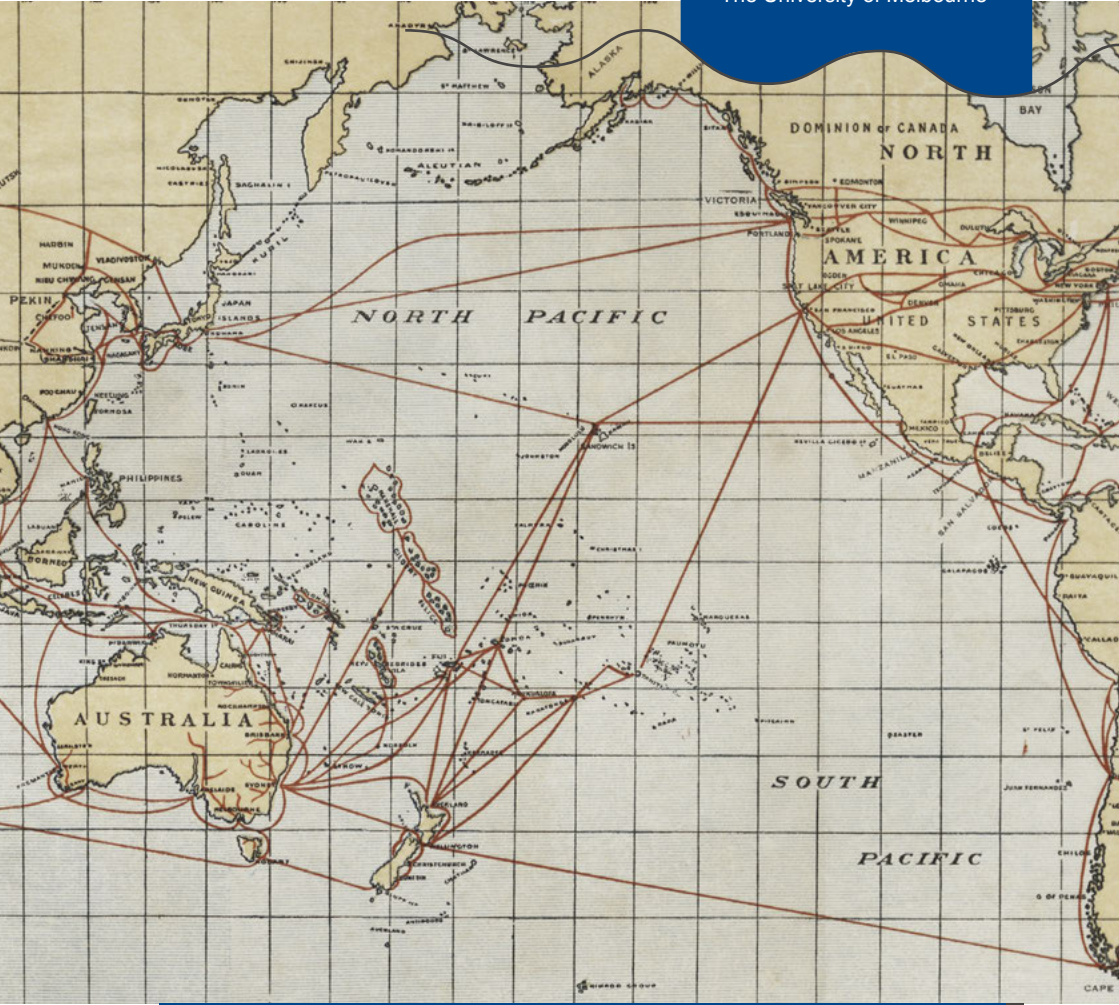


November 24 - 26, 2021

Melbourne School of Design
The University of Melbourne

SYMPOSIUM



1800s
1950s

NAVIGATING ENCOUNTERS AND EXCHANGES

INTERCOLONIAL TRADE, INDUSTRY AND
LABOUR MOBILITY IN ASIA PACIFIC

REGISTER TO ATTEND HERE



Buildings for industry, agriculture and trade in Australia, the Pacific and South-East Asia share an important but forgotten history of encounter, exchange, and influence. Industrial heritage is also under-represented in World Heritage lists, with the Asia Pacific region poorly represented and global connections between industrial sites insufficiently understood (Falser & Yang, 2001). This symposium addresses these research gaps by providing a forum for academics, archivists, and heritage practitioners to share their examinations of unprecedented buildings for trade and industrial-scale resource extraction across Asia-Pacific's multiple colonial entities and their successor nation-states.

The two-day symposium will feature international and local keynote speakers as well as panel discussions which explore flows and connections of commodity, craft, labour and expertise between sites and communities across Asia Pacific from 1800s – 1950s and beyond.

We acknowledge the traditional owners of the land on which we are meeting today, the Wurundjeri people of the Kulin Nation. We pay our respects to their elders' past, present and emerging who have been and continue to be the custodians of these lands. This land was stolen, and sovereignty of this land has never been ceded. This is especially important to keep in the front of our minds as we listen to stories of place today.

Convened by [Amanda Achmadi](#), [Hannah Lewi](#), [Soon-Tzu Speechley](#), [Paul Walker](#) and the Australian Centre for Architectural History, Urban and Cultural Heritage (ACAHUCH) and the [Faculty of Architecture, Building and Planning](#), The University of Melbourne.

Further Information: Email Theo Blankley | ACAHUCH Centre Coordinator
acahuch.msd.unimelb.edu.au



PROGRAMME

November 24

18:30 **KEYNOTE ONE**
 02:30 NYC
 07:30 LON
 15:30 SIN
Corrugated Iron and Industry in Tropical Australian Spaces
Adrian Vickers and Julia Martínez

November 25

9:45 Welcome

10:00 **PANEL ONE**
 18:00 NYC
 23:00 LON
 07:00 SIN
FLAWS: LABOUR, CRAFT AND VISION
 CHAIR : PHILIP GOAD

Infrastructuring Migration: The Construction of Labour Mobility in the East Coast of Sumatra
Robin Hartanto Honggare

Hand in hand with crossed top plates: Chinese carpenters and the installation of Melbourne's prefabricated Singapore Cottages
John Ting

Asia Pacific Encounters: On the Trails of Colonial Shipping Networks
Amanda Achmadi

11:30 Panel One Ends

12:00 **PANEL TWO**
 20:00 NYC
 01:00 LON
 09:00 SIN
ENTERPRISES AND COMMODITIES
 CHAIR : HANNAH LEWI

Transnational company changes – a tale of sugar factories in Java
Erika Yuni Astuti and Rafael Andean Sepnadi

Fertiliser and Soap: J.T. Arundel & Co.'s Commercial Networks in the late-nineteenth-century Pacific
Jasper Ludewig

Biscuits and buildings: the colonial enterprise of Swallow and Ariell

Paul Walker and Karen Burns

Whaling in the Tasman World
Stuart King and Andrew Leach

13:45 Panel Two Ends

16:30 **PANEL THREE**
 00:30 NYC
 05:30 LON
 13:30 SIN
FLAWS: BUILDING TECHNOLOGY, MATERIALITY AND EXPERTISE
 CHAIR : PAUL WALKER

Technology spillover in Imperial time: Cantonese craftsmen and concrete coastal fortifications in Hong Kong and Guangzhou, 1876-1882
Yichuan Chen

Building networks: professional mobility and the migration of architects in the imperial world
Soon-Tzu Speechley and Julie Willis

Imprints of the Basel Mission Industries on Indian Ocean Architectures
Arijit Chatterjee and Asha Sumra

17:30 Panel Three Ends

* please note: All sessions will be pre-recorded. To facilitate more generous discussion time, we will provide these recordings to be watched ahead of time. Panellists will give a 5-minutes summation of their paper prior to commencement of the discussions.

KEYNOTE ONE

Corrugated Iron and Industry in Tropical Australian Spaces

PROF. ADRIAN VICKERS

Professor of Southeast Asian Studies, University of Sydney

APROF. JULIA MARTINEZ

School Research Leader, School of Humanities and Social Inquiry, University of Wollongong

Industrial heritage mainly consists of now-absent buildings, the kinds of temporary structures built for a season or perhaps the length of a period of indenture. Made from the cheapest available materials for transient labour forces, the structures created by Australian enterprises in the Asia-Pacific between the early- to mid-twentieth century have left few records. These were structures for living, work and entertainment. In Aru, Broome, Cairns, Darwin and Nauru, Australian industries such as pearling, plantations and mining found various ways to cater for the mobile work-forces they hired.

In some cases, these workforces had to innovate with materials at hand, while in others, employers provided the materials. Workers often lived on boats or on the beach, so their needs varied. In these industrial sites, corrugated iron was the major preferred material. The post-war reconstruction of facilities for Chinese indentured labourers on Australian-administered Nauru transferred the make-shift pre-War structures into a planned environment. The buildings were made from easy to assemble corrugated iron sheeting, transported from Australia. Consideration for the tropical climate resulted in ample shading and ventilation. Under scrutiny from the United Nations and the Hong Kong authorities, worker living conditions were defined in terms of living quarters, food and entertainment and hospital facilities.

But, as had been the case since the first Chinese labourers arrived in 1906, there remained a policy of racial segregation between indigenous Nauruans, Chinese and Europeans, with distinct buildings required for each group.

*Julia T. Martínez is an Associate Professor at the University of Wollongong and was an Australian Research Council Future Fellow (2013-17). She explores histories of transcolonial mobilities across the Asia Pacific region, and themes of labour, trade and gender. Her books are *The Pearl Frontier: Indonesian Labor and Indigenous Encounters in Australia's Northern Trading Network* (with Adrian Vickers, 2015); *Colonialism and Male Domestic Service Across the Asia Pacific* (with Claire Lowrie, Frances Steel & Victoria Haskins, 2019) and *Locating Chinese Women: Historical mobility between China and Australia* (Kate Bagnall & Martínez eds, 2021).*

*Adrian Vickers is a Professor of Southeast Asian Studies at the University of Sydney. He researches the cultural history of Southeast Asia. He has held a series of Australian Research Council grants (*Discovery and Linkage*), the most recent looking at modern and contemporary Indonesian art, Cold War history, and labour and industry in Southeast Asia. Alongside *The Pearl Frontier* (with Julia T. Martínez, 2015), his books include *Bali: A Paradise Created* (2012), *A History of Modern Indonesia* (2013) and *Balinese Art: Paintings and Drawings of Bali, 1800-2010* (2012).*



PROGRAMME

November 26

- 9:45 Welcome
- 10:00 **PANEL FOUR**
 18:00 NYC
 23:00 LON
 07:00 SIN
SITES: ENCOUNTERS, INTERVENTIONS, AND TENSIONS
 CHAIR : SOON-TZU SPEECHLEY
- Entry and Entrepôt: Immigration Stations and Plantations Economies in Hawai'i, 1905–1934*
Elliot Sturtevant
- The Chinese House in the Colony: Migration, Proximity, Violence in the Transpacific Empires*
Sujin Eom
- 11:30 Panel Four Ends
- 12:00 **PANEL FIVE**
 20:00 NYC
 01:00 LON
 09:00 SIN
HERITAGE AND HISTORICAL MEMORIES
 CHAIR : STUART KING AND AMANDA ACHMADI
- Repositioning Chinese Cultural Heritages of Bandung: A Mitigation Effort*
Krismanto Kusbiantoro, Cindrawaty Lesmana and Elizabeth Wianto
- The Absent Referent of Exchange in South and South-east Asian Trade: The Role of Iranian Trade Networks in Facilitating Colonial Commodities in the Nineteenth Century*
Ali Rad Youfsenia
- Analysing Nineteenth Century Military Building Typologies: An Australian Perspective*
Noni Boyd and Jean Rice
- 'Unlocking' maps, locating forms: Assembling the Digital Historic Maps of Southeast Asia platform*
Jane Jacobs and Victoria Marshall
- 13:30 Panel Five Ends

- 18:30 **KEYNOTE TWO**
 02:30 NYC
 07:30 LON
 15:30 SIN
Seeing is Believing: Visible Infrastructure and Notions of Securitization in Colonial Trade
Alex Bremner
- * please note: All sessions will be pre-recorded. To facilitate more generous discussion time, we will provide these recordings to be watched ahead of time. Panellists will give a 5-minutes summation of their paper prior to commencement of the discussions.

KEYNOTE TWO

Seeing is Believing: Visible Infrastructure and Notions of Securitization in Colonial Trade

PROF. ALEX BREMNER

Professor of Architectural History, University of Edinburgh

This talk will begin by taking a glance at the built infrastructure of early global capitalism as manifest through the China Trade in the Asia-Pacific region, before considering if this infrastructure served a greater purpose than the mere perfunctory facilitation of trade. Although buildings such as docks, warehouses, counting houses, offices etc. were understood in primarily ‘functional’ terms, it is worth considering what additional semiotic indicators they intentionally or unintentionally conveyed.

How, for instance, did the physical presence/appearance of such buildings and infrastructure signal ideas of securitization, thus engendering myths of safe, ‘smooth’, and/or frictionless capital flows. How were these buildings themselves a function of the heavily networked capitalist environment in which they operated and made possible? Or, indeed, why did the image of architecture come to stand in for this idea of safe, smooth capital flows in critically associated industries such as insurance and banking?

The second part of the talk will address the latter of these questions by taking a wider view of the networked spaces of imperial capitalism through architectural notions devised within the insurance and banking industries which lay at the foundations of colonial and inter-colonial trade. Trade and capital were of course connected, and it is useful to see them as strategically aligned in a rhetorical sense as much as economically. In exploring these themes, the talk will draw on concepts from related fields of enquiry concerning the history of global capitalism, including ‘lubricity’, ‘extrastatecraft’, ‘deadly logistics’, and the social function of architecture.



Alex Bremner is a Professor of Architectural History at the University of Edinburgh. His research interests include the history of nineteenth- and early twentieth-century British architecture, architecture and empire, national identity and its relationship to the wider built environment, and religious architecture (particularly Anglican and Nonconformist culture in Britain and its colonial empire during the nineteenth century). His particular interest concerns the intersection between European empire and the globalisation of architectural form, knowledge and expertise, including the nature and effects of corporate agency. His publications include Architecture and Urbanism in the British Empire (Oxford University Press, 2016) and ‘Tides That Bind: Waterborne Trade and the Infrastructure Networks of Jardine, Matheson & Co’ recently published in Perspecta.

PANEL ONE



Infrastructuring Migration: The Construction of Labour Mobility in the East Coast of Sumatra

ROBIN HARTANTO HONGGARE
Ph.D. candidate in Architectural History and Theory, *Columbia University*

As the global tobacco and rubber demands increased in the early twentieth century, plantation companies in the East Coast of Sumatra—also known as Sumatra’s plantation belt—became concerned with not only the circulation of commodities but also the sustenance of workforces. Immigration institutions, such as the Java Immigranten Bureau (1912), Algemeen Delisch Emigratie Kantoor (ADEK) (1916), and Vrije Emigratie van DPV en AVROS (VEDA) (1928), were established by the planters to maintain the influx of laborers.

Crucial to their success in bringing hundreds of thousands of people from Java, China, India, and the Straits Settlements to the plantation sites were administration offices, transit shelters, clinics, and other mass facilities located both inside and outside of the Netherlands Indies. This paper identifies the spatial network that enabled labour migration in the East Coast of Sumatra, a constellation of buildings in more than one hundred locations, from Semarang to Hong Kong, which facilitated the systematic documentation and selection of labourers as well as their transportation.

I characterize this practice as infrastructuring to emphasize both the material network that maintained the migration flow and the constant reworking of the system required to respond to various external forces intervening in the process.



Hand in hand with crossed top plates: Chinese carpenters and the installation of Melbourne’s prefabricated Singapore Cottages

JOHN TING
Architect, researcher and educator, *University of Canberra*

Prefabricated houses were imported into Melbourne during the 1850s gold rush to address housing shortages. Manufactured by colonial interests in Singapore, they were exported to other British colonies cross modern trade networks. However, the Singapore Cottages also demonstrate the encounter between colonial, vernacular and regional migrant actors.

These buildings’ construction details show the involvement of migrant Chinese carpenters and local Malay carpentry. The roof structures display Malay intermediate roof beams. Vernacular Chinese characters facilitated assembly of the main frame, indicating Chinese carpenters fabricated the crossed top and bottom plates and ‘hand in hand’ (scarf) connections over columns. Exported in knocked-down form, Cottage shipments were often accompanied to Australia with the same Chinese carpenters involved in the houses’ production. They were required as the construction was unfamiliar in Australia. More recently, this carpentry has become known as ‘Chinese’, suggesting intercolonial flows of building technology from China to Australia. However, the contemporaneous vernacular carpentry of Guangdong and Fujian, where the carpenters originated, contrasts with that of the Cottages. The Cottages’ joinery details seem more similar to many Southeast Asian vernacular timber buildings.

This paper problematises the simplified origins of the Cottages’ carpentry by comparing the skills and organization nineteenth century Guangdong and Fujian carpenters who migrated to Singapore and Australia, and how they might have been involved in building technology flows between Southeast Asia and Australia. It also examines the legacy of this form of nineteenth century carpentry and construction practices in Southeast Asia and Australia.



Asia Pacific Encounters: On the Trails of Colonial Shipping Networks

AMANDA ACHMADI, senior lecturer in architectural design (Asian architecture and urbanism), *University of Melbourne*

A lasting legacy of 19th-century colonialism in the Pacific and Southeast Asia is the fragmented historiography of the region's colonial built environment. Boundaries established by European colonization continue to govern the production of historical studies as these generally adopt geographical frameworks corresponding to the nation-states that emerged from particular colonial empires. Overlooked by this paradigm is the region's intricate interconnectivity in the late nineteenth century. The industrialization of agricultural production and the emergence of international commercial shipping routes opened up territories while facilitating fluid movement of goods, labour, capital, and travelers. Crossing colonial boundaries, regional networks developed by commercial entities transformed the region in the late colonial era while forming a sense of Asia Pacific as a cosmopolitan cultural geography. They left built traces in the form of buildings for trade, travel networks and export-oriented agriculture.

This paper seeks to bring into view the architectural settings of such commercial enterprises and the cross-cultural encounters they entailed. The paper will focus on the architectural infrastructure emerging in key sites through tracing the inter-regional operations of the Australian firm of Burns Philp and the Dutch company Koninklijke Paketvaart-Maatschappij (KPM). Their networks of operations across the region not only facilitated rapid industrialization of agricultural production in Asia Pacific but they also intertwined with the development of tourism.

Drawing on two collections of nineteenth- and early twentieth-century photographs of the Pacific and Southeast Asia from the Burns Philp and KPM archives held in Australia and Singapore and the travel guides published by the two companies, the paper examines images of mostly anonymous commercial built forms from across the region and reflects on how their production was informed by interconnectivity and movement. They reveal a picture of cosmopolitan aspirations transmitted and shared across the region, a network of connectivity that seems hard to imagine out of the dispersed geography and the landscape of nation building politics of the subsequent century.



PANEL TWO



Transnational company changes – a tale of sugar factories in Java

ERIKA YUNI ASTUTI, Lecturer, School of Architecture, Planning and Policy Development, *Institut Teknologi Bandung, Bandung (ITB)*, and RAFAEL ANDREAN SEPNADI

Transnational companies in the context of the colonial era were built simply for the commercial gain of the ruling country, including all of the infrastructure facilities at the regional level that were barely intended to support the area itself. The number of sugar factories in Indonesia shows that apart from spices, sugar is another source that contributed to the Dutch trading company VOC (Vereenigde Oost-Indische Compagnie) established in 1603. There were 180 sugar factories spread throughout Java. At that time, one of the goods targeted by the company was sugar, which was produced manually through sugarcane mills. With this commodity, VOC succeeded in entering the world sugar market, by exporting as much as 625,000 kg/year.

The success story did not last: VOC went bankrupt due to corruption. Later, in 1824, another Dutch company (NHM – Nederlandsche Handel-Maatschappij) replaced the role of the VOC in Indonesia, and began to establish sugar factories in Java using mechanical power. The machine used was one utilised for water turbine propulsion. In its development, the water turbine-powered machine was then replaced with a steam-powered engine to enhance production. Later, during the Second World War, within the transition from Dutch to Japanese colonialism, many sugar factories changed their functions to serve Japanese war purposes. Some of these factories were also deliberately destroyed.

Hence, this paper tries to capture this process through study of emerging trends and changes to the buildings. This research investigates transnational company cases in Surakarta (Colomadu Factory) and Klaten (Gondhang Legi Factory), both in central Java. The later, for example, has survived the implications of the construction of the Yogyakarta-Kartasura toll road in Central Java Province. This research reveals that, currently, such factories have potential to become landmarks for contemporary city purposes.

Fertiliser and Soap: J.T. Arundel & Co.'s Commercial Networks in the late-nineteenth-century Pacific

JASPER LUDEWIG

Lecturer, School of Architecture and Built Environment, *University of Newcastle*

This paper makes a first step towards historicising the architecture of J.T. Arundel & Co.'s late-nineteenth-century commercial networks. Arundel & Co. was a highly active Sydney-based trader throughout the Pacific with holdings that stretched from islands off the coast of Australia in the west, to Clipperton Island off Mexico in the east. This paper explores previously unpublished archival material, examining how architecture acted as an instrument of facilitation for Arundel & Co., installing and maintaining the commercial agreements the company established over time. In particular, it explores the ways in which buildings, alongside other structures—tramways, jetties, kilns, vessels—were used to mitigate risk and maximise the company's profit in an otherwise unpredictable and loosely governed maritime territory.

Arundel & Co. maintained a two-pronged approach to its extractive exploits throughout the Pacific Islands: first, it would recruit Islander labour to mine guano deposits for the Australian and United States fertiliser markets; then, it would establish coconut plantations over the exhausted guano diggings from which copra (the basis of coconut oil) could later be harvested and turned into soap. The paper's analysis of these extractive activities moves chronologically, charting the company's early growth as an independent trader, to its eventual merger with Lever Brothers (of Unilever fame) and the Hamburg-based Jaluit Gesellschaft as the Pacific Phosphate Company in 1902.



Biscuits and buildings: the colonial enterprise of Swallow and Ariell

PAUL WALKER, professor of Architecture, *University of Melbourne*, and KAREN BURNS, Senior Lecturer, *University of Melbourne*

In his key account of design and modernity - *Mechanization Takes Command* - Sigfried Giedion located an origin point for a history of mechanization in the British Navy's use of the perpetual oven and assembly line in sea biscuit production in 1823. This paper examines the relationship between infrastructure, food, territorial conquest, and trade, using the example of Swallow and Ariell. Founded in 1854, it reputedly became the biggest biscuit-maker outside the United Kingdom and the fifth largest in the world.

The company's history is tied to Australian colonialism: its founder – Thomas Swallow – was lured to Australia by the Victorian gold finds; it supplied food for the Burke and Wills expedition in 1860 and for the first Australian soldiers to fight abroad in 1885 in Sudan. Swallow and Ariell developed a business model that incorporated multiple agricultural and industrial processes: just as its sales were Australia-wide, and stretched to India, South Africa and the 'the East', this strategy expanded its operations to flour milling, sugar plantations, and fruit production. Swallow and Ariell used images of its Port Melbourne buildings along with the swallow that was its corporate logo in company publicity. But its wide flung undertakings entailed the construction of many building types, themselves the products of commercial networks.

This paper traces the technologies and material infrastructure that constituted the company across numerous landscapes. Although it used innovative media spectacles at international exhibitions and early documentary film to focus on its Port Melbourne headquarters and its factory production line, the company's success was built on flow: on the swallow as much as the factory.

Whaling in the Tasman World

ANDREW LEACH, Professor of Architecture, *University of Sydney*, and STUART KING, senior lecturer in architectural design and history, *University of Melbourne*

This paper investigates the multi-valent relationships between architecture and industrial activity in the early colonial Tasman world by turning to whaling. The South Pacific was a rich territory for whalers based in New South Wales, Van Diemen’s Land, the Americas, and later New Zealand. Initially an off-shore industry, from the middle of the nineteenth century its on-shore infrastructure became more extensive. We identify and begin to explore the effects of this work on environments on either side of the Tasman and consider the relationships established by whaling with both port networks (as sites of extraction, maintenance and trade) and key (urban) markets for the Pacific’s whale oil. It will draw a line between the direct consequences of whaling and the oil trade for fabric (industrial architecture, whalers homes, and the distribution of candles) and the capitalisation it afforded to those whalers who leveraged the importance of their industry into land ownership, urban development and pastoralism.

It will, in particular, establish sites of American trade and exchange in the Tasman world to show a Pan-Pacific culture (drawing in sites in Asia, North and South America, the Tasman and the islands of the Pacific), underpinned by a maritime mobility habitually overshadowed by the operations of the British Empire. And to show something of the imbrications of whaling with, for instance, the maintenance of Britain’s penal program. The paper will draw on such operations as those of the Hentys, Eber Bunker, John Grono and George Meredith to substantiate these claims.



PANEL THREE

Technology spillover in Imperial time: Cantonese craftsmen and concrete coastal fortifications in Hong Kong and Guangzhou, 1876-1882

YICHUAN CHEN, PhD student, Bartlett School of Architecture, *University College London*

This paper explores the technological origin of the concrete coastal fortifications built in Guangzhou in the early 1880s, which were the first modern concrete structures built in mainland China. It turns out that these forts, unlike many other modern construction projects during Imperial China’s Self-Strengthening Movement, were not designed and built by foreign engineers but by Cantonese contractors and craftsmen who had just completed similar fortifications in the British colony of Hong Kong. Fieldworks in Dingyang Fort, the earliest modern concrete fort in Guangzhou, revealed that its dimensions strictly adhere to contemporary British design guidelines, which proves the statement in some historic materials that the Cantonese builders had in their hand detailed plans of British forts.

Further research reveals the central figures of the technological transfer – Chen Qixi, building contractor in Hong Kong and Cai Xinheng, translator and wealthy merchant of Hong Kong and Guangzhou. Neither of them had official titles in Chinese or British colonial government, which probably caused their important roles in the Self-Strengthening Movement to be marginalized and overlooked. However, it was through their personal commitment and social networks that the modern concrete technology was first successfully introduced into mainland China.



Building networks: professional mobility and the migration of architects in the imperial world

SOON-TZU SPEECHLEY, Research Fellow in ACAHUCH, *University of Melbourne*, and JULIE WILLIS, Professor of Architecture and Dean of the Faculty of Architecture, Building and Planning, *University of Melbourne*

The era of high imperialism was also one of high mobility in the architectural profession. This mobility would shape the practice of architecture globally. While countless architects moved from metropole to colony, empires also fostered other migration patterns. These movements and engagements spanned widely, encompassing Australia, North America, India, and southern Africa, inflected by professional, opportunistic, personal, and economic circumstances.

The British Empire created opportunities for architects and engineers, who brought with them ideas, knowledge and expertise. Architects chased economic opportunities from colony to colony, following booms and busts. Colonial Public Works Departments fostered intercolonial migration, as did large private practices. British imperial networks did not exist in isolation, overlapping with other transnational networks. Architects moved between bordering colonies of various empires. In Asia, the British Empire encountered the Dutch, French, and Japanese Empires. Through its ecclesiastical commissions, the Catholic Church provided another conduit through which architects could straddle various imperial spheres.

Even as decolonisation began after WWII, these networks would prove remarkably resilient. Architects from former colonies trained in other former colonies, as evidenced by the training of Singaporean architects in Australia in the late 1940s. The enduring quality of these trans- and inter-colonial networks would continue to shape the practice of architecture well into the twentieth century.

This paper presents several case studies to illustrate some of these migratory patterns: intercolonial migration within the British Empire; trans-colonial migration between British and other imperial spheres; and migration between former colonies of the British Empire in the era of decolonisation.



Imprints of the Basel Mission Industries on Indian Ocean Architectures

ARIJIT CHATTERJEE, Architect and visiting faculty member, *Bengal Institute, Dhaka and CEPT University, Ahmedabad*, and ASHA SUMRA, PhD fellow, *Aarhus School of Architecture, Denmark*

This paper explores the Basel Mission Industries as a catalyst for exchange, examining how a collision of European ideas and local resources created an architectural ripple across the Indian Ocean. Cross-cultural encounter is revealed in industrial infrastructure as architecture, in products for building, and lasting residue in material and ideas

With the aim of spreading Calvinist ideology of work as worship, from 1841 the Swiss/German Basel Mission(1815-2001) established printing(1841), weaving(1844) and terracotta tile(1865) industries in South India. The Tile Industry grew to supersede evangelism, instigating vibrant exchange spanning from Australia to Yemen, overlapping with European Colonial presence in Asia Pacific. This triggered widespread construction of tiled buildings across the colonial tropics and distinct forms of industrial architecture throughout the Malabar Coast. Whilst the First World War curtailed Basel Mission Industries, imprints remain in architectural tectonics, regional consciousness and ocean networks. The tile pervades contemporary building culture, though continued use and the avoidance of use; and in the presence and demolition of industrial heritage. Specific working examples of industrial architecture include the Basel Mission Printing Press, Balmatta(1841), and the Commonwealth Tile factories in Mangalore(1865) and Feroke(1905).

Situating the industries within ecology of environment and ideas, the architecture and products are perceived as metaphors for industrialisation, religious-cultural interaction and aspirations in built form across Asia Pacific. Tangible and intangible traces of buildings, products, processes and networks of the Mission Industries are unraveled as residues in material and dynamics of trade/control to reveal the potential to inform spatial imagination of specific, diverse environments.



PANEL FOUR

Entry and Entrepôt: Immigration Stations and Plantations Economies in Hawai‘i, 1905–1934

ELLIOT STURTEVANT, PhD Candidate in Architecture, Graduate School of Architecture, Planning and Preservation, *Columbia University*

On July 3, 1905, Commissioner General of Immigration Frank P. Sargent dedicated a new U.S. Immigration Station at Honolulu. After passing beneath a portrait of President Roosevelt overlaid with the inscription “Aloha,” Sargent and his guests were among the first to examine the building’s interior, featuring “the latest ideas in immigration station architecture.” Designed by architect Oliver G. Traphagen, the wood-frame building was commissioned by the U.S. Department of Commerce and Labor and was intended to streamline the processing of newly arrived immigrants, many destined for work on the islands’ plantations. The station’s “Chinese examination room” featured a “full set of apparatus for the measurement of the aliens by the Bertillon system,” named after the famed French criminologist and anthropologist Alphonse Bertillon. The building, along with its clearly defined spatial divisions, thus supported the racial logic at work within the islands’ most prominent, settler-controlled industry: sugar.

Using newspapers, maps, and journals published by the Hawaiian Sugar Planters’ Association, this paper constructs a spatial history of the “chokepoints,” borrowing a concept from infrastructure studies, encountered by labor and goods circulating through the Port of Honolulu at the turn of the twentieth century. In addition, I contrast Traphagen’s design to the later, New Deal era U.S. Immigration Office by architect Charles W. Dickey, noted practitioner of a so-called Hawaiian regional architecture. In doing so, the paper examines the competing image of regional economic integration and reality of racial segregation evoked and evidenced by the architecture of the Hawaiian sugar industry.



The Chinese House in the Colony: Migration, Proximity, Violence in the Transpacific Empires

SUJIN EOM
Lecturer, Asian Societies, Cultures, and Languages, *Dartmouth*

The Chinese house was conspicuous in colonial Korea. With hipped tile roofs, arched verandahs, pinched ridgelines, balustrades made from various architectural materials, diamond-paned casement windows, and hinged and louvered shutters, the Chinese house was a visual contrast to traditional Korean houses made with straw roofs and walls of wattle and daub. Some Chinese houses sported ersatz Greek pillars, an influence of eclectic architectural style imported from China’s treaty ports such as Shanghai and Guangzhou. Not only did the Chinese house stand as a symbol of the economic prosperity of Chinese merchant communities in the colony, but it also accommodated seasonal laborers moving across the transpacific empires. After all, these houses were unmistakably Chinese.

This paper reflects upon anti-Chinese riots that swept over the Korea peninsula in July 1931, when the Chinese houses were singled out for deadly attack. Houses were wrecked, housewares stolen, shops destroyed, residents beaten and stabbed to death—regardless of gender and age. It seemed that “everything Chinese” was to be wiped out. This paper contends that anti-Chinese violence in colonial Korea not only shows how hatred against Chinese labor migrants was shared across the Pacific, but also reveals imperial regimes of migration which created intricate structures of violence unique to East Asia’s colonial space. By considering Chinese houses in colonial Korea as “in-between” spaces that precipitated colonial anxieties, I argue that the anti-Chinese violence had its origin in an urban materiality of uneven development in the colony, which produced sites of privileges and exploitation in close proximity to each other.

PANEL FIVE

Repositioning Chinese Cultural Heritages of Bandung: A Mitigation Effort

KRISMANTO KUSBIANTORO, lecturer and researcher, Department of Architecture, Faculty of Arts and Design, *Universitas Kristen Maranatha*, CINDRAWATY LESMANA and ELIZABETH WIANTO

For more than three decades by the end of the 1990's, Chinese culture was not able to grow in Indonesia due to some political issues. Ethnic discrimination emerged and followed by the anti-Chinese spirit nurtured by the government among the nation. Although there has been such a great change nowadays, Chinese cultures is still somehow excluded and not considered to be the cultural entities that build Indonesia's multicultural identity. It includes the Chinese cultural heritages in Bandung, although Bandung is a city with so many architectural heritages inherited during the Dutch occupancy. These Chinese heritages are the result of a multi-ethnic collaboration that was built during the Dutch colonial period.

In that era, many Dutch architects collaborated with Chinese construction workers that mobilized as immigrants mostly from Fujian Province in China and some local workers. Nevertheless, the people of Bandung hardly understand the significance of the Chinese cultural heritages, so that those heritages are in a serious thread of mistreated, misunderstood and even possibly facing destructions. This research aims to collect and thoroughly reposition these Chinese cultural heritages in Bandung as a mitigation effort to reduce the severity of losing these valuables. There are various categories of heritages such as old Chinese tombs, residential heritages, religious heritages, commercial heritages, educational heritages, culinary and social institutions.

The paper will explain some ideas, methods, and the theoretical platforms to reveal the significance values of each heritage. Started with the heritage survey, historical research, collecting memories from living witnesses, categorizing the objects, and conducting a poster exhibition for public. Finally, this paper will suggest some strategies to put these valuable heritages as the City's heritage and save them from the thread of extinction through public socialization, exhibitions, cultural events, and tourism strategies.



The Absent Referent of Exchange in South and South-east Asian Trade: The Role of Iranian Trade Networks in Facilitating Colonial Commodities in the Nineteenth Century

ALI RAD YOUSEFNIA, PhD Candidate and Sessional Academic, *University of Queensland*

It is inevitable that the imperial and colonial powers changed the face of several regions in Asia. The vast majority of Asia was colonised by European and Imperial powers by the nineteenth century. However, some parts became buffer zones of the 'Great Game' in this period. Iran was a major actor within the neutral grounds of Asia. Therefore, the great powers slightly had a different approach towards it. Nineteenth-century Iran was a major destination for significant colonial goods such as tea, sugar, textile from South and South-East Asia. It was also the provider of some crucial commodities such as raw silk, cotton and opium for colonisers.

Having thousands of kilometres of distance on both sides for production and consumption centres, in many cases, Iran was the absent referent for the capital flow within South and South East Asia. As an active player in the Silk Road for centuries and facilitating long-distance trade, Iran inherited trade networks, medieval infrastructures, roads, caravanserais and bazaars, which functioned throughout this period.

The paper investigates traces of long-distance trade between South and South East Asia and Iran and considers the spatial influences of trade on the built environment of Iranian cities. What were the major exchange trends? How these trends changed during the nineteenth century, and what were the spatial implications of these transformations? The historical texts, archival materials, quantitative and qualitative data will be utilised for mapping and visualising the information regarding these trade networks. The new information is an attempt to create a better and comprehensive understanding of capital flow for colonial goods within the globalised world of the nineteenth century that had influences beyond the borders of their consumption vis a vis production centres.

Analysing Nineteenth Century Military Building Typologies: An Australian Perspective

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Australia retains a legacy of substantial but austere mid nineteenth century buildings designed by the British Royal Engineers for the military and convict establishments. They ranged in use from official residences, military barracks and commissariat stores to steam factories at dockyards. In the 1850s the separate Australian colonies inherited these military buildings and used them for administrative and defence purposes.

With the Federation of Australia in 1901 many of these complexes were turned over to the Commonwealth government, beginning a third phase of use. The range of building types erected in Australia to the Royal Engineers designs has been traced and surviving examples of different typologies identified. Precedents for some building forms have been analysed, to determine whether the building form and planning originated in England or in the colonies. Generally designs originated in England however as the military engineers travelled widely during their careers and by necessity had to adapt standard building forms to local conditions. Forms and technical innovations trialled in the colonies came into regular usage.

This paper examines how understanding military building typologies can assist in determining suitable future uses. Understanding the principal characteristics of the military building types used in the colonies, including their structural types and construction methods and methods of daylighting, shade and passive ventilation, is of considerable benefit when determining new uses for surplus assets. Australian examples of military buildings that have been re-used in a manner that draws on an understanding of the principal characteristics of the building type will be discussed.



‘Unlocking’ maps, locating forms: Assembling the Digital Historic Maps of Southeast Asia platform

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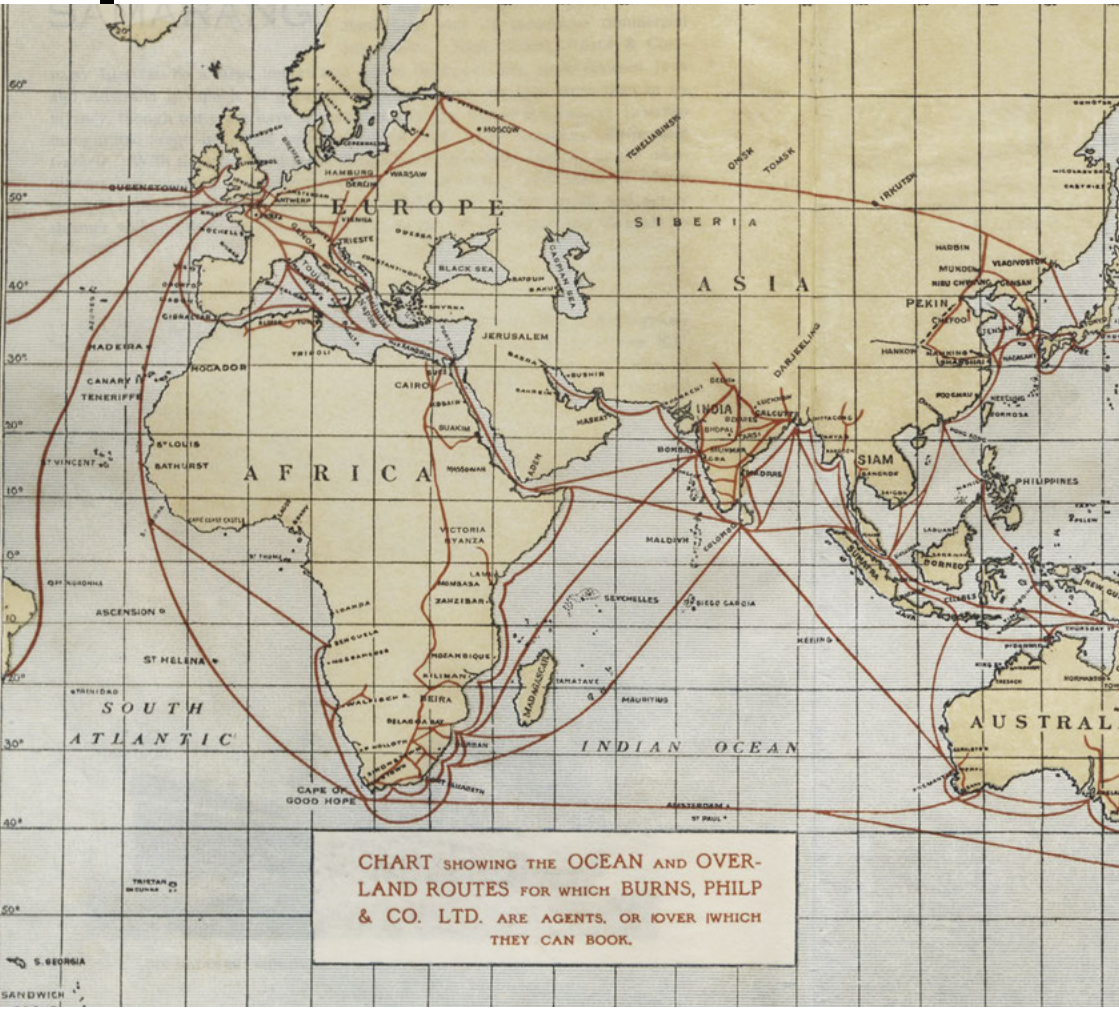
What can historical maps tell us about the architectures of trade, commerce and resource extraction in Southeast Asia? Early maps can offer a great deal in terms of understanding the trade routes that moved resources, people and goods across the emerging global imperium of the Age of Exploration.

This paper explores this question through the newly developed Digital Historical Maps of Singapore and Southeast Asia platform, which seeks to enhance public and scholarly access to, and understanding of, historic maps of Southeast Asia currently held in distributed collections worldwide. The platform draws on the Southeast Asia historical map collections of our partner libraries: Beinecke Rare Book and Manuscript Library, Yale University; Bodleian Libraries, University of Oxford; Leiden University Libraries; and the National Library of Singapore.

The paper discussed how we have enhanced discoverability of the maps and curated specific featured content that charts new pathways of sense-making about intercolonial trade, industry and labour mobility in pre-1900s Southeast Asia.

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