

CITY OF SOUTH PERTH LOCAL HERITAGE INVENTORY

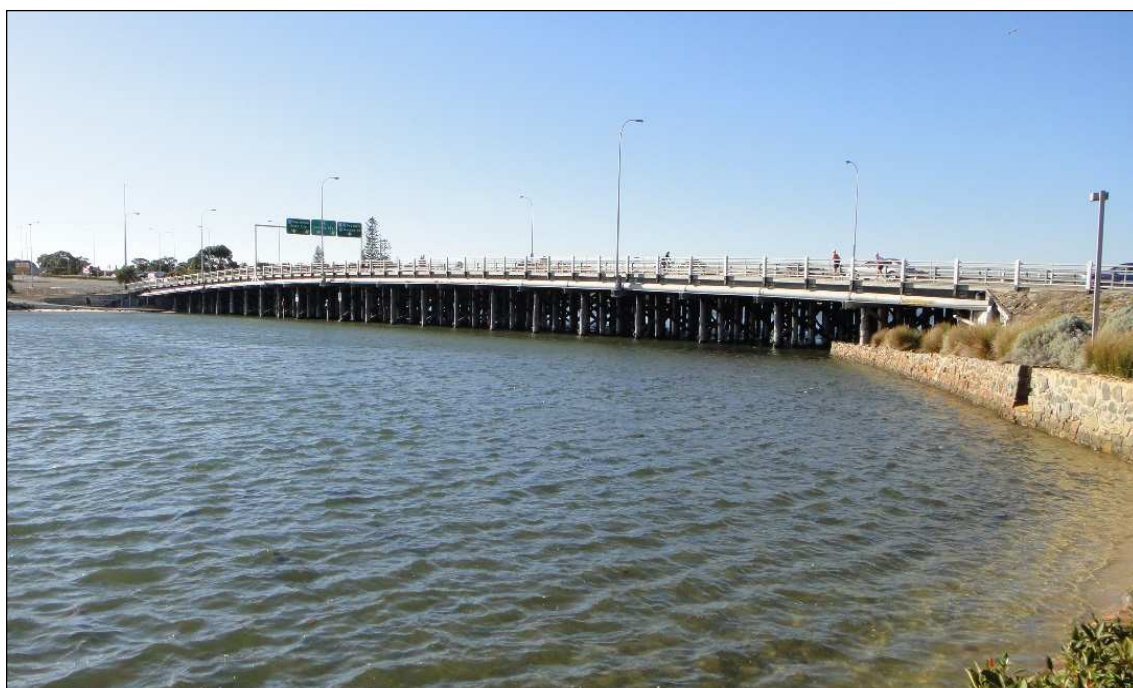
Management
Category

A+

PLACE RECORD FORM

Prepared by *Heritage Today*, January 2003
Most recent update by City of South Perth, October 2015

Place No: CB 7 Canning Bridge



*(Heritage Council of Western Australia, January 2011 –
photograph reproduced with kind permission of the Heritage Council of Western Australia)*

LOCATION

Name of Place	Canning Bridge
Other / former names	Lower Canning Bridge
Address	
Suburb	Como
Local Government Authority	City of South Perth
Scope of listing	This heritage listing applies to both the eastbound (1938) and westbound (1958) bridges.

LAND DESCRIPTION

Reserve No.	Lot	Location No.	Plan/Diagram	Vol/Folio
	-			-

LISTINGS BY OTHER BODIES

Name of Body	Reference No.	Grade of Listing	Date
Heritage Council of Western Australia	16178	Permanent	2 March 2012
City of Melville	AP20	Municipal Inventory	17 June 2014

PERIOD	Colonial (1829-1850)
Design Style	
Construction Date	Canning Bridge No 1: 1849; Canning Bridge No 2: 1867; Canning Bridge No 3: 1908; Canning Bridge No 4 (No. 913): 1938; Canning Bridge No. 5 (No. 912): 1958.
Source/Details	Margetts, Lloyd: 'The Bridges of South Perth' in <i>South Perth - The Vanishing Village</i> . Edited by Phillip Pandal and Kerry Davey

USE(S) OF PLACE

Original	Bridge
Present	Bridge
Other / former	

HISTORICAL NOTES

Much of the historical information is drawn from the Heritage Council's Assessment Document of March 2012.

The first bridge over the Swan River opened at the Causeway in 1843 and connected Perth by tracks to Fremantle via the Canning area, and to South Guildford. *Canning Bridge* No. 1 (1849) was constructed on the site of a former ferry crossing. The crossing point was originally known as Hell's Gate, because of the difficult ferry crossing that delivered goods from Fremantle port to Perth. This location has remained an important crossing point for traffic since the beginnings of the Swan River Colony in 1829. The replacement of bridge structures does not diminish the importance of bridge-building in this location, but represents a response to expansion in the metropolitan area and changing transport technologies. The bridge was an important part of road communication between Guildford, Perth and Fremantle even though for a number of years the river remained the main method of transportation of goods between the inland reaches and the coastal port.

Canning Bridge No 1: 1849

The first bridge over the Canning River, the first *Canning Bridge*, was designed by the Inspector of Public Works, Henry Trigg, who advertised for building tenders in *The Perth Gazette* on 26 December 1846. The invitation to submit a tender described an intended "wooden bridge over the Canning, at the Narrows, where the Fremantle and Perth Road crosses, according to plans which Mr Trigg will show." However, the resulting tenders for the bridge were too high so the project did not advance.

On 4 May 1849, tenders were called again, and the contract was awarded to Solomon Cook, a well-known and successful American engineer who had worked in Western Australia for many years. Cook completed the bridge in four months at a cost of 425 pounds. The bridge was 520 feet (158.5 metres) long, 12 feet (4 metres) wide, with a deck 8 feet (2.4 metres) above high water. The central span of the bridge was 24 feet (7.3 metres) to allow small boats to pass underneath.¹

¹ Margetts, Lloyd, 'The Bridges of South Perth' in 'South Perth-The Vanishing Village'. Edited by Phillip Pandal and Kerry Davey. Published by the City of South Perth Historical Society WA 2002, page 75-76.

HISTORICAL NOTES (cont'd)

The construction was described as being quite rough, but the bridge was still welcomed by the colonists in place of the slow and expensive ferry service.² In order to recoup its expenditure the government established tollbooths at each end of the bridge.³

Canning Bridge No 2: 1867

In 1862, widespread flooding of the Swan and Canning Rivers led to massive damage to the Canning, Causeway and Helena (in Guildford) bridges. This was one of the most severe floods in the State's recorded history. Owing to the extent of the flood damage, *Canning Bridge* No. 2 was built in 1867, using convict labour. This bridge replaced the 1849 bridge. *Canning Bridge* No. 2 had 26 feet (8 metres) and 27 feet 6 inch (8.4 metres) wide navigation spans, with the 38 remaining spans each being 13 feet 6 inch (4 metres) wide. The total length was 572 feet (174 metres), with an 11 feet 2 inches (3.5 metres) wide carriageway.⁴ The height of the bridge was raised by 6 feet (1.8 metres) for its whole length in 1862.⁵

In 1892, by order of Engineer in Chief, C Y O'Connor, the height of the centre spans of the bridge was raised to give increased navigational clearance, to 18 feet (5.5 metres) above normal water level. The resulting 'hump' became a feature of the bridge. However, the redesigned bridge also had its problems, being too narrow for two vehicles to pass, and with such a steep gradient, of 1 in 10, that it was not possible to see from one end to the other. This meant that drivers simultaneously entering the bridge from opposite ends would not be aware of each other until they both reached the crest, when one of them would have to back down the steep slope of the bridge to allow the other to complete the crossing. Heavy traffic was also deterred from using the bridge, as the timber decking had become loose through continual use by horses. To prevent horses slipping on the steep gradient, cleats were nailed to the decking.⁶

Maintenance of the *Canning Bridge* and the road that linked Perth to Fremantle was given a low priority in the late nineteenth and early twentieth centuries, leading to a deterioration of structure. According to one report from the time, a fire had caused bad damage and a replacement bridge was sought. Owing to the critical nature of the bridge, the State Government allocated funding for another replacement bridge in 1907-08.⁷

Canning Bridge No 3: 1908

Canning Bridge No. 3 was constructed in 1908 and replaced the 1867 bridge, which was then demolished. It was sited on an angle, south-east of the present (1938 and 1958) bridges, and was known as the Lower Canning Bridge. The arch of the bridge was flattened considerably, down to a gradient of 1 in 25, compared with the gradient of 1 in 10 of the old bridge. The width of the new bridge was also adequate to allow for two-way traffic. It was 570 feet (173 metres) long, with twenty-four 20 feet (6 metres) long spans, a central 40 feet (12 metres) long truss navigation span and two short five-foot (1.5 metres) spans bordering the navigational channel. It was 16 feet (5 metres) wide. The surface was covered with tar macadam, but this was replaced in 1916 by a 2-inch (5 cm) jarrah wearing surface. Flatter in appearance and stronger in construction, the new bridge was built under contract, directed by the Roads and Bridges Department, at a cost of 2,023 pounds.

A fishing platform was also added to the bridge soon after completion.

² Margetts, Lloyd, 'Canning Bridges', in Information Booklet 'Swan and Canning Rivers Bridges- Australian Engineering Week Tour 2009'. Engineers Australia (Western Australia Division), 2009.

³ Heritage Council Assessment Document, 2 March 2012.

⁴ Ibid.

⁵ Main Roads Western Australia document – Notes dated 20 May 1925, signed by M P Cullity.

⁶ Ibid.

⁷ Margetts op. cit.

HISTORICAL NOTES (cont'd)

During the early 1930s, the two adjoining local authorities, South Perth and Melville Road Boards, petitioned the Minister for Works to improve the bridge with respect to pedestrian and traffic safety. Although wider than the previous bridge, it was still narrower than the roads connecting to it at both ends, resulting in traffic bottle-necks and danger to pedestrians trying to walk across the bridge next to the traffic. In *The West Australian* on 22 September 1931, it was reported that the Minister had responded to the effect that in view of the current financial situation, no funding was available for road works. The matter was pursued over the next few years, and eventually, in 1935, a footway was added to the northern side of the bridge.⁸

In addition to the problems of danger and congestion at each end of the bridge, the timber bridge was damaged by fire on 1 March 1934, necessitating the services of the South Perth and Victoria Park Fire Brigades. One pile was burnt through, the decking was charred, and telephone cables damaged, interrupting service on a number of lines, including the Applecross wireless station.⁹ The Fire Brigades Board report advised that the brigade was called to the fire at 10.06am and was attended by 1 officer, 3 men and 2 motors from the South Perth Brigade (with Victoria Park assisting), and was extinguished within one and a half hours.

Canning Bridge No 4 (No. 913): 1938

Despite its stronger construction, the 1908 bridge was totally replaced by another bridge which was commenced in 1937. *Canning Bridge* No. 4, now used for eastbound traffic, was designed and supervised by E W Godfrey, Chief Transport Engineer for the Main Roads Department from 1928-57. Godfrey was responsible for the design of all major road bridges in Western Australia during this period. Built at a cost of 24,830 pounds, *Canning Bridge* No. 4 was constructed with a number of essential services, such as water and gas mains and electricity installed under the roadway. Two navigation openings of 24m wide and one of 18m wide were included. The bridge was constructed of karri, jarrah and wandoo, owing to their abundance and resistance to fire and dry rot. To protect the timber piles from marine borers, concrete collars were put in place. Enhancing the appearance of the bridge were four ornamental concrete pylons surmounted with lanterns cast in bronze and placed at the entrances.¹⁰

Canning Bridge No.4 was officially opened on 29 April 1938 by the Minister of Works, H Millington MLA, in the presence of Lieutenant Governor Sir James Mitchell.¹¹ The Minister commented that it was the best constructed timber bridge he had ever seen. The cost of the bridge and its approaches was 24,830 pounds. The 1908 bridge, which was going to be demolished, had a reprieve owing to the outbreak of World War II. With the fear of invasion, the old bridge was retained in case of possible damage to the new bridge by an enemy attack. The 1908 bridge was therefore not demolished until the late 1940s.¹²

Much of the 1930s was a time of economic depression around the world. Land near the *Canning Bridge* at the end of the road now named Cloister Avenue, was used by people suffering the effects of the Depression. In 1937, Canning Road was renamed Canning Highway and was bituminised for the first time. These major road works, encouraged by the South Perth Road Board, were originally instigated as a contribution towards alleviating unemployment during the Depression.

⁸ Articles in *The West Australian*, dated 3, 14 September 1931, 25 January 1933, 10 and 29 August 1933, 23 September 1931. (Source: *Librarian, Finance & Commercial Services, Main Roads Western Australia*.)

⁹ *The West Australian*, 2 March 1934. (Source: *Librarian, Finance & Commercial Services, Main Roads Western Australia*.)

¹⁰ Edmonds, Leigh: *The Vital Link: A History of the Main Roads of WA 1926-1996*. UWA Press 1997, pages 87-90.

¹¹ Margetts op. cit page 77.

¹² Edmonds, L op.cit.

HISTORICAL NOTES (cont'd)**Canning Bridge No. 5: 1958**

In 1953, the State Government, keen to replace the former WA Town Planning Commissioner, appointed the British Professor Gordon Stevenson as a senior planning consultant, and Alastair Hepburn as the replacement Town Planning Commissioner, to guide the post-war development of Perth. In 1955, the Stephenson and Hepburn *'Plan for the Metropolitan Region, Perth and Fremantle'* was released. The Plan advocated a major freeway linking the northern and southern areas of the city, and allowed for anticipated growth areas. The 'Kwinana Freeway' extended from Perth, over the then proposed Narrows Bridge, along the South Perth / Como foreshore and linked up with Canning Highway at *Canning Bridge*. The subsequent traffic increase on Canning Highway required that *Canning Bridge* be upgraded to a dual carriageway. Plans for a duplicate bridge were announced in 1956 by the Minister for Works, John Tonkin.

The new bridge was constructed of jarrah and located to the south (upstream) of the existing 1938 bridge, instead of replacing it. The two structures were 6 feet (1.8 metres) apart, with traffic travelling eastwards on the old 1938 (downstream) bridge, and westwards on the new 1958 upstream bridge. The new bridge was built at a cost of 38,000 pounds. It was opened for traffic on 1 October 1958.

To accommodate new freeway on-ramps, *Canning Bridge No. 5* (westbound, 1958) had to be three spans shorter than the 1938 bridge. With the construction of Canning Dam in 1940, flood flows in the Canning River were reduced, which not only enabled the new bridge to be shorter and also enabled the length of the 1938 bridge to be shortened by three spans at the eastern end, resulting in two matching 22-span two-lane timber bridges.

In 1962, *Canning Bridge* became a popular venue for viewing rowing events when the seventh British Empire and Commonwealth Games were held in Perth. The two kilometre course finished at *Canning Bridge*, this spot having been selected because of its relatively close proximity to other Games venues, because of its attractiveness and because of its sheltered position on the river. Again, between 1987 and 2009, the *Canning Bridge* served as the landmark symbolising the end of a rowing race, in the 'Head of the River' event in the Perth private school rowing season. The course was similar to that of the 1962 Empire and Commonwealth Games. After 2009, this event was held elsewhere.

With the construction of the Narrows Bridge in 1959, traffic flow increased dramatically, and there was a growth of development and population in South Perth, Como and Applecross. This increased usage placed a strain on the *Canning Bridge*. In 1965, both of the *Canning Bridges* were widened by 12 feet (3.6 metres), adding an extra lane to each. The fishing platform was also extended and modified, and provided with a timber access to the foreshore.

Since then, there have been various maintenance and renovation programs. In 1976, a reinforced concrete overlay was placed on the bridge deck of *Canning Bridge* (1938) in order to prolong the life of the decking and timber superstructure. In 1984, *Canning Bridge* (1958) was also upgraded and repaired to improve its appearance. The portion of the river under the bridge became a Reserve and was vested in the Swan River Trust on 15 February 2008.

Between 1994 and 1996, the substructure, including many piles and concrete sheeting of the Como abutment of both *Canning Bridges*, was repaired. Corrosion of the timber superstructure by decay and termite damage led to the original karri half-caps being replaced by steel. Also, in 1998-99, superstructure damage was arrested by substantial maintenance and replacement of the reinforced concrete overlay, extending the lifespan of the bridge. Enjoyment of the underside of the *Canning Bridge* has also been enhanced, with footpaths being provided under the bridge to allow for safe crossing of Canning Highway by those participating in activities such as bicycle riding, jogging and walking.

HISTORICAL NOTES (cont'd)

Development around Canning Bridge

The location of *Canning Bridge* on the road from Fremantle to Perth and Guildford made it an ideal location for a hotel offering accommodation and refreshments. Five months after the first *Canning Bridge* was opened in January 1850, a liquor licence was granted to Samuel Duffield to open a hotel in the vicinity of the bridge. The precise location is not known. This was followed in 1896 by the Canning Bridge Hotel, at the western end of the bridge. The Hotel was a single-storey structure with a high, gabled roof. Beside it stood a pavilion with a dance hall on the upper floor and refreshment rooms below. The Hotel was a popular venue for social events.

The Canning Bridge Hotel was extensively upgraded in 1937, with a distinctive curved Art Deco façade designed by architects Nancy Lorne Allen and William G Bennett. It was opened by William Henry Kitson MLC, Chief Secretary and Minister of Police, on 10 December 1937, in anticipation of the construction of the 1938 Canning Bridge and the upgrading of Canning Highway. The building was renamed the 'Raffles Hotel'. The Hotel was reconstructed at a cost of approximately 10,000 pounds. One of its features was a *biergarten*, situated to the north of the hotel, which is believed to be the first of its kind in Australia.¹³

While land on the western side of *Canning Bridge* in Applecross continued to develop as a commercial centre, land at the eastern end remained residential. Major development on the Como side of the bridge historically remained as low to medium density residential development by successive City of South Perth Town Planning Schemes. Despite being located relatively close to the major public transport options for travel by car, rail or bus, access to these facilities was difficult, housing being separated from them by major traffic infrastructure in the form of the Kwinana Freeway / Canning Highway intersection and the Perth-Mandurah rail line.

Between 2007 and 2015, studies were undertaken towards the preparation of a strategy for the long-term intensive development of land on either side of the *Canning Bridge*, as a mixed-use activity centre. The area was known as the 'Canning Bridge Precinct'. The Stage 1 Study involved a community consultation exercise undertaken by consultants Estill and Associates, to ensure that any future plans reflect the values and aspirations of residents, business operators and community groups. The exercise was also of value in informing the community of the purpose of the project. The input and visioning gathered from Stage 1 was used in Stage 2 of the project, which involved the development of formal planning strategies for the Precinct.

The study was a joint initiative between the Cities of South Perth and Melville and the Western Australian Planning Commission. The Canning Bridge Precinct was broadly defined by an 800m radius around the station, which represented a ten-minute walk or a two-minute cycle. At that time, the Canning Bridge Train Station had not yet been constructed, although it was intended that it be located in the vicinity of the existing bus station.¹⁴

The 'Canning Bridge Precinct Vision' study was undertaken in response to successive State Government strategies which aimed at providing for population growth up to 2031 and beyond. These strategies promoted 'activity centres' containing a range of land uses and providing employment opportunities adjacent to major public transport routes. The Canning Bridge Precinct was ideally located as a mixed-use activity node, being adjacent to the bus station and the Canning Bridge train station on the Perth to Mandurah railway line. The 'Vision', prepared by engineering, architecture and environmental consultants, GHD Pty Ltd, involved the intensification of development within the Precinct to accommodate an increased residential population and workforce within easy walking distance of public transport services.

¹³ Wikipedia web site: http://en.wikipedia.org/wiki/Raffles_Hotel,_Perth.

¹⁴ Estill and Associates: 'Canning Bridge Train Station Precinct – Community Engagement Report', prepared for the City of South Perth, April 2007, page 5.

HISTORICAL NOTES (cont'd)

Towards the end of 2010, the Cities of South Perth and Melville and the WAPC endorsed the consultants' final report for the 'Canning Bridge Precinct Vision' as the preferred form of future development for the precinct.¹⁵ The Stage 2 project also involved community workshops, consultation and feedback opportunities.

Canning Bridge Precinct proposals specifically affecting the *Canning Bridge* include:

- Construction of a new (third) bridge just south of the existing bridges.
- Removal of the 1958 southern timber bridge and replacement with a new bridge.
- Retention of the existing 1938 northern bridge for use by buses, taxis and vehicles wanting to access the train station for passenger drop-off/pick up.

In December 2010, following endorsement of the 'Vision' by the three study partners, a working group was formed for the purpose of guiding the preparation of a development Structure Plan for the Precinct. This group also included the WA State Department of Transport, Main Roads WA and the Public Transport Authority. In March 2011, GHD Consultants were engaged to undertake more detailed studies and prepare the Structure Plan as Stage 3 of the project. The draft Structure Plan was advertised for community comments in 2014-15.

At a meeting of the Council of the City of South Perth in March 2015, consideration of the Structure Plan was deferred, to enable it to better align with development requirements for the South Perth Station Precinct which remained incomplete at that time. Later in 2015, the City's Town Planning Scheme No. 6 was amended to enable land within the Precinct to be redeveloped in accordance with the Structure Plan.

DESCRIPTION

The *Canning Bridge* spans the Canning River between Como and Applecross at the narrowest point, where the Canning River meets the Swan River.

With appropriate repairs and modifications to preserve the structure and prolong its life, the northern *Canning Bridge* has remained fully operating as a traffic bridge since 1938, with the southern bridge being in use since 1958. The bridges are of pile-driven timber construction, 175 metres long with twenty-four 6 metre wide spans. The bridges contain six lanes of traffic with a pedestrian and cycle way on the outer side of each bridge.

Descriptive details of the two *Canning Bridges* form part of the Historical Notes above.

¹⁵ 'City of South Perth Canning Bridge Structure Plan Information Sheet – Where to From Here?'

ASSOCIATIONS**ASSOCIATION TYPE**

Henry Trigg	Superintendent of Public Works and designer of 1849 <i>Canning Bridge</i>
Solomon Cook	Engineer and builder of 1849 <i>Canning Bridge</i>
C Y O'Connor, Government Engineer in Chief	Ordered increase in the level of the 1867 <i>Bridge</i>
E W Godfrey, Chief Transport Engineer for the Main Roads Department	Designer of 1938 <i>Canning Bridge</i>
Minister of Works, H Millington MLA	Opened 1938 <i>Canning Bridge</i>
Lieutenant Governor Sir James Mitchell	Attended opening of 1938 <i>Canning Bridge</i>
Professor Gordon Stephenson and John Alastair Hepburn	Advocated a freeway connecting with the <i>Canning Bridge</i> in their 1955 'Plan for the Metropolitan Region'
GHD Pty Ltd, engineering, architecture and environmental consultants	Undertook the key stages of the 2007-10 'Canning Bridge Precinct Vision' Study and 2010-15 Structure Plan

HISTORIC THEME / Sub-theme**CATEGORIES OF SIGNIFICANCE**

Transport and Communications /Bridges	Aesthetic
	Historic
	Representative
	Rarity

RATING AND ASSESSMENT**High****Low**

Aesthetic value (streetscape, setting)	1	2 ✓	3	4	5
Architectural merit (design features)	1	2 ✓	3	4	5
Rarity value	1 ✓	2	3	4	5
Value as part of a group/precinct	1 ✓	2	3	4	5
Condition	1	2 ✓	3	4	5

STATEMENT OF SIGNIFICANCE

The *Canning Bridge* has aesthetic, historic, representative and rarity cultural heritage significance. It has a low profile that sits well with the river and foreshore environment. The bridge is representative of the vital link that Canning Highway makes between the north of the river and Fremantle. It is an important historical structure reflecting the early road transport links that date back to 1849 when Western Australia was the fledgling Swan River Colony. The *Canning Bridge* is one of only a few timber pile driven bridges in the Perth district.

MANAGEMENT RECOMMENDATIONS**Management Category A+ : Exceptional significance – Registered**

Conservation essential. Essential to the heritage of the locality. Rare or outstanding example. Registered by the Heritage Council of Western Australia. Demolition or significant alteration to a place in Management Category A+ of the Heritage List is not permitted. Any alterations or additions are to be guided by a Conservation Plan, if any, and reinforce the heritage values of the place.

SUPPORTING INFORMATION / BIBLIOGRAPHY

- Margetts, L. The Bridges of South Perth in *South Perth-The Vanishing Village*. Edited by Phillip Pendal and Kerry Davey Published by the City of South Perth Historical Society WA, 2002.
- Review of Municipal Heritage Inventory by *Heritage Today* in 2006.
- Florey, C. *Peninsular City A Social History of South Perth* City of South Perth WA 1995.
- Edmonds, Leigh *The Vital Link: A History of the Main Roads of WA 1926-1996* UWA Press 1997.
- Le Page JSH *Building a State: The Story of the Public Works Department WA 1829-1985*.
- Article 'Bridging to South Perth', Lloyd Margetts, Main Roads Western Australia, 20 May 2002.

HISTORY OF HERITAGE LISTING BY CITY OF SOUTH PERTH

	Date Adopted by Council
Update of MHI	March 2003
Review of MHI by <i>Heritage Today</i>	February 2006
Interim Heritage List – Policy P313 'Local Heritage Listing'	April 2013
Updated in renamed LHI	November 2015



Close-up view of *Canning Bridge No. 4 (1938)* from north-western side showing its form and structure, including service conduits fixed along the side of the Bridge.
(Gina Fraser, City of South Perth, 1 June 2015)



A view of the under-structure of the *Canning Bridge* at the central gap between the 1938 (left) and 1958 (right) bridges.
(Gina Fraser, City of South Perth, 1 June 2015)

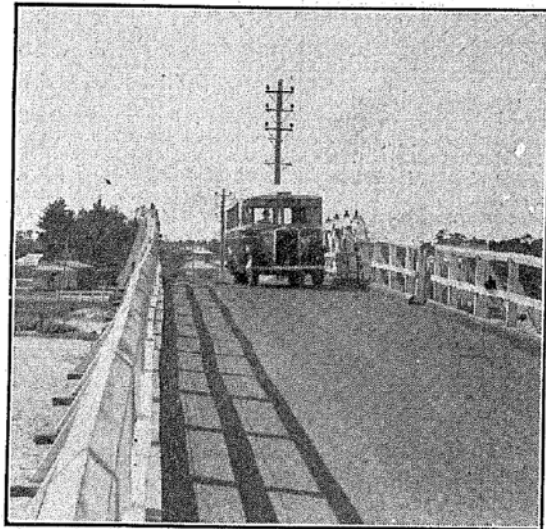


A military Search Light Unit patrol marching across the Canning Bridge, 1.9.1941. The Raffles Hotel is in the background.
(Record No. b2389131 – 221537PD. Sourced from the collections of the State Library of Western Australia and reproduced with permission of the Library Board of Western Australia)



Canning Bridge No. 4 (1938), seen from the Como side, with the Raffles Hotel at the western (Applecross) end of the Bridge, 1939.
(Photograph reproduced with kind permission of Main Roads Western Australia)

CANNING BRIDGE.



Canning Bridge No. 3

The above photograph is captioned as follows:

"The Minister for Works (Mr A McCallum) has rejected a proposal made by local authorities for the widening of Canning Bridge.

A bus is seen crossing the bridge, which is 17 feet 6 inches between hand rails."

(The West Australian, 10 August 1933 – photograph kindly provided by Main Roads Western Australia)

SAFER FOR PEDESTRIANS.



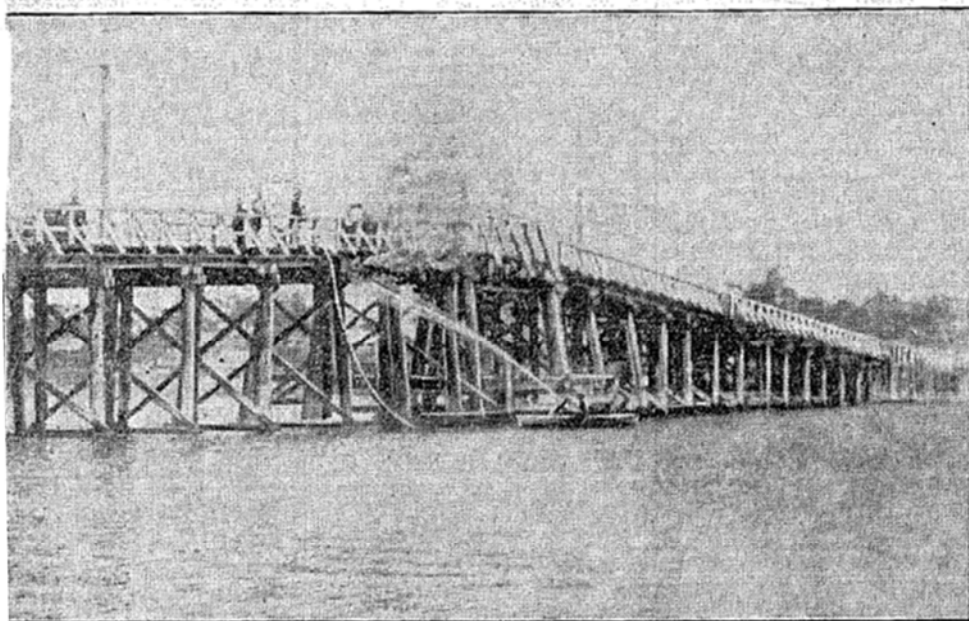
Canning Bridge No. 3

The above photograph is captioned as follows:

"The new footway which has been built on the northern side of Canning Bridge."

(The West Australian, 21 March 1935 – photograph kindly provided by Main Roads Western Australia)

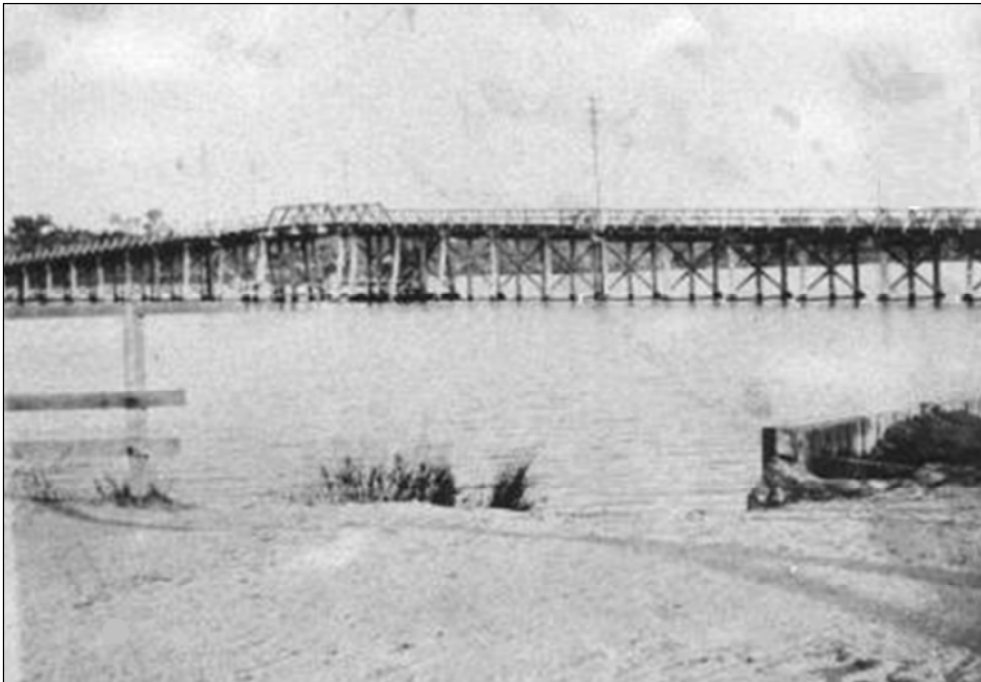
CANNING BRIDGE ON FIRE.



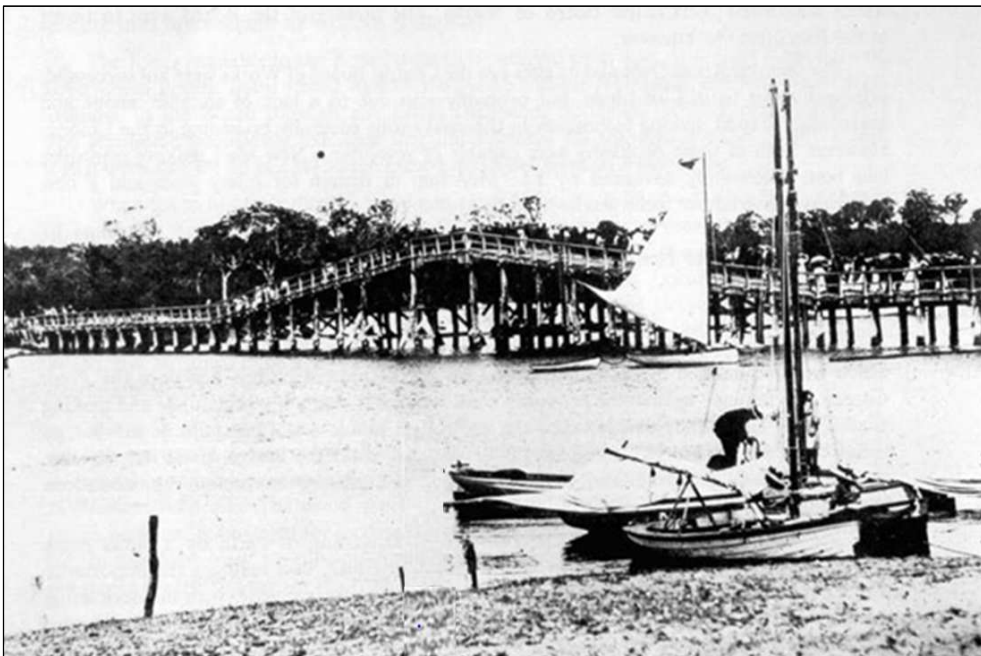
Canning Bridge No. 3: The above photograph is captioned as follows:

"A pile and some telephone cables were damaged by a small fire which broke out on the Canning Bridge yesterday morning. Firemen directing a hose on to the fire from a small boat."

(The West Australian, 21 March 1935 – photograph kindly provided by Main Roads Western Australia)



Canning Bridge No. 3 (1908), with its flatter ‘hump’ and stronger, wider construction.
Photograph taken 1920.
(Picture South Perth Photograph Collection)



Canning Bridge No. 2 (1867), raised by order of C Y O’Connor,
to provide for better river navigation. Photograph taken 1902.
(Photograph reproduced with kind permission of Engineers Australia (Western Australia Division))

The Perth Gazette

AND
WESTERN AUSTRALIAN JOURNAL.

SATURDAY, DECEMBER 26, 1846.

CANNING BRIDGE.

TENDERS and Estimates will be received by Mr. Trigg, Inspector of Public Works, for the construction of a Wooden Bridge over the Canning, at the Narrows, where the Fremantle and Perth Road crosses, according to plans which Mr. Trigg will show. Also for Embankments leading to the said Bridge; or the parties tendering may do so on a less expensive plan, with Mr. Trigg's approval. Said plans and estimates not to be any expense to the Road Trust.

By Order of the Chairman,
EDWD. PICKING,
Clerk to the Trust.

Nov. 7, 1846.

First invitation to tender for *Canning Bridge No. 1*.
(Trove Digitised Newspapers, Government Tenders,
The Perth Gazette and Western Australian Journal,
Saturday 26 December 1846.
<http://nla.gov.au/nla.news-page3406>)

The Perth Gazette,

INDEPENDENT JOURNAL OF POLITICS AND NEWS.

FRIDAY, MAY 4, 1849.

GOVERNMENT TENDERS.

Colonial Secretary's Office, Perth,
April 26, 1849.

Tenders for building Canning Bridge

TENDERS will be received at this Office up to 12 o'clock on Tuesday the 8th May, from such person or persons as may be willing to erect a bridge across the Canning River according to Plans and Specification to be seen at this office.

Parties tendering must attend upon the day of opening the Tenders, and two sufficient sureties will be required for the due performance of the work.

Further particulars may be known on application at this office or to the Superintendent of Public Works.

By His Excellency's command,
R. H. BLAND,
Acting Colonial Secretary.

Second invitation to tender for *Canning Bridge No. 1*.
(Trove Digitised Newspapers, Government Tenders,
The Perth Gazette and Independent Journal of Politics and News, Friday 4 May 1849.
<http://nla.gov.au/nla.news-page717883>)



A hotel has been associated with the *Canning Bridge* for most of its life. The hotel has evolved over time, as illustrated in the photographs below:

View from under the *Canning Bridge*, of the Raffles Hotel (far left) and the 2002 contemporary Multiplex complex which includes a 17-storey residential tower (built on the site of the former 1896 Canning Bridge Hotel at the western (Applecross) end of the bridge).

(Gina Fraser, *City of South Perth*, 1 June 2015)



The Art Deco Raffles Hotel a landmark since 1937 in relation to the *Canning Bridge*, prior to the development of the contemporary multi-storey complex on the same site.

(*Heritage Today*, 2003)



The Raffles Hotel shortly after being remodelled in 1937 from the former Canning Bridge Hotel, to coincide with the opening of the new 1938 *Canning Bridge*. The Raffles Hotel became an iconic landmark in relation to the *Canning Bridge*.

(Photograph reproduced with kind permission of the Raffles Hotel.)



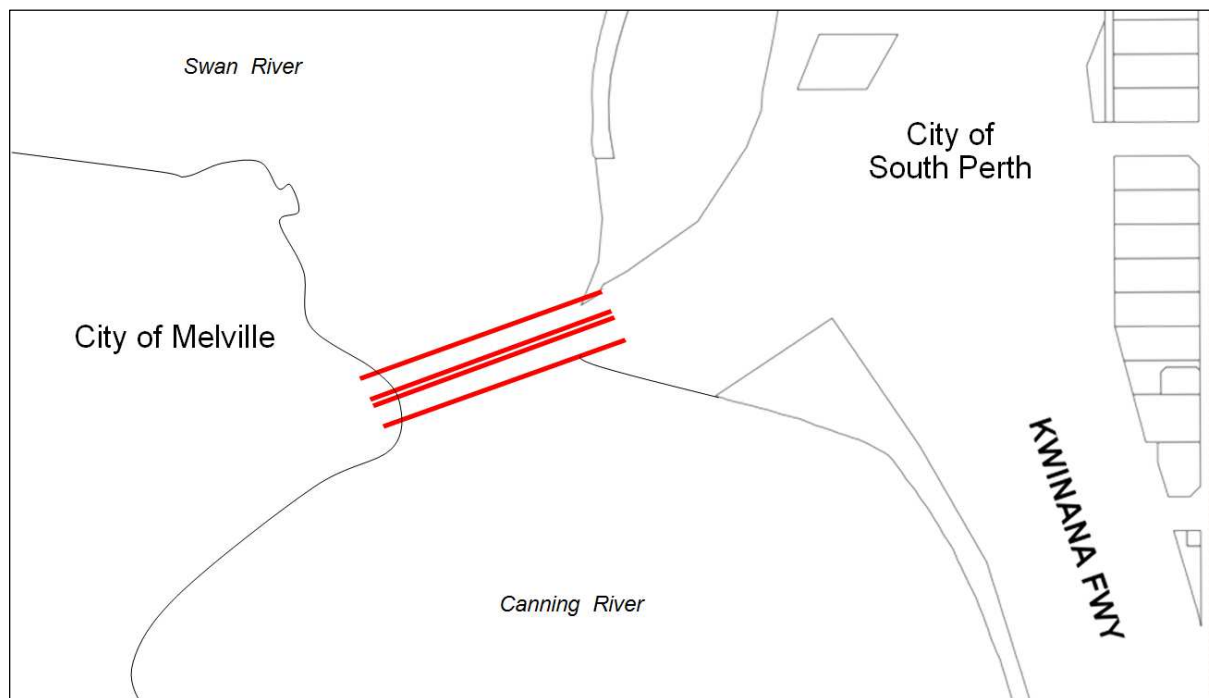
The former Canning Bridge Hotel, which was greatly remodelled in 1937 to become the Raffles Hotel. 1934.

(Record No. b2235130 – 0103066D. Sourced from the collections of the State Library of Western Australia and reproduced with the permission of the Library Board of Western Australia)



Canning Bridge bus port and entry to the Canning Bridge train station.
(Gina Fraser, City of South Perth, 1 June 2015)

LOCATION MAP



(Digital Cadastral Data supplied by Landgate, WA. P295)