

Roam the river from creek to wharf



Breakfast Creek to Bretts Wharf



Steamship
Orford docked at
Bretts Wharf,
Hamilton, Brisbane,
circa 1929.

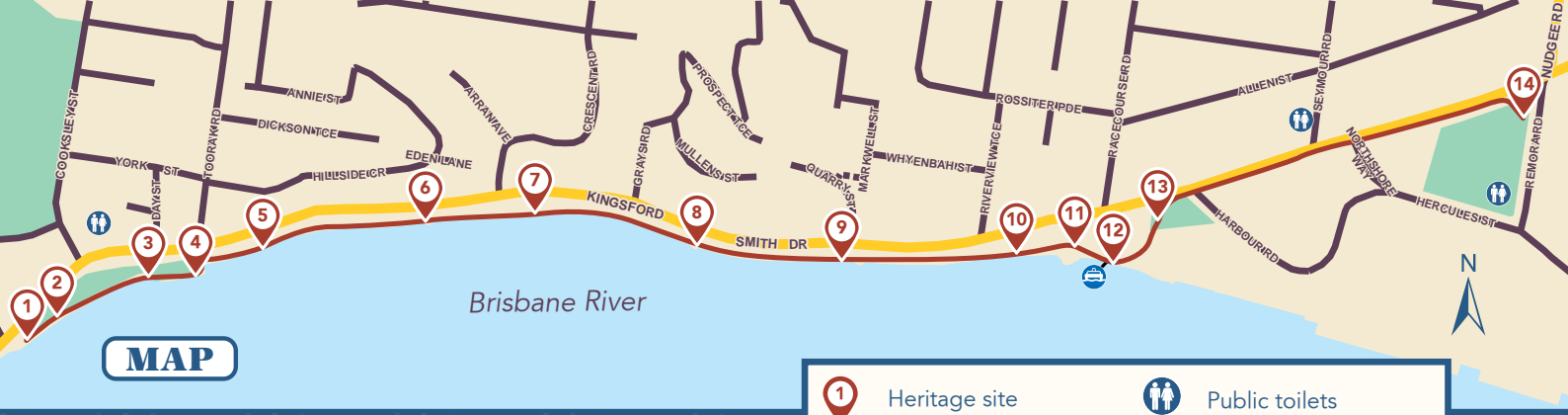


Dedicated to a better Brisbane


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MAP

	Heritage site		Public toilets
	Walking trail		CityCat terminal

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Introduction

Brisbane City Council is creating more to see and do with heritage trails located across the city.

The *Roam the river from creek to wharf* (Breakfast Creek to Bretts Wharf) heritage trail is a new trail developed as part of Council's Kingsford Smith Drive upgrade.

The Kingsford Smith Drive upgrade is much more than just a road project. As a major gateway to the city for tourists, visitors and residents, Kingsford Smith Drive has been transformed into a vibrant urban corridor that maximises public access to the river and reinforces Brisbane's identity as a new world city.

Kingsford Smith Drive follows the Hamilton Reach of the iconic Brisbane River. As part of the upgrade project, a series of interpretive signs have been installed along the Lores Bonney Riverwalk between Breakfast Creek and Bretts Wharf, paying homage to the rich history of the area.

The Lores Bonney Riverwalk is a standout feature of the Kingsford Smith Drive upgrade and a new landmark for Brisbane. It provides a great place to walk, run and cycle, while taking in the city's beautiful views and is now a place for locals and visitors to discover important historic locations, interesting stories, events and people who have shaped Hamilton's history.

The *Roam the river from creek to wharf* heritage trail explores the history of this locality: the importance of the river, indigenous history, early settlement, aviation history, iconic architecture and infrastructure in a picturesque setting along the river.

This two-kilometre walking trail along flat terrain complements the *Amble about Albion* and the *Gallivant through Ascot and Hamilton* heritage trails. For more information about these nearby trails and others in the series visit brisbane.qld.gov.au/heritagetrails





Hamilton Hydro Service Station

Located near the mouth of Breakfast Creek, from 1931 to 1996, the Hamilton Hydro Service Station was built by Hamilton local, Mr Pirie Grey Fegan. This unique service station served fuel to both motor vehicles travelling on River Road (now Kingsford Smith Drive) and to marine vessels that pulled up to a pontoon on the Brisbane River.

The Hamilton Hydro Service Station became a well-known landmark and was an important part of the Hamilton landscape for nearly 65 years.



The Hamilton Hydro Service Station, viewed from the River Road entrance, circa 1936, image courtesy of the State Library of Queensland.

Cameron Rocks War Memorial

In 1885, the land at the end of Toorak Road, Hamilton was acquired by the Brisbane Municipal Council and used as a park. The site was referred to as the Rocky Wharf area within the new town of Hamilton and, by the early 1900s, was named Cameron Rocks Reserve after prominent Brisbane businessman, John Cameron.

Cameron Rocks Reserve is home to the Hamilton War Memorial, originally constructed to honour soldiers who fought in World War I.

The Committee of the Hamilton War Memorial Fund was formed during the Hamilton Town Council era following the end of World War I. In 1924, the committee proposed the erection of a World War I memorial in the reserve. Plans were prepared for a 'handsome pagoda' structure by architects Montague Stanley and Lange Powell.

His excellency the Governor (Lieutenant-General Sir Gordon Goodwin) speaking at the opening of the Hamilton War Memorial and Cameron Rocks Reserve, Hamilton, 16 August 1931, image courtesy of the National Library of Australia.



However, insufficient funds were received to construct this design and a new porphyry obelisk design was prepared by City Architect AH Foster. The memorial was officially opened on 16 August 1931 by the Queensland Governor Sir John Goodwin. The opening was attended by members of the Toombul Branch of the Returned Sailors and Soldiers Imperial League of Australia, which is now known as the Returned and Services League (RSL).

The memorial, formerly located in line with Toorak Road, was relocated in line with Cooksley Street as part of an upgrade to Kingsford Smith Drive in 2016. A heritage stone mason restored and reinstated the memorial in its current location in 2017. The original memorial now sits atop two raised platforms bearing the names of all conflicts in which members of the Clayfield-Toombul RSL sub-branch served.

Building Kingsford Smith Drive

Kingsford Smith Drive has undergone several transformations in line with changing transportation technologies to meet the needs of the local community and the travelling public. The following were notable transformations:

- 1829-1830 – the earliest road between the Moreton Bay Settlement and the former Eagle Farm Women’s Prison is cut by female convict labourers.
- From 1899 – upgrades including road widening and the introduction of electric tram services.
- 1920s and 30s – road widening to address traffic issues, a growing wharf area and narrow road widths in some sections that caused congestion with trams. These widening works also included construction of retaining walls and some land resumptions.
- 1940s – resurfacing during World War II due to more frequent use by heavy vehicles. Much of this additional surface is still underneath Kingsford Smith Drive.



Kingsford Smith Drive road widening progress, Hamilton, 1980.

Building Kingsford Smith Drive (*continued*)

- 1950s – installation of concrete tram tracks in the centre of the road and further widening, including more land resumptions between Grays Road and Quarry Street.
- 1958 – improvements to the Cooksley Street intersection, with upgrades to tram safety zones and landscaping.
- 1969 – the last tram in Brisbane ran on Sunday 13 April 1969.
- Early 1980s – substantial widening, including into the river in some sections from Breakfast Creek to Harbour Road.
- Late 1990s – protection of the rock face between Grays Road and Quarry Street.
- 2002 – opening of the Inner City Bypass connection at Breakfast Creek.
- 2011 – completion of stage one of the Kingsford Smith Drive upgrade, which involved widening the road to three lanes in each direction between Harvey Street and Theodore Street.
- 2020 – completion of the Kingsford Smith Drive upgrade, which involved widening the road to three lanes in each direction between Theodore Street and Cooksley Street. The upgrade also included improvement works between Cooksley Street and Breakfast Creek.

Local Aboriginal history

The areas known today as Breakfast Creek, Newstead and Hamilton are markedly different to the rich and complex landscape of its original inhabitants, the Turrbal People.

Breakfast Creek, Newstead and Hamilton are an integral part of the diverse cultural network of rivers, creeks, floodplains, camp sites, swamps, pathways and hunting grounds that constitute the Turrbal Riverine system.

Natural features such as Breakfast Creek are culturally and spiritually significant to the Turrbal People. They provide the source of life, meaning, connectivity, cultural vitality and much more.

The surrounding suburbs of Hamilton and Newstead were inhabited by the Turrbal People prior to and immediately following European settlement in Brisbane in the early 1820s. This land was likely used for camping purposes, hunting and gatherings.



Yauar gari - meaning 'dancing grounds here'. Breakfast Creek was a popular corroboree spot for the Turrbal People, information from the Turrbal Association Inc © 2019.

Turrbal stories and traditional knowledge has been passed down from generation to generation in the Newstead, Hamilton and Breakfast Creek areas – all situated within the Brisbane River catchment.

Kingsford Smith Drive is built on an ancient Aboriginal pathway that led to Breakfast Creek, or Yowoggerra as the Turrbal People call it, meaning 'corroboree place'.

Source: the Turrbal Association Inc. © 2019

Iconic architecture

There are a number of iconic buildings in Hamilton, with many recognised on Queensland and Brisbane City Council heritage registers.

Toorak House, 28 Annie Street

Situated high on Hamilton Hill, Toorak House is one of Brisbane's most impressive homes. Constructed in 1865 for Sir James Dickson, the Gothic-influenced residence is made of stone from Petrie Quarries in Albion. The roof and exterior walls display many decorative features, with two marble lions imported from Europe guarding the main entrance.

El Nido (Cassa Anna), 194 Kingsford Smith Drive

This early Brisbane Spanish Mission-style house was built in 1928. Designed by Brisbane architect Eric Percival Trewern, El Nido illustrates the principal characteristics of its type: a substantial, decorative residence designed to take advantage of a steeply sloping block with extensive views across Brisbane.

James Robert Dickson and family outside Toorak House, 28 Annie Street, Hamilton, circa 1872, image courtesy of State Library of Queensland.



Greystaines, 240 Kingsford Smith Drive

Greystaines, a three-storey block of six flats, was built in 1934 for Mr Sydney James Dove. Greystaines was the first large block of residential flats erected in Hamilton and is a Colonial adaptation of Mediterranean architecture designed by Brisbane architect George Rae. The original access to Kingsford Smith Drive was lost following road works in the 1950s.

Blair Lodge, 242 Kingsford Smith Drive

Built in 1907 for the Munro family, Blair Lodge is one of the few residences designed by prominent architect Claude Chambers. The house displays typical characteristics of the Federation Queen Anne architectural style, such as the steeply pitched, terracotta-tiled roof, multi-paned bay windows and the painted timber detailing on the verandahs.

Please note these are private residences. Please do not enter.

River views

The Lores Bonney Riverwalk provides a spectacular vantage point to take in Brisbane's river views. Points of interest include:

Sir Leo Hielscher Bridges (formerly the Gateway Bridge)

The Sir Leo Hielscher Bridges are a pair of parallel road bridges carrying the Gateway Motorway (M1). The original Gateway Bridge was opened in January 1986, with the duplicate bridge completed in May 2010. With a main span of 260 metres, they are the largest pre-stressed concrete singlebox girder bridges in the world. Their unique shape is due to conflicting air and marine traffic height requirements.

Brisbane River

Kingsford Smith Drive runs along the Hamilton reach of the Brisbane River, which is popular for water sports, including sailing and rowing. The first Australian skiff title was held on the river in 1845.



Sailing Regatta at Bulimba Flats, 1924, image courtesy of the John Oxley Library, State Library of Queensland.

Across the river

Directly across the river is Bulimba, where Norman R Wright established his boatbuilding business in 1930. The business has been handed down to successive generations and, since the 1990s, has built Sydney and Brisbane River ferries.

River views *(continued)*

Newstead House

Built in 1846, Newstead House is Brisbane's oldest surviving residence. Built for pastoralist Patrick Leslie by pioneering architect, Andrew Petrie, it was privately owned until purchased by Brisbane City Council in 1918. In 1939, Queensland Parliament created a trust and transferred ownership to the Newstead House Trust. Newstead House is now a public museum, restored as a Victorian-era residence, and a concert and reception venue.

Story Bridge

The Story Bridge is a heritage-listed cantilever bridge spanning the Brisbane River between the northern and southern suburbs of Brisbane. The Story Bridge opened in 1940 after growing demand from the public for a bridge connecting Kangaroo Point and the Brisbane Central Business District (CBD). The longest cantilever bridge in Australia, the design for the Story Bridge was based heavily on the Jacques Cartier Bridge in Montreal.



View of almost completed Story Bridge, circa 1939, image courtesy of John Oxley Library, State Library of Queensland, Neg. No. 58518.

Brisbane City skyline

Hamilton provides spectacular views of the Brisbane City skyline, including the iconic Story Bridge and skyscrapers on Eagle Street.

Breakfast Creek

Breakfast Creek was a popular camping and corroboree spot for the Turrbal People and was called Yowoggera, meaning 'corroboree place'. A number of floods destroyed early bridges across the creek, with the first permanent bridge built in 1858 using ironbark. As the ironbark timber eroded, a second metal bridge was built in 1889. As traffic volumes increased, a third larger, concrete bridge was built in 1958.

Heritage tram shelter

In August 1885, horse-drawn trams were introduced to Brisbane. Six-and-a-half miles of track connected Woolloongabba to Breakfast Creek, with branches to Bowen Hills and New Farm.

In late 1886, the service was extended from Breakfast Creek along Hamilton Road (later Kingsford Smith Drive) to the corner of Racecourse Road.

In June 1897, Brisbane Tramways Company began replacing horse-drawn trams and tracks with a modern electric system.

In 1899, construction was completed on the Ascot extension, a new and first line using electric trams, from Hamilton Road to the gates of Ascot Racecourse (now Eagle Farm Racecourse). Racecourse Road became a popular local shopping area, with trams running down the middle of the road. By 1922, Brisbane had 181 tram cars and more than 42 miles of tramway routes.

After World War II, an increase in privately owned motor vehicles and the growth of Brisbane City Council's bus services contributed to a decline in tram passengers.



Tram Car Number 431 on Kingsford Smith Drive, Hamilton, image courtesy of State Library of Queensland.

In June 1968, Council discontinued the use of trams in Brisbane in favour of buses. The last tram ran on 13 April 1969.

Remnants of Brisbane's early public transport system are visible along Kingsford Smith Drive today.

A heritage tram shelter, built between 1923 and 1928, is still in place near Crescent Road, Hamilton. The timber structure was originally installed for waiting tram passengers and was later used as a bus stop once trams were discontinued throughout the city.

In 2019, the restored shelter was reinstated to its original site as part of an upgrade to Kingsford Smith Drive to provide a rest stop for Riverwalk users.

Origin of the road name

This important transport corridor, constructed in 1829, originally connected the Moreton Bay Convict Settlement (now the CBD) with farming land and the Eagle Farm Women's Prison. It was first known as Eagle Farm Road, then Hamilton Road after Gustavus Hamilton, the first owner of the Hamilton Hotel. In 1938, despite a proposal to rename the road in honour of famous aviator Charles Kingsford Smith, it became Bailey Memorial Avenue.

Public concern over Brisbane's failure to commemorate Kingsford Smith's achievements led to a 1948 plan, eventually unsuccessful, to construct a road bearing his name from the Racecourse Road intersection to Pinkenba.

In 1953, Brisbane City Council officially endorsed the name change to Kingsford Smith Drive. Born in 1897 in a house near the corner of Riverview Terrace and what is now Kingsford Smith Drive, Sir Charles Kingsford Smith was an Australian aviator who earned global fame when he made the first Trans-Pacific flight from the United States to Australia.



*Hamilton Hotel, Hamilton, circa 1929,
image courtesy of State Library of Queensland.*

At the announcement, Lord Mayor Frank Roberts stated:

“Many people had said that instead of being one of the first, Brisbane has been one of the last cities to perpetuate the memory of Kingsford Smith. Because Kingsford Smith was born at Hamilton and landed at Eagle Farm after his epoch-making flight across the Pacific 25 years ago, it had been decided to rename the road.” *(The Courier-Mail, July 3 1953)*

Today, Kingsford Smith Drive is one of Brisbane's busiest roads, serving as a gateway between the CBD and Brisbane Airport, the Cruise Terminal and Gateway Motorway.



John Frederick Bailey and the subtropical boulevard

John Frederick Bailey was born in Brisbane on 5 August 1866. He began his life-long passion for horticulture after becoming assistant to his father, Frederick Manson Bailey, in the botanical branch of Queensland's Department of Agriculture in 1889. They travelled widely throughout the colony to collect, describe and evaluate flora, publishing their discoveries in several popular agricultural journals.

Bailey became Director of the Brisbane Botanic Gardens in 1905, where he further developed his interests in horticulture and economic botany (the study of the relationship between people and plants). He lectured on botany at the Queensland Agricultural College in 1915, and while remaining Director of the Botanic Gardens, became the State Botanist for Queensland. He wrote many articles on Queensland's timber trees and on ornamental trees, palms, shrubs and climbers.



*John Frederick Bailey,
image courtesy of South
Australian Museum.*

From 1917 until his retirement in 1932, Bailey was Director of the Adelaide Botanic Gardens. During this time, he made major improvements to landscaping throughout Adelaide, particularly in introducing floral displays. His vision was 'to follow nature just as closely as ever'. Upon retiring in 1932, Bailey returned to Brisbane.

Kingsford Smith Drive has been renamed several times throughout its history. In 1938, the corridor was renamed Bailey Memorial Avenue in John Frederick Bailey's honour. However, this name was not used in practice and in 1953, the road was renamed Kingsford Smith Drive.

The road's subtropical tree-lined boulevard design echoes Bailey's vision for 'following nature' by providing a vibrant, green urban corridor that showcases a variety of native and exotic subtropical plant species, creating a memorable experience for road users travelling along Kingsford Smith Drive.



Bretts Wharf

Timber millers and merchants, James and Bert Brett, began construction of Bretts Wharf in 1928 after expanding their shipping business. Brett's Wharves & Stevedoring Co. Ltd handled general cargo, as well as huge quantities of timber for export. After the Japanese attack on Pearl Harbor in December 1941, a United States (US) Naval convoy was re-routed to Brisbane, berthing at Bretts Wharf with supplies and around 5000 troops who marched to camps at Ascot and Doomben Racecourse.

US Air Force aircraft were unloaded at Bretts Wharf, before being assembled at Eagle Farm, with Bretts Wharf used as the main port for US transport fleets and the so-called US 'Liberty ships'. In 1945, returning units of the 2-15th Australian Imperial Force battalion, which had served at Tobruk, Papua New Guinea and the Pacific Islands, were welcomed home at Bretts Wharf. The wharf was returned to Brett's Wharves & Stevedoring Co. Ltd in 1946.



Lines of fighter planes at Bretts Wharf, Hamilton, circa 1945, image courtesy of State Library of Queensland.

The wharf then handled general cargo and timber for export until 1993, when the wharf closed and construction started to redevelop the area. In 1995, the seafood restaurant Bretts Wharf opened on the site, also becoming popular as a wedding reception venue. The building was removed in 2012 to make way for the Bretts Wharf ferry terminal and an upgrade to Kingsford Smith Drive. Bretts Wharf was redeveloped into an urban plaza and parkland in 2019 as part of an upgrade to Kingsford Smith Drive.



Mrs MacFarlane's Refreshment Kiosk

Operating from as early as 1892, Mrs MacFarlane's Refreshment Kiosk first appeared in the Trade and Street Directories of 1900.

The kiosk was owned and run by Christina MacFarlane, who arrived in Brisbane on 11 November 1884 from England with her two eldest daughters. Records show her husband John arrived earlier and obtained their passage through an immigration agent in Brisbane. The MacFarlanes were to have a large family, with 11 further children born in Brisbane.

The kiosk was located alongside her husband's boatbuilding business in the area now known as Bretts Wharf, opposite Racecourse Road.

The kiosk was very popular in the 1890s and early 1900s, a time when the Hamilton area was an important recreational hub for Brisbane.

The crowds who came to watch the regattas would often line up along a training wall near the kiosk, which was completed in September 1900.



Mrs MacFarlane's Refreshment Kiosk, with family near the counter, image courtesy of Nundah and Districts Historical Society.

Training walls are commonly built along the bank of a river to direct the flow of water to prevent erosion.

The Hamilton Training Wall, which now forms the river shoreline to the east of Racecourse Road, was approximately 2.5 kilometres long with 106,400 tonnes of stone used in its construction. Silt was pumped from the river to fill behind the wall and reclaim what was once a sand bar projecting out into the river.

Over the years, many business meetings were held at the kiosk, including electoral rallies and the occasional Council meeting. The Brisbane Directory of 1921 shows the last entry for Mrs MacFarlane's Refreshment Kiosk and it is believed to have closed around this time.

Christina MacFarlane died on 29 June 1924.



Maude 'Lores' Bonney

In the late 1920s and 30s, Australia produced a number of internationally acknowledged pioneers of early aviation, such as the road's namesake, Sir Charles Kingsford Smith. A lesser known but no less accomplished aviatrix is Australia's 'lady of the sky', Maude 'Lores' Bonney.

After moving to Brisbane in 1917 with her husband, leather goods manufacturer, Harry Bonney, she learnt to fly at Eagle Farm airport in a de Havilland DH-60G Gipsy Moth biplane.

Bonney created aviation history throughout the 1930s with the longest one-day flight by an airwoman at 1600 kilometres in 1931. She was the first woman to circumnavigate Australia by air in 1932, the first woman to fly from Australia to England in 1933 and made the first flight from Australia to South Africa in 1937.

For her Australia-England flight, Bonney was appointed a Member of the Order of the British Empire by King George V. The Bonney Trophy, which she presented in England, is still awarded annually to an outstanding British female pilot. World War II interrupted her flying and Bonney relinquished her licence in 1948.

*Aviatrix Lores Bonney
boarding her Gypsy
Moth at Charleville,
circa 1933, image
courtesy of
State Library of
Queensland.*



Lores Bonney died on 24 February 1994, aged 96. Tributes to the aviatrix flowed with The Royal Queensland Aero Club mounting a fly-past and Federal Parliament acknowledging her role in the development of Australian and international aviation.

The Riverwalk on which you are currently standing was named the Lores Bonney Riverwalk in recognition of Lores Bonney's achievements. The Lores Bonney Riverwalk was constructed as part of the Kingsford Smith Drive upgrade and opened for public use in 2018.



Eagle Farm Women's Prison

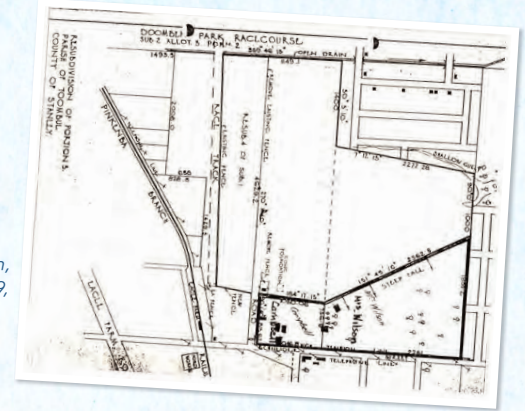
The site of the Eagle Farm Women's Prison was established in 1829 when 150 men were deployed to clear an area that now forms part of the Australia TradeCoast site.

From 1830, the first female prisoners were moved from Brisbane Town to Eagle Farm to reduce fraternisation with colony soldiers and officials.

By November 1835, nine cells had been built at the Eagle Farm Women's Prison. Usual punishments for the women included confinement or head-shaving.

Tasks for women at the prison included needlework, chipping weeds, digging furrows and harvesting crops. If a prisoner was well behaved, they may have been tasked as a crow minder to protect crops with three wooden paddles producing a loud noise when shaken.

By 1836, more than 70 female convicts were housed at the settlement.



*Plan of Eagle Farm,
Moreton Bay, 1839,
image courtesy
of State Library of
Queensland.*

Final additions to the 17-foot palisade surrounding the Eagle Farm Women's Prison and hospital were completed in May 1837 and by the end of that year, all female prisoners housed at Brisbane Town were relocated to Eagle Farm.

By 29 November 1839, the Eagle Farm Women's Prison was effectively closed with all but one female prisoner remaining. The penal settlement officially closed on 10 February 1842 and became a government cattle station.

The Eagle Farm Women's Prison site is located at 116 Lamington Avenue, Eagle Farm and remains one of only six surviving in Brisbane from the convict period. It was added to the Queensland Heritage Register on 7 February 2005.



Reclaimed river rock wall

In the 1920s, Hamilton residents welcomed a plan to have a retaining wall built along the river from Cameron Rocks Reserve to the Racecourse Road intersection. The plan envisaged reclaimed land behind the wall being converted in the future to 'one of the best boulevards in Australia'.

Brisbane tuff, a very hard type of rock formed as a result of a volcanic action, was used in the construction of this retaining wall. It is characterised by its variety of vivid colours including pink, green and purple.

As the name suggests, formation of Brisbane tuff is found in various location around Brisbane. It was first quarried in the 1820s at the Kangaroo Point Cliffs, and later at the Windsor Town Quarry, now Park. Used in construction of Brisbane's earliest buildings including St. Mary's Anglican Church, Kangaroo Point, it was also used for street kerbing and as ballast for ships. As part of an upgrade to Kingsford Smith Drive in 2019, approximately 80 metres of the retaining wall was reclaimed and reused to preserve the history of Kingsford Smith Drive.

1927 insignia in its original location west of Quarry Street, Hamilton, May 2016.



View of the Kangaroo Point cliffs, circa 1890.



1927 brickwork insignia

The "1927" insignia in this retaining wall was originally located just west of Quarry Street. The origin of the 1927 feature is unknown; however, it is likely that it marks the completion date of that section of wall. Comprised of mortared stone and estimated at two metres in height off the river bed, the insignia was recovered during construction in 2016 and relocated to its new position in Hamilton Recreation Reserve.

Planning *for* Brisbane's future



Discover Brisbane City Council's other heritage trails at
brisbane.qld.gov.au/heritagetrails

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