



JULY GENERAL MEETING

**HISTORIC
HEMMANT
CEMETERY
TANYA BURGESS**

Thursday, 19 July 2017,

7:30pm

Ambulance Museum

Auditorium

(Cnr Cedar Street and
Tingal Road, Wynnnum)

A gold coin donation
would be appreciated.
Raffle tickets also available:
\$1 each or 3 for \$2

*Thank you to
for providing supper this
month.*

*Donations of \$2 and over
to the*

Wynnnum Manly

*Historical Society Inc
are tax deductible.*

Presidents Report

Recently through the post I received a Brisbane City Council newsletter. One article I found most interesting was on a unique project, Council commenced in 2015. Council has placed the Australian Defence Force 'Rising Sun' badge and the Royal Australian Navy (RAN) badge on streets which share the same names as people, places or events of historical significance to the ANZAC campaign from 1915. The 'Rising Sun' badge was the first badge to be featured in the Streets of Remembrance project when it launched in 2015 as part of the 100 year anniversary of the Gallipoli landings.

In our area streets with significant names include Beltana Street in Lota, Benalla Street in Manly, Berrima Street in Wynnnum, and Canberra Street in Hemmant, all named after His Majesty's Australian Transports (HMAT) ships.

Also included in the list were French, Joffre, & Kitchener Streets in Wynnnum North, Haig Street in Wynnnum West, Hunter Street and Jellicoe Street in Manly West, all named after various commanders.

General John Denton Pinkstone French was promoted to Field Marshall in 1913. He commanded the British Expeditionary Force (BEF) in the early part of World War I. However, his concern for the welfare of his troops came at a cost to their French allies. French was replaced by General Haig and served as Commander of the British Home Forces from 1915-18.

Field Marshall Douglas Haig commanded the 1st Army Corps of the British Expeditionary Force (BEF) serving under General French in 1914. Firstly known for the Somme Offensive in 1916, Haig is quoted as saying machine guns and tanks were overrated as military weapons.

General Sir Archibald Hunter first distinguished himself during the Boer War where he worked alongside Kitchener. From 1910-13, he was Governor of Gibraltar and in 1914 became the General Officer commanding 13th (Western) Division. He served in the First World War as Commander of the 3rd Army.

Sir John Rushworth Jellicoe was Britain's best-known Admiral at the start of World War I. Jellicoe was second-in-command of the Grand Fleet in

SOCIETY TOURS IN 2017

Keep this days free!

Bremer River Cruise

on the 20 Sep 2017

We leave Mowbray Park at 9.30am, returning at 3.30pm. There cruise will include a delicious Morning Tea, Lunch and Afternoon Tea, all for \$65.

THE 100km Bremer River is a tributary of the Brisbane River with a catchment 2,032 square kilometres draining several Scenic Rim valleys including the Fassifern Valley. The river rises near Rosewood and winds through the city of Ipswich.

The river was first sighted by John Oxley and Allan Cunningham on 19 September 1824 and presumably named after James Gordon Bremer, a naval officer on the HMS Tamar. Captain Patrick Logan was the first person to travel along the river in 1826/27. He discovered deposits of limestone at the site of which was to become Ipswich. Beyond this point the river was not navigable.

The first steam vessel on the river was the Experiment in 1846. In 1863 an immigration depot was built on the north bank of the Bremer, after the residents petitioned for a depot to alleviate the shortage of labour. Immigrants were brought by paddle steamer and the depot operated until 1900.

Until the railway line from Ipswich to Brisbane was completed in 1875, the Bremer River served as an important navigation route between the two towns.

For Bookings: Jill at Resource Room. Ph: 3393 3208

November 1911, appointed as its Commander on 4 August 1914 and subsequently First Sea Lord towards the close of 1916. Jellicoe retired from active service and was made Viscount in 1918. He was promoted to Admiral of the Fleet in 1919 and appointed to the post of Governor General of New Zealand after World War I from 1920-24.

Marshall Joseph Jacques Cesaire Joffre, was a French General who served as commander-in-chief of French forces on the Western Front from the start of World War I until the end of 1916. 'Papa Joffre's' calmness and refusal to admit defeat saw him credited with regrouping the retreating allied armies leading to defeating the Germans at the First Battle of the Marne in 1914.

British Army Officer Lord Kitchener was made Secretary of State for War in 1914. He is credited with foreseeing that the war would not be quickly resolved and that large numbers of fighting men backed by weapons and ammunition would be required for years. An advocate of conscription, Lord Kitchener is the face on the well-known posters exhorting men to "Join Your Country's Army" and "Your Country Wants You". In 1915 Kitchener visited Gallipoli to assess the situation and soon recommended that the troops at Anzac Cove, Suvla and Helles, be evacuated. Lord Kitchener died in June 1916, along with 600 others. Kitchener was on his way to encourage continued Russian resistance to the Germans, when the H.M.S. Hampshire struck a German mine off the Orkneys and sank.

Verdun Street, Tingalpa was named in honour of the Battle of Verdun in 1916. It was the longest and costliest single battle of World War One. The battle lasted 300 days and stemmed from a plan by the German Chief of Staff to destroy the French. The Germans believed that attacking historic forts, dating from the days of Attila the Hun, would draw the French into an all-consuming and fatal battle. This plan failed for two reasons, the huge numbers of casualties included German soldiers, and because the British attack on the Somme Valley, diverted German resources from Verdun. The ten-month battle resulted in as many as 976,000 casualties – over 70,000 casualties for each month of the battle.

This caused me to give thought on the reason behind the naming of other streets in our area, perhaps after the names of family members of the developer of the estate, or their geographical position e.g. Hill Street, maybe years ago when Waterview Avenue was named one could see the bay. I can certainly see the reason Sandy Camp Road, (where I live), was given that name. In the early 1960's when the BCC was laying sewerage pipe in the area, there were nice

Thankyou to our sponsors...

The Society would like to thank and acknowledge Cartridge World Wynnum for its ongoing support and sponsorship.



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neat trenches dug to lay the pipes, however when digging the trenches in Sandy Camp Road they were met with brilliant white sand. This was to cause a certain amount of angst to some households (ours being one) the trench continued to grow wider and wider as the sand caved in (not helped by us children!!) with the house on one side and the outhouse on the other, drastic and swift measures were called for. Some of the pipes were back filled prior to joining pipe work at either end.

So, have you ever wonder how your street was named or maybe you do know the story of the naming of your street? If you do I would love to hear the story and to share another time in the newsletter.

The committee is presently reviewing a new set of voluntary “National Standards for Australian Museums and Galleries” which our Society fall under. By working with theses Principals and working towards meeting specific standards and benchmarks, the society could gain leverage to access various funding sources in the future. May I add when sitting down and reading the Principals that pertain to smaller organisations such as ours, previous committees of the Wynnum Manly Historical Society, with foresight, have already set down many of these Standards already, and have reached the benchmarks required. All this exercise will do is gather the information in one place. Over the coming months, the newsletter may contain a Principle we may have to work on, so we will ask for input from members on ways to reach the required benchmarks.

If you are interested, there is a copy of National Standards for Australian Museums and Galleries. Version 1.5 September 2016 held at the Resource Room.

Until next time,

Deb Tearle

We Need your opinion! Wynnum Manly Historical Society Meetings 2018

The suggestion has been made that the General Meeting of the Society be held on a **Saturday afternoon** rather than the present Thursday evening.

We need the opinion of every member of the Society before any decision for future planning is made.

Please complete this quick survey in survey monkey by clicking on the link below:

<https://www.surveymonkey.com/r/TLBPCHV>

If you had a mailed newsletter please fill in and deliver survey form by the end of July.

Thank You,

Committee

Resource Centre Report - July 2017



Despite all the changes occurring in Wynnum Manly, due to Brisbane City Council's plan to make Wynnum a high population density suburb and fill the central business area with new apartments and units, we have recently had several visitors who are seeking to restore their properties to their former condition.

- "Kingscliffe", 60 Gordon Parade



The house standing beside the railway line in Gordon Parade is well known to all. The present owner is trying to find out in which year the house was built. The search started by examining the Title Deeds.

The very first survey was by James Warner and the land proclaimed as Lot 14 on 24 September 1860. This Lot was not a very valuable piece of land as there was a swamp right across its centre.

William Haynes was the first purchaser on 10th August 1864, paying £98 for 98 acres.

William died four years later in 1869 leaving the land in Trust to Mary Douglas.

In 1885 Andrew Keating, a speculator and investor owned the land which he used to obtain two mortgages, one for £2,000 and the next for £3,000. At this time he did not reside in Wynnum or Manly.

Thomas Watson Thomason and Charles Mountford Allen purchased the 90+ acres of land in February 1889, and the new Cleveland Railway line was being built along the north side of the property's swamp. The first train to Cleveland ran that year on November 1889. Thomas Thomason's family were living in Manly by 1892, so maybe "Kingscliffe" was built circa 1890, but this date still has to be proven!

Thomas W Thomason and his business partner Arthur Brand Cha(y)ter, both trained pharmacists from Birmingham, England, opened the first chemist shop in Wynnum, located adjacent to "Reeve House" on Bay Terrace, which is now the site of present day Ray White Estate Agent. "Reeve House" was shipped over to Stradbroke Island, according to a former resident.

- "Lee Cottage" 17 Charlotte Street, Wynnum

Linda and David from Sydney will be living in Wynnum in about five years' time and are planning to return this property to into its former glory, as a Queenslander. Linda is searching for a full history of all the people that have lived in the house – she wants to know them! And, most importantly she wants to know when the house was built. Linda has visited us three times now and her knowledge of the early history of the property has grown considerably.

- "The Old Bakehouse" and "Residence" 330 Tingal Road

The owner of this house is a renovating architect and showed us a digitised model of how she intends to take the house back to its early days. She brought a brick to show us the mould of the brick maker in the hope that this would help in dating the age of the house.

Until next time, Jill Greenhill

Wynnum-Cleveland Railway

In 1885 the Railway had not arrived in Wynnum. But, at that time, there was great debate as to which was the best route for the line to take from Brisbane to Cleveland. Speculators were purchasing land around where the line might be built, anticipating that development would occur and provide a good return on their investments. (I am not sure if Capital Gains Tax was in existence in those days.) Lytton was envisaged as developing as the main town in this district, but eventually Lytton was bypassed and the train line was constructed nearer to Wynnum.

Here is a letter written in 1885, to the Editor of the *Telegraph*, voicing his concerns as he had bought a large amount of land in the Wynnum district.

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

Timeline

The Development of Beaches in Wynnum Manly.

(as reported in the *Wynnum Herald* 1975 - 1987)

- | | |
|----------------|---|
| 1975 | Beach lovers dream almost realised |
| 1976 | Former member Bill Lamond believes scheme could be implemented and requested Harbours and Marine to carry out feasibility study
<u>Findings:</u>
Suitable sediments are at the mouth of Tingalpa Creek;
Nourishment program would cost \$130,000.00;
Under storm conditions nourishment would be lost, but demolition of sea wall could help prevent this happening;
Nourishment trial should be carried out - cost \$17,000;
Monitoring program to be established for pre and post storm Conditions;
Two features affecting beach are the sea wall and rock shelf. The seawall reflects waves which scour out the sand removing the beach. Where there are breaks in the sea wall the sandy beach has established; and
The area between high and low tides is Crown land, but the responsibility of the Council. The Department does not provide labour to clean up. |
| 1978 June 21 | State Government shelved plan to pump sand onto Wynnum Manly foreshore |
| 1978 July 19 | Wynnum Chamber of Commerce visited Fisherman's' Island to see vast deposits of white sand. |
| 1981 July 8 | Rotary to construct beach at the bottom of Nelson parade
"Eastwood Beach" after Les Eastwood. Cost \$2,000.00.
Sand was deposited from a local foundry to prove beach is feasible and sand will stay. |
| 1984 July 2 | Twelve barges brought first sand from Stradbroke Island across the bay. |
| 1987 Mar 4 | Tenders called for trial beach at Wynnum Central. Announced at Chamber of Commerce meeting |
| 1987 June 17 | Wynnum Central—after 120 metre trial beach between Charlotte Street and the Jetty. Don Randall, member for Kianawah, reported satisfactory results. Cost \$210,000.00.
Project announced by Mayor of Brisbane, Sally Anne Atkinson. |
| 1987 June 24 | Beach pegged out. First sand deposited on the Esplanade. Rock groyne constructed and storm water pipes buried below the beach
Project cost \$3m |
| 1987 September | Saturday September 26. Pandanus Beach was officially opened by Tom Burns, MLA Member for Lytton. |

Excerpt From the pursuit of Power by Richard J Evans

In the late 1800s, time -- and how it was calculated and kept -- changed: "In the pre-industrial world, time was calculated in relation to the solar noon, which of course occurred at different times according to where one was located on the Earth's surface, and changed everywhere with the passing seasons. Few people had learned to tell the time from looking at clocks, a skill that was not taught in schools even where they existed, and the hour was only a very rough guide to the passage of time; in most rural areas, church bells only tolled for services such as matins and evensong, providing an even more approximate indication of the time of day. The vast majority of people had little need to reckon time accurately to within the minute; often, indeed, clocks only possessed one hand, and the convention of marking the minutes as well as the hours only gained currency gradually. As increasing numbers of men and women migrated to the cities and worked in factories and mines for wages paid by the hour, so timekeeping became more important for employers and employees alike. In 1890 a machine was invented in America that stamped employees' cards with the time they entered the factory and the time they left. 'Clocking on' and 'clocking off' soon became widespread.



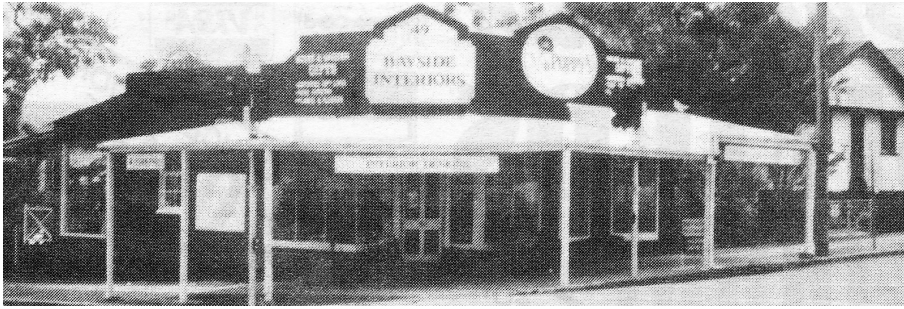
The clock on the Exchange showing the extra hand for "Bristol Time"

"In the early nineteenth century, each town or city in Europe kept its own time, setting its watches and clocks without much regard for the hours observed by its neighbours. Early factories still set their clocks by local time, but soon the impulse to standardize time became irresistible, and it was driven above all by the spread of the railways. Even in the mid-1870s, after Germany had been united in a single state, railway time-tables within the empire were still forced to base themselves on a bewildering variety of local times that varied from city to city, leaving it up to passengers to convert the time on the local clock to the time on their pocket watch. In Britain the Irish Mail train leaving Euston Station in London every morning carried an Admiralty messenger with a watch giving the correct London time, passing it on to officials on the Irish steam-packet at Holyhead to take to Dublin, and receiving it from them on the way back to return to London. By 1855, however, virtually all public clocks in the United Kingdom were set by Greenwich Mean Time, well before they were forced to do so by law years later.

Resources for sale at the Resource Room

Beitz, Myrtle	Mangroves to Moorings Revisited	2005	\$35
Davenport, Winifred and Mottram, Betty	Early Shipping in Moreton Bay: June 1846- December 1859, Volume 1	1998	\$5
Davenport, Winifred and Mottram, Betty	Early Shipping in Moreton Bay: January 1860 - December 1863, Volume 2	2002	\$5
Nock, Betty	History of Music in the Wynnum and Manly area 1900-1997	1998	\$5
Nock, Betty	History of Arts in the Wynnum and Manly area 1900-2003	2005	\$5

Where was I? June 2017



This photograph was taken in December 1992 of the north east corner of the intersection of Tingal Road and Pine Street, Wynnum

The building was for sale at the time. A later occupant was “Marie Truman’s Fashions”. Today the building is occupied by a Dental Practice. The house to the right-hand side of the shops is still recognisable, an easy way to verify the location.

Where am I? July 2017



Series THINGS PLACES AND PEOPLE
OF INTEREST
Volume 11, no 12

For more of Myrtle's places and people of interest series...



This painting by Ed Devenport's is his vision of Lota House when it was built in 1867. The painting was donated by Dr Jaffrey and hangs in the drawing room of Lota House. Permission was given by Sue Devenport to reproduce this painting in two publications produced in this year 2017 for the celebrations of 150 years of the building of Lota House, the oldest standing house in the district.



Wynnum Manly Historical Society Inc

Minutes of General Meeting held in the Ambulance Museum Auditorium

on Thursday 15 June 2017

The meeting was opened at 7.35pm by Vice President Jan Parnell. 29 members were present. 6 apologies were received. There were 5 visitors, Jouni and Julie Stroja, Eric Sibly, Oriana Charlton and Evana Jones.

New Member, Gillian Thomas received her badge.

Previous Minutes:

Minutes of Meeting of 18 May 2017 were accepted by Jill Greenhill, seconded by Mitch Parsons.

Correspondence:

Lena McCreadie presented the correspondence for May 2017. The correspondence was accepted and endorsed at the committee meeting on Thursday 1 June 2017.

Treasurers Report

BOQ A/c No 20139708	<u>1 May 2017 – 31 May 2017</u>	
Opening balance at 1 May 2017		\$40,153.34
which comprises:		
Everyday and Grant Account		
Opening balance at 1 May 2017		\$10,361.47
	(Everyday \$4,904.46, Heritage \$3,897.20, DSS \$137.00, Lota House \$1,422.81)	
Income \$ 1175.22	Expenditure \$1382.10	
Closing balance at 31 May 2017		\$10,154.59
	(Everyday \$5287.58 Heritage \$3,307.20, DSS \$137.00, Lota House \$1,422.81)	
Websaver Account at 31 May 2017 (Inc. interest \$ 32.84)		\$29,823.49

TOTAL FUNDS AS AT 31 May 2017 **\$39,978.08**

Resource Centre: The "Where am I" picture for this month showed the shops at the corner of Tingal Road and the north east corner of Pine Street. Marie Truman's dress shop occupied the building in recent years before being replaced more recently by a Dental practise. An advertisement appeared in the Wynnum Herald of 16 June 1992, inserted by a Real Estate Agent, who was selling the property.

Tours: The visit to Bunjurgan Vineyard on Saturday 27 May was enjoyed by all.

The next outing will be held on Wednesday 20 September, a day cruise on the Brisbane River to the mouth of the Bremer River. Cost \$65.00. Bookings are now being received.

Speaker: Jessica Stroja, from Ormiston, talked of her studies into Post War Migration to Queensland. There were many displaced persons from Europe who sought a roof over their heads, a home of their own. Many became local farmers in the Redlands and Bayside suburbs.

Raffle was won by Mitch Parsons, Lucky Door prize (\$5) by Bruce Pattison and the Membership Draw (\$5) by Jill Greenhill.

The meeting closed at 8.50pm

Many thanks to Jan Aplin, Melissa Champley, Jillian Mahoney and Wendy Parsons for a delicious supper.

Jill Greenhill (*Minute Secretary*)

Our Committee...

President: Deb Tearle	33969697	president@wmhs.org.au
Vice President: Jan Parnell	33966001	
Secretary: Lena McCreadie	33934393	secretary@wmhs.org.au
Treasurer: Sandy Liddle	32074467	treasurer@wmhs.org.au
Librarian: Jill Greenhill	33933208	library@wmhs.org.au
Speaker Co-ordinator: Myrtle Beitz	33964711	events@wmhs.org.au
Membership Co-ordinator: Sandy Liddle	32074467	membership@wmhs.org.au
Newsletter Editor: Mitchell Parsons	0448522403	newsletter@wmhs.org.au
Supper Co-ordinator: Deborah Tearle	33969697	supper@wmhs.org.au
Publicity Officer: Deborah Tearle	33969697	publicity@wmhs.org.au
Welfare Officer: Ellen Coupland	38991326	coupland@bigpond.net.au
Coming events: Mitchell Parsons	0448522403	oralhistory@wmhs.org.au
Plaques and Memorials: Noela Stratton	33960069	
Oral History Coordinator: Carol Corless	3393 5976	

Life Members: Myrtle Beitz, Jill Greenhill, Noela Stratton

Friend of Society: John McIntyre

General Meetings

Afternoon set up: Col Brown, Jill Greenhill, Myrtle Beitz, Mitch Parsons

Welcome at Door and raffles: Ian Wheeler, Mitch Parsons

Bring and Buy: Ellen Coupland

Kitchen Co-ordinator: Margaret Mack

Supper Co-ordination: Deborah Tearle

Raffle Prizes: Sandra Wheeler

Newsletters

Editor: Mitch Parsons

Distribution (email): Mitch Parsons

Distribution (mail out): Jill Greenhill

Resource Centre

Volunteers: Ian Wheeler, Ian Kennedy, Col Brown, Myrtle Beitz, Dawn Wilkins, Heather Langston, Margaret Bulloch, Ellen Coupland, Denise Cogill, Jan Parnell

Research Enquiries: Jill Greenhill, Ellen Coupland

Tours.

Planning and Co-ordination: Jan Parnell, Jill Greenhill, Lena McCreadie, Ellen Coupland, Deb Tearle

Booklet: Jill Greenhill

Bookings: Sandy Liddle at General Meetings and Resource Centre staff each weekday

When	Where	What's On
July 12th 2017 12:30pm-1:30 pm	Commissariat Store 115 William Street Brisbane, QLD 4000	The Right Honourable Sir Alfred Stephen After his death, he was described as “practically the first Chief Justice of this Colony”, though not a strictly accurate statement, he was the third chief justice of NSW and the first chief justice to ever preside over a trial in Moreton Bay.
July 14 2017 1030-1130am Places are limited so please book through Eventbrite to reserve your place.	QSA Archive 435 Compton Rd, Runcorn QLD 4113	Policing a Colonial Metropolis: from Moreton Bay to Brisbane Join us at Queensland State Archives to hear our guest speaker, Griffith University Visiting Fellow Dr Anastasia Dukova, illuminate the key aspects of town life and policing of today's Brisbane in its transition years, from the arrival of the first immigrant ships in Moreton Bay settlement in the 1840s, to the establishment of Brisbane as a colonial capital in 1859.
July 16 2017 11am-12pm Book by calling 3403 4166.	Brisbane Square Library 266 George Street Brisbane, Queensland 4000	Meet Ian Townsend In May 1942, in the town of Rabaul in the Australian territory of New Guinea, five Australian civilians were taken by Japanese soldiers to a pit at the base of a volcano and executed as spies. A mother, her brother, her husband, her friend and her eleven-year-old son. Who were these people and what had led them to this terrible end, under the shadow of a volcano? Acclaimed author and award-winning science journalist Ian Townsend has uncovered a fascinating story that sheds new light on a largely forgotten but desperate battle fought on Australian territory.
July 27 2017 10 – 11am Bookings essential Phone Wynnum Library on 07 3403 2199 to reserve your place.	Wynnum Library 145 Florence Street, Wynnum 4178 (above Woolworths)	The Queensland Ambulance Story The Queensland Ambulance Transport Brigade began in 1892 after a man who broke his leg in a fall from a horse, was further damaged by the assistance he received. Queensland Ambulance Museum manager and former paramedic Mick Davies tells the fascinating story of the Queensland Ambulance.
July 30 2017 11-12:30pm	QPS Headquarters 200 Roma Street Brisbane	Is Jack the Ripper lying in Toowong Cemetery?
August 7 2017 10:30-12pm Booking Required ph. 3840 7810	SLQ Auditorium Level 2, State Library of Queensland	Looking for the German connection Many of us have some German ancestry in our family backgrounds. Knowing where to search and how to tackle the difficulties posed by names and language can be tricky. In this free talk, librarian Eileen Dwane will share her wealth of experience in the area of German family history. Come along to learn some of her tips and tricks to help track down your ancestors.

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