

The State government purchased most of the now unoccupied land. Additional government offices were constructed facing William Street in 1916, 1923 and 1935. These were demolished in the late 1980s. Without ceremony, what remained of Queen's Wharf was removed when the Riverside Expressway was constructed in the 1970s.



Today's National Trust House was Brisbane's first purpose-built Immigration Depot. Designed by Charles Tiffin, Queensland's colonial architect, the two-storey William Street wing with a three-storey wing to its rear was erected in brick by contractor John Petrie in 1865-66.

Immigrants to Moreton Bay who had made no other arrangements were allowed board and lodgings in the Depot for one week free of charge. On arrival, any luggage was stored in a large shed adjacent to the wharf. Single women shared a dormitory on the top floor while single men slept in bunks surrounding long dining tables in the basement.



IMMIGRATION DEPOT, BRISBANE

Married couples inhabited the level in between. Each floor had its own kitchen and a small combined bathroom and lavatory.

Although the Depot was considered a vast improvement on earlier arrangements, conditions were far from luxurious. According to immigrant TH Edwards, females were allowed one mattress and one blanket. In 1884 he wrote, 'Dry bread and tea for breakfast, dry bread and meat for dinner, and at supper a repetition of breakfast is the daily routine'. When two or more ships arrived in the same week, conditions were often overcrowded and chaotic. In 1887 the Depot was declared unfit for human habitation. Immigrants were landed thereafter at the new depot, *Yungaba* at Kangaroo Point.

From 1890 the former depot was converted into offices and laboratories for the Department of Agriculture (Agriculture & Stock from 1904, later Primary Industries). Another storey and additional end wings were added to the William Street section and the dormitories partitioned. As part of the plant pathology and entomology work conducted by the Department, coddling moth, cotton bollworm, the weevil borer, rust thrip in bananas, citrus bugs and grub pests in pasture were studied in the building's laboratories. Here too the decision to introduce the cane toad to Queensland most likely was made.

After the Department of Primary Industries relocated in the late 1980s, sections of the former depot were again restored, making National Trust House a key, colonial-era building in the Queen's Wharf Heritage Precinct.



THE DEPOT, BRISBANE.
Young Men's Sleeping and Dining Room.

BRISBANE'S QUEEN'S WHARF HERITAGE PRECINCT



The National Trust is a community-based membership organisation involved in

- Conservation appeals
- Heritage advocacy
- Heritage identification
- Property management

The offices of the National Trust of Queensland are located at

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BRISBANE'S QUEEN'S WHARF HERITAGE PRECINCT



Convict beginnings

The Moreton Bay penal settlement was established without ceremony.

In May 1825 a detachment of the 40th Regiment of Foot and their convict charges, commanded by Lt Henry Miller, constructed barracks and cottages high on the northern bank of the Brisbane River. At river's edge they built a wharf – later to be known as Queen's Wharf. An easy, sloping path, the first thoroughfare in Queensland and today's Queen's Wharf Road, connected the two.

1840

Featuring a gantry, this first wharf (shown at left) was built of timber. Under a new commandant, Captain Patrick Logan, convicts excavated into the river bank nearby to complete a fortified stone provision building, today's Commissariat Store. According to a popular ballad, 'excessive tyranny each day prevailed'. In 1842 the penal settlement closed.



Free settlers arrived

One was pardoned convict Thomas Dowse. In July 1842 he scrambled on to the by-then dilapidated wharf thinking he had landed 'at the abode of damn'd spirits so unmistakably miserable did all the surroundings appear to his eyes'. Ever the optimist, Dowse purchased an allotment adjoining the wharf where he constructed the Victoria Wharf and Stores and later an inn named the Queen's Head. Nearby was the Ship Inn, by the 1860s the property of the well-known Patrick Mayne. During a flood in 1864 its foundations gave way and the walls collapsed, effectively removing all licensed premises from the Queen's Wharf locale.

c.1850

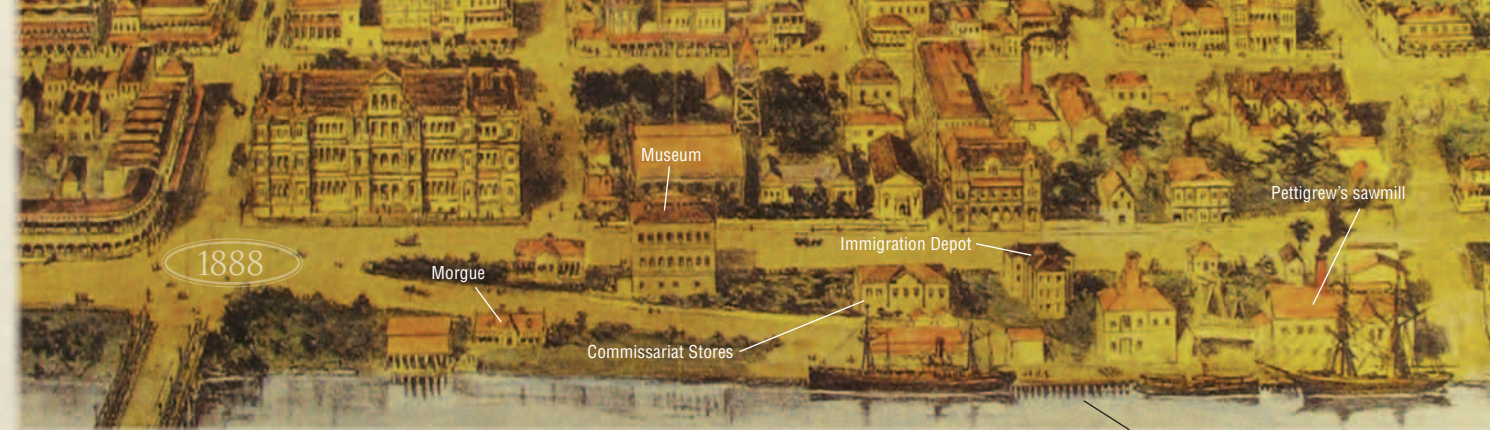


Matthew Orr and James Honeyman opened an office on William Street in 1863. On the river bank below were their two-storey stores and wharf. Transported in pieces from Scotland, their iron-riveted steamer *Amy* (pictured at Yatala) was re-assembled near the Ship Inn in 1863. Flood waters entered the ground floor of Orr and Honeyman's stores in 1870. In debt, the partnership ceased trading the following year.



After years of complaints about temporary arrangements, free settlers were provided short-term accommodation in the purpose-built Immigration Depot which opened at Queen's Wharf in 1866. For this the old timber wharf was refurbished for the second time.

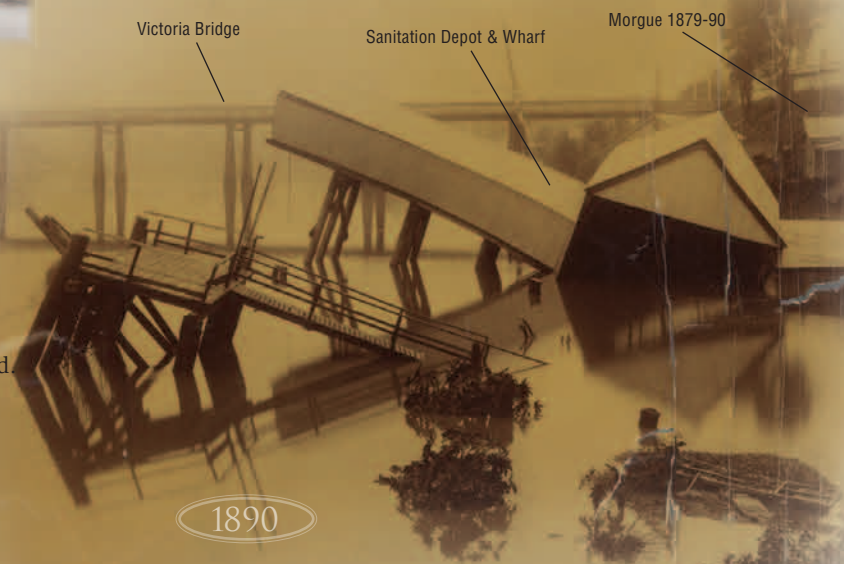
William Pettigrew, who had arrived on the *Fortitude* in 1849, commenced a steam sawmill operation at the Margaret Street end of the precinct in 1853. Despite two fires in the first decade of operation, the business recovered. As the early traders deserted Queen's Wharf, he expanded. By the early 1890s Pettigrew's mill buildings and timber stacks occupied all of the land between Margaret Street and the Queen's Wharf reserve.



In the 1870s a classically styled Museum building, later housing the State Library, was wedged into the riverbank on William Street. With the opening of a new depot at Kangaroo Point, the Immigration Depot was converted to offices for the Department of Agriculture and then extended. Tenders for a new Queen's Wharf, adjacent to the first, were advertised in 1889. Located immediately upstream were the city's new Morgue (1879) and the Sanitation Depot and wharf (1890). From the Depot, the city's night soil was transferred for dispersal in the ocean beyond Moreton Bay.

The disaster years

In the early hours of 7 February 1890, a landslip that commenced below the Museum destroyed the Morgue, the Sanitation Depot and the old Queen's Wharf. All were rebuilt.

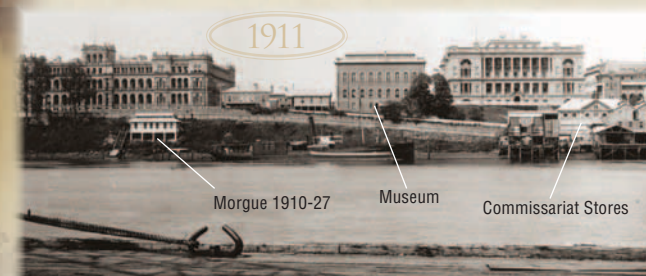


A second disaster befell the precinct in February 1893 when flood peaks sent water racing through its lower sections. The new Morgue was washed downstream, ending up in the sawmill yard. Pettigrew's business was devastated. The period of economic depression during this decade forced its eventual closure.



PETTIGREW'S SAWMILL AFTER THE FLOOD

Then came a third disaster. On the evening of 13 February 1896, the ferry *Pearl* departed from Queen's Wharf and while avoiding the steamer *Normanby* was carried by flood currents into the anchor chain of the government steamer *Lucinda* and capsized. An estimated 30 people died.



Morgue 1910-27 Museum Commissariat Stores