

# Eye on INDOOROOPILLY



*Dedicated to a better Brisbane*

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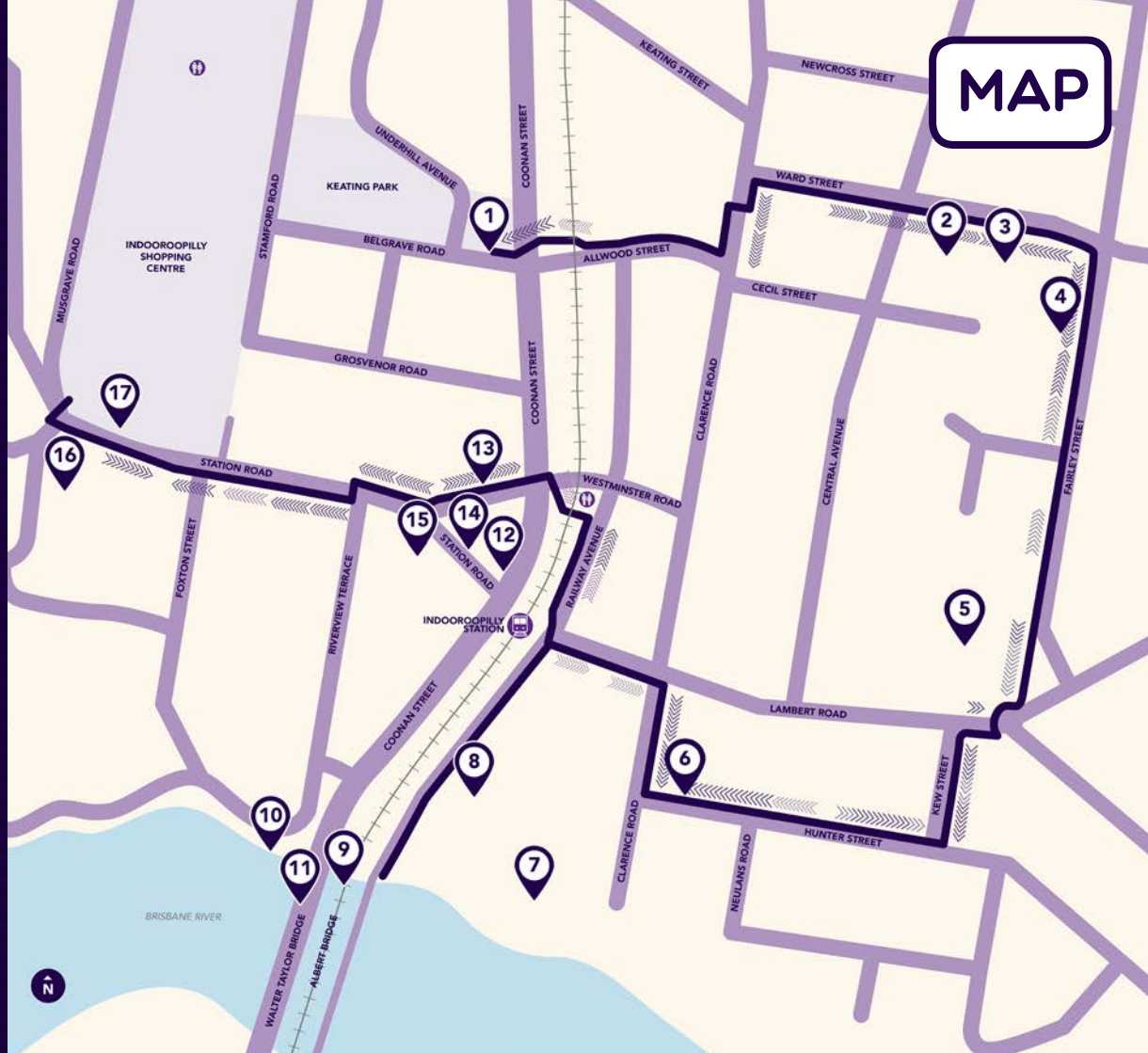
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## MAP



# INTRODUCTION

The Aboriginal people valued this part of the Brisbane River for its rich fishing. It is thought that the name 'Indooroopilly' is derived from an Aboriginal word for the area, meaning gully or creek with leeches. When European settlement began in the 1820s, it heralded an era of displacement for the Aboriginal people, as the colonists encroached upon their traditional land.

In 1842, Moreton Bay was opened for free settlement after the closure of the convict settlement in 1839. Indooroopilly was not immediately settled by Europeans due to its distance from the main town. By the 1860s though, the district was dotted with farms and traversed by rough roads.

As the inner suburbs of Brisbane became increasingly crowded in the 1870s, many of its well-to-do residents began to move to outer areas. For Indooroopilly, in particular, the extension of the Ipswich railway line across the river from Chelmer into Roma Street, and the construction of a station for Indooroopilly contributed to the development of the fledgling suburb. Wealthy



Albert Railway Bridge, Indooroopilly, 1908, Brisbane City Council, Image No. BCC-C120-13323

Brisbane residents began purchasing large parcels of land in Indooroopilly on which to build grand, fashionable villas. Advertisements for land sales proclaimed the benefits of moving to Indooroopilly:

“No Dirty Roads, No Overcrowded Omnibuses, No Enforced Society of Persons Whom You Care Not to Meet”

(*The Brisbane Courier*, 30 October 1888).





*Indooroopilly Shopping Centre at night, 1987, Brisbane City Council, Image No. BCC-T120-1831*

By the 1880s, the area had become distinguished by large estates that were given grand names such as Ross Roy, Tighnabruaich, Greylands, Witton Manor, The Priory and Warranoke.

At the end of the 19th Century, many of these estates had been subdivided into smaller lots. People of more modest means began to build homes in Indooroopilly and the population of the area steadily grew. A small commercial centre emerged along Station Road and included a hotel. There was also a school and several churches in the young suburb by this time.

There was a flurry of excitement in the community when a large quantity of silver was discovered on Finney's Hill in 1918. A mine was quickly excavated and both silver and lead were extracted from the hill until operations ceased in 1929. In 1951, The University of Queensland leased the derelict mine and today, continues to use it for research and teaching.

Indooroopilly in the 1920s had become a bustling suburb and was described as being "practically self-contained, and includes business establishments, a handsome picture palace, a very comfortable hotel, a garage, post office, railway station, halls, several churches, and a war memorial" (*The Brisbane Courier*, 31 March 1920). In 1936, the Indooroopilly Bridge (now known as the Walter Taylor Bridge) was completed and provided an efficient way for motor vehicles to cross the river.

When the Indooroopilly Shoppingtown was built in 1970, it signalled major changes to the area and transformed the centre of the suburb into one of Brisbane's foremost shopping destinations. The commercial hub of Indooroopilly continues to provide a diverse array of shopping experiences and services.

Please note that some sections of the 2.7 kilometre trail are steep and may not be accessible for people with limited mobility.





# WAR MEMORIAL

## Keating Park

The armistice that ended World War I was signed in France at 11am on 11 November 1918. On the other side of the world, Australians were mourning those who had lost their lives while serving their country. About 40% 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%, with a total of 60,000 troops killed and 152,000 wounded. Most of those killed were buried overseas. Unable to lay their loved ones to rest at home, Australians expressed their grief by erecting war memorials.

The small community of Indooroopilly paid a heavy price in World War I, with the loss of 25 men. On 26 February 1921, the Indooroopilly War Memorial was unveiled by the then-Governor, Sir Matthew Nathan. The memorial was originally situated on the prominent corner of Westminster and Station Roads.

A large number of Indooroopilly residents attended the ceremony; all had been touched by the war.



Governor Matthew Nathan unveiling a war memorial at Indooroopilly, Brisbane, Queensland, 1921, State Library of Queensland, Negative No. 61104

When speaking about the sacrifice made by those who lost their lives, the Governor added:

"There is a sacrifice that most of us can make to help this land – the sacrifice of our hates and prejudices, which not only cause war, but mar the joys of peace"

*(The Queenslander, 5 March 1921).*

Following a brief silence, the Last Post was sounded and the Governor laid a laurel wreath upon the memorial.

Over the years, the memorial was damaged by several traffic accidents. It was relocated to Keating Park in the 1970s to avoid further damage.

# CHURCH OF THE

## *Holy Family*

This striking church is one of Australia's finest examples of Modernist architecture. The Church of the Holy Family was built between 1961 and 1963, and was designed by Brisbane architectural firm, Douglas and Barnes. From architectural and engineering perspectives, the design of this Catholic church was extremely progressive for the time. A new method of concrete construction was adopted to form the pleated concrete structure. This was outlined in the Catholic Leader at the time:

"The main structure, 'growing' out of the sloping site and towering over the surrounding area, is cast 'in situ'... The method of construction was most unusual. The foundations, ground floor and main floor were poured in the normal manner. However, the upper portion of the building was constructed from end to end by means of a mobile steel framed collapsible Jumbo. Instead of the building growing upwards, it grew longitudinally" (*The Catholic Leader*, November 1963).

The Catholic Church commissioned several important Queensland artists to create pieces for the new building.



Church of the Holy Family, 2010, Brisbane City Council

Internationally recognised artist Ray Crooke, was commissioned to paint the 'Stations of the Cross' on the internal walls. Crooke has won many prestigious awards, including the Archibald Prize in 1969. He was awarded an Order of Australia for services to the visual arts in 1993 and an Honorary Doctorate from Griffith University in 1996.

The two sculptures on the church's exterior, 'Finding of the Child Jesus in the Temple' and 'The Holy Family' were created by Brisbane artist, Edwin A Guth.

The baptistery, situated beside the church entrance and connected by the covered walkway, was designed as a precast concrete octagonal structure, with a high concrete spire. The coloured glass on the walls resembles the leadlight windows in more traditional churches. These mosaic windows represent the Seven Sacraments and were designed by local artist, Andrew Sibley.

The Church of the Holy Family was the last major building project for Catholic Archbishop James Duhig, under whose leadership many of Brisbane's most outstanding Catholic buildings had been built.



## Church of the

# HOLY FAMILY

## School

This building was the original Church of the Holy Family and the first Catholic church and school in Indooroopilly. Built in 1926, the fine timber building was intended to be used as a church and a school. It was designed by prominent architectural firm, Hall and Prentice, best known for designing Brisbane's City Hall.

Under Archbishop James Duhig's leadership (1917-1965), the Catholic Church acquired and built an unprecedented number of properties in Brisbane. 'Duhig the builder', a term of endearment used by his contemporaries, was renowned for purchasing prime sites (often on the crest of hills) on behalf of the Catholic Church, for construction of new churches, schools and hospitals. Throughout his career, Duhig was responsible for the construction of more than 400 major buildings in Brisbane.

Due to a lack of available teachers, the dual-purpose building was used primarily as a church for the first one and a half years. In 1927, however, Duhig invited the Brigidine Order of Sisters from the Randwick Convent in Sydney, to work in the newly formed Indooroopilly Parish.



Sir James Duhig,  
Archbishop of Brisbane,  
Undated, State Library of  
Queensland, Negative No.  
195199

With the Sisters' arrival, the primary school was opened on 30 January 1928, with an enrolment of 101 students.

When the new Church of the Holy Family was built in the 1960s, the original building was then used exclusively as classrooms. Today, the Church of the Holy Family Primary School continues the tradition of providing Indooroopilly children with high quality education.

Please do not enter the school.





# WARRANOKE

Warranoke was built between 1888 and 1889 and was one of several fashionable villas constructed in Indooroopilly for wealthy land owners. It was built for Gilson Fox Leslie Foxton, a member of one of Indooroopilly's most prominent families, the Foxtons. Foxton played an important role in the local area and in Queensland. As a member of the Taringa Divisional Board, Foxton influenced the early shape of the suburb. Throughout the late 19th and early 20th Centuries, he held important positions including Sheriff of Queensland, Manager of the Agricultural Bank of Queensland, Police Magistrate and Deputy Marshall on Thursday Island.

In 1926, Warranoke was sold to the Catholic Church and became the first parish presbytery. On the arrival of the Brigidine Order of Sisters in 1928, a new presbytery was built across the road and the residence became the convent.

The Brigidine Order of Sisters was founded in Ireland by Bishop Daniel Delany in 1807 to provide free education for the poor. By also providing education to fee-paying students, the Sisters were soon able to establish convents and schools outside Ireland.



*Brigidine College, 1930s, courtesy of Catholic Archives*

In 1883, the first Australian Brigidine foundation was established in Coonamble, New South Wales. This was followed by the founding of convents and schools throughout Australia.

In Indooroopilly, the first community of Brigidine Sisters was a group of five nuns – Mothers Brigid Foley, Anthony McGrath, Ignatius Dunphy, Finbarr Treacy and Columba Phelan. In Archbishop Duhig's New Year address, reported in newspapers on 2 January 1928, he announced that the:

"Brigidine Sisters had come from Randwick to take up work in the new parish of Indooroopilly. They had a splendid reputation as teachers" (*The Brisbane Courier*, 2 January 1928).

In 1929, the Sisters successfully applied for the registration of a secondary school and Brigidine College was established. Today, the college remains one of Brisbane's leading Catholic girls' schools.

# ST ANDREW'S

## Church Hall

Behind the attractive, modern, brick church sits a modest, yet beautiful timber hall built in 1889. Designed by one of Queensland's finest architects from this time, Diocesan Architect, J H Buckeridge, St Andrew's Hall is Indooroopilly's oldest surviving church building. Buckeridge is most famous for designing beautiful timber churches that were relatively inexpensive to build.

The land was gifted to the Church of England by Graham Lloyd Hart, a solicitor who, at the time lived in Greylands, one of Indooroopilly's grand residences. Initially the parish had planned to build a large brick church capable of holding 500 people. When Buckeridge's first design was presented however, it was deemed too large and expensive for the small parish. They then requested a smaller timber hall that could be used for church services and as a Sunday school.

The Indooroopilly Church of England Sunday School Hall was officially opened by the then-Anglican Bishop of Brisbane, Bishop William Webber, on Sunday 25 August 1889. He stated:



*Interior of St Andrew's Anglican Church at Indooroopilly taken in 1939, State Library of Queensland, Negative No. 68762*

"The building... is to be only temporarily used as a church, and when the permanent structure of brick has been erected, this will be used as a schoolroom" (*The Brisbane Courier*, 26 August 1889).

It was not for another 74 years that the parish would finally have their brick church.

The hall was originally located on the site of the current brick church but was moved in the 1960s to make way for the new church.

# HENRY HUNTER'S

## *residence*

When this house was first built in 1888 the property stretched all the way to Lambert Road, providing the residence with a grand outlook. The house was designed by its owner Henry Hunter, who was one of Tasmania's most important architects from the 1860s to 1880s. Hunter was attributed with designing some of that state's most important buildings, including the Tasmanian Museum and Art Gallery, the Hobart Town Hall, St Mary's Cathedral, St David's Cathedral and the Hobart Masonic Hall.

In Hobart, Hunter was highly respected, professionally and personally. Many of Hobart's leading figures, including the mayor, expressed their regret when Hunter departed for Brisbane in 1888:

"As an architect, a skilled designer, and a superintendent of works, he had designed and superintended the erection of most of our public buildings... The departure of such a man was not only a private loss but a public loss: but although they were all sorry that he was going from them they would be glad he was going to Brisbane, where a larger field of profitable enterprise would open to him"

*(The Mercury, 23 March 1888).*



Queensland Deposit Bank and Building Society, Brisbane, ca 1903, State Library of Queensland, Negative No. 103423

When settled in Brisbane, Hunter established the architectural firm, Hunter and Corrie, with his son Walter and former pupil Leslie Gordon Corrie. The elaborate Queensland Deposit Bank and Building Society building, which once stood on the corner of Albert and Adelaide Streets in the city, was one of their architectural achievements. They also designed some of Brisbane's most prestigious houses including the heritage-listed Eulalia at Norman Park.

Widely respected for his kindness, integrity and ability, when Hunter died at his Indooroopilly residence in 1892, he left a lasting architectural legacy in Brisbane and Tasmania.

This is a private residence. Please do not enter.



# TIGHNABRUAICH

Tighnabruaich was named after a Scottish village. Situated high above the banks of the Brisbane River, the finely decorated, multi-gabled timber villa is one of Brisbane's finest houses from the 1880s. Queensland's Chief Engineer of Railways, Henry Charles Stanley, commissioned his brother, architect Francis Drummond Greville Stanley, to design the home for his family. When first built in 1889, the house was situated on a nine and a half acre estate and boasted a traditional Victorian era garden and circular carriageway.

"Tighnabruaich, Indooroopilly, with its many gables and tall chimneys and near-by trees of different kinds, attracts the eye to the left of the railway line as the train bears one to the bridge" (*The Queenslander*, 2 June 1932).

Stanley was Queensland's longest serving Colonial Architect from 1872 to 1881. He was highly respected within his profession and had a flourishing private practice. His designs included 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



View from the Brisbane River to Tighnabruaich, 1895, State Library of Queensland

building, the General Post Office (Queen Street), Roma Street Railway Station and extensive additions to Parliament House. Stanley was also the foundation president of the Queensland Institute of Architects.

The Stanley family lived at Tighnabruaich until 1901. The property was then sold to a succession of owners. By the 1930s it lay vacant and was not occupied again until requisitioned by the US and Australian military during World War II. After the war, the Australian Army remained at Tighnabruaich, when it became the residence for senior army officers and their families. From 1951 until 1998, 20 officers and their families lived in the house, and each of them planted a tree in the grounds.

Today, the house is privately owned and still retains its charm, grand setting and original carriageway.

This is a private residence. Please do not enter.

# WITTON

## *Barracks*

During World War II, the Indooroopilly Barracks (as it was originally known), played a vital role in military intelligence. The barracks became the primary top secret base in Australia for interrogating enemy Prisoners of War and interpreting captured documents.

The Allied Translator and Interpretation Section (ATIS), a joint Australian and American unit, established their headquarters on this site in 1942, following the transfer of the Supreme Commander of the South West Pacific Campaign, US General Douglas MacArthur's headquarters to Brisbane in July 1942. Japanese-Americans, known as Nisei, and Australians who spoke Japanese, were among the staff at Indooroopilly. Tighnabruaich was used as the officers' quarters.

Captured Japanese were shipped from Port Moresby to Brisbane and sent under guard by train or truck to the temporary Gaythorne Prisoner of War camp. Individual prisoners were then taken by armed guard to the Indooroopilly site, where they were interrogated for several days.



*Japanese prisoners arriving at Brisbane from New Guinea, ca 1945, State Library of Queensland, Negative No. 45729*

At Indooroopilly, the Prisoner of War compound contained three brick cell blocks, capable of holding 15 prisoners temporarily, and a dirt exercise yard surrounded by barbed wire. The prisoners were held in these cells prior to their interrogation. They were then moved to separate interrogation rooms located beside Tighnabruaich.

Once the interrogation was complete, prisoners were transported back to Gaythorne, prior to being placed on trains and sent to larger Prisoner of War camps such as Cowra in New South Wales.

The Indooroopilly Barracks was close to suburban housing and was surrounded on two sides by the Brisbane River and the railway line. It was therefore considered escape-proof. Still, the presence of Japanese Prisoners of War so near to Brisbane homes was kept a secret from the civilian population.

All three cell blocks and the exercise yard remain on the site and provide an important reminder of the secret wartime activity carried out in Indooroopilly. During the 1980s, the name of the barracks was changed to Witton Barracks.

# ALBERT BRIDGE

The steel truss railway bridge with imposing stone abutments is the second Albert Bridge built in this location. When the rail line across the river from Chelmer to Indooroopilly was extended, it provided an efficient transportation link for the Darling Downs and Ipswich areas, which had previously relied on rivers and roads to transport goods to Brisbane.

The first Albert Bridge, named in honour of the Prince Consort, was officially opened on 5 July 1876. Accompanied by great fanfare and ceremony, the celebrations were concluded when the Governor broke a bottle of champagne over the bridge. The new bridge catered for rail and pedestrian traffic but not for horse-drawn vehicles.

When Brisbane suffered its worst recorded flood event in 1893, tragedy struck the first bridge. Torrential rain from three successive cyclones that crossed the central Queensland coast caused the banks of the river to burst three times in one month. The first and third flood events caused the most damage. At about 6am on 5 February, the intense force of the rushing water swept the bridge away:



*Indooroopilly Railway Bridge after the Flood, 1893, State Library of Queensland, Negative No. 150512*

"... there was a great crash and a roar like thunder, and one of the 80ft. spans of the bridge canted over downstream, and then disappeared under the seething flood. The sound was heard distinctly nearly a mile from the site of the bridge" (*The Brisbane Courier*, 6 February 1893).

Attempts to weigh the bridge down with a loaded train, as well as the lodgement of steel wedges through the tops of the piers, had proved futile.

Two and a half years after the collapse of the first bridge, a second Albert Bridge was completed, thus restoring the vital rail link to the west. Chief Engineer of Railways, Henry Charles Stanley, resident of Tighnabraich, designed the new bridge. Innovations in bridge construction were adopted in the new design to ensure it could withstand another flood. It was thought the main flaw in the design of the first bridge was the number of piers holding it up. In the new design, only one large pier was to be built into the river. Today, the Albert Bridge remains one of the largest steel truss bridges in Australia.



# CROSS-RIVER

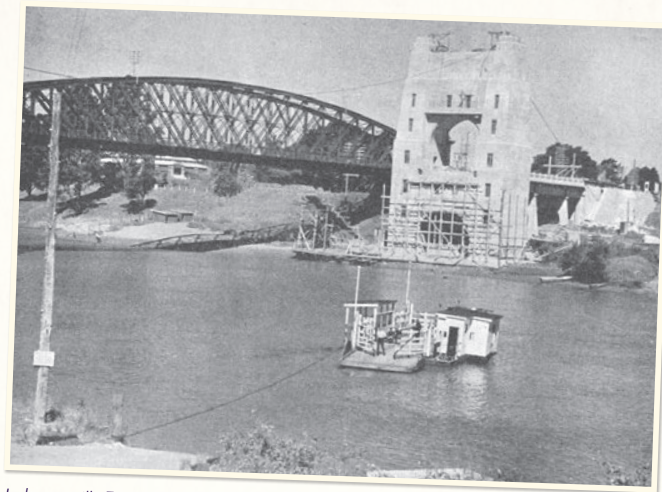
## *ferry*

From as early as the 1870s, passengers, horses, carriages and goods were transported between Chelmer and Indooroopilly by ferry. Before the Albert Bridge connected the two sides of the river, rail passengers wishing to cross had to disembark from the train, walk down to the ramp, catch the ferry, walk up the embankment to the other station and wait for another train on the other side.

On board the ferry, passengers shared the vessel with all manner of horse-drawn vehicles and livestock. Consequently, concerns were often expressed regarding the ferry's safety:

"Along the sides seats have been fixed, but it cannot be considered altogether a desirable conveyance, as the bulk of the space is occupied by a couple of drays, conveying luggage, each drawn by two powerful horses, upon the perfect docility of which the safety of the transit depends"

*(The Brisbane Courier, 15 June 1875).*



*Indooroopilly Ferry crossing the Brisbane River, 1935, State Library of Queensland, Negative No. 201395*

With the completion of the Albert Bridge in 1876, rail passengers were guaranteed a smooth, direct and quick ride across the river. The ferry, however, continued to be used by horse-drawn vehicles. After the Albert Bridge collapsed in the 1893 flood, the ferry once again became the primary means of transportation across the river until the bridge was rebuilt.

In 1936, the newly constructed Indooroopilly Bridge (now known as the Walter Taylor Bridge) rendered the ferry service redundant, as vehicles could travel over the toll bridge with ease.

# WALTER TAYLOR

## Bridge

During the interwar years, many Brisbane residents were able to afford their own cars due to improved techniques in mass production. The cross-river ferry proved to be increasingly inefficient for those hoping for a quick trip across.

Walter Taylor, engineer, architect, inventor and Graceville resident, envisaged the construction of a bridge across the river and sought to make it a reality. Taylor secured a franchise to erect a private toll bridge between Indooroopilly and Chelmer. Following a successful campaign to raise money to start the project, approval was given by the government in 1931 under the newly passed *Tolls on Privately Constructed Road Traffic Facilities Act 1931*.

The construction of the bridge provided work for many men at the height of the Great Depression. Additionally, aside from the ropes and cables, all materials used in the bridge's construction were made in Australia.

When first opened on 14 February 1936, the Indooroopilly Bridge was the longest span suspension bridge in Australia and



*Indooroopilly Toll Bridge and the Albert Bridge, Brisbane, ca 1937, State Library of Queensland, Negative No. 168323*

remains so today. The unusual design of the bridge incorporated two towers with residential apartments – the northern tower was the toll keeper's home and the southern tower was the bridge supervisor's.

At the opening ceremony, the then-Governor, Sir Leslie Wilson, commented on Taylor's outstanding achievement by stating that:

"... it is absolutely unique in Australia, I am sure, that one man could have held positions of promoter of the scheme, director of the company, engineer, architect, contractor for the bridge, and secretary of the company" (*The Courier Mail*, 15 February 1936).

The completed bridge encouraged further settlement across the river in Chelmer, Graceville, Sherwood, Corinda and Oxley.

Following Taylor's death in 1955, the Indooroopilly Bridge was renamed the Walter Taylor Bridge, in honour of this remarkable man.

# THE STAMFORD

## *Hotel*

Although this hotel is known today as the Indooroopilly Hotel, when first built in 1884, it was named the Stamford Hotel and was situated within the recently subdivided housing estate, the Stamford Estate. The hotel was designed by one of Brisbane's most celebrated architects from this era, Richard Gailey.

Gailey was responsible for designing some of Brisbane's most beautiful buildings and is renowned for his late Victorian era hotels, including the Empire Hotel in Fortitude Valley and the Regatta Hotel in Toowong.

Until 1970, it was illegal for women to drink in the public bar of a hotel. Aside from women working in the bar, any female entering this masculine realm was presumed to be immoral. Most hotels had a 'ladies lounge' or parlour, separate from the public bar, where women could enjoy a drink, but the prices were generally higher. Unable to join their husbands in the public bar and unwilling to pay the higher prices in the lounge, women would often gather outside on the footpath of hotels where their husbands brought beers out to them.



*Scene at Station Road, 1928, State Library of Queensland*

In the 1960s, as the women's rights movement gained momentum, the issue of male-only bars became one of the platforms for protest. On 31 March 1965, Brisbane was at the forefront of this national movement, when Merle Thornton and Rosalie Bognor entered the public bar at the nearby Regatta Hotel in Toowong and chained themselves to the foot rail of the bar. This caused a major stir and triggered similar protests throughout the country. By 1970, the legislation had been repealed and women were permitted to drink in the public bars.

The Stamford Hotel underwent extensive changes in the late 1950s and early 1960s. Today, it remains a major landmark in Indooroopilly.



# KEATING

## House

Keating House is one of Indooroopilly's most treasured and well-recognised historic houses. The two-storey, masonry villa was constructed in the 1890s and is thought to have been designed by Richard Gailey.

Louis Stamm, an early Indooroopilly land owner, was responsible for building the house. It is unlikely he ever lived there, as he is recorded as receiving mail only in Spring Hill throughout the late 19th Century. Stamm was a shrewd and successful businessman who made his name in early Queensland as "timber merchant, surveyor, architect, builder and contractor, newspaper proprietor, brewery owner" (*The Brisbane Courier*, 9 February 1903).

In the 1860s, Stamm saw the potential of the Indooroopilly area and purchased extensive land holdings. He sold much of this for a tidy profit when the rail line was extended to Indooroopilly. Stamm played a large role in the early progress of Indooroopilly and held the position of Chairman on the Indooroopilly Divisional Board for several years. On his passing in 1903, Stamm was described as being of a "Quiet and retiring disposition, Mr Stamm rejoiced in doing good by stealth, and many persons



Estate map of the Stamford Estate Indooroopilly Railway Station, Brisbane, undated, State Library of Queensland, Negative No. 758621

have occasion to remember with grateful recollection the hand that was stretched out to them with help in need" (*The Brisbane Courier*, 9 February 1903).

Befitting the stately home, several prominent tenants rented Keating House between 1900 and 1920, including a doctor, an attorney general and a solicitor. After Stamm's death, the house was left to his daughter, Mary Louisa Keating and remained in the family until 1999.

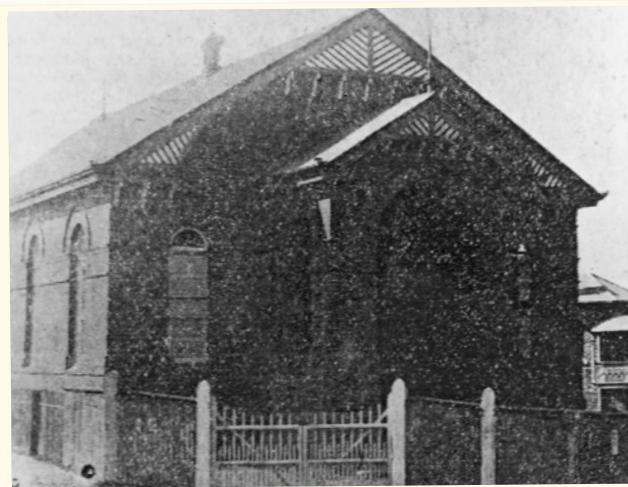
Keating House is listed on the Queensland Heritage Register and hopefully, in the future, will be restored to the grand house it once was.

# STAMFORD HALL

On the corner of Westminster and Station Roads once stood Stamford Hall – the centre for Indooroopilly residents' social life throughout the first half of the 20th Century. Its frontage was to Station Road, beside it was the large Stamford Hotel and on the triangle of road in front of the hall, stood the Indooroopilly War Memorial.

Stamford Hall was built in 1899 and was another building designed by architect and local resident, Richard Gailey. As well as designing many of the important buildings around Indooroopilly, Gailey served as chairman of the Indooroopilly Divisional Board for five years.

Over the years, the hall was used for community meetings, lectures, election polling, school concerts and dances. In October 1915, a special function was held in the hall to farewell 30 of Indooroopilly's young men who had enlisted in the war. *The Brisbane Courier* reported the patriotic fervour of the occasion. Several dignitaries, including local and state politicians, were in attendance and many enthusiastic speeches were made in support of the recruits and the war.



Public Hall, 1906, State Library of Queensland, Negative No. 10084

As a symbol of the community's support, each young man received a gift of either a wallet belt, pocket book, knife and chain, or a silver match box. In a speech made by Edward Henry Macartney, MLA, he stated that:

"Australia's battle was being fought in the trenches of Gallipoli. They were going to join other Queenslanders, who had helped to make the name of the Australian a world-wide one for gallantry and bravery" (*The Brisbane Courier*, 25 October 1915).

Two years later, as the great tragedy of World War I unfolded, a sombre meeting was held at the Stamford Hall to discuss the erection of a war memorial for the Indooroopilly men who had not returned from the war.

## STATION ROAD

By the end of the 19th Century, the semi-rural pocket known as Indooroopilly was transforming into a bustling village. The large estates of the wealthy were subdivided and sold to those belonging to professional and 'artisan classes', who wished to establish homes away from the crowded inner-city areas. This shift can clearly be seen in the residential and commercial development that occurred along Station Road at the turn of the century. Residing in the street was a railway traffic superintendent, a stock broker, mercantile manager, a civil servant, a tailor, stock exchange secretary, two carpenters and a photographer.

"Indooroopilly, with its beautiful surroundings, the winding river, its background of hills, its picturesque situation, makes it one of the most charming suburbs around Brisbane... it is... a flourishing, large and important Township, which, in population, will in a few years be a formidable rival to the metropolis" (*The Brisbane Courier*, 30 October 1888).

Businesses along the street at this time included the hotel, fruiterer, police station and several stores. In the 1920s, as more



L Bagster & Co Family Butchers in Station Road, Indooroopilly, ca 1895, State Library of Queensland, Negative No. 10572



Patterson Family, Station Road, 1905, State Library of Queensland

people moved to Indooroopilly, Station Road became the central shopping strip and social centre. In 1925 there was the hotel, public hall, a picture palace, fruiterer, police station, boot maker, draper, hairdresser and tobacconist, pharmacy, butcher, several general stores and a post office.

Although there has been much change along Station Road since the 1950s, several of the early, small, timber shops still remain – a reminder of Indooroopilly's early commercial history.



# INDOOROOPILLY

## Uniting Church

This beautiful brick church was built in 1917 as the Anzac Memorial Methodist Church, in commemoration of those who lost their lives in the ill-fated Gallipoli Campaign.

Prior to the construction of this church, an earlier Wesleyan Methodist Church was built in the area around 1891, on the corner of Moggill Road and Rylatt Street. In 1896, as a result of financial hardship, this church amalgamated with the Indooroopilly Primitive Methodist Church, located in Riverview Terrace. This then became known as the Indooroopilly Methodist Church.

As the congregation strengthened in the early 20th Century, a new Methodist Church building was proposed for Indooroopilly. The minister at the time, Reverend W Little, bought the land on the corner of Station and Musgrave Roads on behalf of the church. Initially, it was proposed to move the old Moggill Road church there and to erect a new one at a later date. The removal however did not take place. Ultimately, the congregation resolved to build a brick church on the sloping site. The outbreak of World War I and the tragedy of the Gallipoli Campaign led to the church being dedicated as an Anzac memorial.



Coloured illustration of Anzac troops after the fighting at Gallipoli during World War I, State Library of Queensland, Negative No. 196469

The Gallipoli Campaign began on 25 April 1915, with the Australian and New Zealand Army Corps (ANZAC) landing on the Turkish shore at dawn. Between this date and the evacuation on 19-20 December 1915, Australian casualties at Gallipoli reached 26,111 and had resulted in 8141 deaths. Australia, as a young nation, was deeply shocked by this loss of life.

At the official opening of the church, the Reverend Dr Youngman declared that "he was certain that the war could not shake the foundations of the Methodist Church in its efforts to promote righteousness" (*Queensland Times*, 3 September 1917).

Two of the windows within the church are dedicated to men from the congregation who were killed in the war. The first is in memory of William John Bradley, who had been killed at Gallipoli and the other commemorates Joseph H Neville, who died on the Somme in France.

# INDOOROOPILLY

## *Shopping Centre*

In the 1920s, most shopping in Brisbane was carried out in the city or Fortitude Valley, where trams and trains provided easy access to and from the suburbs. Large department stores such as Allan & Stark, McDonnell and East, TC Beirne and McWhirters, provided the latest fashions and most sought-after products.

During the 1950s however, as the Australian economy stabilised following World War II, more Brisbane residents could afford their own car. Realising the potential for an American-style drive-in shopping centre, Allan & Stark constructed the Chermide Drive-in Shopping Centre, which opened in 1957. This was the first of its kind in Australia and allowed shoppers to drive to the suburban shopping centre, park with ease and do their shopping. It heralded a new way for Brisbane residents to shop.

Westfield constructed its first Brisbane drive-in shopping centre at Toombul in 1967. Encouraged by its success, Westfield further invested in Brisbane. Indooroopilly was chosen as the second location for a Westfield shopping complex. To realise the company's vision, Westfield acquired more than 60 properties



Moggill Road and Indooroopilly Shoppingtown, 1970, Brisbane City Council, Image No. BCC-B120-33882

at Indooroopilly and swiftly demolished houses to make way for Indooroopilly Shopping Centre. On its opening in 1970, the new complex consisted of a department store and more than 250 specialty stores. It was declared to be the largest in the southern hemisphere at the time.

Today, Indooroopilly Shopping Centre is home to major retailers including David Jones, Myer, Woolworths, Kmart, Target and Event Cinemas. The centre also includes 340 speciality stores boasting Australian and international fashion brands, a gourmet fresh food and an outdoor dining precinct.



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