

BRISBANE FROM 1900 TO 1950

The first major event that opened the 1900's (20th century) was Federation. Queensland voted in favour of federation of the colonies with a vote of around 38 500 for and 31 000 against. The vote was close because many in North Queensland feared the White Australia policy would restrict the cheap Kanaka labour on the canefields.

The new nation of Australia born from the federation of the six colonies (now states) was proclaimed on January 1, 1901 amidst great fanfare and celebration. In Brisbane the proclamation was read out to the people by the governor of Queensland at the time, Lord Lamington, from the North Quay side of the Treasury building.

Lord Lamington had the Lamington National Park near Springbrook named in his honour along with one other thing that he didn't particularly fancy. According to one version of their origin, Lord Lamington had one rather late party and his chef was short on food at the late hour. The most ready ingredients on hand were coconut and vanilla sponge cakes so he dipped the sponge cakes in chocolate and sprinkled coconut on them. His guests thought they were quite exotic and the chef named them in honour of Lord Lamington. Lamingtons have since become a popular cake in Queensland even though Lamington himself was not impressed by them, once referring to them as those "bloody poofy woolly biscuits."

The metropolitan area had a population of nearly 120 000 in 1901, compared with nearly 29 000 in the Brisbane municipality and 25 500 in South Brisbane. In 1902 Brisbane was officially designated as a city by the State Government. Government House opened in 1911 at Bardon. Fernberg, the new Government House, was built with an Italianate style and replaced Old Government House that served in that capacity for 50 years. In 1909 the University of Queensland opened near Parliament House. The site would later become QUT after the University of Queensland later moved to St Lucia. In 1912 Tramway employees stood down for wearing union badges on 18 January sparking Australia's first General strike, the 1912 Brisbane General Strike which lasted for five weeks. In 1915 the first ceremony to honour the fallen World War I soldiers at Gallipoli was held at St John's Cathedral on 10 June. The tradition would later grow into the popular Anzac Day ceremony.

Brisbane largely escaped overcrowding and meagre house allotments. Concerned about small allotments in Petrie Terrace, Paddington and Woolloongabba, the government legislated in 1885 for minimum allotments of 16 perches - 10 metres by 40 metres (400 sq m / 0.1 acres). They were far larger than the three metre frontages to be found in inner metropolitan Sydney and Melbourne. Population densities reflected the difference: the 1921 census recorded densities of 12-13 people per acre in South Brisbane and Brisbane, less than half of Sydney and Melbourne. In Brisbane everybody could have a 'Queenslander', an elegant cottage on stilts with wide verandahs and ornate timberwork, well-suited to the often oppressive summers.

Between 1891 and 1921 metropolitan Brisbane's population doubled to 210 000. The inner western suburbs had tram services to Newmarket (1903), Toowong (1904), Red Hill (1905) and Ashgrove (1924). Southwards, tramlines were opened to Dutton Park (1908) and Annerley (1915). Northwards, a line along Lutwyche Road through Windsor to Kedron Park (1914) augmented the Sandgate railway line. Eastwards, the lines were extended to Greenslopes, Coorparoo (1914-15) and Holland Park (1921).

The river had nearly continuous wharves from Victoria Bridge to Kangaroo Point (except the botanic gardens and government house shoreline), and opposite government house the railway wharves were a terminus for the South Brisbane railway line. The line intersected the tramlines at Five Ways (Ipswich Road, Stanley Street). Downstream from Kangaroo Point there were the sugar refinery wharf (New Farm), wharves near Breakfast Creek and the gas works.

This pattern of development continued through to the 1950s, with later extensions encouraging new developments around Stafford, Camp Hill, Chermside, Enoggera and Mount Gravatt. Generally, these new train lines linked established communities, although the Mitchelton line (later extended to Dayboro before being cut back to Ferny Grove) did encourage suburban development out as far as Keperra. Subsequently, as private motor cars became affordable, land between tram and train routes was developed for settlement, resulting in the construction of Ekibin, Tarragindi, Everton Park, Stafford Heights, and Wavell Heights.

The management of wharves and bridges could not be left to the fragmented system of metropolitan local government, and neither could water supply nor urban public transport. The Labor State Government during the 1920's was determined to bring about local government reform and amalgamation. Before the great amalgamation of Brisbane in 1925, the Labor State Government at the time would be involved in a drama that would lead to Queensland becoming the only state without an upper house of government in 1921.

The Legislative Council (upper house) was seen by the ALP as undemocratic and a tool of patronage as its members were nominated and not elected by the public and came mostly from wealthy families. Upon the establishment of a secure Labor majority in the Legislative Assembly (lower house) in 1915, Labor sought the house's abolition. Unsurprisingly, bills for its abolition were rejected by the Council itself in 1915 and 1916, and a referendum failed on 5 May 1917 on a vote of 179,105 to 116,196. In 1920, the Government under Premier Ted Theodore changed tack, persuading the Governor of Queensland to appoint additional members of the Council, thus stacking the Council with those in support of their view securing a majority in that Chamber.

The abolition bill was eventually passed by the Assembly on a 51-15 vote on 24 October 1921. The bill was then introduced to the Council by the leader of the Government in the Council, Alfred James Jones, who remarked, "Until we had a majority here, [the Council] was obstructive, and now that we have a majority here it is useless." However, Opposition councillor Patrick Leahy protested that the abolition of the chamber would result in the Assembly being "able to do what it thinks fit" and becoming unaccountable. On October 27, 1921, the Council voted itself out of existence; the members who voted for the abolition were known as the "suicide squad".

The lack of an upper house removes the check and balance on parliaments that have a clear majority and there is no accountability other than from the public at the next election. On the plus side Queensland has a lot less politicians to pay with the single house. Perhaps a midway solution might be to have an elected upper house of financially independent members who receive no or little pay and come together once a month (like a company board of directors) to veto any bills that are clearly not in the interest of the general public of Queensland.

The Queensland Parliament, in consolidating local government passed the City of Brisbane Act in 1924. The next year saw the consolidating of the City of Brisbane and the City of South Brisbane; the Towns of Hamilton, Ithaca, Sandgate, Toowong, Windsor, and Wynnum; and the Shires of Balmoral, Belmont, Coorparoo, Enoggera, Kedron, Moggill, Sherwood, Stephens, Taringa, Tingalpa, Toombul, and Yeerongpilly to form the current City of Greater Brisbane, now known simply as the City of Brisbane. The newly enlarged City of Brisbane came into effect on October 1, 1925. The new metropolitan city of Brisbane occupied 972 sq km, a large enough area in which to vest control of water, sewerage, tramways, electricity and fire brigades.

William Jolly, the former mayor of the by now subsumed Windsor, was elected Lord Mayor, coming to office at a time of relative prosperity in the roaring 20's. To accommodate the new, enlarged city council, the current Brisbane City Hall was opened in 1930.

Many former shire and town halls were then remodelled into public libraries, becoming the nucleus of Greater Brisbane's branch system. During the Great Depression, a number of major projects were undertaken to provide work for the unemployed, including the construction of the William Jolly Bridge and the Wynnum Wading Pool.

Around the same time a number of notable events occurred in Brisbane. Aviation began to take off and new heroes and heroines emerged crossing great land masses and oceans. Following Charles Lindbergh's historic 1927 crossing of the Atlantic, Bert Hinkler from Bundaberg the following year became the first man to fly solo from England to Australia in February 1928. Following the flight he visited in Brisbane and was flocked by great crowds who came to see him. His plane, the "Avian", hangs in Queensland Museum today. A few months later Sir Charles Kingsford Smith and his four man team aboard the Southern Cross crossed the Pacific for the first time arriving in Brisbane on 9 June, 1928.

The total flight distance was approximately 11,566 kilometres (7,187 mi). Kingsford Smith was met by a huge crowd of 26,000 at Eagle Farm Airport, and was welcomed as a hero. His most famous aircraft, the Southern Cross, is now preserved and displayed in a purpose-built memorial to Sir Charles Kingsford Smith near the International Terminal at Brisbane Airport. Kingsford Smith Drive in Brisbane passes through the suburb of his birth, Hamilton.

Amy Johnson from England became the first woman to fly solo from England to Australia. She crash landed attempting to land across the wind on May 30, 1930. She was unhurt and was welcomed by huge crowds in Brisbane.

In cricket Australia's legendary Sir Donald Bradman, from Bowral, NSW burst onto the stage. His debut test in the 1928/29 series against England was not one to remember. His first test was the first test played in Brisbane. The Don scored 18 and 1 and was dropped for the 2nd test before returning in the 3rd test. Australia lost that test to England by an innings and 675 runs, still the greatest loss in Test Match history. The Don played his next test in Brisbane in 1930/31 against the West Indies who toured Australia for the first time. In what was the only other test played at the Exhibition Ground the Don scored 223. The first test match at the Gabba was played against South Africa in the following season (1931/32). Australia scored 450 and defeated South Africa by an innings and 163 runs. Sir Donald Bradman scored 226, which remained the highest score at the Gabba until 2010.

Lone Pine Sanctuary was opened along the Brisbane River on the outskirts of the city at Fig Tree Pocket in 1927. The interstate train link from Brisbane to Sydney opened in 1930. Anzac Square and its Shrine of Remembrance was completed in 1931 and in the following year (March 30, 1932) the William Jolly Bridge was built from Grey Street South Brisbane across to Roma Street at a cost of £688 000.

The University of Queensland began construction at a much larger area at St Lucia. A little further upstream at Indooroopilly the Walter Taylor Bridge was completed on February 14, 1936 at a cost of £ 85 000 which was recouped by a toll that was removed in the 1960's. In 1939 the Forgan Smith building was completed at the St. Lucia campus of the University of Queensland though it would not be until after World War II until the University was more fully developed.

Jim Bradfield, known as the chief builder of the Sydney Harbour Bridge, was commissioned to design the Story Bridge which was completed and opened on July 6, 1940 at a cost of £1.6 million. It was a toll bridge for 7 years before the building costs were paid back and the toll abandoned, an enlightened idea that governments refuse to do today.

Its beautiful cantilever design has become a Brisbane icon matching very well the mountainous profile of Mount Coot-tha. John Story, after whom the bridge was named, though not a member of Council, served on boards that constructed the new campus for the University of Queensland at St Lucia (commenced in 1937) and the Somerset dam, which helped reduce flooding (commenced in 1935 though war and other delays did not see it completed until 1959).

By 1941 the tramway system had reached Rainworth, Grange, Stafford, Kalinga, Balmoral, Holland Park and the Salisbury ammunition works. Public transport was basically radial, with a substantial trunk running through Fortitude Valley. Brunswick and Wickham Streets in 'the Valley' were home to three department stores: McWhirters at the corner was the prime example.

World War II

Due to Brisbane's proximity to the South West Pacific theatre of World War II, the city played a prominent role in the defence of Australia. The outbreak of the Pacific War transformed Brisbane to a garrison city during 1942-45. The city became a temporary home to thousands of Australian and American servicemen. Buildings and institutions around Brisbane were given over to the housing of military personnel as required. Brisbane found it difficult to cope as its population of 300,000 doubled to 600,000 almost overnight.

The present-day MacArthur Central building became the Pacific headquarters of U.S. General Douglas MacArthur, and the University of Queensland campus at St Lucia was converted to a military barracks for the final three years of the war. St Laurence's College and Somerville House Girls' School in South Brisbane were also used by American forces. Eagle Farm, Victoria Park, Nudgee and Woolloongabba were vast encampments, while South Brisbane provided them with entertainment. Newstead House was also used to house American servicemen during the war and a large American Army hospital was built in Holland Park for treating servicemen.

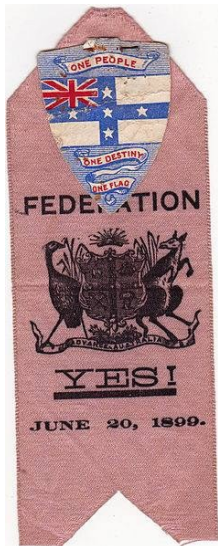
Archerfield aerodrome housed American B26 bombers. Evans Deakin shipyards were kept busy at Kangaroo Point and a large graving dock was built downstream, north of Morningside. Air raid shelters were erected across the City particularly along streets like Elizabeth Street. Eagle Farm airport was upgraded significantly by the Americans to act as an airbase for the Pacific theatre of the war. The upgrade would see it become the main airport of Brisbane. Archerfield Airport was the primary airport before World War II.

Brisbane was used to mark the position of the "Brisbane Line", a controversial defence proposal allegedly formulated by the Menzies government, that would, upon a land invasion of Australia, surrender the entire northern part of the country. The line was, allegedly, at a latitude just north of Brisbane and spanned the entire width of the continent. Surviving from this period are several cement bunkers and gun forts in the northern suburbs of Brisbane and adjacent areas (Sunshine Coast/ Moreton Bay islands). The New Farm/Teneriffe area along the Bulimba Reach of the Brisbane River was an Allied submarine base.

The Battle of Brisbane was two nights of rioting between United States military personnel on one side and Australian servicemen and civilians on the other, in Brisbane, Queensland's capital city, on 26–27 November 1942, during which time the two nations were allies. By the time the violence had been quelled, one Australian soldier was dead, and hundreds of Australians and U.S. servicemen had been injured. Many U.S. personnel were stationed in and around Brisbane, which was the headquarters for General Douglas MacArthur, Supreme Allied Commander, South West Pacific Area. Many buildings and facilities around Brisbane were given over to the U.S. military's use. "They're overpaid, oversexed, and over here" was a common phrase used by Australians around this time. Sergeant Bill Bentson of the U.S. Army was quoted as saying: "The Americans had the chocolates, the ice-cream, the silk stockings and the dollars. They were able to show the girls a good time, and the Australians became very resentful about the fact that they'd lost control of their own city."

The Allies prevailed in the Pacific war against Japan in August 1945 a few months after their victory over Germany and Italy in Europe to wild celebrations all over the world and Brisbane was no exception given the prominent role that it played as the American headquarters in the South West Pacific Area.

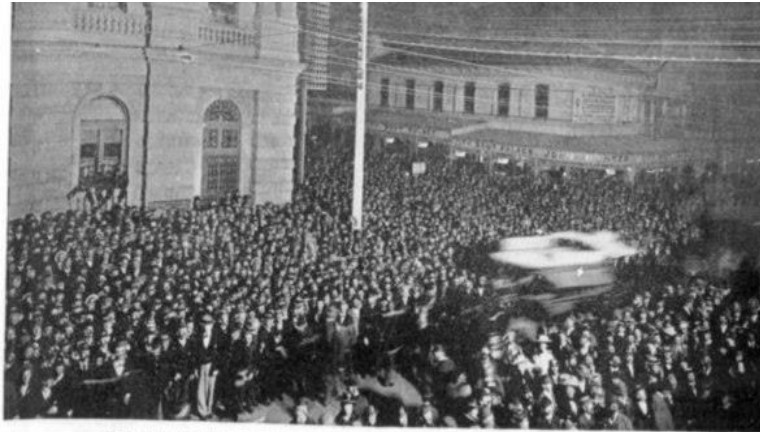
FEDERATION



Above: A badge giving support to the Yes vote for Federation.

Centre: Photos showing the referendum count for Federation.

Right: Lord Lamington, (yes, the local chocolate and coconut sprinkled delicacy of lamingtons was named after him) the governor of Queensland at the time, declares the new state of Queensland as part of the new nation of Australia.

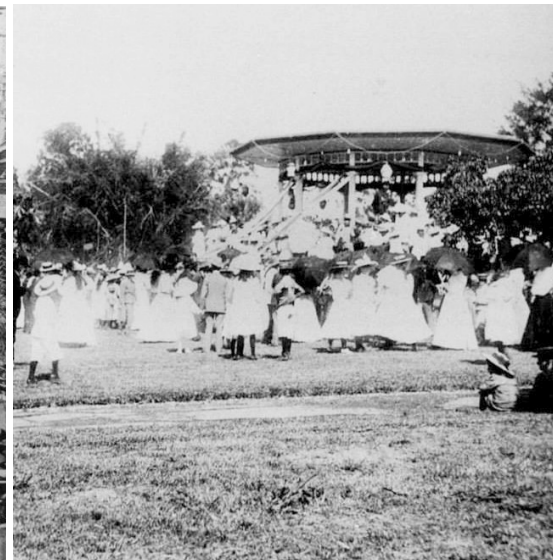
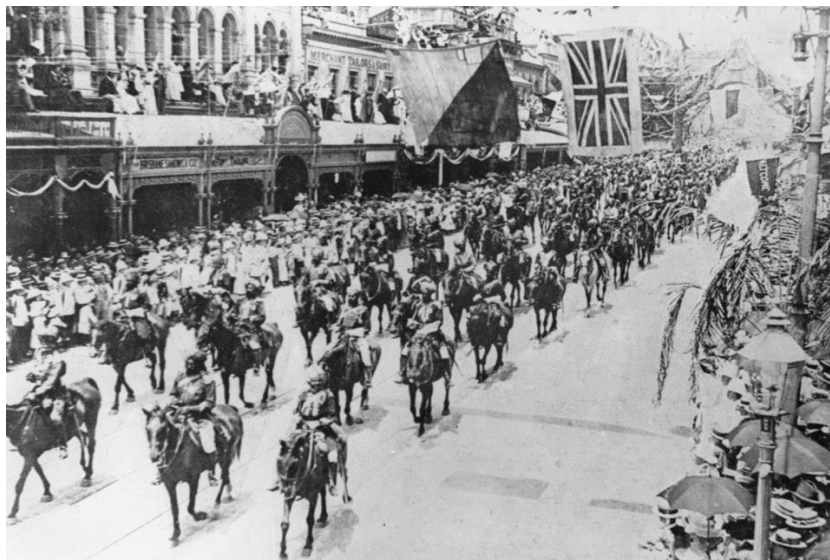


AGGREGATE		YES		NO	
METROPOLITAN	5000	894			
SOUTHERN	12100	12000			
CENTRAL	6000	5400			
SOUTHERN	3140	190			
TOTAL	31470	20900			





Above: Lord Lamington, Queensland governor, proclaiming federation from the William Street side of the Treasury building. **Top Right and Below:** Various celebratory scenes of Federation along Queen Street and at the Botanic Gardens.



Below: Pomp and Pageantry as British troops march down Queen Street as Queensland celebrates being a part of the newly federated nation of Australia.

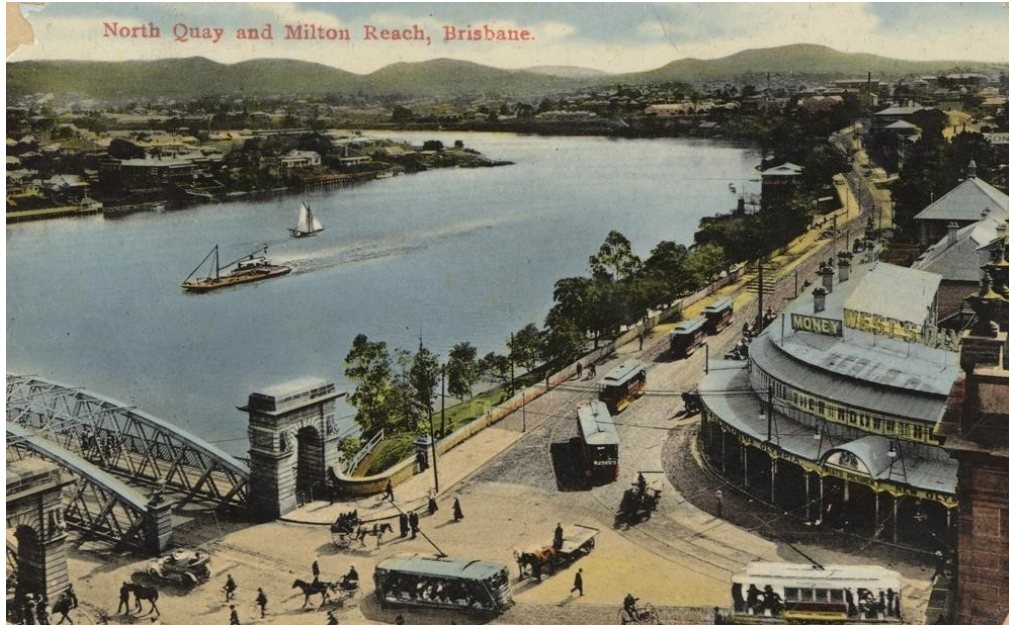


Over the next few pages are a series of postcards taken soon after 1900 which are photos that have been hand-painted to mimic colour photographs as close as possible.

Below: The Treasury Building was built in stages. This photo shows it before the final stage was built with the Government Intelligence Bureau in the Queen & George St corner.



BRISBANE FROM 1900 TO 1950

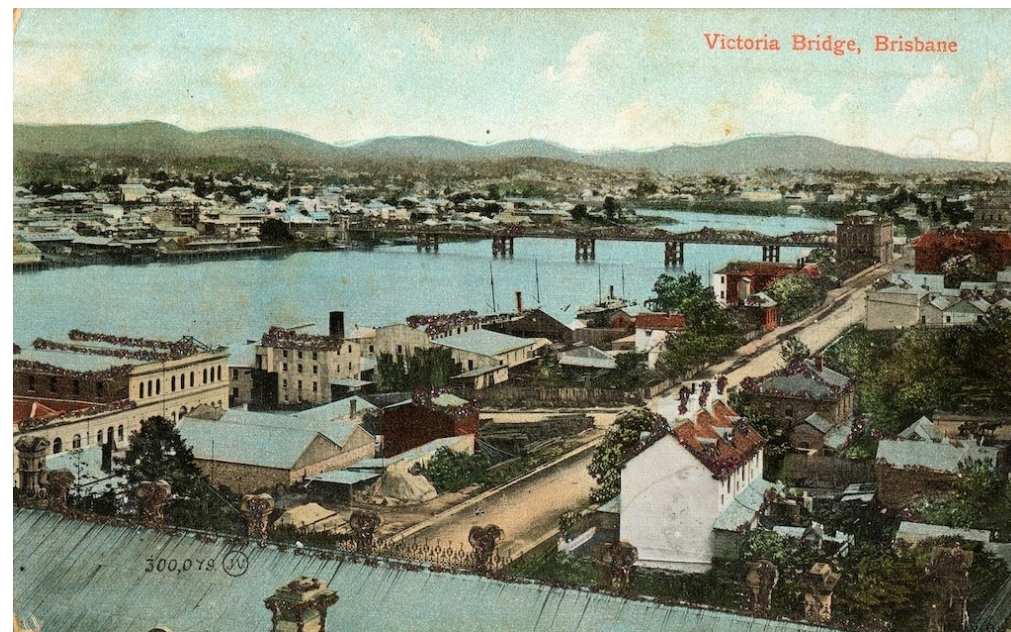


BRISBANE FROM 1900 TO 1950



Above: The Howard Street and Eagle Street wharves.

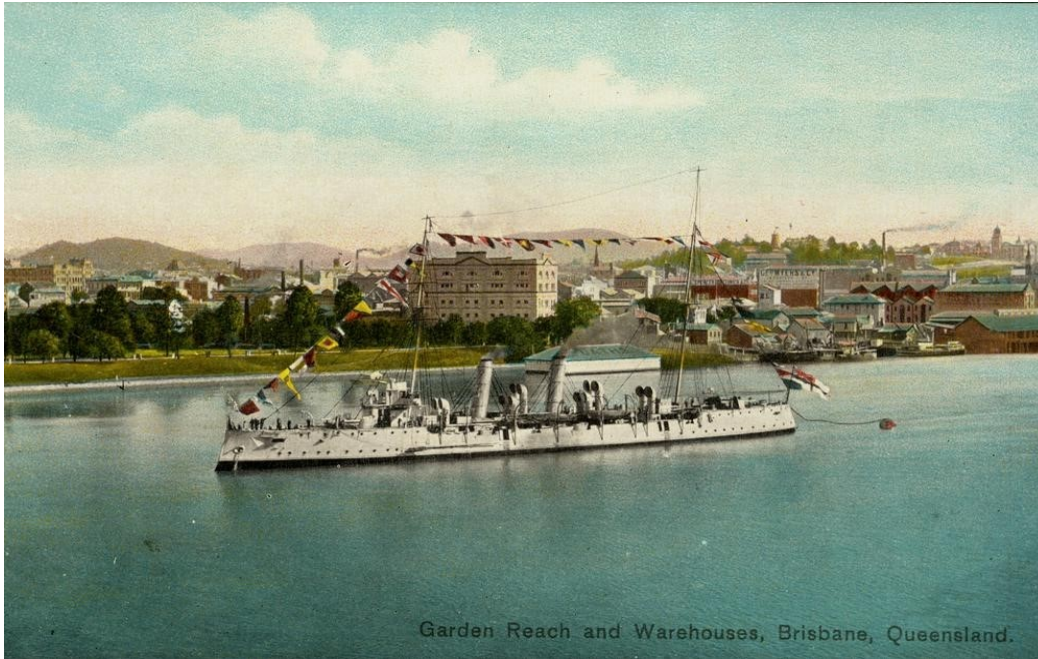
Below: The South Brisbane dry dock looking across to Parliament House.



Above: William St and Victoria Bridge from Parliament House. Notice the home gardens in the foreground. **Below:** The corner of George and Roma Streets with the Transcontinental Hotel in the foreground.



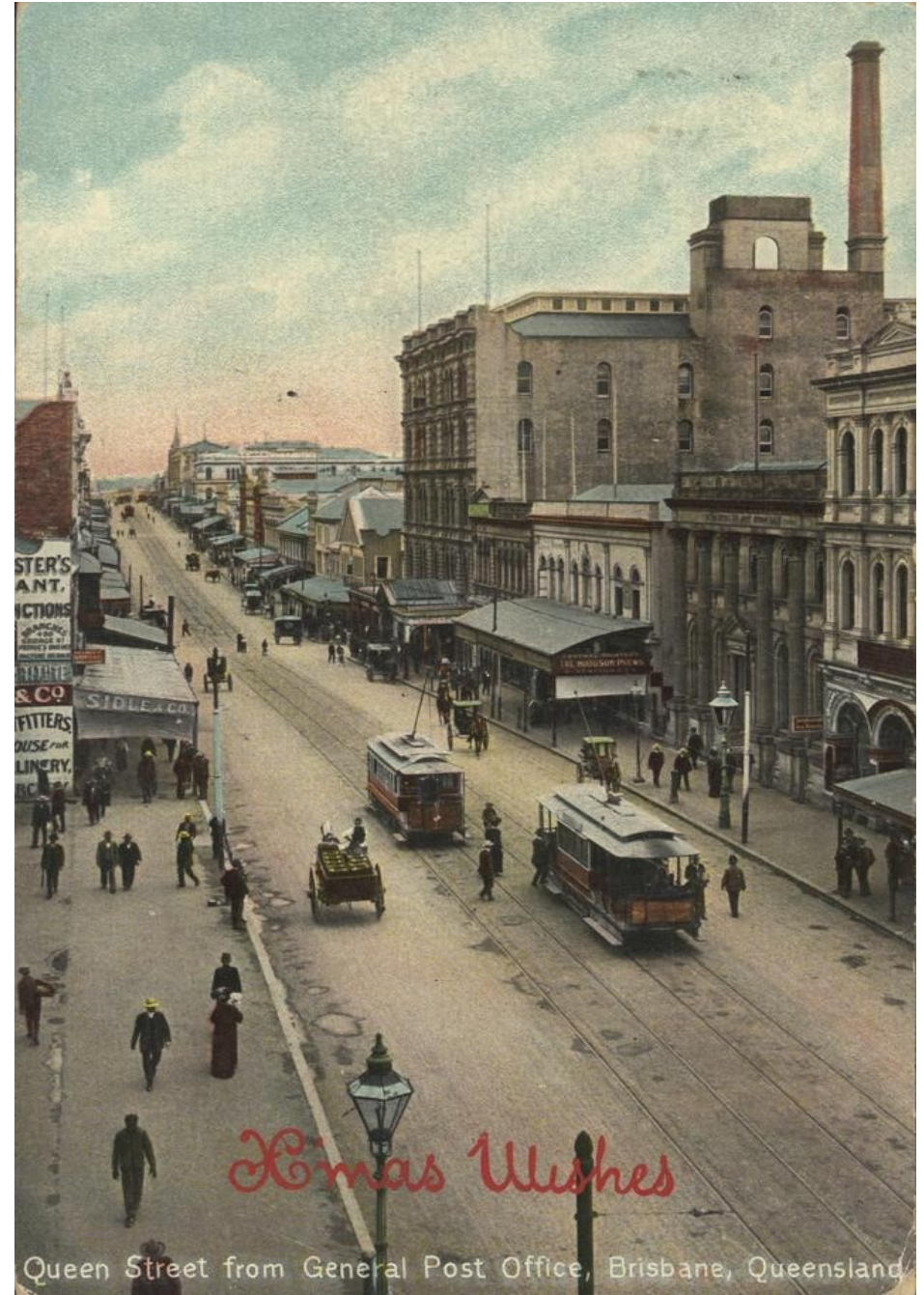
BRISBANE FROM 1900 TO 1950



Garden Reach and Warehouses, Brisbane, Queensland.



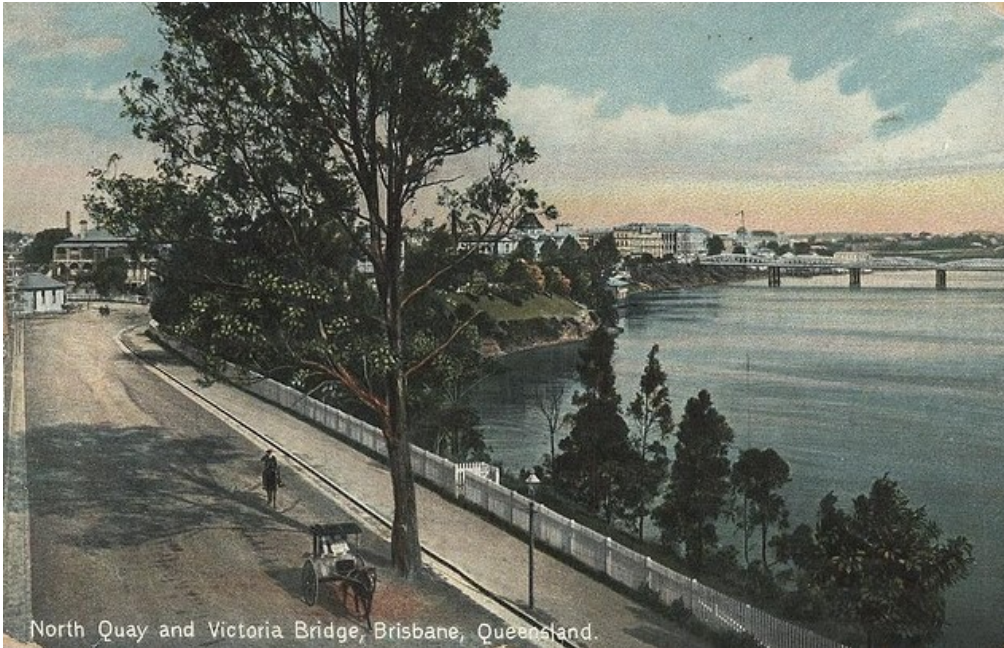
Central Railway Station, Brisbane, Q.



Queen Street from General Post Office, Brisbane, Queensland



BRISBANE FROM 1900 TO 1950



North Quay and Victoria Bridge, Brisbane, Queensland.



Custom House and Garden Reach, Brisbane, Queensland.



Brisbane River, South Brisbane Reach, shewing Coal Wharves.



Central Railway Station, Ann Street, Brisbane, Queensland.

BRISBANE FROM 1900 TO 1950

Eagle and Queen Streets, Brisbane, Q.



General Post Office, Brisbane

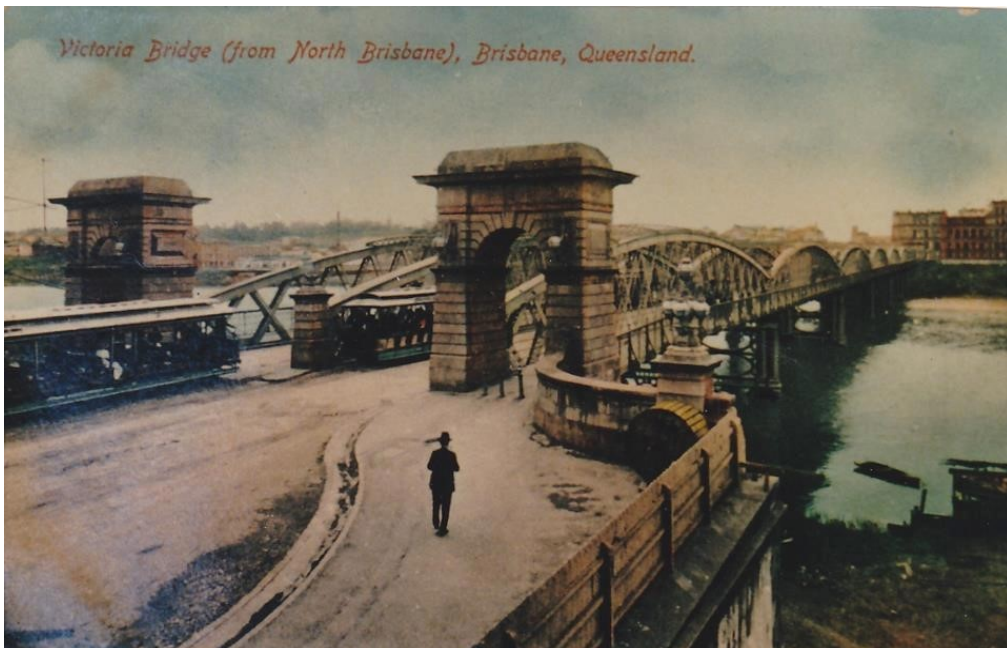


Edward Street, Brisbane, Q.



State Library of Queensland
John Oxley Library

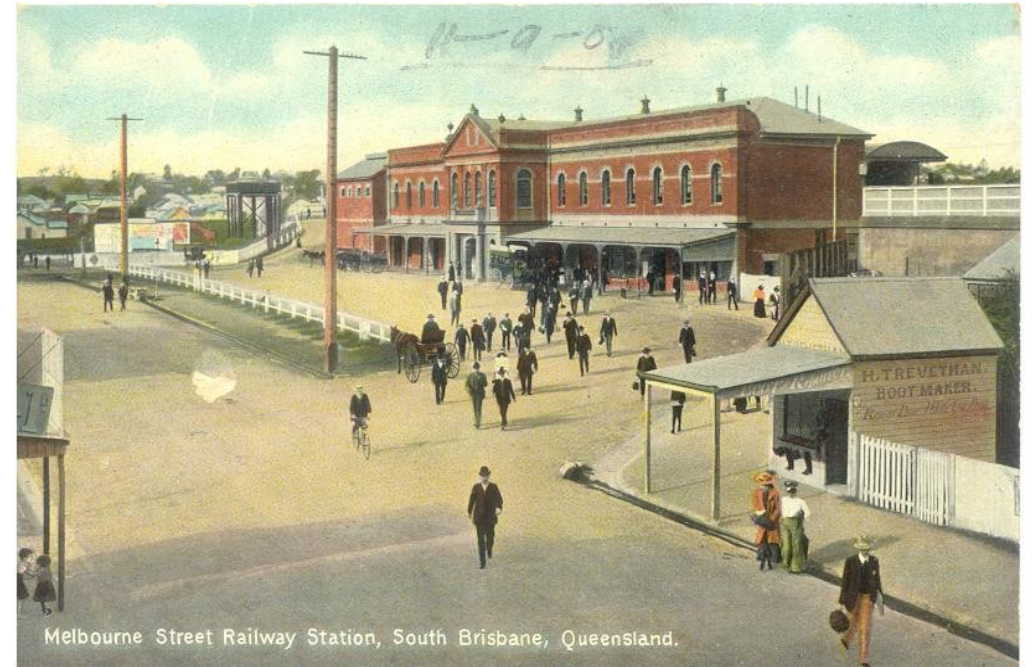
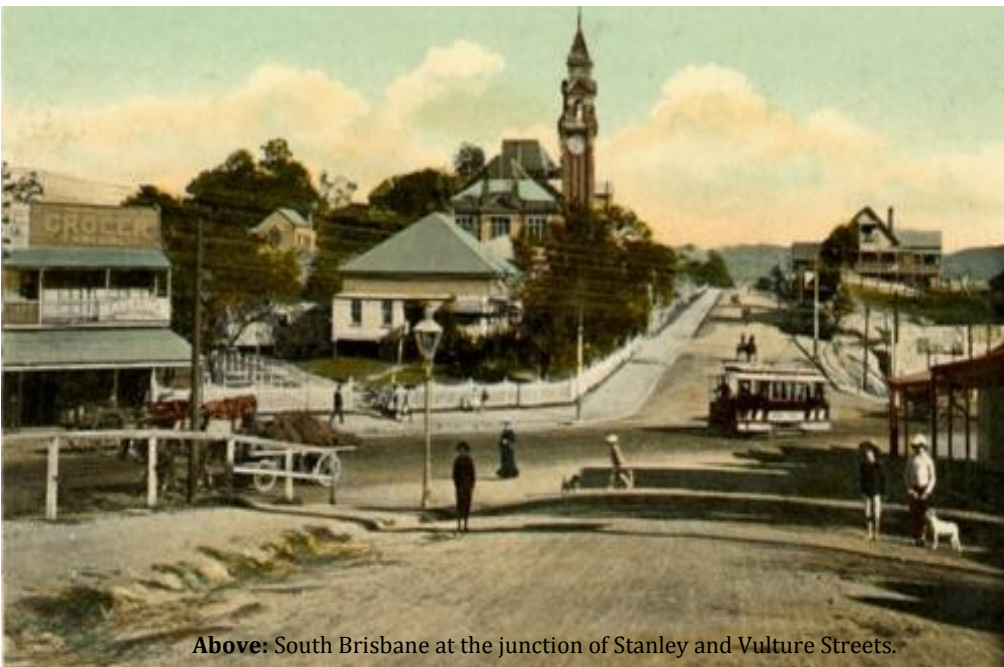
BRISBANE FROM 1900 TO 1950



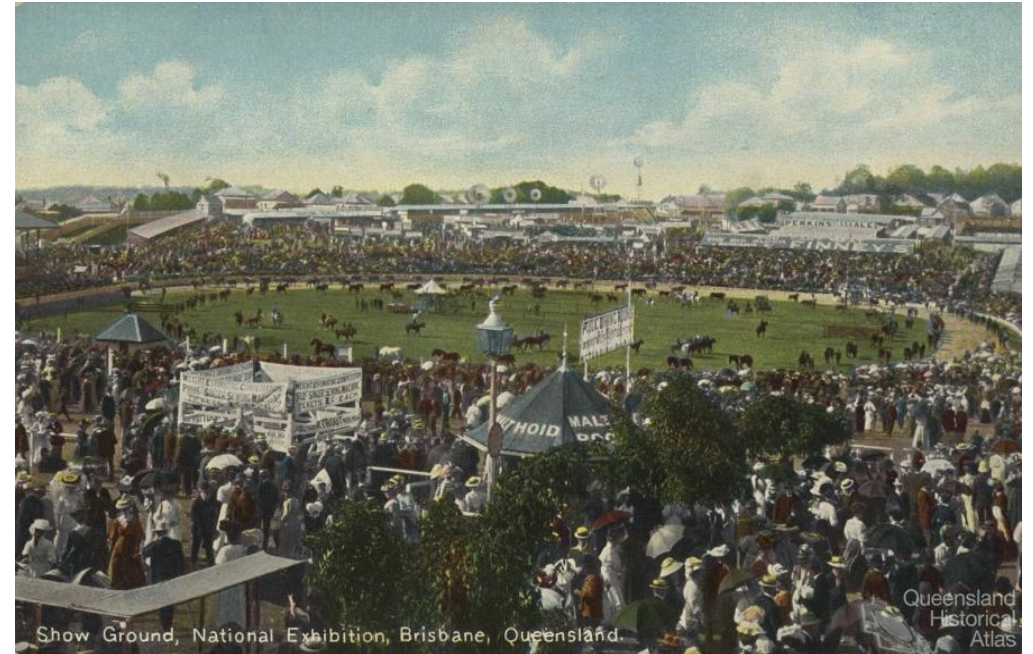
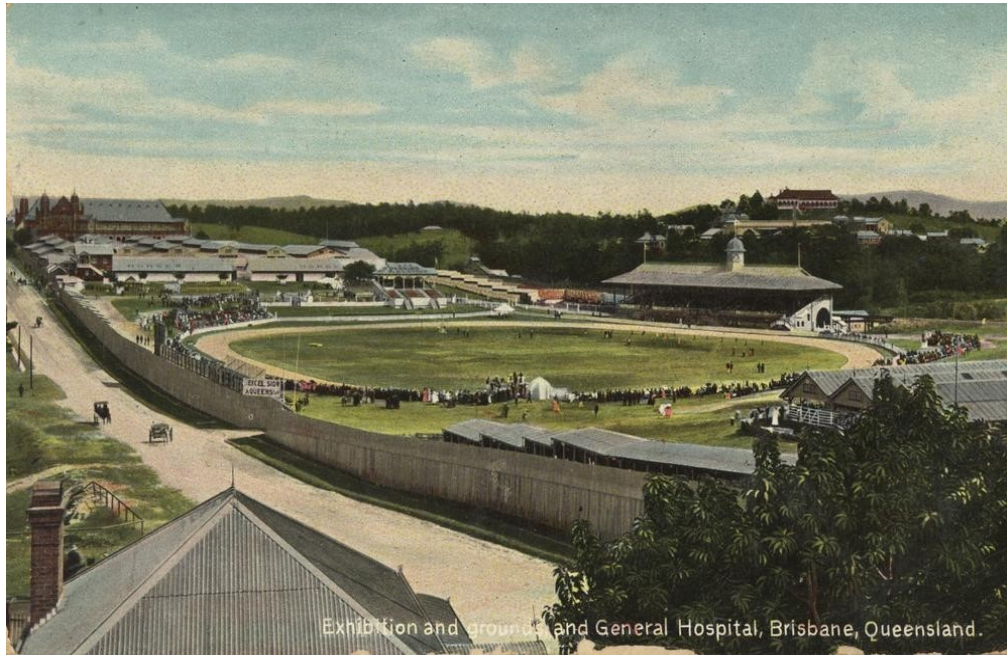
BRISBANE FROM 1900 TO 1950



BRISBANE FROM 1900 TO 1950



BRISBANE FROM 1900 TO 1950



Queensland
Historical
Atlas



BRISBANE FROM 1900 TO 1950

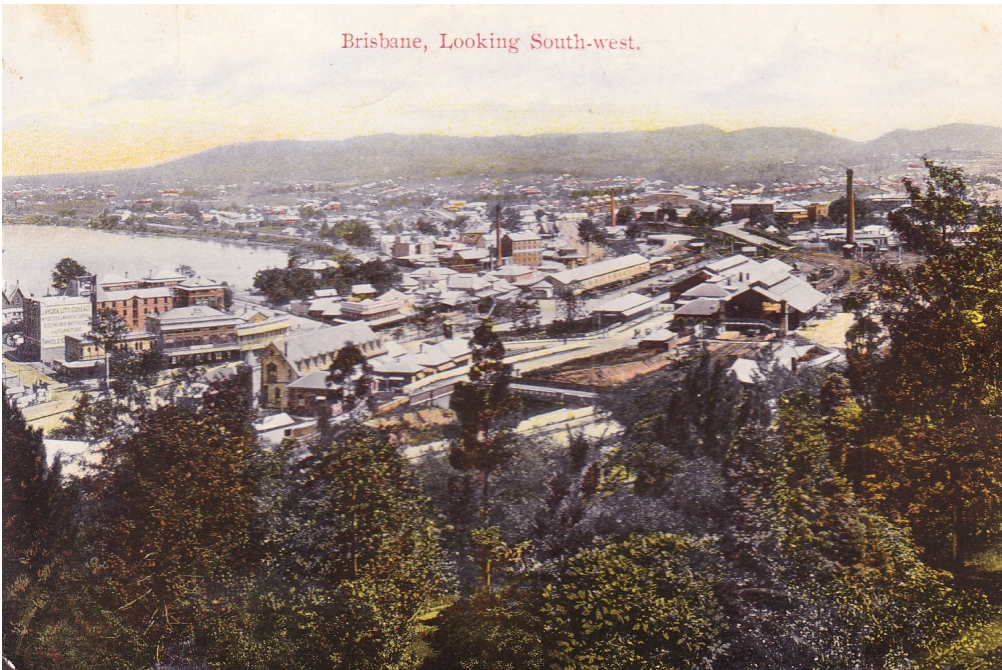
Toorak Hill, Hamilton, Brisbane, Q.



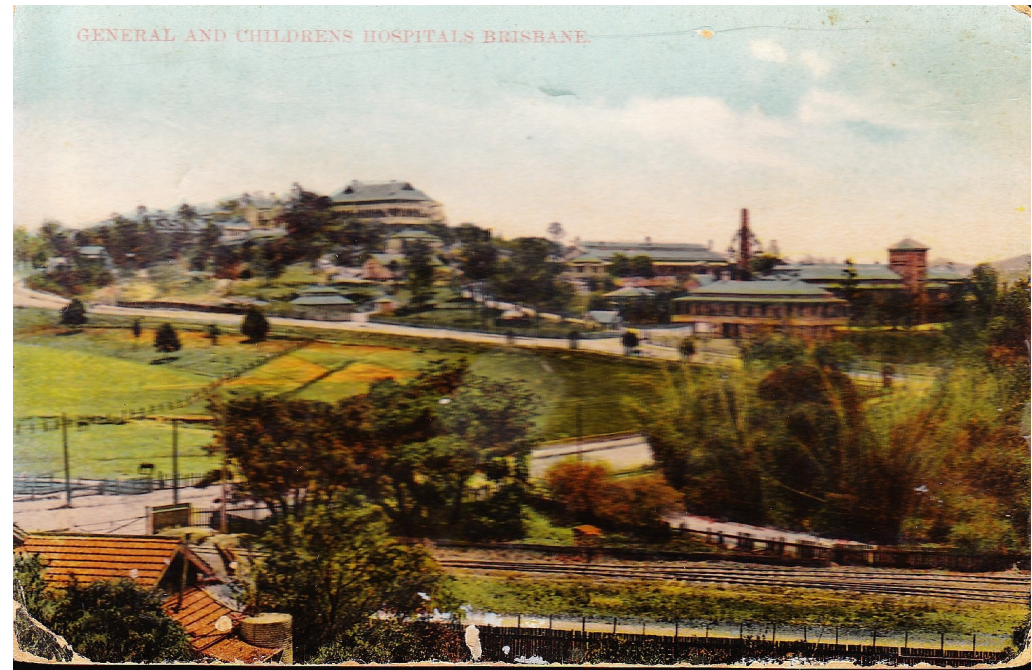
Mater Misericordiae, Public & Private Hospital, South Brisbane



Brisbane, Looking South-west.



GENERAL AND CHILDRENS HOSPITALS BRISBANE.



BRISBANE FROM 1900 TO 1950





Above: The two photos above show a magnificent fascade of Victorian buildings that sadly no longer stand near the junction of Eagle Street and Queen Street . They still stood there in the 1960's as seen in the bottom photos on page 180 but were later torn down in the 1970's. **Below Left:** The view of Customs House and waterfront from Petrie Bight. **Below Right:** A couple of girls chat on the road opposite of Central Railway Station which was upgraded with a grand entrance and clock tower in 1899.



BRISBANE FROM 1900 TO 1950

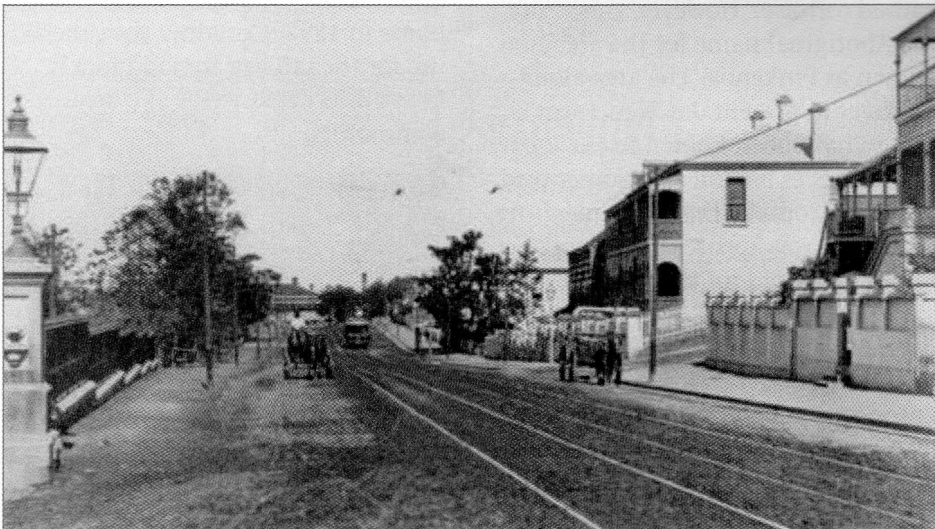
Below: Looking down Queen Street early in the 1900's on what is obviously a magnificent bright sunny Brisbane day.





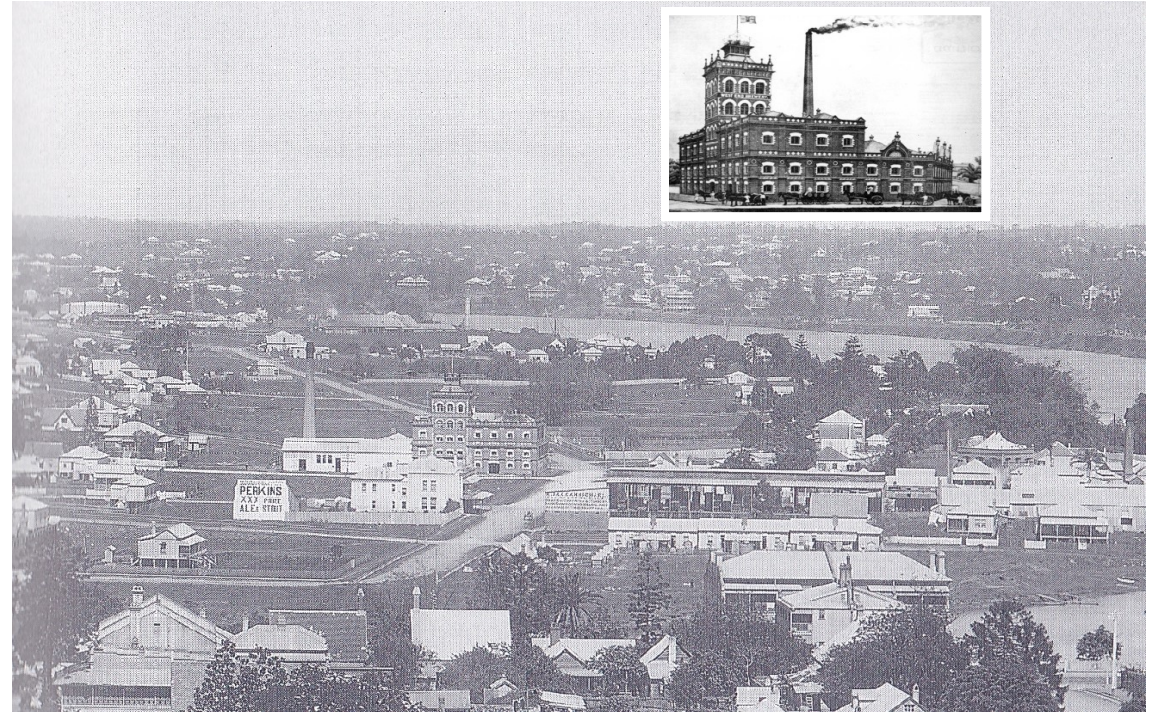
Central Railway Station, Brisbane, South Queensland.

Above: Central Station was opened in 1889 and 10 years later in 1899 a grand Victorian entrance was built with a clock tower along with galvanised iron arches over the platform. **Below Right:** The junction of Queen, Wickham and Ann Streets.



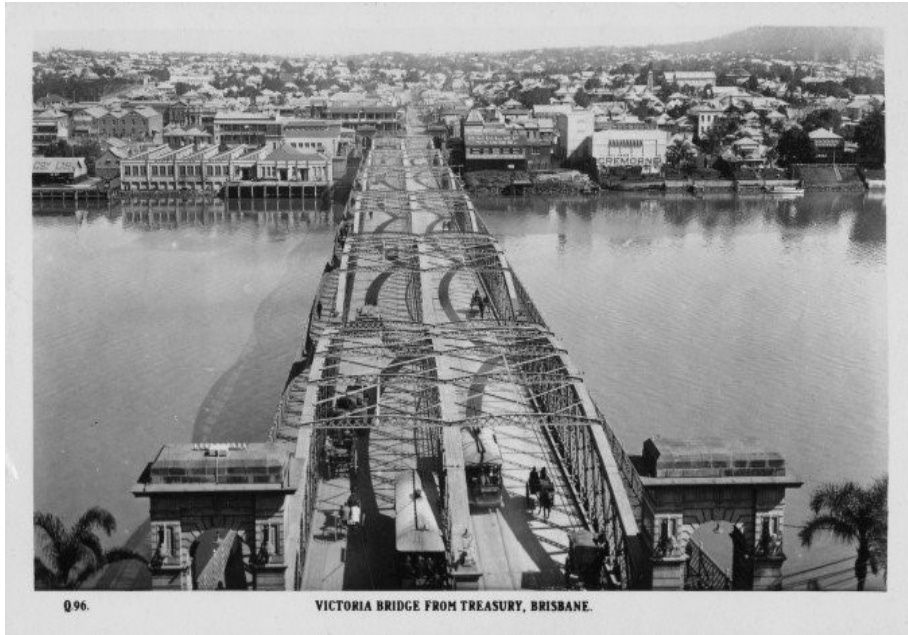
Petrie Terrace, looking from Normanby towards Roma Street, ca. 1902.





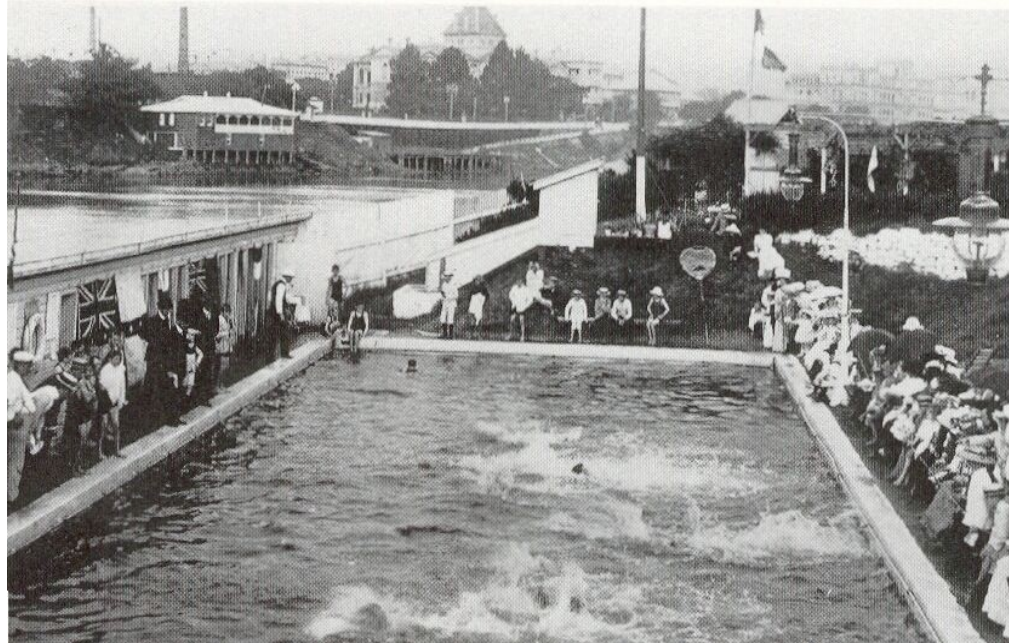
Above Left: Horse and Buggy carts near the Roma Street Markets. **Above Right:** West End around 1900 with the West End Brewery prominent along Montague Street. **Below Left:** George Street with the Lands Building next to the Supreme Court. **Below Right:** Looking across to Davies Park from Toowong. This is probably the oldest photo of the ground which became a sports venue in 1910.





Above: Two early 1900's views of the new Victoria Bridge that replaced the Victoria Bridge that was torn asunder by the 1893 Floods.

Below Left: The South Brisbane Baths near Kurilpa Point. **Below Right:** The Eagle Street wharves as viewed from near the Edward Street entrance of the Botanical Gardens.

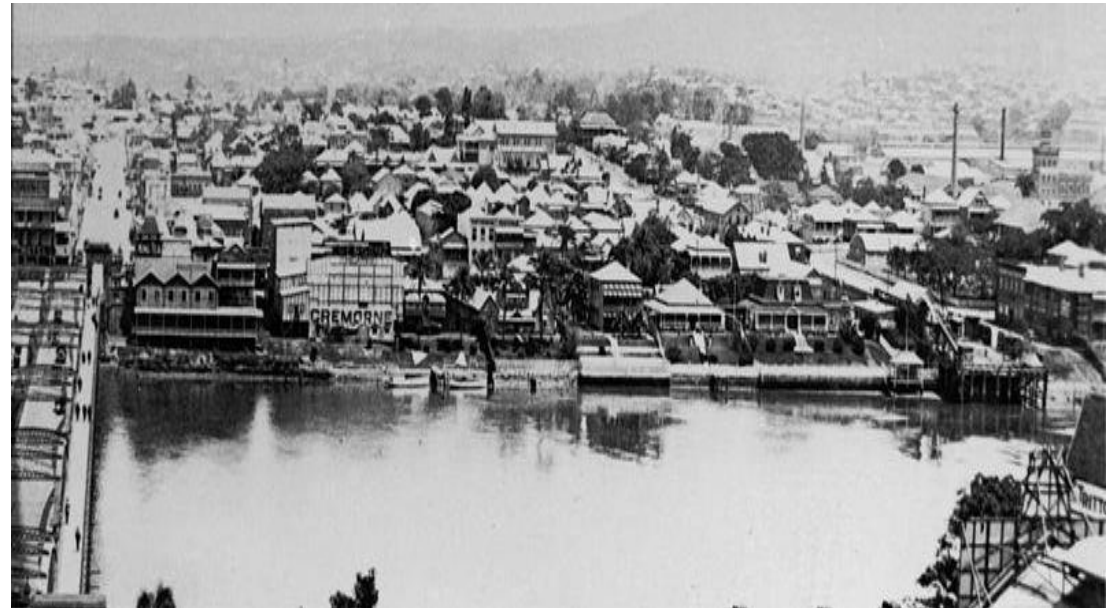




Above Left: A man rows a boat near the South Brisbane coal wharves. **Above Right:** Two steamships can be seen along the Brisbane River near the Botanical Gardens with Kangaroo Point behind. **Below Left:** Customs House. **Below Right:** South Brisbane viewed from the City with Victoria Bridge on the left and the Cremorne theatre visible along the waterfront.



View of the Customs House and the Adelaide Steamship Co. about 1910. (R.A.G. Ridgway)



BRISBANE FROM 1900 TO 1950

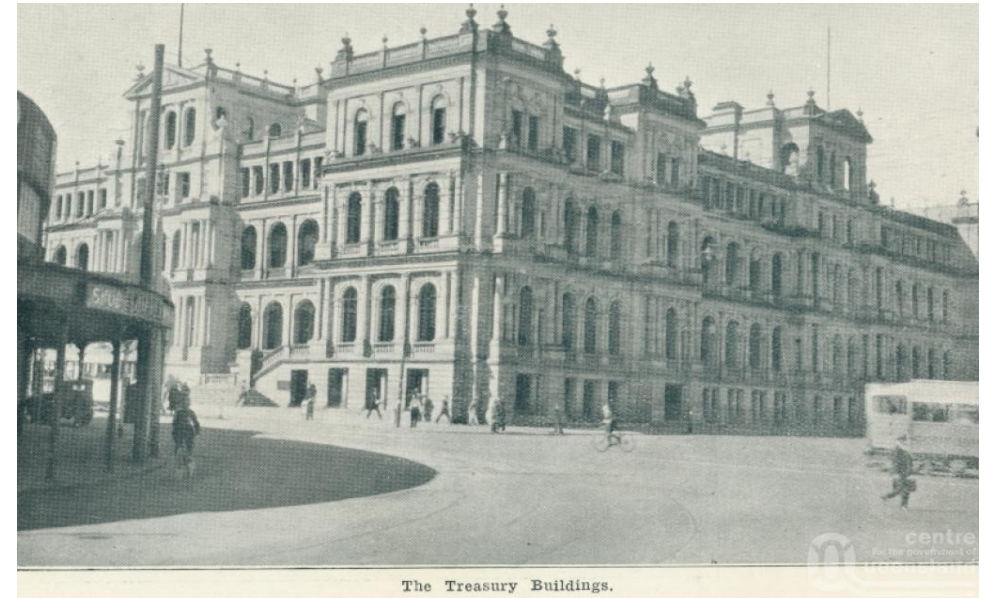


Above and Below: Two wonderful panoramas of people enjoying themselves at the Exhibition Ground during the Ekka in the early 1900's.

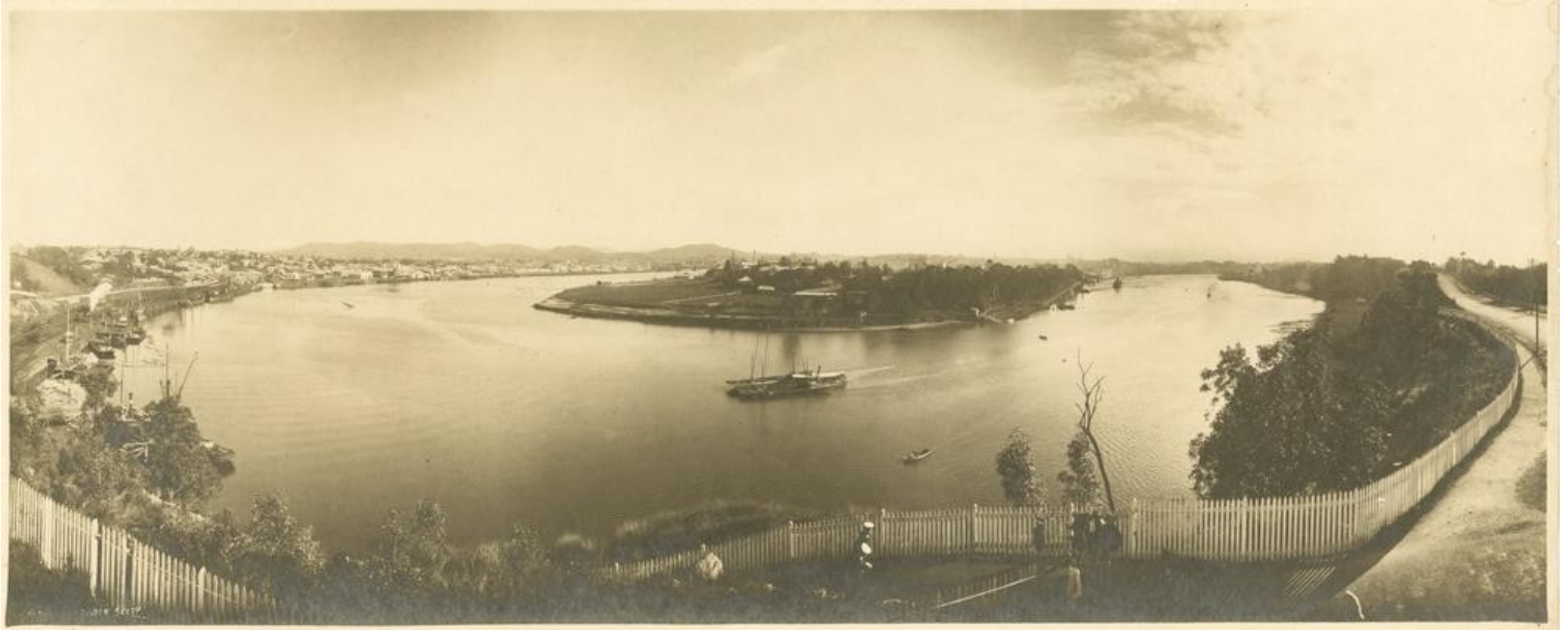




Above Left: The Brisbane General Strike of 1912 with strike workers here at Market Square (later King George Square) **Above Right:** Looking back to the Victoria bridge from Milton.



The Treasury Buildings.



Above: A fantastic panorama of the view of the City from Kangaroo Point dated to 1912 with the Botanic Gardens in the foreground and Mount Coot-tha visible in the background.

Below: The same view today as viewed from Kangaroo Point lookout. The above 1912 view was taken closer to where the Captain Cook Bridge connects with Woolloongabba.



WORLD WAR I



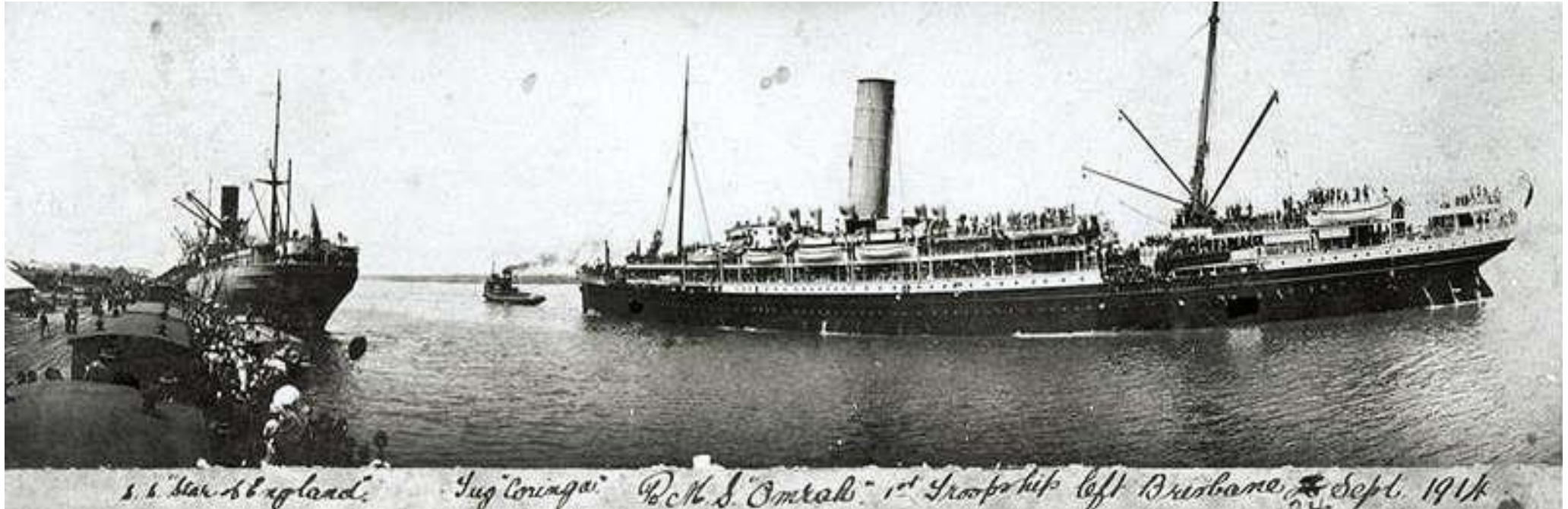
Above Left: A major rally at the Town Hall encouraging people to enlist to support Mother England.



Above Right: Soldiers march down Queen Street as they prepare for war over in Europe.

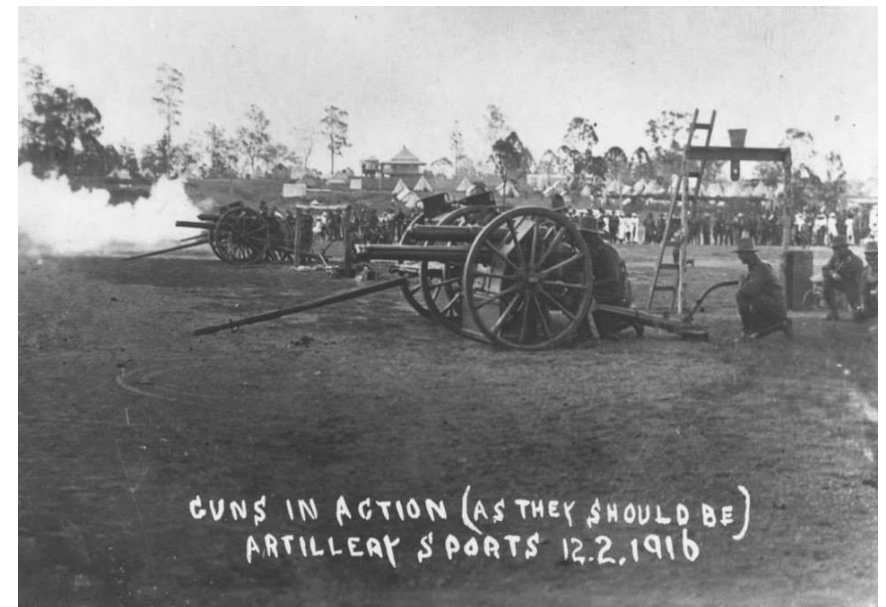
Below: The Australian Light Horse Brigade training in Brisbane before their famous charge to victory at Beersheeba in Israel that was the turning point of the war in the Middle East.





Above: Soldiers leave Pinkenba in 1914 to head off to the Great War in Europe. .

Below Left: Anzac Day 1916, one year after the Gallipoli landing. This is a rally outside the GPO to recruit men for the war effort. **Below Right:** Artillery training at Enoggera army base.



Peace celebrations in Queen Street at the end of the First World War

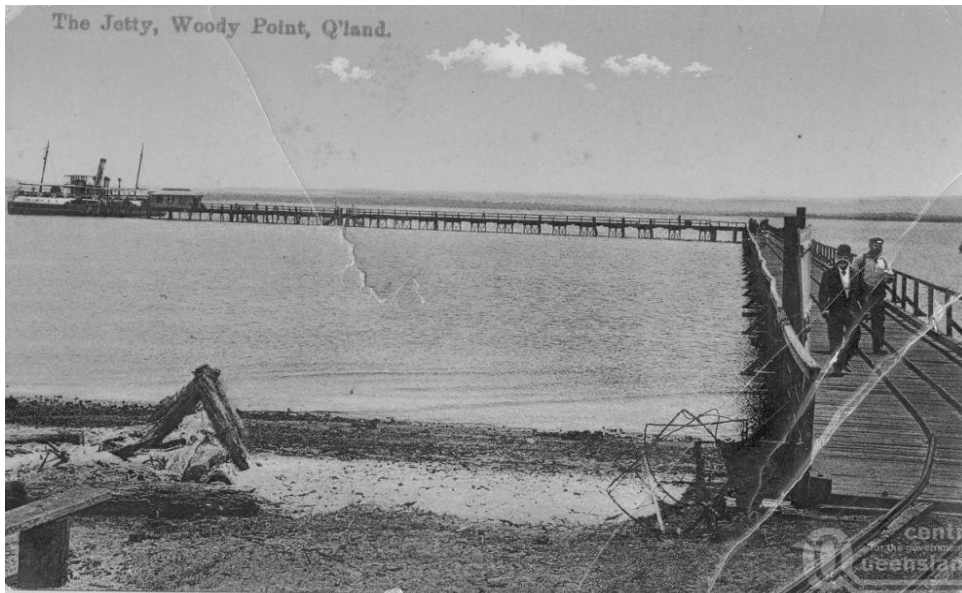




Above: A celebratory arch for a visit by the Duke and Duchess of York.



SANDGATE—THE BRIGHTON OF QUEENSLAND.

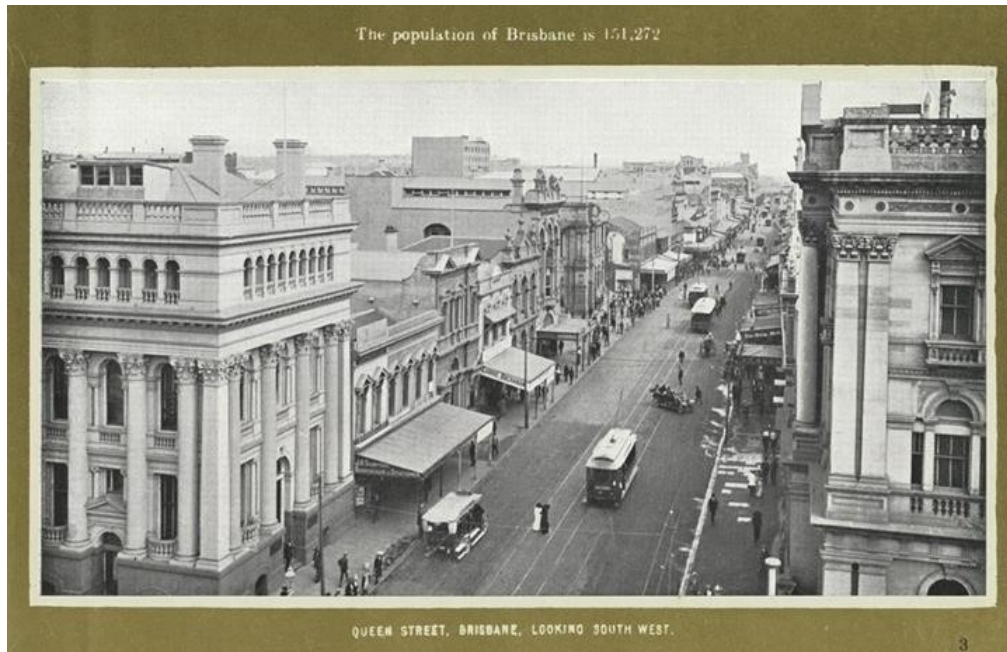


The Jetty, Woody Point, Q'land.



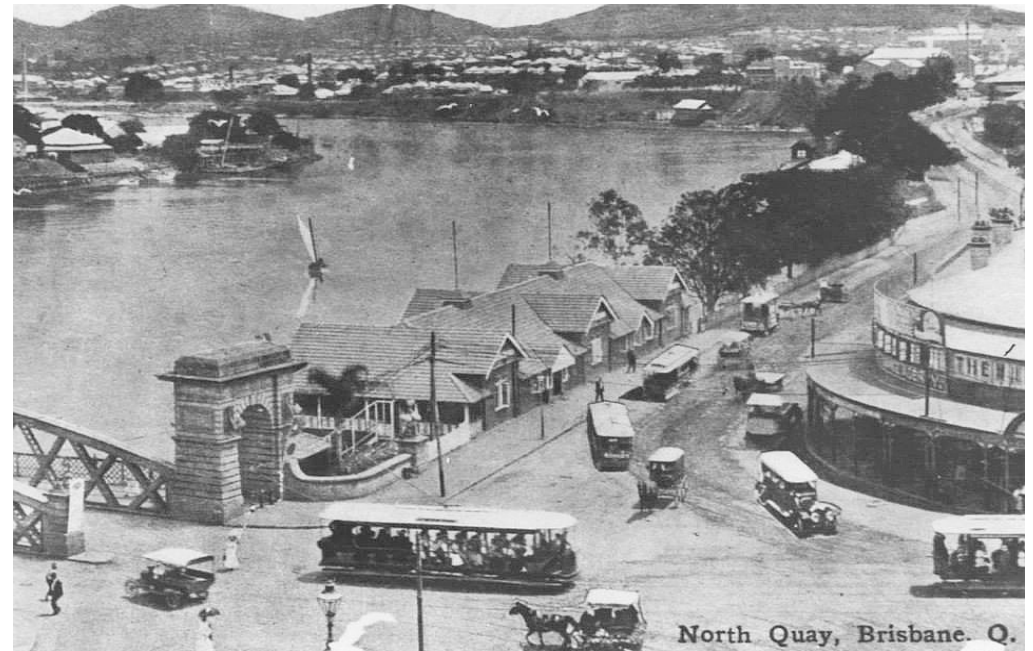
Wood-chopping Contest at Bowen Park. Ernest Terry, N.S.W., Winning the First Heat.

BRISBANE FROM 1900 TO 1950



Above: Looking down Queen Street from Creek Street in the 1920's.

Below: St Lucia before the University of Queensland was constructed there.



Above and Below: Two views of North Quay. The building next to the bridge pier above is the YMCA.



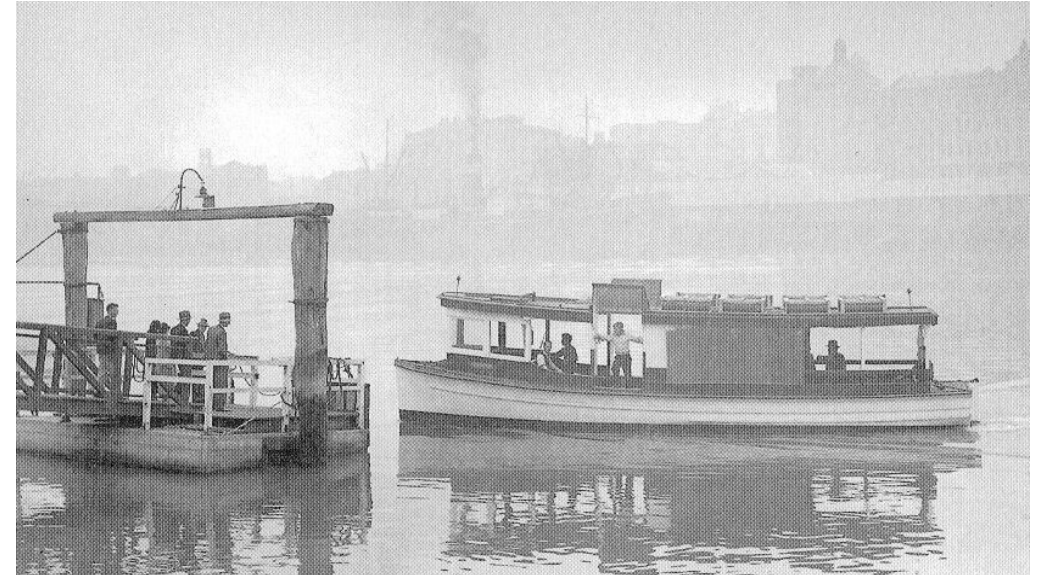
Below: Brisbane from the air in the 1920's before the Story Bridge. Boundary Street cuts a clear path to the river before Centenary Place was built. Hawthorne and Morningside are only lightly populated. Few trees are seen in New Farm Park.





Fun in the sun in Brisbane in the roaring 20's. **Above Left:** A small boat is tested to its limits as a group parties on the river. **Above Right:** A couple enjoys water ski-ing on a makeshift board. **Below Left:** Drinks are served from a Pauls vendor, a Brisbane brand famous for its ice cream and milk. **Below Right:** Rowers and assorted craft along the South Brisbane reach of the river.





Above Left: An aerial view of the City before the Story Bridge was built

Above Right: A ferry pulls in to pick up commuters from Kangaroo Point to cross to the City on a foggy day.

Below Left: People enjoying the banks of the river along North Quay.

Below Right: Looking south along Queen Street near the intersection with Edward Street.



FORMATION OF THE GREATER BRISBANE CITY COUNCIL

OCTOBER 1. 1925. THE BRISBANE COURIER.

MAYORS AND CHAIRMEN OF COUNCILS WHO WERE ENTERTAINED YESTERDAY BY ALDERMAN JOLLY.



Front row—(Left to right)—Councillor D. B. J. Barker (chairman of the Kedron Shire Council), Alderman A. Watson (Mayor of Toowong), J. Kemp (Mayor of South Brisbane), W. A. Jolly (Mayor of Greater Brisbane), G. Wason (Mayor of Sandgate), Councillor A. J. Bates (chairman of the Taringa Shire Council), Alderman E. W. Smith (Mayor of Sandgate).
 Second row—Councillor F. W. Bradbury (chairman of the Yeppah Shire Council), Councillor A. C. Pryke (chairman of the Belmont Shire Council), Alderman A. Harrison (chairman of the Bulimba Shire Council), Mr. F. W. G. Anson (Towns Clerk of Greater Brisbane), Councillor J. Cox (chairman of the Yerragulla Shire Council), Alderman H. Bond (Mayor of Windsor), Councillor C. W. Lyon (chairman of the Sherwood Shire Council).
 Back row—Alderman F. A. Stimpson (chairman of the Stephens Shire Council), W. H. Warrington (Mayor of Ipswich), Councillors J. I. Brown (chairman of the Coorparua Shire Council), R. McLennan (chairman of the Moggill Shire Council).

CITY OF BRISBANE
AND
ABSORBED LOCAL AUTHORITIES
1925



William Jolly—Greater Brisbane's
First Lord Mayor (1925-1931)



AVIATION HEROES



THE CROWD CLOSING ON THE REAR OF THE PROCESSION IN QUEEN-STREET.



Herbert Hinkler of Bundaberg became the first aviator to fly from England to Australia in 1928 and received a tremendous welcome in Brisbane after the event. His plane called "Avian" is now in the Queensland Museum at South Brisbane.



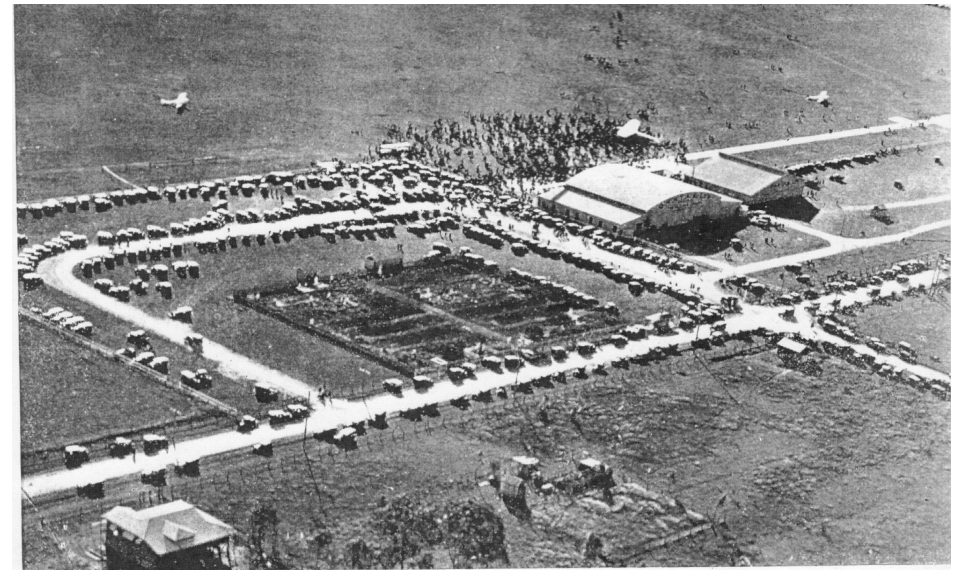
HINKLER ON THE STEWARDS' STAND WAVING TO THE CROWD.



BRISBANE FROM 1900 TO 1950



Above Left: The arrival of the first aerial mail in Brisbane via Qantas in 1929. **Above Centre:** Amy Johnson from England became the first woman to fly solo from England to Australia in June 1930. **Above Right and Below Left and Right:** Sir Charles Kingsford Smith (left) with his crew became the first aviators to cross the Pacific Ocean in the Southern Cross which now is housed at the Brisbane Airport. He arrived at the old Brisbane airport at Eagle Farm on June 9, 1928. He ventured across town to Archerfield Airport in the bottom right photo.

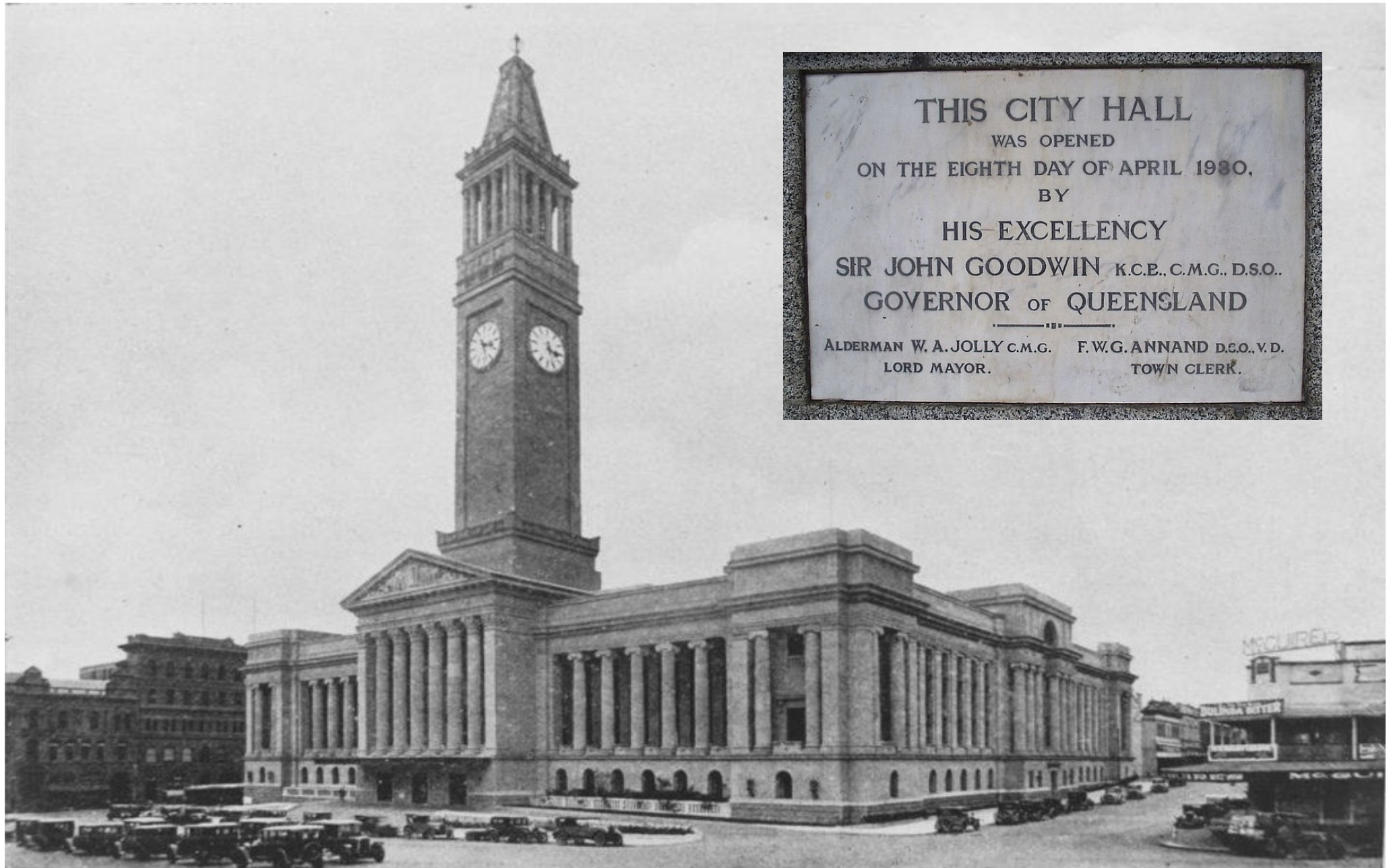


BRISBANE'S FINE AIRPORT

The aerodrome at Archerfield, a few miles from Brisbane, is acknowledged to be one of the finest in the Commonwealth. It has a very large area, well drained and accessible in all weather. In the view given above, Sir Charles Kingsford Smith, flying in the "Southern Cross," can be seen coming down just over the bangar.

BRISBANE CITY HALL IS BUILT





The City Hall, Brisbane.

Notice McGuire's Pub above advertising Bulimba Bitter where the former Newmarket Hotel stood and later Crest Hotel would stand.

BRISBANE FROM 1900 TO 1950

ANZAC SQUARE



Central Railway Station – Brisbane's grand temple to the iron monsters which made travel across a huge land area possible – faces Ann Street. Directly opposite, the Shrine of Remembrance became one of the thousands of war memorials, large and small, built around the nation after World War I. The War exacted a heavy toll in death and injury. From the small Australian population of about five million, 60,000 troops were killed and 152,000 were

wounded. War's horrors came as a terrible shock to a young nation fortunate in natural resources and agricultural produce, which had nurtured one of the highest standards of living in the world. The idea of a large memorial park and monument in the centre of Brisbane was first raised in 1916. The original plan was to use the whole city block bounded by Ann, Edward, Adelaide and Creek Streets.



Above: The opening of Anzac Square and the Shrine of Remembrance in 1931. **Below Left:** The first interstate train heads to Sydney in 1930. **Below Right:** Central Station and Anzac Square from Adelaide Street.



OFF TO SYDNEY: THE FIRST LIMITED FROM BRISBANE TO SYDNEY, VIA KYOGLE, PASSING THROUGH FAIRFIELD.

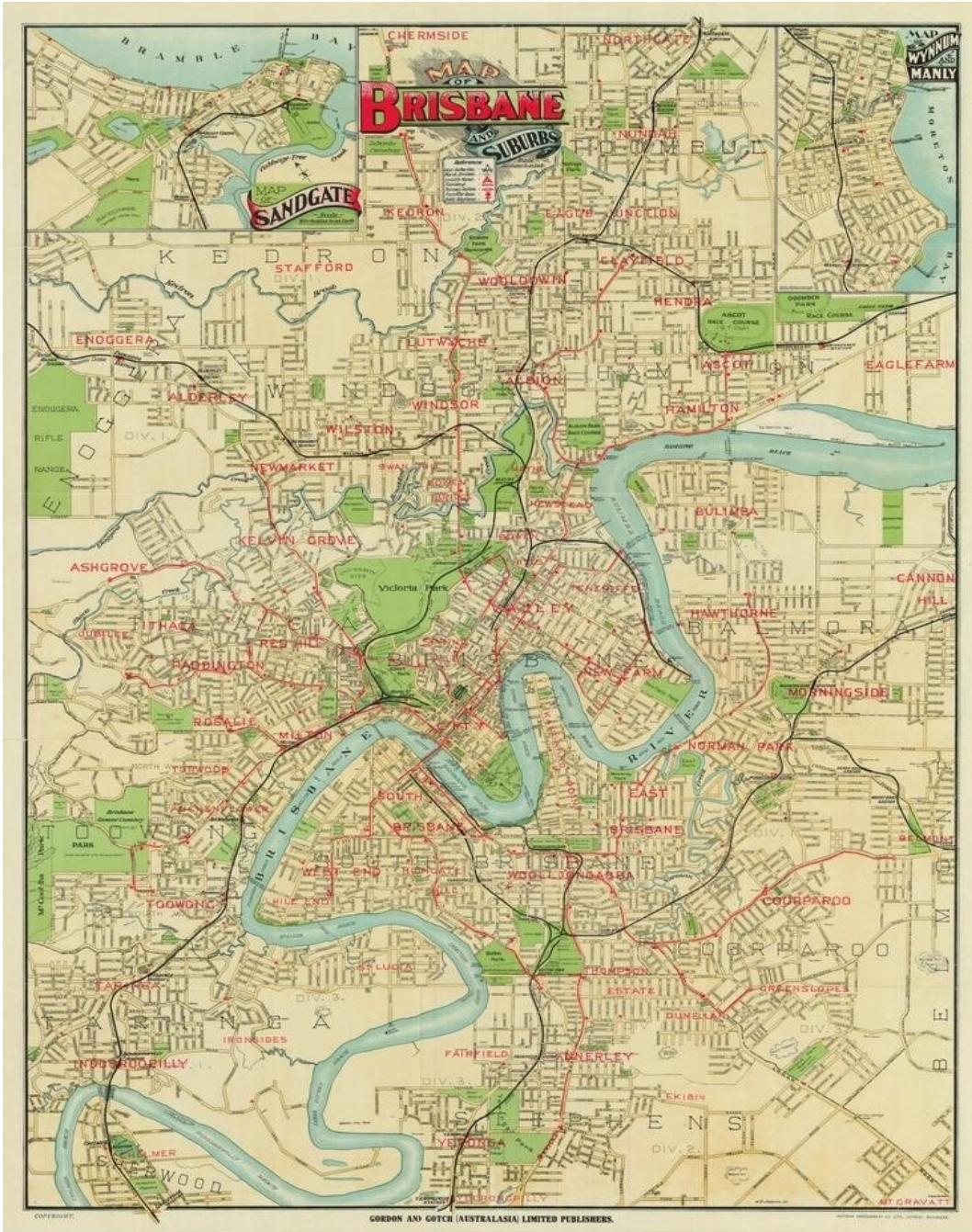


BRISBANE FROM 1900 TO 1950

Below: Brisbane from the air in the 1930's before the Story Bridge. You can see the triangular block of buildings that needed to be demolished and land resumed to build the northern approach to the Story Bridge. It's interesting to see how you could turn right off Ann Street at All Hallows and drive straight through onto Bowen Terrace.



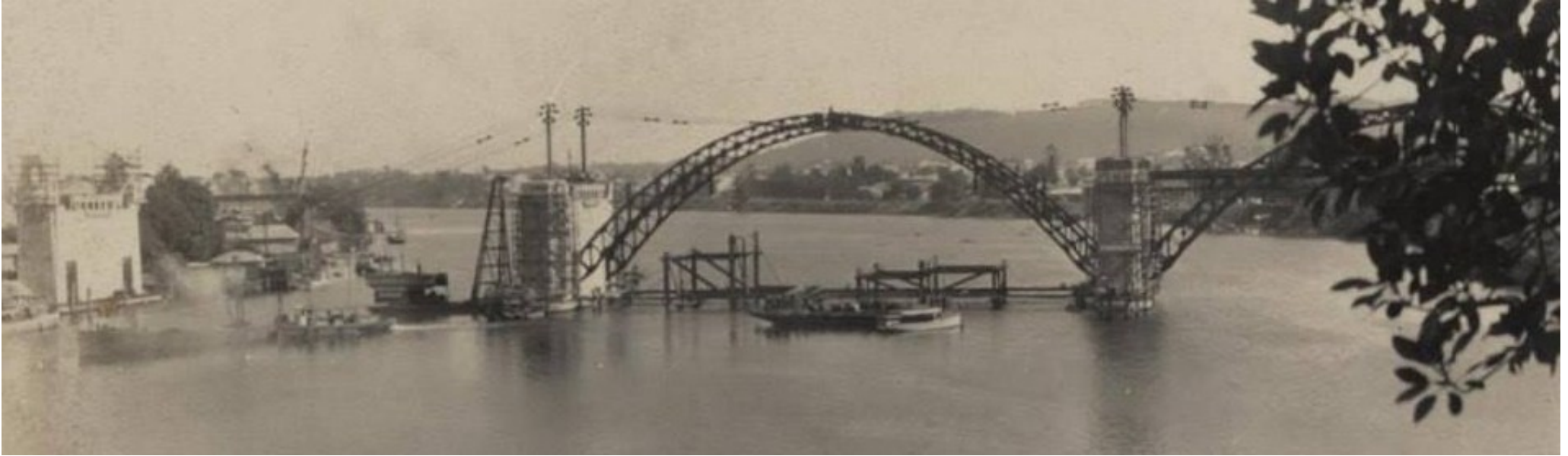
BRISBANE FROM 1900 TO 1950



AERIAL VIEW OF WEST END, ST. LUCIA, AND YERONGA (LEFT), AND INDOOROOPIILLY, GRACEVILLE, AND SHERWOOD (RIGHT), SUBURBS OF BRISBANE.

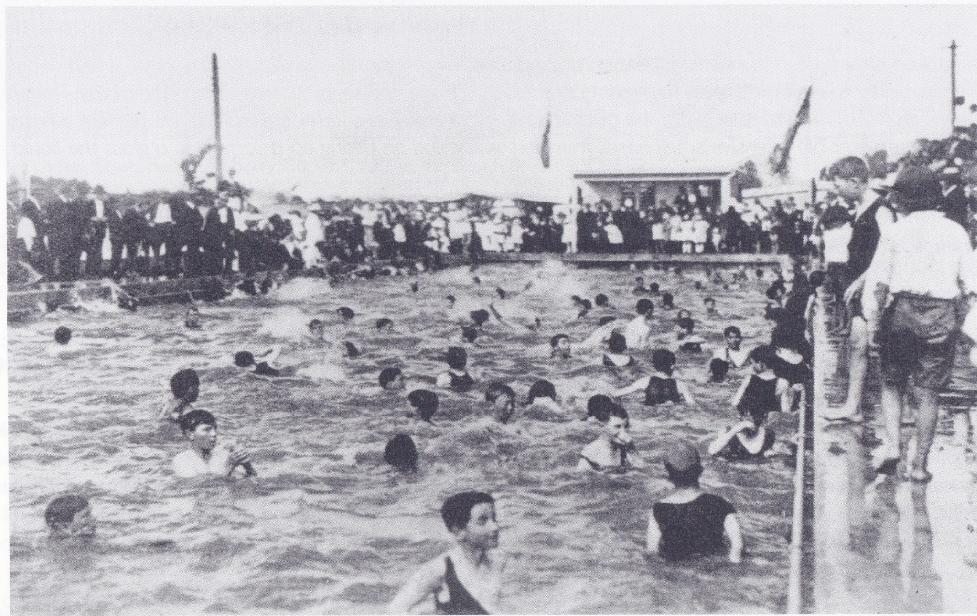
Left: A map of Brisbane as it was in 1931. **Above:** Aviators flying over West End with Davies Park speedway visible below. **Below:** An aerial view over South Brisbane.





Above: The William Jolly Bridge under construction. **Below Left:** Opening of the William Jolly Bridge in 1932. **Below Right:** The opening of the 2.7km long Hornibrook Highway Bridge which opened in 1935 linking Brighton with Redcliffe.





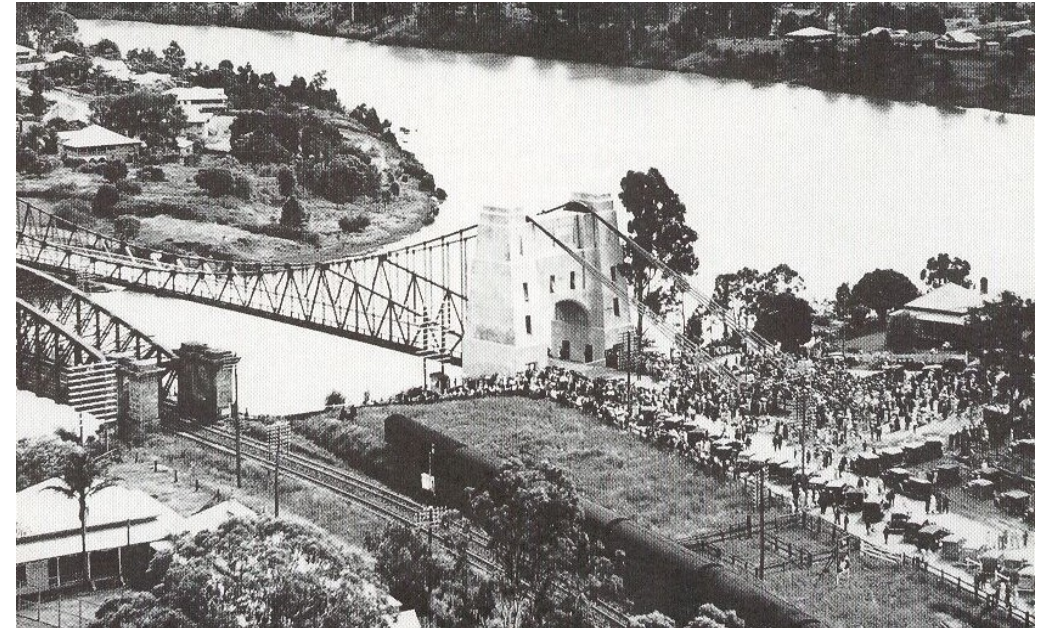
Davies Park Baths *circa* 1930. These baths were used up until the mid-1960s. Like other river-side baths they were originally filled with river water. (Brisbane City Council)



Above: Construction underway in 1935 on the Somerset Dam. It was not completed until 1959 due to construction workers being needed for World War II. **Below:** The Walter Taylor Bridge at Indooroopilly is opened in 1936.



S.S. "Koopu" leaving for Redcliffe & Bribie, Q.



BRISBANE FROM 1900 TO 1950



WHERE THE BRISBANE EXHIBITION IS HELD.

An aerial view of Bowen Park during the last Royal Show. An attendance of up to 80,000 persons is registered on the main day of the Show.





BRISBANE, THE RIVER CITY

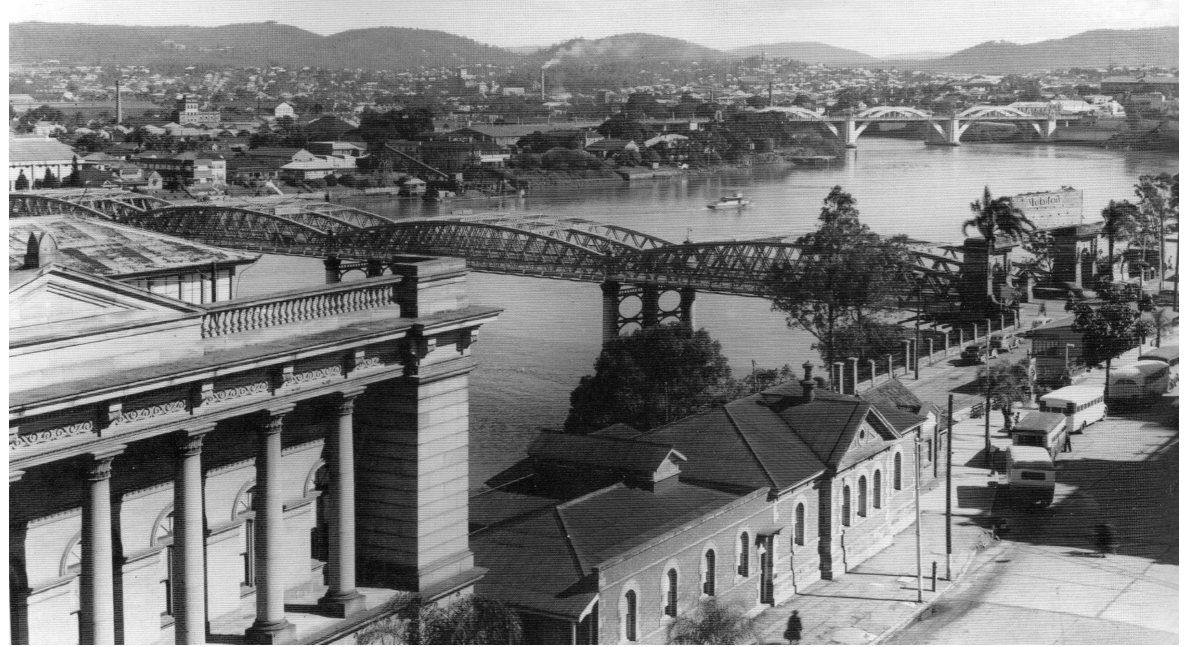


Above Left and Right: Two aerial views of Brisbane.

Below Left: The Roma Street Markets. **Below Right:** King George Square.



BRISBANE FROM 1900 TO 1950



Above Left: The view from Ann Street looking down over Anzac Square. **Above Right:** The view towards Victoria Bridge from William Street with the State Library in the foreground.
Below Left: King George Square. **Below Right:** Eagle Street and its wharfs from above.



BRISBANE FROM 1900 TO 1950



Above: Looking east across the CBD. The river seems to jut out a little further before the Riverside Expressway. **Below:** The delights of a City cake shop.

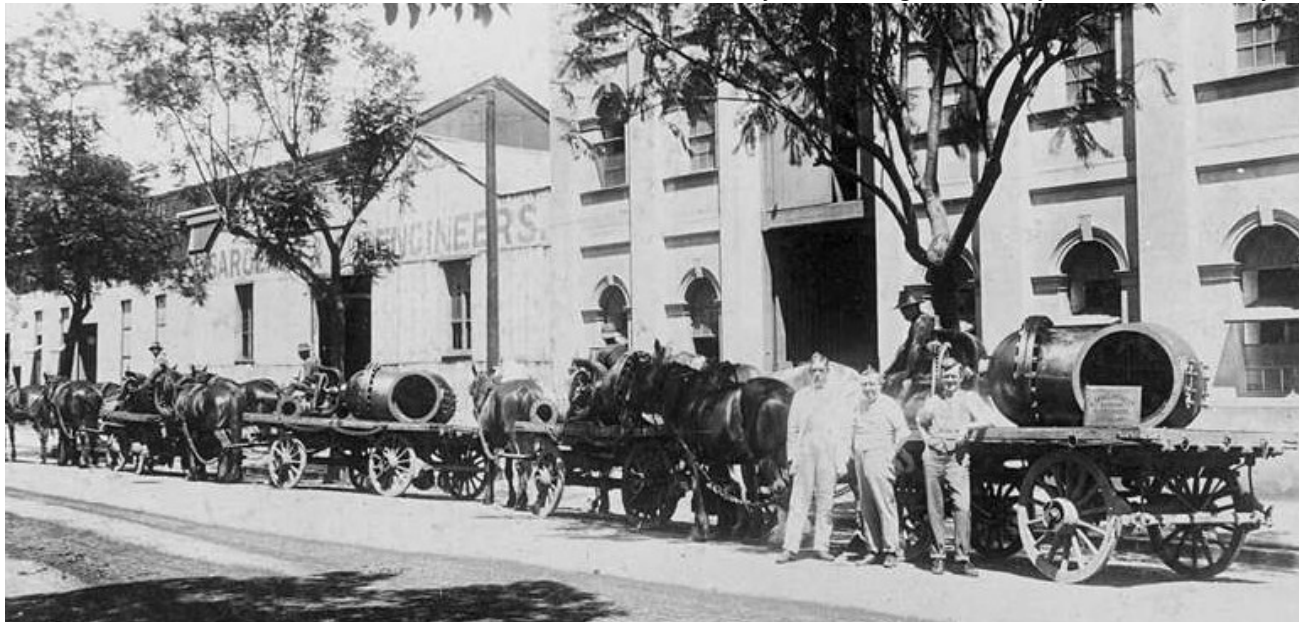


Above: The old Anglican Church on Charlotte Street that would later become Brisbane's famous 24/7 Pancake Manor. **Below:** The QBD store with very art deco signage that was popular in the 1930's.

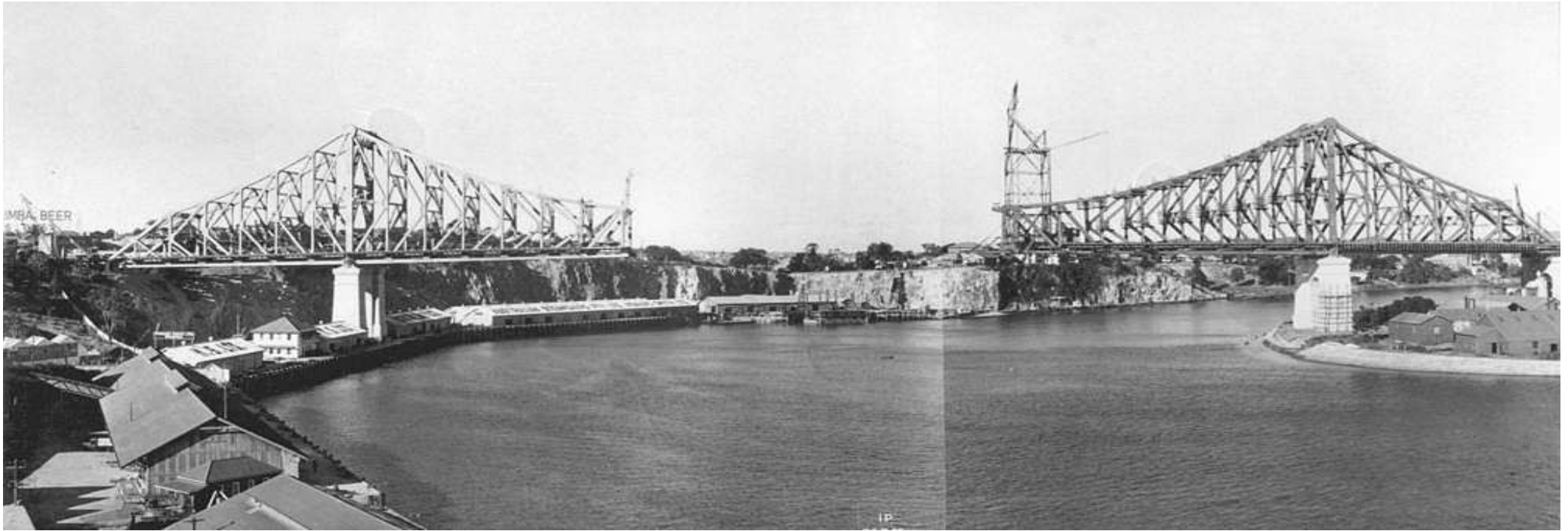




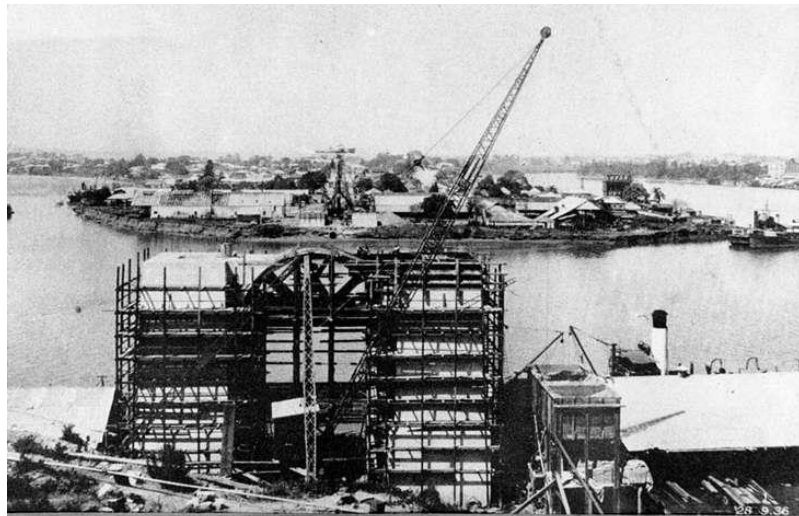
Above Left: A man walks along Bowen Terrace pre-Story Bridge. Notice the artillery gun protecting the City. **Above Right:** Stanley Wharf along South Brisbane.
Below: Dray horses being used to carry loads around the City.



THE STORY BRIDGE



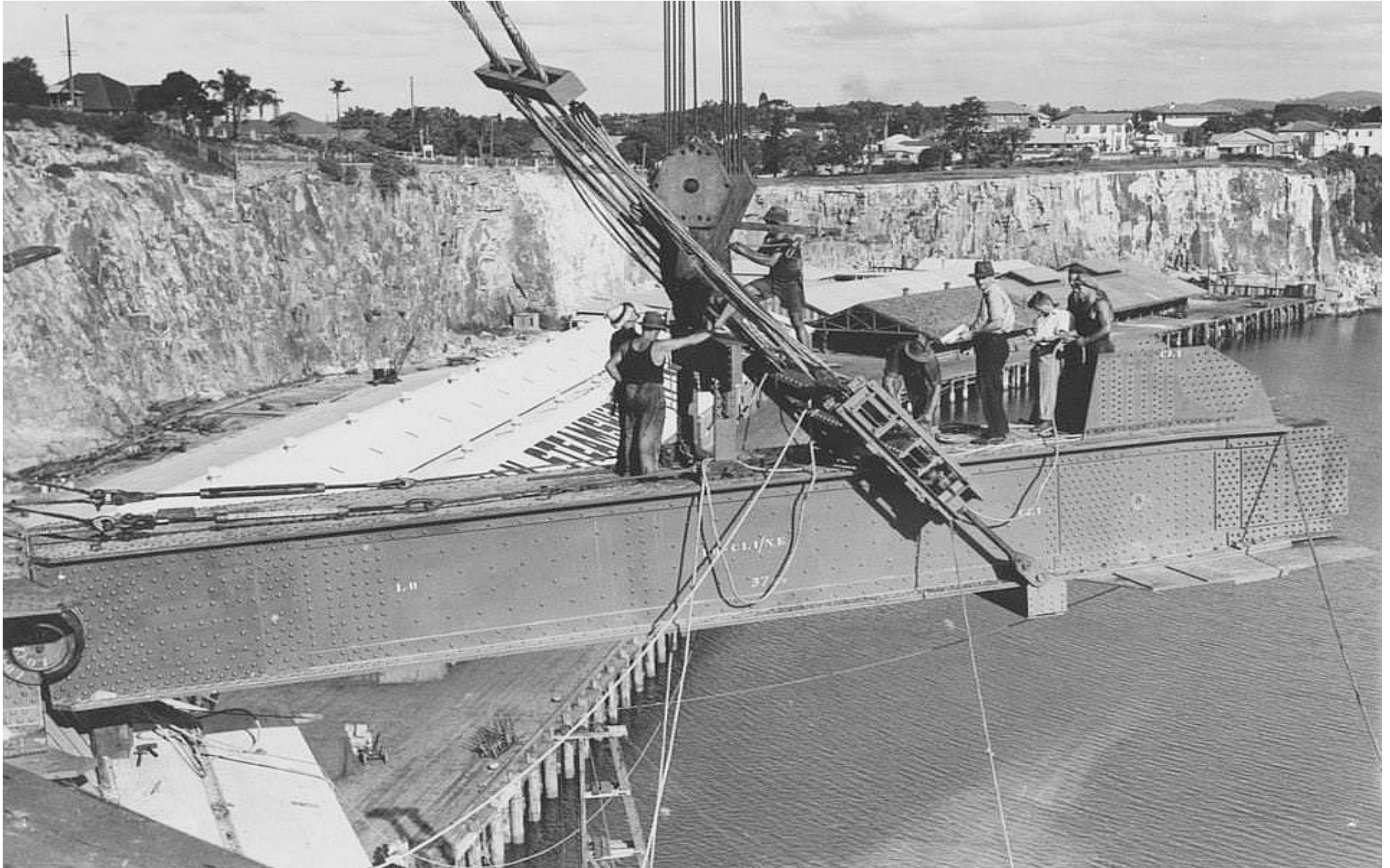
Above and Below: The Story Bridge under construction. The courage of the men to build at such heights in these early days with such little safety equipment was quite extraordinary.



BRISBANE RIVER BRIDGE
NORTHERN MAIN PIER AND SOUTHERN APPROACH KANGAROO POINT

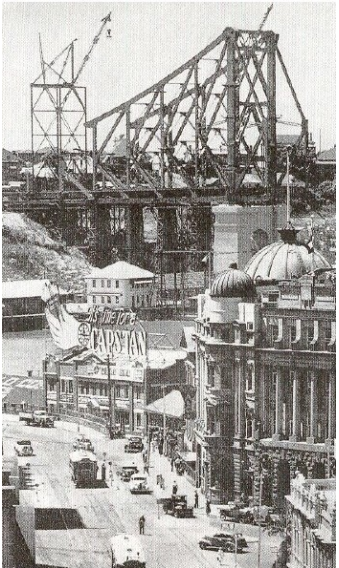


Below: This is a classic photo showing the lack of safety equipment and the calmness at which these workers could work at such scary heights needed to build the Story Bridge.





Above: Jim Bradfield (right) inspects the bridge he designed. He was also the architect who designed the Sydney Harbour Bridge. The cantilever style better suited Brisbane as it matched the mountainous profile of Mt Coot-tha and the Taylor Range.



Sunday Mail 4th July 2010

Guess who's turning 70?

1935
Builders Evans Deakin & Co and Hornibrook Constructions Pty Ltd win contract to supply a six-lane bridge for £1,154,000.

1938
Bridge construction reaches its busiest period, employing 400 people in workshops and on site.

1940
Bridge opens on July 6, but a toll slows early usage.

1947
The final cost of £1.6 million is made back, and the toll is abandoned.

CITY LINK: The Story Bridge during construction and (bottom right) during a public transport strike in 1950. (Below) bridge builder Harry Thomsen.



Ann St. and Wickham Terrace, Brisbane.
Below Left: Cars with a distinct pre-WW2 look drive up and down Queen Street. **Below Centre:** The view from the Windmill towards Mt Coot-tha. **Top Right:** The Miramar head off from North Quay to Lone Pine. **Centre Right:** Inside the Tudor style Shingle Inn. **Below Right:** A bus heads up to Mt Coot-tha lookout.



Below: The view from the City across Victoria Bridge to South Brisbane with Mt Coot-tha in the background. The Plume sign advertises a major petrol company at the time.



SIDUES SERIES No. 830
Copyright 1911 by Sidues

VICTORIA BRIDGE, BRISBANE, Q.

Below: The view to the City across Victoria Bridge from South Brisbane. The City Hall is still clearly the tallest building in Brisbane at the time.



WORLD WAR II



Above Left: An exhibit in the Macarthur Museum tells the story of Brisbane as a Garrison Town. Brisbane was the northern base near the famous Brisbane Line which demarked the highest priority area of SE Australia that needed to be protected from Japanese attack. **Above Right:** An Aussie and couple of American soldiers pose along a Brisbane street. **Below Left:** The Courier Mail announces the sober news that Australia, in support of Britain, is at war with Germany. **Below Right:** General Douglas Macarthur conducts an inspection of Australian troops at Enoggera army base.





Air raid shelters in Elizabeth Street, 1942.



Air raid warden and members of the W.A.A.F in a Brisbane air raid shelter, 1942

COMFORTABLE SHELTER



EVEN THE DOG looks comfortable in this air raid shelter, which was built by Mr. J. W. Charlton, of Collins Street, Nundah, for his family. It is fitted with most home comforts, including an appliance for making tea.

Colonel William Jefferson Bleckwenn with actor John Wayne at Albion Park races, Brisbane, 1943



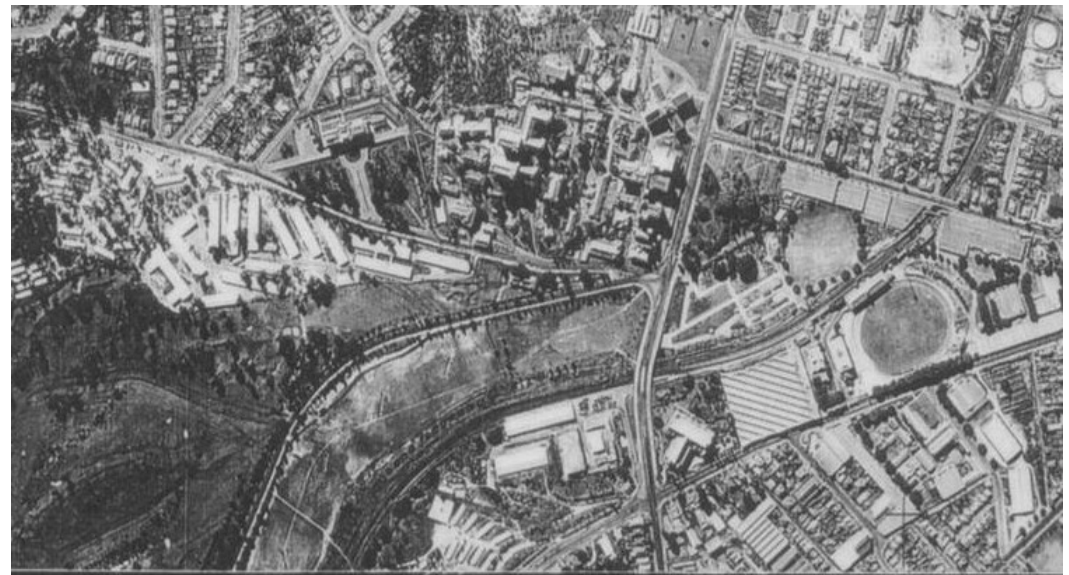
Below: Actor Cary Grant on a visit to Brisbane signs an autograph for an attractive female fan in army uniform.



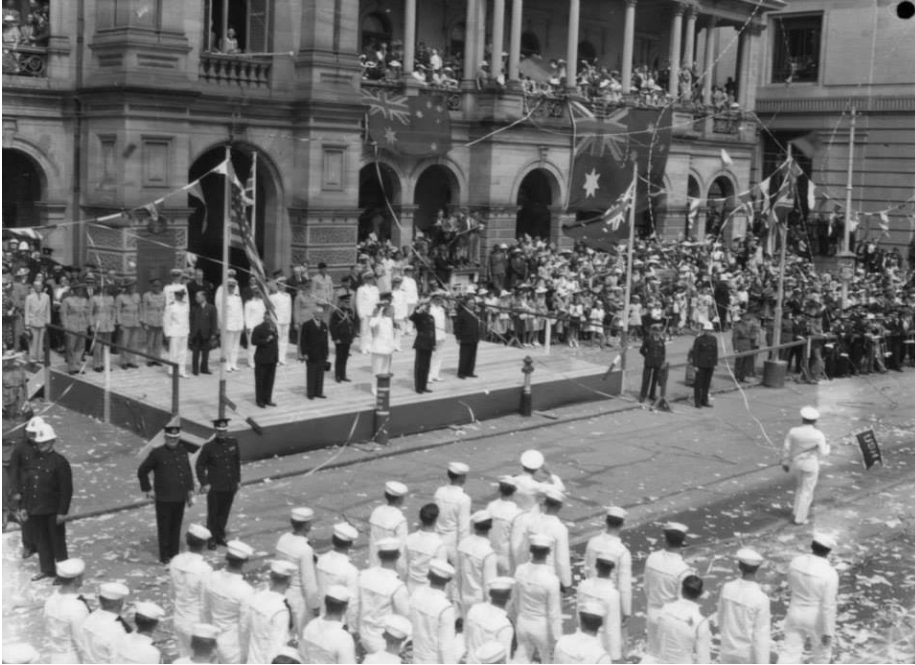
BRISBANE FROM 1900 TO 1950



Above and Below Left: Parades of Army vehicles and Naval Officers through the streets of Brisbane.
Above Right: The massive American Army Hospital in Holland Park. I grew up near the house at the bottom of the photo, right of centre and I went to Seville Rd Primary School where the hospital was.
Below Right: Victoria Barracks is visible in this aerial photo where Victoria Park Golf Course is today. A clear view of Exhibition Ground no. 2 is visible to the north of the train line opposite no. 1 ground.



BRISBANE FROM 1900 TO 1950



Above Left: A military parades outside the GPO. **Above Right:** Some American GI's with kegs of XXXX on the streets of Brisbane. **Below Left:** Banners encouraging people to buy war bonds to support the war effort outside the Hoyts Regent on Queen Street. **Below Right:** Soldiers and citizens mingle outside the Criterion Hotel on the corner of George and Adelaide Streets.





Above Left: A Brisbane factory manufacturing munitions for the war effort.

Below: A wounded soldier is shipped into Brisbane for hospital care.

Right: Eagle Farm airport became a major airbase for the war in the Pacific. Two of the war's greatest airplanes, a Lancaster bomber and a Spitfire are seen in the Centre Right photo.





AUSSIE girls with sailors . . . there was a huge influx of young men.

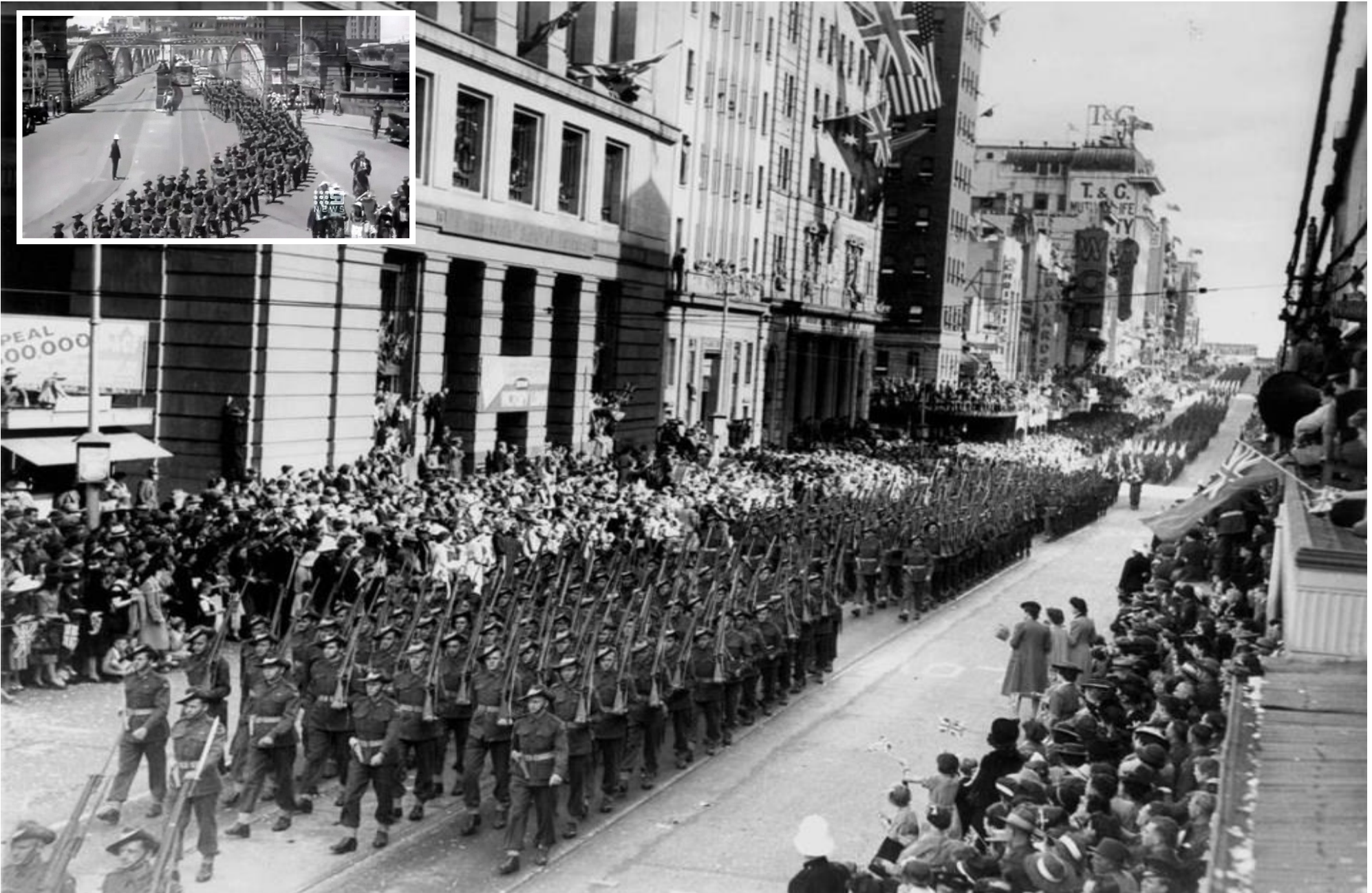


Above Right: Some soldiers hanging out having a cuppa at a local coffee shop. **Below Left:** Air raid shelters along Elizabeth Street. **Below Right:** Soldiers march past crowds at a public military parade during the war.





Below: A massive military parade with Aussie soldiers all the way along Queen Street. **Inset:** More Aussie soldiers cross into South Brisbane.



BRISBANE FROM 1900 TO 1950

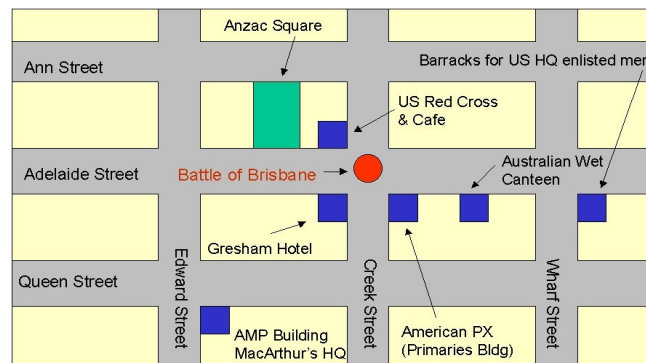


Above Left: A semi-circle of forts from Fort Bribie to Fort Lytton protected the Moreton Bay shipping passage into Brisbane.

Above Centre: New Farm and Teneriffe was an Allied submarine base and memorials along the river walkway commemorate this.

Below Left: Two Black American soldiers enjoying their time in Brisbane. Due to white American resentment towards black American access to dance halls and for associating with "white girls on the streets of Brisbane", troops of the U.S. 208th Coast Artillery rioted for 10 nights in March 1942, fighting against black Americans from the 394th Quartermaster Battalion. As a result, U.S. military authorities segregated black Americans, restricting them to the south side of the Brisbane River, mainly around South Brisbane.

Below Centre and Right: The Battle of Brisbane was two nights of rioting between United States military personnel on one side and Australian servicemen and civilians on the other, in Brisbane, Queensland's capital city, on 26–27 November 1942, during which time the two nations were allies. By the time the violence had been quelled, one Australian soldier was dead, and hundreds of Australians and U.S. servicemen had been injured. Many U.S. personnel were stationed in and around Brisbane, which was the headquarters for General Douglas MacArthur, Supreme Allied Commander, South West Pacific Area. Many buildings and facilities around Brisbane were given over to the U.S. military's use. Brisbane found it difficult to cope as its population of 300,000 doubled to 600,000 almost overnight. "They're overpaid, oversexed, and over here" was a common phrase used by Australians around this time. Sergeant Bill Bentson of the U.S. Army was quoted as saying: "The Americans had the chocolates, the ice-cream, the silk stockings and the dollars. They were able to show the girls a good time, and the Australians became very resentful about the fact that they'd lost control of their own city."



BRISBANE FROM 1900 TO 1950



Top and Bottom Left: General Douglas MacArthur at work in Brisbane leading the Pacific war effort.

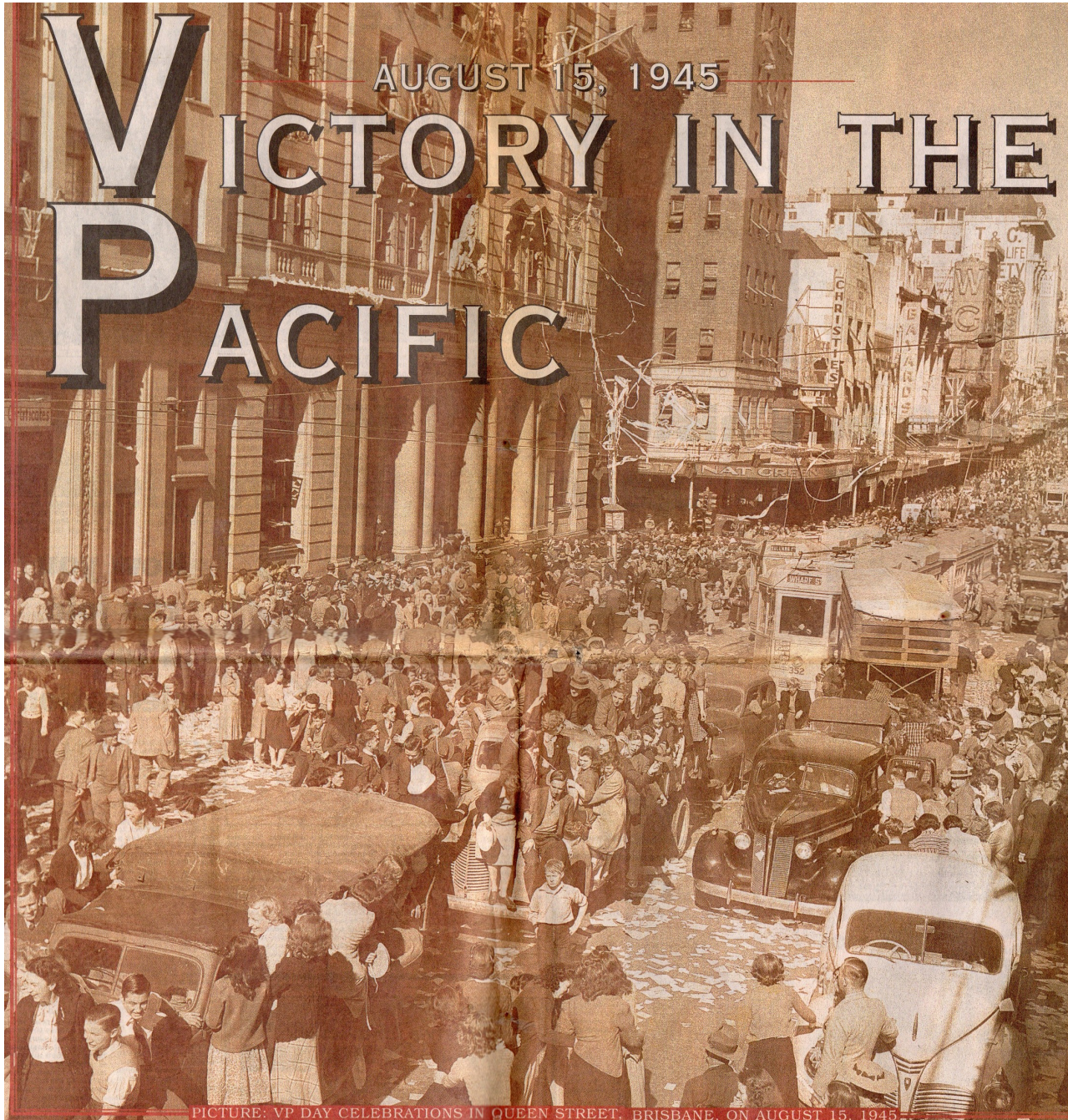
Above: The MacArthur building on the corner of Queen and Edward Streets was MacArthur's headquarters building where a museum is today, which includes his work desk.

Below: In various places across the city many bomb shelters were built to protect people from possible Japanese air raids. After the war the sides were taken out of some of these and they were used for tram and later as bus shelters like these two below on Gympie Road at Lutwyche and at Tenerife ferry at the end of Commercial Road in Newstead.



MACARTHUR: In his car somewhere in Australia General Douglas MacArthur, Commander-in-Chief of United Nations Forces in the South-West Pacific, confers with his Chief of Staff, Major-General Richard Sutherland.





PICTURE: VP DAY CELEBRATIONS IN QUEEN STREET, BRISBANE, ON AUGUST 15, 1945



Above: Thousands celebrate victory on the streets of Brisbane.

Below: The Sunday Mail declares the end of World War II.





Above Left: A Victory parade outside City Hall. **Top Right and Centre Right:** The Courier Mail announces VP and VE days. **Below Centre:** A couple of Aussie diggers dance in the street. **Below Right:** An Aussie digger holds his daughter in his arms.



THEY hung from shop balconies and mingled in their tens of thousands on the footpaths of Ann Street, as the victory march wound its way through the streets of Brisbane on the most joyous day in the history of the Queensland capital.



Below: A massive ticker-tape Victory parade down Queen Street at the end of World War II as the Allies celebrate peace after 6 years.



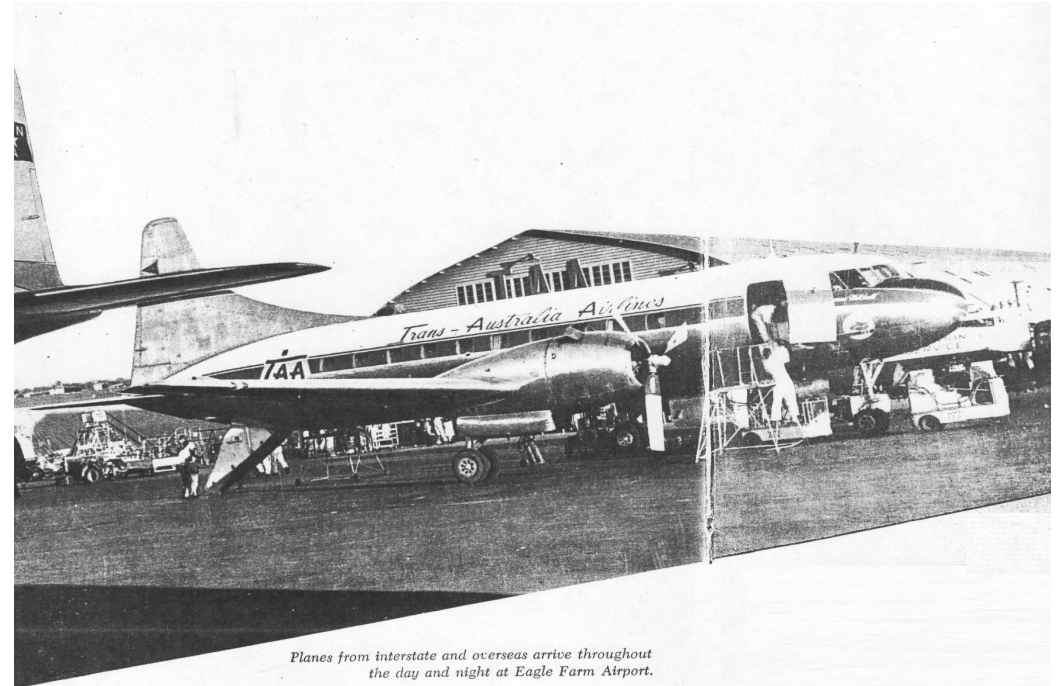
BRISBANE FROM 1900 TO 1950



Above: Busy peak hour scenes around Petrie Bight, the first at the corner of Adelaide and Queen Streets and the second at the corner of Wickham and Ann Streets.



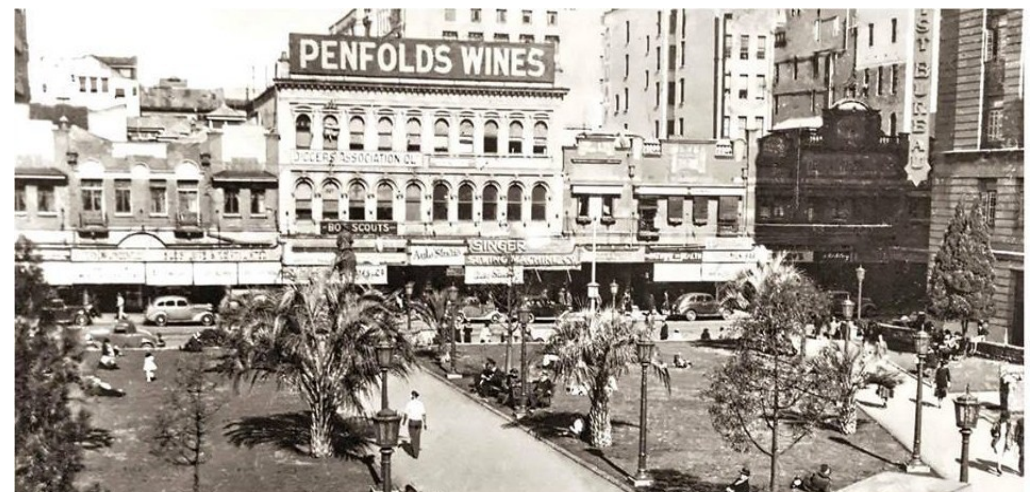
BRISBANE FROM 1900 TO 1950



Planes from interstate and overseas arrive throughout the day and night at Eagle Farm Airport.



Top Left: The Trades Hall near Jacob's Ladder where the IBM building is situated today.
Bottom Left: A City scene near the corner of Adelaide and Albert Streets.
Below: Anzac Square in the 1940's. Many shops are where Post Office Square is today where you see the signage for Penfolds Wines.



Below: Woolloongabba from the air. The South Brisbane Coal Wharves are visible as well as the train tunnel that went from them under Vulture Street (where the SE Freeway goes under Vulture Street today) to the Woolloongabba Rail Yards.

