

# WYNNUM MANLY

## HISTORICAL SOCIETY INC.

### April 2019 Newsletter

#### GENERAL MEETING

**Thursday**  
**18 April 2019**  
7pm for 7.15pm start

### Ambulance Museum Auditorium

(Corner of Cedar St and  
Tingal Road Wynnum)

#### Speaker

**Sharyn Merkley**

**1864 Brisbane Burning**

Sharyn is back by popular demand for a repeat of her talk early in 2018 about the great Brisbane fires of 1864.

#### Door Prize

#### Membership Draw

#### Raffle

*Donations of \$2 and over to Wynnum Manly Historical Society Inc are tax deductible.*

**Tuesday 21 May 2019**

**Port of Brisbane tour**

**Further details on  
page 3**

## President's Report

Welcome to the April newsletter

With ANZAC Day approaching I would like to share a little bit of my parents' history.

My Dad was born in the UK. He enlisted in the Royal Marines during WW II. He saw action during the D-Day Landings and spent time in the North Atlantic. After VE his ship and crew were posted to the Pacific Theatre. While he was stationed in Brisbane, he met my mother.

In April 1946 (the day after ANZAC Day), they were married in St John's Cathedral. Dad was posted back to the UK in early May. Therefore, there was no honeymoon, and although the British promised to repatriate British Servicemen's brides, no fixed plans were in place. Some women and children travelled to Britain on cruise ships. After much discussion between the British and Australian governments, it was decided to convert troop ships and make them suitable for civilians.

In the winter of 1946, the British aircraft carrier, HMS Victorious, was modified to ensure the safe passage of 669 Australian war wives from Sydney to Plymouth.

Women travelled to Sydney by train, road and bus from all over the east coast of Australia. My Mum was part of a train load of Queensland brides who left South Brisbane Railway Station heading for Sydney- unsure if or when- they would see their families again.

It was a sunny winter afternoon, on 3rd July 1946 when 655 Australian war brides boarded the aircraft carrier HMS Victorious in Sydney to sail to England to be reunited with their British servicemen husbands.

World War II was over, but travel was still restricted. The high seas were still fraught with danger. Through a maze of coloured streamers, more than 6000 people, families and friends, bid farewell to the women as they boarded the carrier.

As the ship drew away from Woolloomooloo wharf, the Harbour Bridge gradually receded into the distance. The brides were now subject to shipboard rules for the next five weeks. Their accommodation was brilliantly devised, and they were well looked after. There were church services on Sundays. On some weekdays they could access a small shop in the wardroom and a canteen on the flight deck. Film shows were held daily in the cinema and materials for craft-work were available.

As the ship sailed through the Heads, the weather changed dramatically as mountainous seas were whipped up by gale force winds. The ship crossed the Tasman Sea, Bass Strait and the Great Australian Bight to Fremantle (it was during the trip across the "Bight" that the aircraft on board were pushed overboard to a watery grave).

On the morning of July 10th, 1945, the ship sailed away from Australia and across the Indian Ocean. The strains of Waltzing Matilda played by a band on Fremantle wharf and the Australian coastline slip away.

The women were able to go ashore at Colombo. Victorious sailed across the Arabian Sea to Aden where once again shore leave was granted. The ship then crossed the Red Sea.

No account of this adventure would be complete without mention of the "Crossing the Line" ceremony (equator) when King Neptune and his Court arrived on board with Royal Rights. The day's events were an opportunity for the lower ranks to legally inflict certain aquatic punishment on their officers. One of the female nurses' punishment was to scrub the flight deck with a toothbrush. It was a day of merriment and fun for all!

The arrival at Port Suez meant preparations for sailing through the Suez Canal.

The Suez Canal is an incredible example of man's genius, designed by Ferdinand de Lesseps, a French diplomat and engineer. It had been closed because of ships sunk there during World War II and had only recently reopened in 1946. Along the banks were great mountains of steel, the mangled remains of once proud vessels, extricated from the canal. The journey ended in the dark and a big searchlight on front of Victorious ensured safe passage as the ship arrived at Port Said. Passengers went ashore in groups with an escort from the ship's company as the Egyptians were quite hostile.

The ship sailed from Port Said past the Statue of de Lesseps – a "well known" landmark. The Mediterranean Sea was very blue and calm and the arrival at Gibraltar was exciting because of its historical significance. It is a fortified town and headland on the coast of Spain- a British possession since 1904. Gibraltar overlooks the Strait that links the Mediterranean with the Atlantic. Shore leave was again granted, and the brides were able to explore-this time feeling safe.

The final leg of this remarkable journey, across the Atlantic, certainly lived up to its reputation of very rough seas. When the HMS Victorious arrived at Plymouth the "Aussie Brides" were honoured to have the Lord Mayor of Plymouth come on board and graciously welcome them to Britain. The final departure from HMS Victorious at Plymouth was on August 7th at 7am when they were taken ashore by launch to be reunited with their husbands. It certainly was a journey to remember.

On that morning, Dad on shore (having travelled down from Manchester to meet the Victorious and welcome mum to her new home). Mum and Dad were married for sixty-nine years before Dad passed away in 2015. But others among the 650 Australian war brides aboard HMS Victorious wouldn't be so lucky. One was widowed before the six-week journey's end. Others received telegrams, during the voyage that read, 'Not wanted, don't come', and were put off at the next port and sent home.

In 1949, Dad had had enough of the cold weather, rationing and sharing housing, (after the blitz, housing was in very short supply. Mum and Dad were taken in by family friends – three generations lived in a four-up four down, along with cousins plus Mum and Dad and who were joined in 1947 by my older brother. Needless to say, it became very cosy). Dad decided Australia offered more opportunity for his family. My maternal grandparents sponsored them, and they returned to Wynnum. On arrival they lived with Mum & Pop Hazell until they were able to build their home at Wynnum North.

I am always amazed when I think about all these young women who set out on a great adventure to the other side of the world to be with their husbands and sweethearts. How brave they were- unsure of the reception they would receive. Perhaps being young they were just excited about the adventure.

Australian war brides travelled to the USA, Canada and Britain. While this was happening Overseas, war brides were on route to join their Aussie husbands who had been stationed overseas.

Women who came from Japan as war brides had a more difficult time in the era of the White Australia Policy. Australian servicemen were part of the occupying forces that arrived in Japan in 1946 and stayed for almost 10 years. Despite a non-fraternisation policy, young Australian men met and fell in love with Japanese women and in most cases applied to bring their wives to this country. It was not until 1952 that Australian authorities allowed Japanese war brides to come to Australia on five-year temporary visas. In 1956 they could become permanent citizens.

Recollections of Beryl Patterson War Bride on the HMS Victorious

Ship of Brides Jojo Moyes

Swing By Sailor Catherine Dyson

Till next time Deb Tearle

**Thank you to our sponsors . . .**

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We thank  
Joan Pease,  
Member for Lytton  
and the members of her  
Office  
for the monthly printing

## PORT OF BRISBANE TOUR



Join us on **Tuesday, 21 May 2019** for our next Society tour to the **Port of Brisbane** and the **Seafarer's Mission**. This is an extremely affordable trip.

The tour will depart in private vehicles from the **Wynnum Community Centre**, Florence Street, Wynnum, at **9.30am** where we will make our way to the **Seafarer's Mission** for a morning tea of scones, jam and cream and tea and coffee.

After morning tea, we will make our way to the **Port of Brisbane** where the Port's tour bus will take us on a one hour guided tour of the working **Port of Brisbane**.

At the conclusion of the tour, we will be having lunch at the **Port of Brisbane Café** at approximately 1.15pm. This will be a hot lunch which you can choose from the menu on the next page (please advise your preference at the time of booking). **Note that drinks at lunch are at your own expense.**

After lunch, we will depart the Port for Wynnum and expect to arrive back in Wynnum by 3.30pm.

Transport to and from the **Port of Brisbane** is by private vehicle. If you do not have transport, please advise at the time of booking so that we can allocate you a spot in another vehicle.

If you are driving and have a spare seat or two or three in your vehicle, please advise at the time of booking so that we can arrange transport for those requiring it.

**TOUR COST IS \$20.00** which includes morning tea, lunch (excluding any beverages) and the guided tour of the Port.

**BOOKINGS ARE NOW OPEN.** Please put your name down on the list (together with your meal choice) at the Resource Centre, at the next meeting or by phoning Jill on 3393 3208.

## HOT LUNCH MENU

**(NOTE YOU MUST PRE-ORDER WHAT YOU WANT AT THE TIME OF BOOKING)**

**If you require gluten free or vegetarian, please advise at the time of booking**

**One hot item per person from a Chef's selection of gourmet pies, quiche, frittata, filo etc. all served with salad**

**THE FOLLOWING DRINKS ARE AVAILABLE FOR PURCHASE AT YOUR OWN COST ON THE DAY (NO PRE-ORDERING REQUIRED)**

**selection of premium soft drinks**

coke, lemonade, mineral water etc

**\$3.00**

**selection of deluxe soft drinks & juices**

emma & toms Juice, b'berg ginger beer etc

**\$5.00**

**espresso coffee & tea (all day for Conference Room event bookings)**

**\$4.00**

# Resource Centre Report

## April 2019



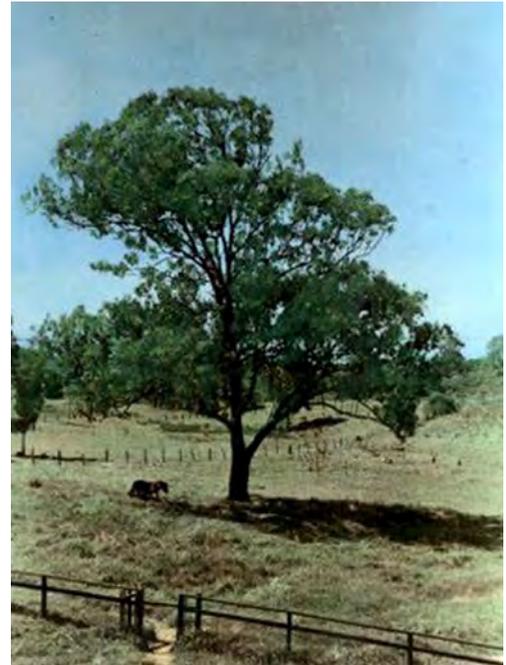
- ***The Meadowland behind the Margaret Marr Home***

Member **Stewart Burton** was a Margaret Marr boy. He is a member of our Society and now lives in Curtin, ACT. He has sent us a couple of snap shots taken when he was living in the home. The views are from behind the home down to the sea.



Today the whole of this area and the site of the home are covered with new residential developments bordering Petersen, Lahey and Saunderson Streets.

**Lahey** and **Saunderson** were previous Superintendents of the home.



- ***Photos of Weddings in the district***

Amongst Col Brown's collection there are some wedding photographs. Surnames are recorded on the back of the photographs. Dates range from 1941 to 1948. The most prominent name is **Pepperrell**. Other names mentioned are **Short, Lowe, Mrs Koch, Brown, Rooney** and **Schmidt**.

Also there is a jolly photo taken in the early 1950's with **Les Clements** and **Graham, Col and Neville Brown** kneeling in the back row and **Mavis Arnold, Gloria, Dulcie and Val** in the front. The group are on Coolangatta Beach.

The photos will be at the meeting on Thursday 18<sup>th</sup> April, and in the Resource Room. Please come and have a look to see if you can identify any of the local Wynnum Manly characters and tell their stories..

- ***"Street secrets unfold"*** (found in Col Brown's Collection)

This small article was found in the Wynnum Herald of 16 November 2005: -

"The March 11<sup>th</sup> 1904 edition of the Brisbane Courier included an article on an old well that used to be in Florence Street, Wynnum.

The article discussed a shire council meeting in which the council decided to sell the two allotments in Florence Street on which a well was made, by public auction with the reserve price of £30.

The article continued to say that as soon as the money was forthcoming, the old well would be reopened and bricked in. Gordon Thomas noticed the article in The Courier and notified the Herald. Mr Thomas said perhaps the article shed light on the reported underground river/spring that has caused flooding in Florence Street, as reported in the Herald of October 12 1904."

Over 100 years later there is still flooding in the same location after torrential rain.

***Till next time.***

***Jill***

Before 1885 there was no railway line running through Wynnum to Cleveland. There was indecision as to whether the train would pass through this district.

Here is an example of the letters in the news press at the time . . . . .

## Wynnum-Cleveland Railway

To the Editor, Sir,

This railway, for which £80,000 was granted by Parliament, is dragging its slow length along and from what I hear from honourable members the plans are not likely to be passed this session of Parliament, notwithstanding the Hon. Minister for Works has stated in the House that the railway when constructed, will be the most payable in the colony.

Again, although this railway, it was supposed, would accommodate Wynnum, yet the pegs are being put in at a distance of nearly three miles and consequently when the railway is constructed, we Wynnum residents will be compelled to put down a tram line in order to get to our business in Brisbane by 9 am, whereas by a deviation of two miles only from the route of present survey we would be accommodated and it would put an end to a great deal of heart burnings and bitterness.

Surely Wynnum is of sufficient importance to be accommodated before Cleveland, that is the railway ought to run through Wynnum to Cleveland. Some time recently the Cleveland Divisional Board waited on the Hon. The Minister for Works and by the mouth of their chairman recommended that the line should accommodate Wynnum.

It was also advocated by Mr W C Winship and is also sanctioned by four Hon. Members now of Brisbane constituencies with whom I have spoken and by the Member for the district. I as representing a large number of residents and gentlemen interested in Wynnum would respectfully offer the Hon. The Minister for Works, to place in the hands of the Hon.

The Colonial Treasurer satisfactory guarantees for the payment of the interest on the money necessary for the deviation for any number of years the Minister may require. I have ascertained that a survey is being carried out through Wynnum to Lytton, but surveys, Mr Editor, mean but little.

Moreover, no person of sound mind, who knows the district, can come to any other conclusion than that by accommodating Wynnum the greatest number would be accommodated at a comparatively trifling expense and would make the line very considerably more payable.

What I have stated is simple truth, without being coloured in the least. Wynnum would, by a railway, be made the centre of a very large population, several hundreds of persons having purchased land there for the purpose of building and living there when Wynnum would have better passenger accommodation and it being then within the power of labouring men to live there and work in Brisbane at an expense of only about 10s. per month during the hot summer months.

Yours etc... Andrew Keating,

Hon.Sec

Wynnum Railway Committee, Stamford, Taringa.

*Telegraph* Tuesday 17 November 1885

## Old Gasworks sees new Light



The gasworks site in Colina Street once lit Wynnum's streets. A massive retirement complex could be its next reincarnation, **Carissa Thompson** reports. Wynnum Herald 19 Nov. 2003.

MANLY'S Fred Hillier remembers testing gas in a run-down, one room building.

When Colonial Gas Company operated its Wynnum and Manly Gas Lighting Company in Colina Street it was a laboratory.

Fred was a chemical engineer and worked for the gas company either side of World War II, testing the gas to make sure it was safe. "There's chemicals in gas that erode things like the pipes that take the gas away," Fred said.

The gas company supplied what was known as town gas, at first to power street lights.

It was created by heating coals and dripping water over them.

Working in power supply has been a Hillier family tradition.

Fred's father Alfred worked at the Wynnum gasworks as a chemical engineer, his grandfather worked for the Manchester branch and his son Paul is an electrician.

Fred said the gasworks employed 15 people at Wynnum and continued to pay his wages when he enlisted.

Mangroves to Moorings said the gasworks opened in 1914 under the management of Alfred Krummel.

In September 1921, the company offered to sell the land to the then Wynnum Town Council, which declined.

In 1924 the landmark gasometer was installed.

It was built in Manchester and to safeguard against gas escaping contained a tank of water which encircled the inner tank of gas.

In the late 1960s when natural gas was introduced, the gasworks was absorbed into Allgas and used for storage from 1970s to 1999.

When the gasometer was pulled down about 20 years ago, a plaque on it was given to historian, the late Merv Beitz, for safe keeping.

Petrac director Stephen Bowers, whose company plans to build a retirement centre on the site, said the plaque would be displayed in a prominent position.

He said before the development could go ahead, tonnes of soil contaminated by hydrocarbons produced in the gas-making process would have to be removed to meet residential building standards.

*Transcribed by Dennis O'Neill*

# March 2019 Where was I?



This plaque is on the wall below St John Vianney School in Oceana Terrace, Manly.

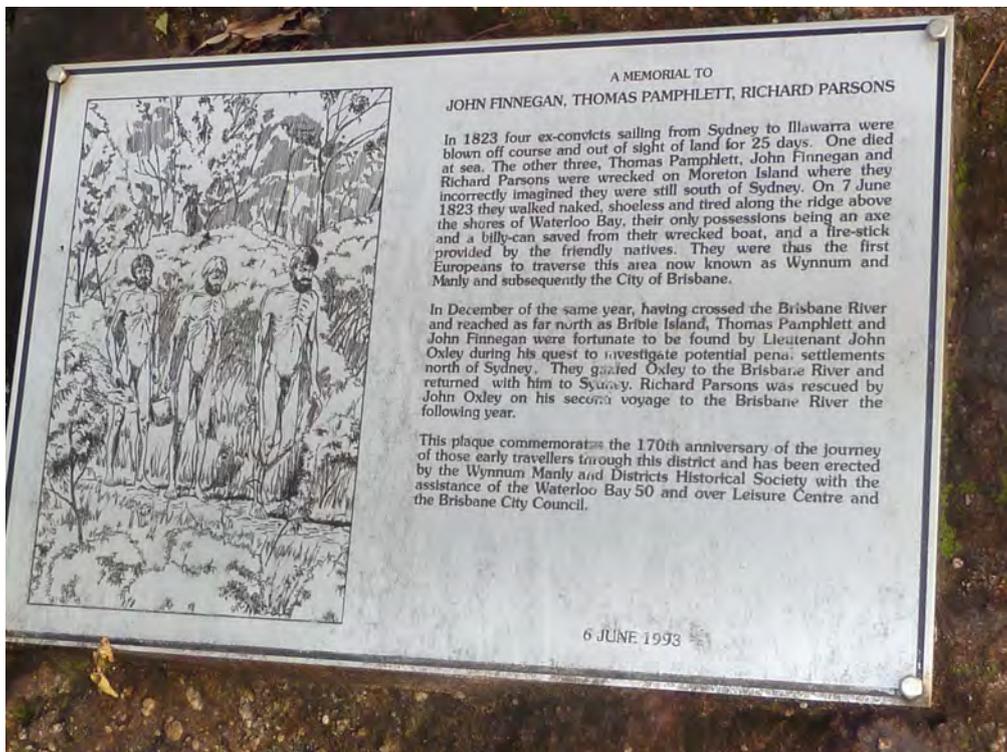
The land in Manly was first subdivided in 1859. The first purchaser was **Thomas Jones** who bought 250 acres for £250 in 1860, He built this sandstone “summer house” in 1862, naming it **Wyvernleigh**.

The land was cleared by the **Arnold** family and subdivided into residential blocks to be sold as “**Manly Beach Estate**” in 1882. Seven acres were left around the house. The **Arnold** family lived in the house until 1900.

In 1925 Dr **James Duhig**, Catholic Archbishop of Brisbane, purchased land in Manly including Wyvernleigh. The community built a Hall beside the house. This building was consecrated as **St John Vianney Catholic Church** of Manly in 1931.

The old house **Wyvernleigh** was demolished around 1936 and the sandstone blocks from the house were used to construct the wall in Oceana Terrace on which the plaque was mounted on 9 November 2001 and blessed by Reverend Father **John F O’Halloran** former Parish Priest, 1967—1997.

# April 2019 Where am I?



*Till next time*

*Jill*

**Wynnum Manly Historical Society Inc**  
**Minutes of General Meeting held in Ambulance Museum Auditorium, Tingal Road**  
**on Thursday 21 March 2019**

Meeting opened at 7.20pm. There were 23 members present and 4 apologies.

**President's Comments:** Debbie commented that 21 March is "Harmony Day" an International Day for removing racial discrimination.

New member ChiharuTsuru was welcomed to the Society.

**Previous Minutes:**

Minutes of Meeting of Thursday 17 November 2018 were accepted by Eric Sibley and seconded by Heather Langston.

**Correspondence:**

The correspondence report was presented for February 2019. The correspondence was accepted and endorsed at the committee meeting on Thursday 7 March 2019.

**Treasurers Report**

BOQ A/c No 20139708	<u>1 February 2019 – 28 February 2019</u>	
Opening balance at 1 February 2018		<b>\$36,103.24</b>
Income	\$1059.58	
Expenditure	\$ 0.00	
<b>TOTAL FUNDS AS AT 28 February 2019</b>		<b>\$37,162.82</b>
<i>Bank Account Breakup</i>		
Everyday Account	\$ 5,943.32	
<b>Websaver(Building)Account</b>	\$31,219.50	

**Resource Centre:** "Where was I?" this month was a photo of the plaque mounted on the wall of the grounds of St John Vianney School, Manly . The plaque was mounted on a wall of stone blocks that once were the stones of the first house in the district, "Wyvernleigh", built in 1862 for the summer house of Thomas Jones of Barambah Station. The house was demolished in 1936.

**Outings:**

A Port of Brisbane Tour, is being organised for Tuesday 21 May with Morning Tea at the Mission for Seafarers. Lunch will be at the Port of Brisbane Café.

Members are asked to indicate if they are able to car pool for members without transport.

There was a break in the General Meeting for the holding of the 2019 Annual General Meeting. (Separate Minutes)

**Main Speaker:** Lisa Herbert, Radio Journalist, TV reporter, Producer and Author introduced her book "The Bottom Drawer Book" which tells of "Fun and Facts about Funerals and Cemeteries". She presented an amusing talk on how to prepare for one's funeral and make sure that one's wishes are carried out! Lisa also showed illustrated examples of the different types of cemeteries she had visited.

**Raffle:** Janice Newland      **Lucky Door:** Jan Parnell      **Member Draw:** Alison Deitz

The meeting closed at 8.45pm

A delicious Supper was provided Evana Jones and Oriana Charlton.

Jill Greenhill (*General Meeting Minute Secretary*)

## Our Committee and Volunteers..

President: Deb Tearle	3396 9697	president@wmhs.org.au
Vice President: Jan Parnell	3396 6001	
Secretary: Lena McCreadie	3393 4393	secretary@wmhs.org.au
Treasurer: Sandy Liddle	3207 4467	treasurer@wmhs.org.au
Librarian: Jill Greenhill	3393 3208	library@wmhs.org.au
Speaker Co-ordinator: Myrtle Beitz	3396 4711	events@wmhs.org.au
Membership Co-ordinator: Sandy Liddle	3207 4467	membership@wmhs.org.au
Newsletter Editor: Sandy Liddle	3207 4467	newsletter@wmhs.org.au
Supper Co-ordinator: Eric Sibley	3396 6139	
Publicity Officer: Deborah Tearle	3396 9697	publicity@wmhs.org.au
Welfare Officer: Ellen Coupland	3899 1326	coupland@bigpond.net.au
Plaques: Mitchell Parsons	0448 522 403	
Life Members: Myrtle Beitz, Jill Greenhill, Noela Stratton		
Friend of Society: John McIntyre		
Late Life Members: Merv Beitz, Jack Sands, John Davies.		
Patrons: Cr Peter Cumming and Joan Pease MP.		

### General Meetings

Afternoon set up: Jill Greenhill, Myrtle Beitz, Eric Sibley  
 Welcome at Door and Raffles: Jan Parnell, Lyn Shanks  
 Supper Co-ordinators: Eric Sibley, Ellen Coupland  
 Raffle Prizes: Committee

### Newsletters

Editor: Sandy Liddle  
 Distribution (email): Sandy Liddle  
 Distribution (mail out): Jill Greenhill

### Resource Centre

Volunteers: Ian Wheeler, Ian Kennedy, Myrtle Beitz, Dawn Wilkins, Heather Langston, Margaret Bulloch, Ellen Coupland, Jill Greenhill, Jan Parnell  
 Research Enquiries: Jill Greenhill, Ellen Coupland

### Tours

Planning and Co-ordination: Jan Parnell, Jill Greenhill, Lena McCreadie, Ellen Coupland, Deb Tearle, Myrtle Beitz  
 Bookings: Sandy Liddle at General Meetings and Resource Centre staff each weekday

## Publications for sale

Wynnum Community Centre, Room 1.08, 105 Florence Street Wynnum Mon to Fri 10am to Noon, or  
 Wynnum Manly Historical Society, PO Box 318, Wynnum Q 4178, or  
 Wynnum Manly Historical Society Librarian: [library@wmhs.org.au](mailto:library@wmhs.org.au)

Early Shipping in Moreton Bay June 1846 –December 1859 Vol 1	Davenport, Winifred and Mottram, Betty	1998	\$5
Early Shipping in Moreton Bay January 1860 –December 1863 Vol 2	Davenport, Winifred and Mottram, Betty	1998	\$5
History of Music in the Wynnum Manly Area 1900 - 1997	Nock, Betty	1998	\$5
History of Arts in the Wynnum Manly Area 1900 – 2003	Nock, Betty	2005	\$5
Mangroves to Moorings - Revisited	Beitz, Myrtle	2005	\$35
Story of Lota House	Beitz, Myrtle	2017	Donation
Lota House. Photographs and Images over 150 Years	Beitz, Myrtle	2017	\$15
From Saplings to Kero Tins A Peek at Gumdale's Past 2nd Ed.	Nalder Robyn	2017	\$15

<b>When</b>	<b>Where</b>	<b>What's On</b>
<p>April 10 2019</p> <p>12.30pm—1.30pm</p> <p>Cost: - Free but bookings essential if staying for lunch after which costs \$5</p>	<p><b>Commissariat Store Museum</b></p> <p>115 William Street</p> <p>Brisbane</p>	<p><b>The Red Flag Riots by Professor Kay Saunders</b></p> <p>100 years ago Brisbane inadvertently was at the centre of world events. Tom Sergeev (aka Artum) arrived in 1911 as a refugee from persecution in Czarist Russia and then returned to his homeland to help plan the Bolshevik Revolution. The Red Flag Riots in March 1919 saw Empire Loyalists storm the Russian precinct in Merivale Street.</p>
<p>April 12 2019</p> <p>10am—11am</p> <p>Cost—Free</p>	<p><b>National Archives of Australia</b></p> <p>16 Corporate Drive</p> <p>Cannon Hill</p>	<p><b>Disloyal Queenslanders : World War 1 security</b></p> <p>This seminar looks at the surveillance, internment and deportation of aliens resident in Queensland during WW1. The word 'alien' described residents who were not native-born or naturalised Australians. Australia interned almost 7,000 people during WW1. Most of those interned were classed as 'enemy aliens' i.e. nationals of countries at war with Australia.</p>
<p>April 28 2019</p> <p>10.30am—12 noon</p> <p>Cost—\$15.00 per person which includes Devonshire tea</p>	<p><b>Ormiston House</b></p> <p>277 Wellington Street</p> <p>Ormiston</p>	<p><b>History of Ormiston House</b></p> <p>Captain Louis Hope put historic Ormiston House on the map as an Australian heritage gem—but how much do you know about the Captain? Come and hear Ormiston House's resident historian, Jessica Stroja, talk about the man known as the Father of Australia's commercial sugar industry.</p>
<p>April 28 2019</p> <p>11am—12.30pm</p> <p>Cost: Free</p>	<p><b>Queensland Police Museum</b></p> <p>200 Roma Street</p> <p>Brisbane</p> <p>(opposite Roma St Train Station)</p>	<p><b>Forensic mechanics</b></p> <p>Garry Ryan and Simon Major of the Queensland Police Service Vehicle Inspection Unit will be discussing forensic mechanics.</p>
<p>May 2 2019</p> <p>2pm—3.30pm</p> <p>Cost: \$10 includes afternoon tea</p>	<p><b>Redland Museum</b></p> <p>60 Smith Street</p> <p>Cleveland</p>	<p><b>History behind the Horseshoe by Peter Ludlow</b></p> <p>The history and maintenance of Peel Island—2019 update in which Peter highlights Peel Island's history and its future when placed under the full control of the Quandamooka People.</p>

*Wynnum Manly Historical Society Inc.*

PO Box 318

Wynnum QLD 4178



**Wynnum Manly Historical Society Inc.**  
*Our aim is to gather and record local history before it is lost.*

Membership application forms are available from the Resource Centre  
at the Old Wynnum Central State School.

Membership costs per year (1 January to 31 December)

Single \$20.00

Family \$30.00

High School Student \$10.00

PLEASE NOTE: There is a joining fee of \$10.00 per person.



*Visit us online at: [www.wmhs.org.au](http://www.wmhs.org.au)*