

WYNNUM MANLY

HISTORICAL SOCIETY INC.

August 2020 Newsletter

NEWS

Due to the COVID-19 health crisis, there will be **NO** general meetings until further notice and the **Resource Centre is closed** until further notice

We are continuing to publish a monthly newsletter. Any contributions are most welcome.

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From the President

Welcome to our August Newsletter.

All the new computer equipment has now been installed in the Resource Room and we have internet connected. If you would like to volunteer to come to the Room to do some typing for Jill and/or research for the Society, please let her know. She has plenty of tasks you can assist with when things get back to normal.

Whilst looking for something else on the internet, I came across this wonderful [interview with Eric Abraham](#) who had been born in Hemmant in 1898 and who was one of the last surviving World War 1 veterans (he passed away in 2003 aged nearly 105). In this account, he actually recalls seeing the Red Baron shot down <https://mulliganoralhistory.info/oral-history-interviews/eric-abraham/>.

When pondering what to include in the newsletter this month, I thought I would include a few events that occurred in past years in the month of August.

Stay safe and well.

Best wishes, Sandy

During August in Australian history

30 Aug 1835—Melbourne is founded.

22 Aug 1851—Gold fields are discovered

01 Aug 1902—Mine accident in Wollongong where 100 die

15 Aug 1902—New Zealand's All Blacks play their first Rugby Test Match against Australia's Wallabies at the Sydney Cricket Ground

17 Aug 1904—George H Reid becomes Prime Minister

During August in International history

05 Aug 1962—Death of actress, Marilyn Monroe

06 Aug 1945—First atomic bomb dropped over centre of Hiroshima by American bomber *Enola Gay*

09 Aug 1974—Richard Nixon resigned as President of United States of America as a result of Watergate scandal.

13 Aug 1961—The Berlin Wall came into existence.

16 Aug 1977—Death of Elvis Presley

24 Aug 79 A.D.—Vesuvius erupted and destroyed Pompeii

27 Aug 1910—Mother Teresa is born in Yugoslavia

31 Aug 1997—Death of Princess Diana.

Resource Centre Report

August 2020

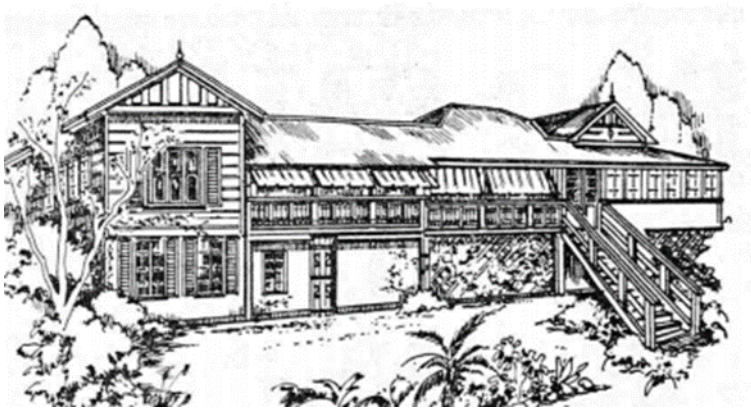


Old School Slate

Two members were interested in being the owners of the old school slate, looking for a new home last month.

St Kilda

The maternity hospital of Wynnum Manly. This name still brings back memories to some of our visitors. The hospital closed in 1975 and no records of its patients were kept.



The hospital dates back to 1912 when Agnes Amelia Rendell, a trained nurse lived in Kingsley Terrace. In 1916 she advertised "a prosperous private hospital for sale".

For the first 50 years, the building was mainly used as a maternity hospital and from the 1960's onwards as a geriatric hospital. The building, on the corner of Picton and Kingsley Terrace, became a *St Kilda Hospital* residential dwelling after 1975.

For the last 20 years the Society has been collecting details from all people associated with this well known institution either as patient or worker. Can anyone still add to our collection?

Albert Hall, Manly

A visitor has approached us regarding the Albert Hall Manly, the name of which appears in a few newspaper articles around 1905.

After extensive searching on-line regarding halls in Manly around that time an article has come up regarding a meeting held on September 1899 in Mr J. Curtis's rooms.

The article states, "the want of a public hall where meetings can be held has been long felt in Manly" and "the decision was made to open subscription list to raise the necessary funding".



Russell's Hall on the right in Stratton Terrace

One year later, in September 1900, a report appears, "that Mr Russell, storekeeper, has built a hall adjoining his premises (in Stratton Terrace) which is to be called Manly Assembly Hall." As yet no reference to the building or location of Albert Hall has been found. The RSL Hall in Melville Terrace began its life as the Manly Progress Hall.

Till next time, Jill

“Plum Blossom”

A Transition of One’s Life

by Jeannette Maree

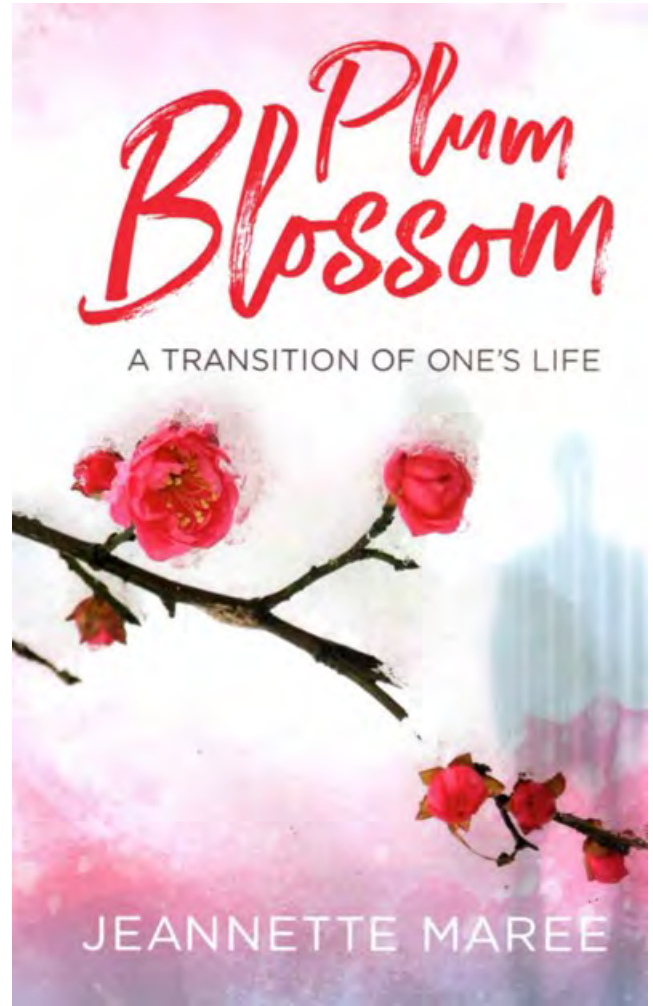
Romance,

two murders, a fire

and Wynnum and Manly!

“In the summer of 1967, Gabe Connor, a young man with a dark past, arrives in Wynnum. He is quickly accepted among the fishermen as brave and hardworking, but is feared for his unpredictable violent rages.

Gabe meets the love of his life, Bonnie, who helps him become a quieter man. However his dark past haunts him and during a late night walk, Gabe meets his fate. But Gabe’s spirit was not ready to leave. Gabe has unfinished business and so becomes a spectator in the life he should have lived.”



Jeannette , a member of our society, has been visiting the Resource Room for many years, while she was writing the book, seeking out the local scene, getting the feel for life in the 1960s and onwards. You can walk along Bay Terrace, visit the Imperial Picture Theatre or Fisher’s pub and meet the fisherman of the Creek.

The book has now been published. A copy is in the Resource Room and we can take orders—email library@wmhs.org.au

Cost is \$24.95 and Jeanette is donating \$5.00 back to the Society funds.

PLEASE SUPPORT JEANNETE AND THE SOCIETY

THANK YOU TO OUR SPONSORS

Cr. Peter Cumming
for the printing of this month’s newsletter

	
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Aussie Broadband provides subsidised internet access to our Resource Room.

Cartridge World Wynnum supplies toner for our printers.

July 2020 Where was I?



This is a memorial to the Kelk family who were the early residents of Lindum. The stone stands in **Sibley Road** in the Edward Kelk Park which is opposite the shops that back onto Lindum Railway Station.

The locality of Lindum is named after Mr Kelk's property which he called Lindum-mere.

In the early 1860s, three brothers, William Henry and Edward, came to settle in this district from Lincolnshire in England. (Lindum is the latin word for Lincoln).

William and Henry left the district but Edward built a fine home on a 200 acre property not far from the site of former Pleasantville. The entrance to the property was near Lindum station and the drive way approaching the house would have been along the line of Rodney Street.

Edward owned and operated a cane plantation and sugar mill and was acknowledged as a highly respected citizen. He was known for his compassionate treatment of his aboriginal workers and his projects to set them up in the local fishing industry by supplying them with boats and gear.

August 2020 Where am I?



Where did these trees stand?

Till next time Jill

The St Helena Island Community

www.sthelenacommunity.com.au

3 SCOTS AND AN ADVENTURE

(written by Belinda Daly, February 2018)

Only a few people knew **Samuel Olson** at the end of his life. They described him as a crotchety and suspicious man, stone deaf, surly and living the life of a hermit in his home in Highgate Hill, Brisbane. (1) This was a long way from his beginnings on St Helena Island.

According to the 1864 census, 12,551 people lived in Brisbane, Queensland. (2) By now, Brisbane had been settled by European inhabitants for 40 years and Queensland had been a separate colony for 5 years. (Of course the census figures lied, as they did not include the indigenous inhabitants at all, not being recognised as citizens of Australia until 1966.) Of the 12,551 inhabitants, 6441 were male, including 3 recent arrivals, friends from their home of Glasgow, Scotland.

Samuel Olson, James Aird and James Hamilton met during their time spent in the Glasgow Police Force and all decided to emigrate to Australia in 1863. At this time, The Colonial forces were focused on bringing out trained police to the new colony with a new Police Act taking effect on 1 January 1864 stating that

'Candidates with previous service with the Irish Constabulary, urban police or any military/ law enforcement agency' were actively sought out for the service. (3)

This may have been the motivation to try their luck on the other side of the world.



Water Police Staff ca.1875

James Wassell, standing in the centre, was praised by John McDonald for saving his life.

Image No PM0001 QPS Museum

It was **Samuel Olson** who first gained a position in the Brisbane Water Police, employed by the Supervisor, Mr **John McDonald**. Not long after, **Aird** and **Hamilton** were also employed alongside him and all 3 were responsible for bringing ships into the harbour, checking for quarantine issues and bringing the ship to its destination. They were stationed on the hulk 'Proserpine,' a large vessel moored at the mouth of the Brisbane River.

It was the boating accident in January 1865 that was the first sign of changes to **Mr Olson's** manner. Reports at the time suggest that the accident occurred during a particularly bad squall, which overturned the Water Police vessel within Moreton Bay. The men on board were stranded in the water for an extended period, clinging to the vessel that was 'rolling over with every wave and shaking off the men who clung, exhausted, to her hull.' (4) Both **Mr Olson** and **Mr McDonald** were said to have come close to drowning at this time, saved by fellow policeman **James Wassell** and the steamer, 'Diamond,' under the charge of **Captain Labbett**. The experience shocked **Olson** deeply and he was said to have become more despondent from that time on

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First Superintendent John McDonald. Photo from Ken Scanlan

But this did not stop **John McDonald** from bringing **Samuel Olson**, **James Aird** and **James Hamilton** to St Helena Island in 1866 to supervise the building of the Quarantine Station on the island. When this function was altered to create a prison instead, **John McDonald** was appointed Superintendent, **Aird** and **Olson** became turnkeys (prison warders) and **James Hamilton** quickly rose from the position of Constable in the Water Police to the Chief Warden of the prison in 1867.

In the early years, St Helena Island could not have been any more different than their home of Glasgow. **Samuel Olson** had no boots, so he bought his own leather and a prisoner made him a pair. The warders were given rations of flour, but without a bakery to cook it, they sold it and bought already baked loaves from town. (5) They also found themselves at the scene of escapes from desperate prisoners taking advantage of the lack of secure buildings.

But the reason this crotchety man first came to our attention was this beautiful, handcrafted timber box, donated back to St Helena Island by one of the St Helena Community around 2008. In the roughest of places with the minimum of facilities, **Samuel Olson** was also an artisan.

More on that next month...



Inlaid wood writing desk, thought to be made by Samuel Olson on St Helena Island, donated by Mr Amos. Photo QPWS.

1. Queenslander (Brisbane, Qld. : 1866 – 1939), Saturday 30 January 1892, page 236
2. Qld Census 1864,
3. Policing Colonial Brisbane, Digital Colonial Brisbane 2017
4. Brisbane Courier (Qld. : 1864 – 1933), Thursday 19 January 1865, page 2
5. Colonial Secretary's Correspondence COL/A109/68/2318
6. Inlaid Writing desk, donated to QPWS by Mr Amos, image by QPWS.

The shop on the corner of West Avenue and Emsworth Street still is in business, now as a Beauty and Tanning Parlour. Here is part of its past history as recorded in 1887.

‘Tough’ Businesswoman prolific poet, writer.

Wynnum Herald 13 May 1987

Current owner of the West Avenue store, Mrs. Zoe Wells reflects on the history of West Avenue Galleries following the discovery of poetry written by the former owner.

SOMETIMES it needs only be distinctive sound that evokes a myriad of memories and a history of emotions. Such is the case in researching the history of a seemingly inconspicuous shop located on West Avenue Wynnum. The shrill sound of a cash register bell, the clink of glass on glass as the soft drink bottles are lifted onto the delivery truck, the heavy pad of the flour bags as they are lined into stock --- this is the sound of commerce, of a business run with precise fervour.

This was the roost of the O’Neil family, running a small convenience store in the growth days of the Wynnum/Manly district under the keen business acumen of matriarch, Lydia O’Neil. Many long-time Wynnum residents will remember Lydia and her iron rule that came to an end 13 years ago. She was described as “tough”, “hard” and “the strictest of business-women”, but there was another side to Lydia – one that only really came to light following a discovery by the current owners of the store. The O’Neil store is now known as West Avenue Galleries – a popular pottery and furnishing store – and is run by Bill and Zoe Wells.

Upon cleaning out the attic of the store recently, Bill and Zoe discovered certain books and literature that revealed Lydia O’Neil as a poet, a painter and a person possessing a love for travel and for beauty. Their find of several copies of a book titled “Dinkum Aussie and other poems by Lydia M D O’Neil” and a copy of The Queensland Magazine dated 1924 which includes a poem by Lydia O’Neil, titled “Mistress Petrie’s Garden”, prompted them to inquire into the history of Lydia and the store.

Neighbour, Mrs Rose Kohler of West Avenue, Wynnum said she remembered the store in its heyday and Lydia’s “strict” business attitude. “The O’Neils sold everything from dummies to dripping, it was a very convenient little store,” Rose said.

“But as to the O’Neils – well they kept very much to themselves.”

Lydia O’Neil (nee Dunham) came originally from Pennsylvania, USA, being raised on a tannery called Lehigh Station. Whilst there she completed a degree in law from the Chicago Correspondence School, but never went into practice. She instead developed a strong interest in commerce.

Lydia and husband Owen moved to Australia soon after the turn of the century and established themselves on a farm at Killarney before running a store at Norman Park and then at Wynnum. Their stay in the West Avenue store proved to be the most extensive era of their lives and it was to become the raising ground for their lives and it was to become the raising ground for their three children Angus (born in New Mexico) Lorita and Kai.

The two sons would eventually inherit the running of the store, while Lydia concentrated on her poetry which she had published throughout Australia and back home in America.

The Wynnum-Redlands Herald was able to track down Lydia’s only surviving relative in Australia, a grandson who wished not to be identified.

He described Lydia as “a fairly tough woman, out-spoken and kind of eccentric.”

His memories of the store revolve around the work he did there as a chile – of dirt roads and the sorting of soft drink bottles. “All my grandmother would worry about was the store and her two sons – she was still active and working hard right up until her death in 1974.” “I don’t know how local shoppers used to take Lydia, she was straight down the line and she’d come out and say things she felt needed saying,” he said.

Lydia’s youngest son, Kai ran the store for a further year after his mother’s death, barely making a living. “After Kai’s death we decided to close the shop forever and sell it,” the grandson said. Following a break and entering case, the surviving family cleaned out the store taking truckloads of material and possessions away to be dumped.

“The place was a real mess, I suppose they had the attitude from World War I and II that you don’t toss things away.”

“It took about seven or eight truckloads before we got fed up with it.” “We even threw her degrees away in the mess,” he said.

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Some of the poetry saved, however, revealed Lydia's wide scope and specific interest in travel. The poetry ranges from episodic poems about Hong Kong, London, Asia, China, Boston and the Port of Spain, to local material titled, "November in Queensland", "On Lota Sands," "A St. Helena Rose" and "Anzac Day at Wynnum – 1921." Although not having visited some of the countries she wrote about, Lydia developed her concepts through other Literature, virtually instilling a journalistic account of the land, its people and its colour in her poetry.

At the age of 85, Lydia O'Neil took to her death a valuable collection of poetry – somewhat over-zealously coloured with drama and adventure – yet giving an extremely interesting account of early Wynnum history and commerce.

Bill and Zoe Wells took over the business after the O'Neil family. Does anyone know who took over the premises after the Wells' family?

Southern Queensland Oyster Industry

Summary of Paper presented by Glen S Smith at RHSQ meeting 22 October 1981.

The oyster industry flourished from the 1870's to around 1920, peaking at the turn of the century and declining from 1910. The edible Sydney Rock oyster (*Saccostrea commercialis*) was found on the wide inter-tidal flats in southern Qld. At that time oyster fishing was the most organized of the fishing industries. In 1891 21,000 sacks of oysters worth £29,100 were exported from southern Queensland to Melbourne, Sydney and Perth.

1824 – 1863 (Oyster Act)

From first European settlement in 1824 the oyster beds were over-exploited and decimated. There was no licensing, regulation or control. Everyone helped themselves. Most exploitation was not for food but for the production of lime to make mortar to construct the houses and buildings of early Brisbane

1863

Attention was drawn to the wasteful practice of lime burning and on 22 September 1863 a Bill was introduced to the Legislative Assembly for the protection of oysters. Penalties for burning live oysters were either a fine of up to £10, or imprisonment for up to 3 months. Oyster gatherers had a fee of £5 to lay down oysters on defined oyster beds.

Dredge oysters were found in the mid 1860's below low tide and collected by means of a dredging basket attached to a boat. The oysters were larger, tasted better and brought top prices.

1870

There was a realisation that the 1863 Act did not give enough protection.. Very large quantities of oysters were being exported to southern markets and the dredge beds were being dredged out. A closed season was suggested.

1874

A more comprehensive Act was introduced concerning the leasing of the oyster beds. In 1874 the first auction of dredge sections was held in Brisbane providing revenue to the Government. By 1884 Moreton Bay was divided into 39 sections, extending to 2' below low water mark. The leases ran for a 7-year term with an annual fee of five pounds.

Moreton Bay Oyster Company was founded on 11 August 1876 and was the largest company in the Queensland oyster industry until the 1920's. Premiers Sir Arthur Hunter Palmer and Sir Thomas McIlwraith were shareholders.

However the 1874 Bill was inadequate. Lease time of 7 years was too short. . In 1882 Captain C S Fison duties included being Inspector of Oyster Fisheries. But he spent considerable time administering the expanding oyster industry, from the NSW border to Noosa. He presented the first oyster report in 1884. His reports were used for the framework for the 1886 Oyster Act.

By 1886 there were 178 oyster banks covering 5000 acres with an average of 70 acres per lease. It was felt that the 1874 Act needed updating to remedy the practical administration defects of the old Act. The Act of 1886 saw 14-

year dredge leases. There was a reward for persons discovering new dredge oyster beds. Oysters had to measure 5cm to prevent banks being stripped of the small oysters. NSW did not put any restrictions of the collection of oysters until 1868, five years after Queensland, so their beds were in poor shape.

Moreton Bay was used for maturing and fattening the young oysters from the northern spat catching beds of the great Sandy Strait region. Here in Moreton Bay the oysters grew more rapidly and developed a better shape than if allowed to remain in the northern beds. In 1905 the coastal steamer "Lady Lamington" carted 14,000 sacks of culture down to Moreton Bay for re-laying where 12-18 months' growth produced oysters in prime condition.

On 13 April 1889, to encourage the blossoming industry, 26 reserves for oystermen were gazetted around Moreton Bay, ranging from 5 acres to 40 acres. Oystermen were allowed to camp, build houses and fence-in small allotments, so long as they paid their annual licence. Prior to this many unofficial camp sites had existed. A small school was established in 1890 at Currigee on Stradbroke Island and some time later a second school at Coombabah, 11 kilometers north of Southport.. These were the two largest camps and were composed mainly of Aborigines and coloured employees of the Moreton Bay Oyster Company.

Disease brings disaster

Mud worm disease first appeared about 1880 in oysters in the Hunter River of NSW. If the Sydney markets were glutted, NZ oysters were stored in the Hunter River to keep them fresh, until prices rose again. This storage was thought to be the source of the disease.

The disease was first noticed in southern Queensland in 1895 on the banks at the mouth of the Coomera River in the lower inter tidal and dredge sections. The disease, caused by a small red worm, is harmless to man but made affected oysters unacceptable. The disease spread rapidly through southern Moreton Bay and by 1899 the number of sections had dropped from 36 to 18 and the number of banks from 421 to 292. Over one hundred banks were closed temporarily. Many men were thrown out of work

By 1903 the industry was relatively sound again and by 1905 the southern part of Moreton, in the Broadwater, was almost free of the disease and relaying of oysters into the sections was resumed. Pumicestone passage at this time was suffering badly from the effects of the disease, which was not dispersed until 1925. The disease never went further north than the Maroochy River. Oyster men became very cautious in their operations and largely abandoned the dredge sections which were more susceptible to worm infestation.

Mud worms were not the only detriment to the oyster industry. Various floods such as that in 1893, destroyed whole oyster beds, as tide levels and currents were altered. Similarly the breakthrough at Jumpinpin on Stradbroke Island in May 1898 disrupted the industry.

During the decade from 1901 – 1910 the industry reached its peak for the number of men employed banks leased and boats licensed. The greatest part of production came from the banks. Dredge oysters comprised only 20%. The value of the fishery was around £12,000 per annum excluding local consumption and about £2,000 was collected in Government licenses and rental fees.

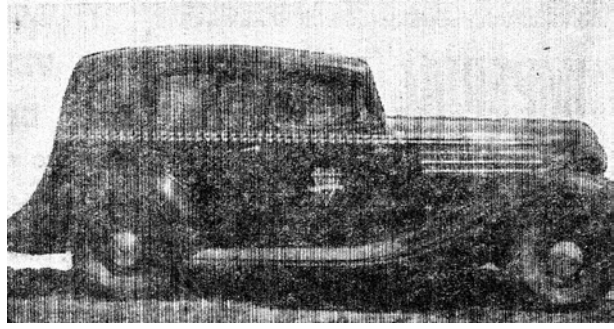
From 1910 there was a gradual decline. No single cause could be identified. In 1913 a five-man Treasury Department committee was set up to report on the industry and to redraft legislation.. But measures introduced were too late to help the ailing industry.

Mud worm disease had de-stabilised the industry. Pests, disease, predators, competition from NZ markets and man's mistakes all contributed. Oyster thefts were a major problem in some areas. Oystermen thieved from each other's beds. The public helped themselves!. There were few inspectors. Occasional fines had little effect. Oyster men were reticent to expend money on oyster banks over which they could not keep a watch. Large companies attempted to monopolise the industry to force out the smaller growers.

By 1936 Qld was importing NSW oysters, this being a major contributor to the decline of the Qld industry.

Today Qld oyster production is only 1/10 of that produced in the peak years. The majority of oyster bank licenses are now employed on a part time basis. Oyster operations are restricted in Tourist areas and near sewage outfalls. Apart from the occasional place named after an oysterman, the remnants of some oyster camps and a few old men's memories little remains of the once thriving industry.

Radio Cabs form part of Wynnum's History . . .



The business of phoning or calling a cab from the footpath of a city or suburban street is just a part of every day living in these modern times, but few people realize that the history of a local taxi service originated in the Wynnum-Manly-Lota district just after World War I back in 1920.

That business today is the Wynnum Radio Cabs organisation whose white vehicles with their green name insignia on the doors are known to thousands of people, not only in the Bayside, but from all over Brisbane.

It was from the Manly railway station that Mr Richard Russell senior first offered a transport service to the residents of the district with a horse-drawn carriage driven by his sons Messrs. Richard and Tom Russell.

Wynnum Central railway station was serviced by Mr George Heymer senior, also using carriages and horses which were driven by his sons.

At the Wynnum railway Mr Tom McKee picked up passengers who lived in the southern part of the then sparsely settled area.

Then as the motor vehicle came into being, Mr Tom Russell junior, Mr Alf Heymer junior and Mr Jack Paten obtained Fords and Overlands to cover their 'runs' while Mr Jack Paten put on the road a luxurious Willys Knight – at that time in the 1920's and still resides at Prospect Street. Wynnum North – the ultimate in taxi cars.

As time moved on more modern sedan vehicles were purchased, telephones installed in the homes of the taxi proprietors who operated seven days and nights a week.

After Mr Jack Paten retired from the car hire business, Messrs. Alf Heymer and Tom Russell kept on the roads, while from time to time other men tried entering the car hire field but then long hours worked for small returns eventually forced them out.

THE FIRST REGENT

Towards the end of 1938 Mr Alf Cante bought a Regent cab – a 1935 Terraplane Sedan and plied for hire in the Bayside districts.

Alf's venture was successful and was taken over by his father, Mr Bill Cante and brother, Mr G Cante while Alf returned to his trade as a butcher at Manly and Wynnum Central.

Then in 1950 their taxi business was taken over by Mr Harry Pulley who added this business to his existing taxi service and again about 1951 the then owners amalgamated their taxi businesses with Messrs. Parker and Wallace.

All the cars were fitted with two-way radios, an office and base was set up at Scales Building at the corner of Florence Street and Tingal Road and Wynnum Radio Cabs came into being with Messrs. Noel Scales and Bill Ansell, both taxi owners, becoming the directors.

CAME BACK

After relinquishing his butchering interests in 1958 Alf Cante went back into the taxi hire business and in 1962 he acquired the ownership of Wynnum Radio Cabs from Mr J Russell junior.

Alf increased the taxi fleet from 13 cars to 20 and offered a 24 hours daily service.

Today Alf Cante still owns one taxi unit and also drives occasionally while John Russell junior is still with the company.

In an interview with "The Herald" this week the delegate stated that all Wynnum Radio Cabs are owned by local owner-drivers.

"Our cabs are for local people for the convenience at all times and should we be hired to travel to other districts our cabs return immediately to their Wynnum base for further service for our Bayside public."

"We still have with us members who have given 15 years and more of service to the people of our district through the Wynnum Radio Cabs. There are others who have been with us for up to 10 years."

"Since Wynnum Radio Cabs came into being it has progressed from a small handful of men to a company

that now employs a staff of 42 men and women all of whom reside in the Wynnum-Manly and surrounding district. The staff consists of owners, drivers and radio operators.”

“In recent years Wynnum Radio Cabs have extended their services to cover the Redland district. This has been brought about by Capalaba Cabs proprietor John Lean and Cleveland Cab Merv Barrett joining the Wynnum Radio network.”

“I have no hesitation in stating that as the years go on Wynnum Radio Cabs will continue to progress with our district – time has proven our ser-

vice to be the best that can be offered – our history goes back to the old days of 1918 and the knowledge gained through hard experience down the years has been passed on to those who keep the familiar and popular radio cabs on the road today in 1976.”

“Wynnum Radio Cabs extend thanks to all their customers for their loyal support over the years.”

MARTIN GILL

Manager, Wynnum Radio Cabs and Ascot Taxis.

Wednesday 19 May 1976

Wynnum-Redlands Herald

Transcribed by Heather Langston

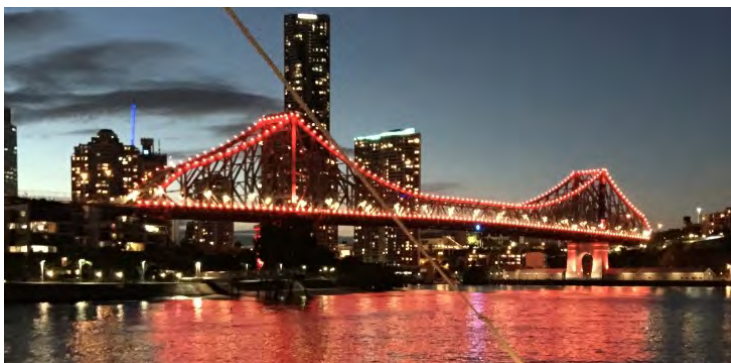
LOTA CAMPING RESERVE TREE

The Brisbane City Council have advised that they are wishing to have a monumental gum tree located within the Lota Camping Reserve entered on the National Trust of Significant Trees. To assist it, they are asking for any information regarding the history of the tree which is believed to have predated European settlement in the area. The tree is opposite Bart’s Place.

Are you able to provide any information or do you have any old photographs where the tree is visible? If so, please provide copies to us so that we can pass onto the Council.



SUNSET DINNER CRUISE FROM MOWBRAY PARK—13 September 2020 (5pm—8pm)



BRISBANE CRUISES is once again operational and have a great inexpensive cruise you may be interested in. It is a 3 hour river cruise taking in sunset and watch as Brisbane comes to life at night. The cruise includes a BBQ dinner onboard. Cost is \$45 for adults and \$30 for children (4-14 years).

NOTE: Due to COVID-19 requirements, you will be required to bring a face mask or scarf (which is to be worn at food service time only—approx. 10 mins) and your own coffee/tea mug. Your temperature will be taken prior to boarding.

Bookings can be made directly through Brisbane Cruises ph 3630 2666.

NOTE: This is not a WMHS organised tour.

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 Wynnum Community Centre (formerly the Wynnum Central State School building), .Florence St, Wynnum or on our website www.wmhs.org.au

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.

2020/21 Committee

President: Sandy Liddle	0438 830 140	president@wmhs.org.au
Vice President: Jan Parnell	3348 4433	
Secretary: Lena McCreadie	3393 4393	secretary@wmhs.org.au
Treasurer: Geraint Gregory	3396 5264	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: Geraint Gregory	3396 5264	membership@wmhs.org.au
Newsletter Editor: Sandy Liddle	0438 830 140	newsletter@wmhs.org.au
Supper Co-ordinator: Vacant		
Publicity Officer: Vacant		
Welfare Officer: Ellen Coupland	3899 1326	ellen@wmhs.org.au
Plaques & Memorials: Mitch Parsons	0448 522 403	plaques@wmhs.org.au

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