milk monitors, were in charge of bringing the metal crates of freshly-delivered milk in out of the sun each morning before it became unpleasantly warm.



Free School Milk distribution at Newmarket State School, Brisbane City, July 1958, Queensland State Archives (QSA), Item Number 11101410



Advertising on Victoria Bridge 1950, Brisbane City Council, BCC-B54-739

The occasional tin of Milo or Quik was often smuggled into class to add flavour to the milk, ensuring the bearer instant popularity from classmates but scolding from the teachers. At a time when many families in Australia were struggling financially, the scheme gave many children an important source of nutrition. The free milk scheme ended in 1973.

St Mary's

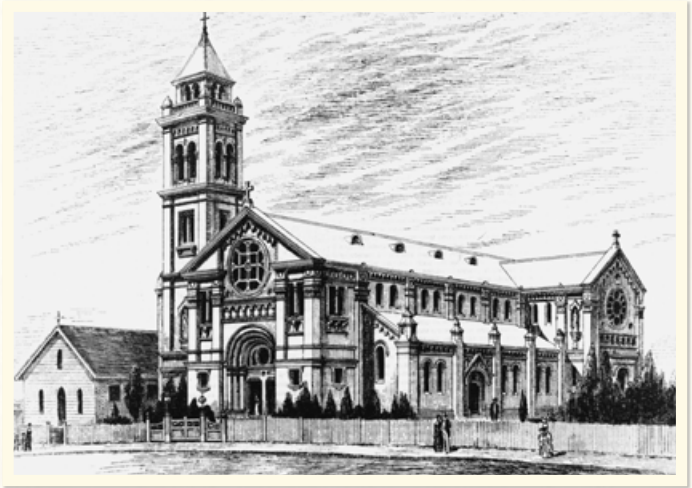
CATHOLIC

Church

St Mary's Catholic Church was blessed and opened by Archbishop Dunne in July 1893. The design of the church was described at the time as having a Basilica form with Italianate ornamental features. This was unusual as most churches built in this era followed the Gothic Revival style. The original plan of the church included a tower, transepts and a chancel which were never built.

The first Catholic church on the site (as well as the first in South Brisbane) had been a small timber chapel built in 1865 and located closer to the corner of Peel and Merivale Streets. A school was also established in this location. Originally, this was run by the Sisters of St Joseph who began teaching at the school in 1870.

The sisters, headed by Mother Mary MacKillop (Australia's first saint), arrived in Brisbane in 1869 on Bishop Quinn's invitation. Their priority was to establish Catholic schools and help poor children in the colony. The people of Brisbane, regardless of their religion, recognised the important work the nuns did to help the poor and their children. They were described as "Devout, unselfish, self-denying people, who pass their lives in good works, seeking no reward" (*The Queenslander*, 18 October 1879).



Lithograph of St Mary's Catholic Church at South Brisbane published in the *Queenslander*, 1893, State Library of Queensland, Negative Number 108583

However, throughout their time in Brisbane there had been conflicts between Mother Mary MacKillop and the autocratic Bishop Quinn. This conflict ultimately led Mother MacKillop to withdraw her sisters from Brisbane. Prior to their departure there was a petition signed by 1,000 people in an attempt to keep them in Brisbane. Unfortunately, this petition failed to improve the situation and the Sisters of St Joseph left Brisbane in 1880.

Site of the

RED FLAG

Riots

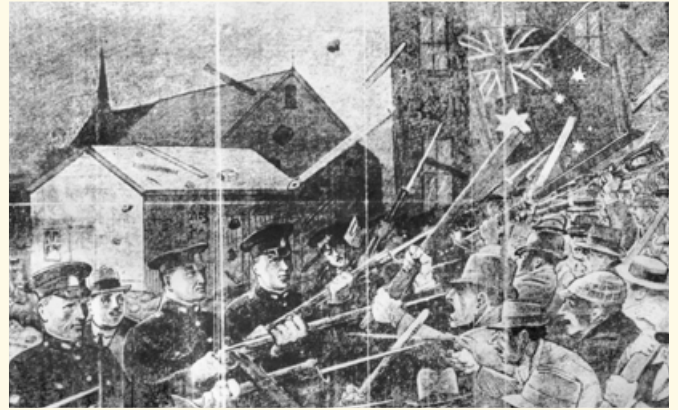
On 24 March 1919, a violent mob of up to 8,000 people, mainly returned servicemen, marched across Victoria Bridge and along Melbourne Street to the Russian Hall in Merivale Street.

This area had become the 'Russian quarter' after hundreds of Russian refugees, fleeing their homeland, had settled in this part of South Brisbane. Many were ex-political prisoners who had escaped punishment under the Czar after the failed revolution of 1905.

The Russian community in Brisbane had long been subject to discrimination from the broader population. However, the violence that was directed toward them over the three nights in March 1919, coined at the time the 'Red Flag Riots', became a shameful episode in Brisbane's history.

The anti-Russian riots had erupted when Alexander Zuzenko, a Russian militant, had unfurled an illegal red flag whilst participating in a political march through the city. This was seen by the police as an act of civil disobedience and triggered the ensuing violence against the Russian community.

Discontentment experienced by unemployed returned servicemen, a fear of communism and underlying xenophobic sentiments were inflamed by the conservative media at the time.



Cartoon representation of the Red Riot in Merivale Street, South Brisbane, 1919, State Library of Queensland, Negative Number 190688

On the first day of the riots a small mob attacked the Russian Hall, but this assault was repelled by the Russians, under the leadership of Zuzenko. On the second night the numbers of enraged rioters had grown to an estimated 8,000 people. This mob crossed Victoria Bridge brandishing guns, rocks, bricks, empty bottles, fence palings and home-made bombs and headed straight toward the Russian Hall. This time the police were waiting with bayonets fixed. As the rioters pushed ahead, a line of mounted police at the rear of the crowd advanced. After several hours the riot was finally stopped when it was discovered that there were no Russians in the hall. Nineteen police were badly injured in the skirmish and it is unknown how many rioters were hurt. Police at the time predicted that at least 100 men had been bayoneted in the violence.

Hotel

TERMINUS

The Hotel Terminus was completed in 1927 and replaced an older hotel on the site. The decision to construct a brand new hotel rather than refurbish the existing nineteenth-century hotel was an unusual one for the time. Once built, the new hotel provided accommodation upstairs, public bar downstairs as well as separate lounges for men and women patrons.

Next door to the hotel was one of Brisbane's most popular night spots, the Trocadero Dansant. Following similar venues in Melbourne and Sydney, this dance hall was opened in Brisbane on 31 May 1923. At least 2,000 people went to the opening with the proceeds going to the Hospital for Sick Children. The dance was attended by the Governor, Sir Matthew Nathan, and the Mayor of South Brisbane, Alderman Faulkner. In an advertisement for the venue's opening it was stated that:

"There will be no fatigue after an evening's dancing at the Trocadero; the resiliency of the spring floor, unrivalled in the Commonwealth, adds tenfold to the pleasure of dancing... In between dances, dancers may rest in the charming alcoves, of which there are fifty-two, furnished with mission oak furniture" (*Queensland Society Magazine*, May 1923).

The interior of the hall was designed in the latest style and above the large dance floor along the rear and side walls, the spectators' gallery overlooked the dancers. An orchestra provided live music and dances such as Foxtrots, Waltzes, the Pride of Erin and Polkas were enjoyed by all who attended.

During World War II, the American troops introduced the Jitterbug to Brisbane and the Trocadero became one of the favourite night spots



Exterior view of the Trocadero Dansant in Melbourne Street, South Brisbane, ca. 1934, State Library of Queensland, Negative Number 105074



Advertisement for the Trocadero Dansant opening on 31 May 1923, State Library of Queensland, Negative Number 121992

that allowed it to be danced. After the war, the dance hall was closed and it became a technical college. The hall was demolished when the railway was extended across Melbourne Street in the 1970s.

South Brisbane

RAILWAY

Station

This commanding railway station building was built in 1891. As the railway line was extended south to Southport (now a suburb on the Gold Coast) it was necessary to build a large station building that could cope with the increased numbers of passengers and goods. The design of the station was also an expression of South Brisbane's prominence in this era.

On 18 December 1939, the first contingent of Queensland troops left from the South Brisbane Railway Station to begin the long journey to Europe to support Britain against the aggressive Axis forces.

Amid crowds of cheering Brisbane residents, a series of marches had taken place during the day through the city and across Victoria Bridge to the railway station. One thousand seven hundred and twenty-two troops with the 2nd A.I.F (Australian Imperial Force) left Brisbane on this day.

Many of those in the crowd saying goodbye to sons, husbands, brothers and friends, held vivid memories of the devastation and loss that the previous war caused. The stirring departure scene was described in the morning newspapers:



Entrance to the Melbourne Street Railway Station in South Brisbane, 1906-1910, State Library of Queensland, Negative Number APE-062-0001-0004

“as the first section went by two bent old men wearing the faded ribbons of half forgotten campaigns straightened and stood stiffly to the salute... a mother wept on the sturdy shoulder of her son... a father wearing the badge of a Returned Soldier silently shook the hand of his tall son” (*The Courier Mail*, 19 December 1939).

When the Japanese entered the war in December 1941, many of Queensland's young men were sent to fight in the Pacific Campaign as well.

Queensland Rail recently restored the much-loved historic landmark.

Site of the

DR CARVER

Service Club

This was the location of the American Red Cross Services Club during World War II. It was named the Dr Carver Service Club, after a famous African-American botanist, George Washington Carver, who had died in 1943. The club was distinctive as it provided service to black American troops, and it became famous in Brisbane for its jazz club.

During the war, Brisbane played a major role as the headquarters for the US-led Allied South West Pacific Campaign against the Japanese forces. By December 1943, Brisbane was host to over 75,000 US troops and eight per cent were African-Americans serving in 'coloured' units commanded by white officers. At a time when segregation was actively practised in the US, the coloured units were forbidden from carrying firearms and participating in active combat. However, the US military depended on them for labour-intensive tasks such as the construction of airfields, wharf work and laborious work at ordnance depots. In Brisbane, African-American servicemen were forbidden from crossing the river into the city to attend the white troops' service clubs.

The Dr Carver Club provided troop accommodation, dining and entertainment. A dance floor with stage equipment meant that jazz bands could play at the club. Two nights of the week a dance



American Soldiers in Brisbane, Queensland, 1942-45, State Library of Queensland, Negative Number 104043

was held and on another two nights movies were shown. With food rationing in place in Brisbane at the time, the club became famous for its high-quality steak and egg meals.

Twenty women, including six Indigenous ladies, were employed, while another 200 women, both Indigenous and white, worked as volunteers at the club.

As all Brisbane residents were welcomed, regardless of their colour, the club became one of the most popular night spots in Brisbane during the war.

Queensland

CULTURAL

Centre

The Queensland Cultural Centre consists of the Performing Arts Centre, the Art Gallery, State Library, Museum and the Gallery of Modern Art (GOMA).

Even before the establishment of the Queensland Cultural Centre, the South Brisbane area has enjoyed a long association with the performing arts. In 1847, George Croft, a travelling performer whose expertise lay in acrobatics, tight-rope walking and playing a horn instrument upside down while balancing on a candlestick, gave the first 'professional' theatrical performance in Brisbane. His makeshift open-air theatre, 'The Amphitheatre', was located on Russell Street. On his opening night with the venue full to capacity, "Mr Croft went through his feats with credit to himself and satisfaction to the audience" (*The Moreton Bay Courier*, 1 May 1847).

By the turn of the century, small vaudeville productions had gained popularity in South Brisbane. From 1911, one of the most popular was an open-air theatre set up by the theatre troop, 'The Dandies'. This theatre was known as the Cremorne and was situated on the western corner of Stanley and Melbourne Streets. The Cremorne hosted many of the leading acts on the Australian vaudeville circuit and continued well into the 1940s.

The idea of creating a cultural precinct for Brisbane developed during the 1960s, but it wasn't until the 1970s that it became reality. Once the land had been acquired by the Queensland Government, a competition



Performing Arts Complex at Night 1994, Brisbane City Council, BCC-B120-31090



View of Victoria Bridge and Queensland Performing Arts Centre 1984, Brisbane City Council, BCC-B120-31090

was held for the design of the proposed new complex. In 1973, local architectural firm, Robin Gibson and Partners, was awarded the ambitious task of designing the key buildings in the precinct.

The first stage of the precinct was the construction of the Art Gallery, which began in 1977 and was completed in 1982. The Performing Arts Centre (QPAC) was the next to be finished and was officially opened by the His Royal Highness, the Duke of Kent, in 1985. The next stage was the construction of the State Library, completed in 1988.

The design of each building in the precinct consists of textured off-white concrete cubic forms, deeply-recessed windows and stepped terraces. These buildings are considered to be some of the finest examples of 'Brutalist' architecture in Australia and have won several prestigious architecture awards from the Royal Australian Institute of Architects (RAIA).

In 2006, both the Gallery of Modern Art (GOMA), designed by Architectus, and the refurbished and extended State Library of Queensland building, by Donovan Hill and Peddle Thorp, were opened. Both designs have also been recognised through prestigious architectural awards.

**Brisbane City Council
Information**

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