



PRESIDENT'S PIECE



2021 has well and truly started now and we are into autumn already. I will certainly welcome the cooler weather as I have found February very warm and pleased that summer is now behind us.

Our Society is still progressing well within the limits of COVID-19 which has caused numerous changes to our venues for our General Meetings. The Onoda Room at the Cultural Centre has been confirmed for our meeting next week and if we find this room to our liking, it will also be the place for our future meetings while we cannot meet at the rooms of the Redcliffe Library.

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Our committee is sorting out guest speakers for the rest of this year and please refer to our last page for the guest speakers, we have confirmed so far. If there is any particular person you would like to have as a guest speaker please let a committee member know and we will approach that person to try to arrange a mutually agreeable time for them to address our members.

To reiterate our back page, Dennis Crowther and Rod Schofield will be our guest speakers this Friday 12 March, speaking about the Beaufort Bombers. Then in April Lisa Jones will speak on Policing in Redcliffe. In May, one of our members, Ted Flack will speak on "Perspectives of the Black War in Van Diemen's Land (1825-1832) whilst June will see one of my friends Michael Beck probably in his khaki outfit speaking about one of his passions in life, "Bird Watching". Some of you may remember a few years back, Michael spoke to us on the same topic.

Our Memories of Margate booklet is nearing completion thanks to Pat Gee and her helpers and the initial launch will be at the Redcliffe Museum later this month on Friday 26 March. Please see the flyer in this Newsletter for the Wine and Cheese evening OR the Morning Tea with both events being held at the Museum. The committee decided at our last meeting to sell the booklet for \$35.

One of our prolific writers for our Newsletter, Margaret Harding, has been very busy with the finishing touches for the booklet so there has not been the time for her to do her normal research for our Newsletter. There are two articles from Margaret so this edition has publications from previous Newsletters that hopefully will be of interest.

As you will notice towards the rear of our Newsletter there is an advertisement from Rita-Marie Lenton of The Great Northern Garden of Remembrance. Rita-Marie has

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PRESIDENT'S PIECE (cont.)

kindly agreed to sponsor our Society for the next twelve months for which I am very grateful to her company for agreeing to our sponsorship.

Bob Blanche and Pat Gee are still in discussions with Moreton Bay Regional Council about developments in Corscadden Park. There have been many changes to the initial proposal and the matter is still on-going. At the moment there is about twenty-five or more information boards proposed for the re-development but there has not been any definite decision as yet.

Our Secretary Rae Frawley has been working hard on our proposed Queensland Conference to be held on Friday to Saturday, 21– 23 October 2022. The Deed of Agreement for the Conference has been signed by History Queensland so our conference called, " Sands of Time", is up and running.

On a sad note our Patron, Paul Woodcock's wife Marie, passed away earlier this month. Our sympathy to Paul and his family as well as to Muriel Skelly's family who also died this month. Muriel was one of our members for many years.



You will have noticed that there have been changes made to the way our Newsletter is presented. This is due to there being a new editor of our Newsletter. Xanthe Clarke who works with me at WD Surveys is no longer producing our Newsletter after three years of doing so. I like to thank Xanthe for all her past efforts in producing our Newsletter. Most times there have been only a few days to compile the articles in a presentable form for the Newsletter but every time Xanthe has been able to complete the task.

Committee member Fiona Murgatroyd is our new editor and has produced this Newsletter. Fiona has changed the fonts and colours to match our logo and numerous other things. Again, Fiona did most of this work last weekend, as well as doing research on the articles sent to her and adding photos to enhance the stories. Well done Fiona.

Finally, COVID-19 has made me turn to solving 1000 piece jigsaws. I was given three for Christmas and the lavender field and the walk in the park on a wet rainy night are two of the three that I have completed. The other is the map of Australia which was lent to me by a friend. I found this one very interesting and thoroughly enjoyed the learning experience of putting it together. Please refer to the photos below. I have one more left to do.

I hope you enjoy the new look Newsletter and for the next three months, until our next Newsletter, stay safe and enjoy life.



HISTORY OF THE REDCLIFFE-PETRIE MOTOR SERVICE

BY STAN MARQUARDT

Editor's note: This article was originally written in around 1999/2000. The originally published text has been faithfully reproduced but some notes have been added for clarity.

This bus service (known as the "Red Bus") was commenced in 1922 by the late Mr H. A. Elson and operated by the Elson family until finally being sold out to Peninsula Bus Lines (Hornibrooks, known as the "Green Bus" Sandgate to Redcliffe) in 1977.

Mr Elson was a regular visitor to Redcliffe in the early years, travelling in the steamships that operated at that time, and no doubt could foresee the need for some other form of passenger and goods transport to service Redcliffe via Petrie to Brisbane. The railway was talked about from 1896 but seemed no closer to fruition in 1922 (and to the present day 1999). *(Editor's note: the railway to Redcliffe has since been built and was opened on 4th October 2016.)*

As Mr Elson was the first president of the Chamber of Commerce in 1923, a new formed road from Redcliffe to Petrie was suggested (Brisbane Road). He knew only too well the state of the existing untrafficable road after rain, because he had stated the bus service to Petrie in 1922, with two chain-driven vehicles, pending a positive decision to construct a main road to Petrie. (He eventually won the day.)

After the new Brisbane Road (now Anzac Avenue) was completed and opened in 1926, the Redcliffe Petrie bus service was extended to Brisbane. Besides the two chain-driven vehicles, two Willeys buses were added to the fleet. These were constructed in such a way that the seats could be removed and the vehicles used to transport goods from the Petrie Station. The 9am train

was met every weekday for this purpose. Two Vulcans (with solid rubber tyres) and a Brockway were also added.

Not to be forgotten was the "Bat" of the 1930s. This bus was constructed in such a way, with seats placed across and passengers could board from the running board on the near side, similarly to some of the trams of that time. It is believed that this unit was built on an International truck chassis. Mr Elson Jnr advises me that someone decided to take a goat to Redcliffe in the rear luggage carrier. When the driver proceeded to get



Motor Bus and driver Thomas John Reeves, 1927.

Image courtesy of Moreton Bay Regional Council . Image ID: 000\000082

some luggage out, the goat popped his head up, so he pushed it down again while he retrieved the luggage. The driver carried on leaving the goat to have a free ride. We do not know how this vehicle got the name of the "Bat". It was mentioned that one driver used to go like a "bat out of hell" and perhaps this is the answer. Another theory is that when the bus stopped, the

Cont...

REDCLIFFE-PETRIE MOTOR SERVICE (cont.)

passengers flew out of the side like bats from a cave. Regardless of its name, it was a very successful means of transporting a large number of passengers.

Although the "Red Bus" travelled through Bald Hills and Aspley, they were not allowed to pick up passengers there. The Bald Hills-Wooloowin Bus Service was operating in that area with horse-drawn buses up to 1922; then a Model-T Ford in 1923, followed by another in 1925 with solid rubber tyres. Other vehicles followed until the 1970s.

The "Red Bus" also operated the local Woody Point to Scarborough service for many years, as well as the Redcliffe to Deception Bay service, which enabled Deception Bay passengers to connect with the Brisbane service.

In the early years, when the Red Bus serviced the local



Early model bus outside Redcliffe-Petrie Motor Service premises

Image courtesy of Moreton Bay Regional Council . Image ID: MBPS-0005-008

Redcliffe run, one bus would depart from Woody Point at the same time as another departed from Scarborough. The two would meet at the Seabrae Hotel (on the corner of Anzac Avenue) and then one would continue on to Brisbane. The local service was suspended in the 1950s when the Hornibrook Bus Lines (Green Bus) acquired the local service. (The Hornibrook Bus Lines had commenced the Sandgate-Redcliffe Service in 1935.) After the change of the local service, "Red" buses departed from Scarborough for Brisbane or Deception Bay.

Over the years the Redcliffe-Petrie Motor Service acquired a name-change to "Brisbane-Redcliffe Motor Services Ltd". For a considerable number of years it was managed by Mr and Mrs Rex Elson and in later years by Mr and Mrs W. Keyworth (née Elson).

Originally (in the 1920s and 1930s), the "Red" buses on the run to Brisbane terminated at a shed which was part of the Orient Hotel building in Roma Street. This shed was also used as an office and depot for goods.

In 1940, the late Mr H. Elson procured a long lease of a building in Roma Street where the Transit Centre is today. (*Editor's note: the Brisbane Transit Centre was demolished in 2020 as part of the Cross-River Rail project. It was located at 151-171 Roma Street, Brisbane.*) This was quite a large building with 5 large bays and capacity to park nine large buses. One area

was made into a large office, and another set aside for coach building. The remainder was used for bus parking for five buses.

In the period from the war years of the 1940s to the mid-1950s, in order to keep up with the increase in passenger demand, the Elsons manufactured their own bus bodies, mainly on to Ford and International chassis which were lengthened to suit the size required. The tail shaft was extended to suit (it would appear that it was perfectly legal in

those days), the gear sticks had to be lengthened up to a metre so that the driver could reach them because of the distance that he was from the gearbox (of four forward gears) due to mounting the engine inside the body. Previously and again after the mid-1950s, bodies were built by other coach builders, namely Charles Hope and Athol Hedges. The building at Roma Street was still in Elson's possession until the Transit Centre was built.

By all reports, this bus service was certainly worked to the limit during the war years (1939-1945), especially

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REDCLIFFE-PETRIE MOTOR SERVICE (cont.)

with army camps at Strathpine, Petrie and Burpengary, and gave great service for a private enterprise considering the hardships such as labour shortages and fuel rationing.

A parcel and goods service was incorporated with the passenger service, and no doubt was a great service for business houses en route (before the commencement of modern courier services). I provided almost an hourly service daily from 7am to 9pm. On the 2:15pm bus every day except Sunday, the Brisbane Telegraph was delivered to all paper selling agents from Aspley to Redcliffe. In the 1930s, a 3-ton Ford truck was also used on the goods and parcels, making one return trip each day. Later, in the 1960s, a more modern truck (a Hino) was used. A strict rule that had to be observed by all bus drivers was to wear tidy clothes and a tie and a Company grey dust coat with a red collar and a motor cap at all times while driving.

Some of the buses in operation in the late-1930s and up to the late-1950s, other than the early fleet mentioned previously, were 12 Fords, 7 Internationals, a few with V8 motors but mostly refitted with Perkins diesel engine; 1 Seddon (with a Perkins engine), 2 Macks (one with a Meadows engine); 4 Dennis (one with a Gardener engine) with seating capacities from 38 to 48...a total of 22 units operating at one time with 14 drivers. Towards the end of the 1950s and the 1960s, this fleet was gradually replaced by new Leyland "Cub" and "Leopard" coaches (with under fleet diesel engine), bodies built by MBS (Motor Body Specialists) and Superior Motor Body Works and, by the 1970s, the fleet consisted of 16 Leylands with various seating capacities ranging from 42 to 52.

Before the 1950s and 1960s, a large number of people

travelled by Red Bus either on holidays or just on a day out at the seaside and the luggage racks on the side were often full of luggage. On a Sunday on the first three timetabled trips extra buses were used. However, by the late 1960s and early 1970s, beach and holiday passengers declined in number mainly due to the growing use of cars and the popularity of the Gold and Sunshine coasts.

Buses in the 1930s/40s and up to the late-1950s had mechanical hand turning indicators fitted. Because the bus bodies were built over the engine, the driver was too far away to put his hand out to indicate turning. These mechanical hands were well made of brass with an off-white painted hand at the end of the arm. On turning right, the arm was pushed out to its full length (20 to 24 inches). Upon stopping, the hand could be put in a vertical position by using the little trigger in the hand grip. By the 1950s, most buses had indicator lights fitted.

No doubt the Elson families can be proud of their achievement in the transport of passengers and the goods the Redcliffe Peninsula via Petrie for over 50 years and deserve the honour of having a Kippa-Ring cinema named after them. Many thanks to the late Mr and Mrs Rex Elson and Mrs Keyworth (née Elson) for help and permission to include their names. Mrs Elva Elson passed away in May 2000 aged 84 and Mr Rex Elson in August 2000 aged 91. The writer was very fortunate to be able to speak to Mr and Mrs Rex Elson at the end of 1999 before their deaths.

For the record, it is to be noted that the fares in 1953 were 3/6 single; 6/6 return; £1 weekly. On checking with Peninsula Bus Lines in 1992, the fares were \$8.40 return and \$29 weekly.

Stan Marquardt was employed by the Redcliffe-Petrie Motor Service as a bus driver from 1953 to 1970.

MEMORIES OF A DAY TRIP

BY ANN DOYLE

Many people who lived in Brisbane in the '30s, '40s and '50s, especially those who lived either on the northside or near a railway line, have memories of our day trips to Redcliffe on the Koopa. I am one of those people. At this stage of my life, I may not remember where I put my keys or whether I turned the iron off, but through the haze of a lifetime of events, I do remember "The Day we went to Redcliffe". That sounds like the title of an essay-writing exercise in Grade 5, doesn't it?

In around 1946 or '47, my Mum, my sister (about 3 years of age) and I (about 5) walked to Eagle Junction station and caught the train. I cannot remember my father being there, but I think he probably was. He had been a soldier in WW2, and had been discharged as 'TPI' (Totally and Permanently Incapacitated).

I don't remember the train journey, but I guess we ended up at Sandgate or Shorncliffe, whichever was the appropriate station to catch the Koopa to Redcliffe. I don't even remember being on the Koopa, but I do remember walking along the Redcliffe Jetty towards the shore, through the penny arcade halfway along the jetty.



The Koopa, circa 1947.

Image courtesy of Moreton Bay Regional Council.

Image ID: 001\001200

Then, disaster struck! As you all know, we can get some pretty strong winds along the foreshore. Then it happened! Mum (wise woman that she was), was wearing a broad-brimmed sun hat, and in the twinkling of an eye, and a puff of wind, it was off her head and flying towards Sutton's Beach, and landed in the water. My

sister and I were devastated. Mum would have been pretty annoyed, too, because money to replace her hat was in pretty short supply in those days.

My sister and I cried and cried, but the hat was gone. I wonder if anyone found it. If so, please give it back.

Well, the hat was gone, but the day wasn't, so we continued our way off the jetty and towards the Sutton's Beach side of the Jetty, where we claimed our spot for the day. We probably went for a splash in the water, we probably had a picnic. Those memories elude me now.

Then we did the return journey back to Eagle Junction. As you would know, sunburn begins to show and be felt later in the day. And so it was with us. I had brown hair, brown eyes and an olive complexion, so sunburn has not been a big issue for me. My sister, on the other hand, had a beautiful shade of auburn hair, hazel eyes and very fair skin, with freckles liberally dotted on nose and arms. Well, you never saw such sunburn on a little person.

Remember, this was a time when there was no such thing as sunscreen. People might likely put olive oil or something like that on their skin, but that only helps to "cook" you faster.

My poor little sister had 3 huge blisters on her little arms, each from shoulder to elbow, elbow to wrist, and on the back of her hands. Poor little thing. Mum had to cut her clothes to get them off her. I don't know how long it took for her to recover, but I certainly do remember seeing those blisters. For some reason, for the rest of her life, my sister never became a "beach belle", or "water baby".

TIMELINE 2021

BY MARGARET HARDING

1861

The 'Redcliff Agricultural Reserve' was proclaimed.

1881

Patrick O'Leary of Fortitude Valley, Brisbane purchased land in Redcliffe Parade on Christmas Eve 1880. He opened the Redcliffe Hotel within 12 months. (Now the Ambassador.)

1891

Cambridge House operated as a boarding house at Woody Point from 1891. It was demolished in 1971.

1921

Redcliffe proclaimed a town and Woody Point and Redcliffe Jetties were constructed.

1941

Reticulated water supply turned on and the Art Deco style Redcliffe Town Council Chambers building was officially opened on 3 December.

1951

Methodist Youth Centre opened at Beaconsfield Street Margate.

1961

The Buffalo Aged Home project opened.

1971

Rothwell was the name assigned to Redcliffe's western suburb. The Courthouse and the War Memorial Swimming Pool were opened.

1981

The Thurecht sawmill closed after 46 years of operation.

1991

The First Settlement Memorial Wall was constructed....adjacent to Anzac Place.

The Nan Fleming Red Cross Centre in Portwood Street opened.

2001

Redcliffe Museum opened on 28 October.

2011

Mon Komo hotel and apartments opened on the site of the former Seabrae Hotel.

2021

History Redcliffe launched its book Memories of Margate....late March.

A VISIT TO REDCLIFFE

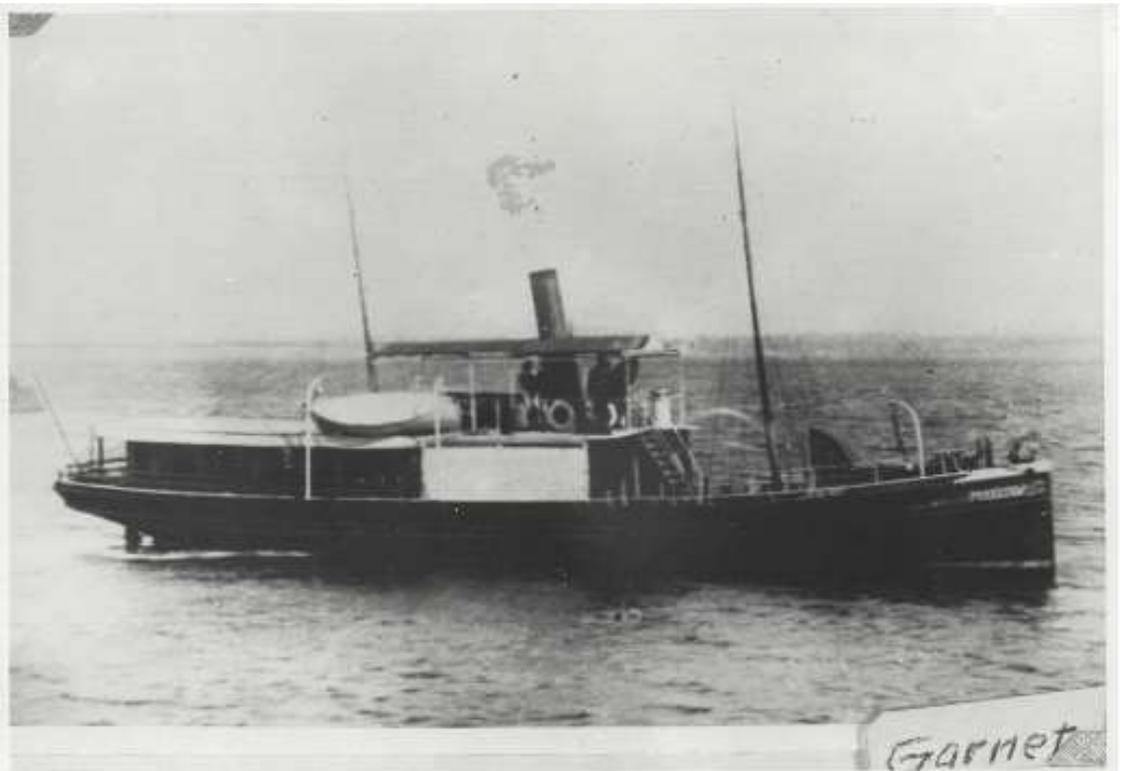
BY A. J. B.

Editor's note: The article below was originally published in "The Queenslander" on 18th February, 1893 in a regular column called The Sketcher. An excerpt of this was published in "Humpybong and After" in February 2002.

During the holiday season we are oppressed with an embarras de richesse with respect to holiday resorts. In those very good old days—the sixties—we revelled in the delightful freedom of Sandgate. What pleasurable reminiscences we can conjure up of a fortnight's relaxation at that (then) only watering place in the neighbourhood of Brisbane. Our boys and our girls, and—softly be it spoken—our wives and ourselves, wandered about the extensive beach in unrestrained freedom as to attire. Then we sported no collars and immaculate cuffs, stiff-starched ties, waistcoats, and coats. We dressed for the occasion, and our foot and head gear was, although exquisitely comfortable, not such as would to-day be tolerated in that very fashionable resort. But, alas! For — we were about to say Sandgate—our

luxurious freedom! 'Tis past and gone since Sandgate has become almost a suburb of Brisbane. Again our holiday recurs. This time in the eighties. Where to go? Cleveland we had tried, but there is no beach at Cleveland, and we like a wide expanse of sand. Happy thought! Noosa, Tewantin, Laguna Bay. The old Culgoa, which formed the connecting link between Brisbane and this far-off settlement, conveyed us thither. On one memorable occasion, and we have ever since dwelt with pleasure on the delightful time spent at Tewantin and at the hospitable residence of Mr. Luya

on Lake Cootharaba, where the genial, jovial Robin—we mean Mr. Goodchap—made each day a time to be remembered for its varied amusements. But this resort is closed to us. No longer does Alick Goodall run the homely old boat to the Noosa River. She met her fate at last on the bar. The timber trade declined, and Cootharaba is now the wonted haunt of the black



The Garnet

Image courtesy of Moreton Bay Regional Council . Image ID: Image ID: 000\000171

swan, the wild duck, the heron, and the coot. We next try Caloundra. All the "materials" for a jolly time used to be here in the good old times when Landsborough of exploring fame settled down at Caloundra with Mrs. Landsborough and her amiable family. But Landsborough has departed from amongst us, and Caloundra henceforth knows us no more. We reach the nineties, and the momentous question again presents itself, whither shall we go for a fortnight? Some kindly spirit whispers "Humpybong." Now although we had spent thirty odd years of our valuable existence in

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A VISIT TO REDCLIFFE (cont.)

Queensland we had only heard of Humpybong, and that only as the original site of the Moreton Bay penal settlement. We were not over-charmed with the name, so we had never given a serious thought to its existence. But on the occasion now referred to, '92—Christmas of course—we hailed the suggestion as heaven-born, more especially as the name Humpybong is becoming obsolete. A more respectable nomenclature has been adopted.

Humpybong constitutes a peninsula, or rather vice versa. It stretches out to sea from the mouth of the Pine River for a considerable distance, and is divided into three—well, three—we do not know what to call them. Suppose we say rival watering places? First we have Woody Point. Woody Point is indistinctly visible from Sandgate, but Sandgate is very much in evidence from Woody Point. There are several nice houses, and a long narrow jetty. In a commanding position stands Mr. Fass's hotel, whither nearly all visitors to Woody Point adjourn, on their arrival, either to stay, or to eat, drink, be merry, and depart in the afternoon. We ought to have mentioned that we reached Woody Point and Redcliffe by means of a very smart little steamer, the Garnet, which runs with such persistent regularity between Brisbane and Redcliffe that her departure or arrival is the signal for setting all the clocks in Humpybong to the right time. The Garnet has a most genial captain, who was lately made the recipient of a handsome testimonial by the residents of the peninsula for his urbanity and courtesy. Our experience was that we should have liked to run backwards and

forwards on the Garnet for so long as Captain Bengtsson was in charge. To return to the Point, however. On the steamer's arrival the whole population streams down on to the jetty to welcome a friend, to lament a non-arrival, to gaze and to wander hack to the shore, there to remain until the incoming tide should proclaim the time for bathing and fishing. Not long does the little vessel linger at the jetty after discharging her alive and passive cargo. This accomplished, away she goes, giving the Point a very wide berth, so wide indeed that we seem to be running right out to sea. But gradually we come round, and soon we have Mr. Tubbs's establishment in view—a very pretty tree-and-creeper-en bowered house, overlooking the sea, and usually full of visitors at this time of the year. We do not tarry here, however, but steam along the coast till we open up a very lovely bay, booked by precipitous red cliffs, at whose foot a beautiful sandy beach runs down to the edge of the rippling, limpid water. Here there is a very long "jetty broken midway by an ample rotunda, well protected from the weather, and provided with numerous seats. A tramway runs the whole length of the jetty, and trollies bring up all goods and luggage (often the passengers as well) to the buggies and carts waiting at the shore end. This was our destination-rival watering place No. 2.

To be continued next issue...



ENTERTAINING THE POOR

(The Brisbane Courier, Saturday 5th January, 1901)

Whilst the Government have catered largely for the wealthier classes of the community, the less fortunate have not been overlooked. This afternoon several of the theatres were open for the poor, and they were all largely attended.

About 350 blind men, women, and children had a very pleasant picnic at Clontarf to-day as a part of the Commonwealth celebrations.

STAKING NETS

(The Brisbane Courier, Tuesday 12th December, 1922)

For some little time professional fishermen have been illegally staking nets in Hayes' Inlet. Recently they have become bolder, and on several occasions about 1000 yards of net has been staked in the vicinity of Clontarf, and it what is known as 'Perrin's bathing box" corner at Woody Point. In two instances the staking was done in broad daylight. A quantity of immature fish has been destroyed, and in one case large numbers of fair-sized bream and other fish were left behind, and were floating up and down Hayes' Inlet for several days.

POPULARISING CLONTARF

(The Brisbane Courier, Saturday 4th May, 1929)

Captain Kennedy, who is running a launch service between Sandgate and Woody Point, has decided to extend the 10.15 a.m. trip to-morrow and Monday from Woody Point to Clontarf and Hayes' Inlet, providing that the weather conditions are favourable.

SANDGATE-CLONTARF CAUSEWAY SCHEME

(The Telegraph, Friday 20th February, 1931)

Mr. M. R. Hornibrook, of the firm of M. R. Hornibrook Ltd., contractors, yesterday interviewed the Premier (Mr. A. E. Moore) regarding his proposal to build a causeway from Sandgate to Clontarf at a cost of approximately £200,000.

Mr. Hornibrook said subsequently that nothing definite had been decided.

RUSH FOR SEASIDE BLOCKS

(The Telegraph, Friday 27th December, 1935)

Messrs. James Thorpe and Co. report a highly successful sale of the Hornibrook Highway Estate at Clontarf on Boxing Day. There was a large attendance of buyers, and the sale was conducted by Mr. James Thorpe under instructions from the Hornibrook Highway Ltd. This estate comprises land facing the highway and north coast road, and is close to the viaduct. Forty allotments were disposed of for a total of £2,090, the beach frontages realising from £80 to £100 each.

RESEARCH REPORT

BY MARGARET HARDING

Bill Smith the author of *Queensland Rostrum History 1937 – 2017* posted a copy of his book as a gift to History Redcliffe. Outstanding Redcliffe public speakers including Marle Juster, Mary Mauloni and Terry Smith are featured.

Ref. to an extract in *Humpybong and After* Volume 36 Issue 21, June, July and August 2019.

VALE MURIEL SKELLY 1924 – 2021

Muriel joined the Redcliffe Historical Society in the year 1997/1998. She and her husband John were born in England. Prior to coming to Redcliffe c1969 with her family of four children, Muriel worked as a Nursing Sister in England and in South Africa and continued nursing at the Nazarene Nursing Home Redcliffe, until retiring at age 60.

Society members will recall Muriel's happy nature and enjoyed her company at meetings and functions over many years. The photo on right reminds us of an

animated talk about her travels to members on 13 Jan 2006. Muriel described a serious 'mishap' at sea when she and John were the last passengers to leave the sinking ship.



Redcliffe Historical Society President Doug Smith
congratulating Muriel on her 90th birthday.
14th March, 2014.

Muriel reached the age of 97 on 5 February last and passed away 17 days later on 22 February 2021. We send a message of condolence to her family.

Messages of sympathy are extended to Bob Sutherland and Paul Woodcock on the recent passing of their wives Shirley and Marie.

REDCLIFFE MUSEUM UPDATE

BY SELINA CLARK

Exhibitions

'Goodnight, sleep tight' exhibition 10th February to 9th May 2021 uncovers the history of sleep. Sleep is something we all do and we all do it differently. Fascinating objects from the Moreton Bay Heritage Collection trace how sleep has changed over time.



Programmes & activities

Dream interpretation

Join local psychotherapist Jen Hall as she explores the meaning behind dreams. Her talk will be followed by an optional free 10-minute private interpretation with audience members.

Workshops making sleep masks and dream catchers for adults and kids alike.

Cocktail parties- 'Cheers through the years'

Join us to create and sample vintage cocktails from different eras. Competitions, prizes, hors d'oeuvres and fun are the order of the night, so come along and join us dressed in your favourite decade.

Shadowmakers interactive space

Enjoy a host of fun interactive activities including silhouette tracing, making shadow box puppets, performing a shadow show and more!

In other news...

We are developing an immersive curriculum linked education programme exploring convict life to offer to local primary schools.



HISTORY
REDCLIFFE



INVITATION TO THE BOOK LAUNCH OF

Memories of Margate

Wine & Cheese Evening

Date: Friday 26th March 2021

Time: 5:30pm - 7pm

Where: Redcliffe Museum, 75 Anzac Avenue, Redcliffe

Morning Tea

Date: Tuesday 30th March 2021

Time: 10am - 11:30 am

OR

RSVP BY 23RD MARCH 2021

**RSVP ESSENTIAL FOR EITHER EVENT TO
COMPLY WITH COVID19 REGULATIONS**

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Community Bank
Margate

 **Bendigo Bank**

WELCOME TO THE GREAT NORTHERN GARDEN OF REMEMBRANCE

Great Northern Garden of Remembrance (Caboolture & Districts Crematorium) is a public Crematorium and Memorial Garden located at 31 Tallowood Drive, Deception Bay, in South-East Queensland. Our facilities are available for use by all funeral homes and the families of the area.

We are conveniently located on Tallowood Drive, just 2 minutes from the Bruce Highway, making it easily accessible for families from the Moreton Bay Region, Caboolture, Pine Rivers, Brisbane and the Sunshine Coast.

Our facilities, set in 1.8 hectares of beautiful natural bushland, include a 90 seat chapel with a calming water window, a beautiful outdoor chapel surrounded by a running waterways, arrangement and reflection rooms, a fully-catered refreshments area and landscaped gardens with a variety of memorialisation options.

As the facility is bordered by a nature reserve there is an abundance of native animal & bird life including a family of friendly kangaroos, which add to the peacefulness of the whole environment.

Our office is staffed between 8.00am and 4.30pm Monday to Friday, and we are available on weekends by arrangement. The grounds are open to visitors every day. Services can be held in the Chapel between these times and on weekends by prior arrangement. We can be contacted by phoning 07 3888 6622.

We are committed to providing a special environment for visitors to remember their loved ones and quietly reflect on times past.

You are always welcome at Great Northern Garden of Remembrance.

Phone: 07 3888 6622



Great Northern
Garden of Remembrance



COMMITTEE MEMBER CONTACT LIST

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COMMITTEE	Janet Franklin	3889 4195 0490 091 127	Janet.r.franklin@gmail.com
COMMITTEE	Cheryl Beutel	0412 760 400	chezza28@gmail.com

NEW MEMBERS

It's always a pleasure to welcome new members to our Society.

INVITE A GUEST

MEETINGS

History Redcliffe meets on the second Friday of each month at 2:00pm. Due to the changeable nature of COVID-19 restrictions, we are unable to confirm venues at the time of publication. We feature a guest speaker each month to cover a wide variety of topics. Afternoon tea is served on completion of the talk by the guest speaker. The meeting recommences after the tea break.

This is a pleasant environment and Members are encouraged to invite friends as a guest. Visitors are made very welcome.

The Annual General Meeting is held in the month of August each year.

For details and the venue of our next meeting, please see "For your Diary" on the back page of this newsletter OR

If undeliverable return to
History Redcliffe
PO Box 370
REDCLIFFE QLD 4020



FOR YOUR DIARY

MONTH	DATE/EVENT	GUEST SPEAKER	LOCATION*
March	Friday 12th General Meeting	Dennis Crowther & Rod Schofield <i>Beaufort Bombers</i>	Onoda Room Redcliffe Entertainment Centre 2pm
April	Friday 9th General Meeting	Lisa Jones <i>Policing in Redcliffe</i>	Onoda Room Redcliffe Entertainment Centre 2pm
May	Friday 14th General Meeting	Ted Flack <i>Perspective of Black War in Van Diemen's Land (1825-1832)</i>	Onoda Room Redcliffe Entertainment Centre 2pm
June	Friday 11th General Meeting	Michael Beck <i>Bird Watching</i>	Onoda Room Redcliffe Entertainment Centre 2pm

* Due to COVID-19 restrictions, meeting venues may be subject to change. All efforts are made to ensure that the information regarding meeting venues and speakers is correct at the time of publication. Members and guests should consult our website (www.historyredcliffe.com.au) closer to the meeting date to check for updates.