

# *The First Settlement City Gazette*

The Journal of the  
**Redcliffe & District Family History Group Inc.**  
Established: 5<sup>th</sup> March 1987

## **JULY 2023**



**Lieutenant Uvedale Edward Parry-Okeden  
with his collie named "Red"  
who he smuggled aboard the ship 'A40 Ceramic'  
when it left for Gallipoli on 22<sup>nd</sup> December.  
(story on page 10)**

## **Redcliffe & District Family History Group Inc**

**Library:** Clontarf Beach Scout Den, Cnr Maine Road and Isobel Street, Clontarf, Qld, 4019  
The Scout Den, which has wheelchair access, also has a dedicated all weather car park.

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**Email:** [rdfhg2012@gmail.com](mailto:rdfhg2012@gmail.com)

**Website:** [www.redcliffefamilyhistory.org](http://www.redcliffefamilyhistory.org)

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Shadow Minister for **Defence Personnel**  
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### **MEMBERSHIP FEES**

**Financial Year ~ 1<sup>st</sup> July to 30<sup>th</sup> June**

New Membership Joining Fee: \$ 6.00

Single Membership: \$35.00

Family Membership: \$40.00

### **NEW MEMBERS**

**A very warm welcome to our newest Members,  
Sarina Corbo, Kerry Graves and Lynette McIntyre.**

**LIBRARY HOURS** are Tuesday and Thursday mornings, 9.30am to 12.30pm. Other times by appointment.

**GENERAL MEETINGS** of Members are held at the Group's Library on the second Thursday of every second month from 11.00am. Members are encouraged to attend.

**NEWSLETTER:** Members receive a copy of the Group's Newsletter "***The First Settlement City Gazette***" by email during the months of **March, July and November**. Hard copies are also available. Newsletters are also available on the Group's website.

R&DFHG has reciprocal visiting rights with  
Redlands Genealogical Society and Toowoomba & Darling Downs Family History Society.  
We look forward to a long association with both Societies

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***R&DFHG extends thanks to  
The Hon Luke Howarth MP, Member for Petrie  
and his office staff who kindly print and collate this newsletter.  
Thank you.***

## Thank you

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## Happy 90<sup>th</sup> Birthday Neville



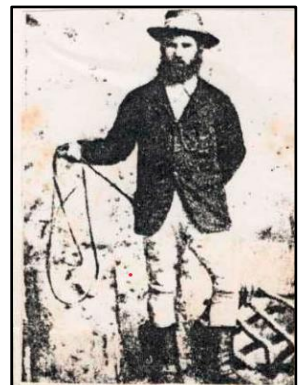
The Members of the Redcliffe District Family History Group wish long time Member **Neville Townsend** a very happy **90<sup>th</sup> Birthday**.

Neville and his many family members celebrated with friends and neighbours at a Garden Party at Neville's home. A great time was had by all. Happy birthday Neville.

## Member Cheryl Salisbury writes about her (step) ancestor **RODERICK BARRON BARRON, Farmer, Butcher and Redcliffe Councillor.**

One of the streets in Margate, a suburb on the Redcliffe Peninsula, is named **Barron Road**. It was named after an early settler and local Councillor, **Roderick Barron Barron**, my step great great grandfather.

**Roderick Barron Barron**, born on 21<sup>st</sup> December 1859 in Creswick, Victoria, was the son of Scottish immigrants, who as a young child travelled to Queensland with his parents and sibling. As a young man, he left for North Queensland where he engaged in horse breaking. He eventually returned south to the family and the farm 'Rosebank' in the Caboolture area. Later on he would go on to purchase two tracts of land on the nearby Redcliffe Peninsula.



On 20<sup>th</sup> May 1886 (aged 26), **Roderick Barron Barron** and **Elizabeth Salisbury** (aged 42), were married at the newly erected 'Hurley House' in Redcliffe, the home of the Reverend John Sutton. Elizabeth Salisbury was residing at 'Spring Farm', a 40 acre property on the corner of Anzac Avenue and Nathan Road, Redcliffe (now Rothwell) which her late husband John Salisbury had purchased ..... **Elizabeth and John Salisbury were my great great grandparents** ..... Elizabeth was sixteen years Roderick's senior, a widow and the mother of seven children ranging in ages from two to 20 years of age. The union however was short lived as Elizabeth died on 21<sup>st</sup> January 1887, only eight months after they were married.

In June, following Elizabeth's death, Roderick and Elizabeth's eldest son Isaac went to court over custody of the minor children. Roderick was granted custody. He and Isaac fronted court again in July 1887 over the ownership of a cow. The matter was settled out of court. Though Roderick was successful in inheriting Elizabeth's estate, Isaac inherited 'Spring Farm' his late parents' 40 acre property.

January 1886 saw Roderick gaining his slaughtering licence. In 1888 his occupation was listed on the school admission register of his stepson, **John Salisbury**, as a butcher.

In 1889 Roderick opened the first successful butcher shop on the Redcliffe Peninsula. It was on Brisbane Road, on the corner of what is now John Street and Anzac Avenue.



*Roderick Barron's shop at the corner of Brisbane Road and John Street about 1900*



In **1891** Roderick married Harriet Annie Cutts, the daughter of another Peninsula farmer. Harriet, 21, like two of the Salisbury children, had been a first-day attendee of the Humpybong Provisional School when it opened in 1876.

Roderick and Harriet had two children, Ethel and David. The family made their home for a time in Dix Street, Redcliffe.

*Left: Roderick Barron Barron with his wife Harriet and their children, Ethel and David*

Between the years 1910 and 1919 Roderick was elected as a member of the Redcliffe Shire Council, serving as Chairman of the Council for one year, commencing 1<sup>st</sup> February 1915.

**Roderick died on 6<sup>th</sup> December 1945** in Brisbane, where he was residing at the time. His death notice in the Brisbane Telegraph on Friday 7<sup>th</sup> December 1945 stated:

#### **DEATH OF THE FIRST BUTCHER**

*Redcliffe: One of the first men to commence business in Redcliffe, Mr **Roderick Barron**, died yesterday at the age of **84**.*

*About 60 years ago he opened the first butcher's shop in Redcliffe. Started in a small place built of bush timber and saplings, the business increased as the town developed, and later Mr Barron erected a shop on the corner of the Brisbane Road and John Street.*

***Mr Barron**, who was for many years a member of the Redcliffe Shire Council, retired from business in 1906, but retained his interest in the town, where he spent much of his time.*

**Roderick Barron Barron** is buried at the Redcliffe Cemetery with his wife Harriet who died on 28<sup>th</sup> June 1961.



Considering Roderick's Scottish heritage, was the disputed cow in the story a 'highland cow'?

Or, as one of our members would say "*A heilen coo*"

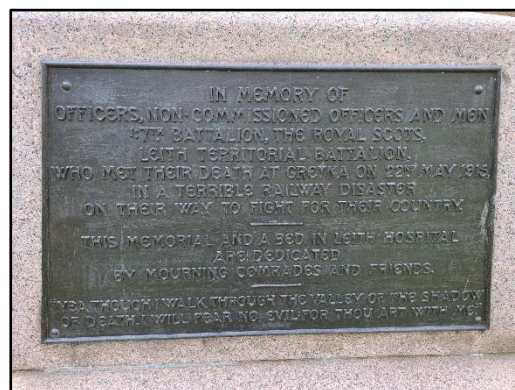


## Death of James Gear, first cousin twice removed of Member Joan Flack

In 2020 I decided to conduct further research on the siblings, and their families, of my Great Grandmother, Elizabeth Reid Gordon *MS Gear* (1847-1943). I found a number of interesting people, however, there were also many sad things that happened, but the death of **James Gear** (1869 -1915) saw me promising that the next time I was in Scotland visiting family I would visit his grave/memorial at **Rosebank Cemetery** in Leith, Edinburgh to reflect and pay my respects to him. **I finally got there in the early evening of 15<sup>th</sup> May 2023** (photos below).

**James Gear**, born on **16<sup>th</sup> May 1869**, was the third of twelve children born to my Great Uncle William Gear (1844-1929), and his wife Betsy Brown. He was also the (much) older cousin of my paternal Grandmother, Agnes Moffat Rourke *M.S. Gordon* (1888-1970). In June **1896**, James married Agnes Petrie in Leith, Edinburgh. They had at least four children, one of whom died in infancy.

When WW1 was declared in August 1914, James Gear, aged **45**, left his job and joined the Army. **James died** at 6.45am on **22<sup>nd</sup> May 1915**, six days after his **46<sup>th</sup>** birthday. His death registration says that he was a **Sergeant in The Royal Scots (Lothian Regiment) 7<sup>th</sup> Battalion**. His death was horrendous and widely publicised ~ **James died in a train crash in Scotland ~ The Quintinshill Rail Disaster** which resulted in the deaths of 214 soldiers, nine passengers and three railway employees. James is buried in a **mass grave** in **Rosebank Cemetery**, Leith. (Edinburgh)...photos below.



The plaque on the Celtic Cross Obelisk (above) reads:

**In Memory of**  
 Officers, Non-Commissioned Officers and Men  
 7<sup>th</sup> Battalion, The Royal Scots  
 Leith Territorial Battalion  
**Who met their death at Gretna on 22<sup>nd</sup> May 1915**  
 in a terrible railway disaster  
**on their way to fight for their County**  
 -----  
 This Memorial and a bed in Leith Hospital  
 are dedicated  
 by mourning comrades and friends  
 -----  
 Yea though I walk through the valley of the shadow  
 of death, I will fear no evil for Thou art with me



**Sgt James Gear's name** is listed on the first panel on the left as you look at the **Celtic Cross Obelisk**. His name is also on the Memorial Board of Newhaven Victoria School, Edinburgh.

James was survived by his wife Agnes, two daughters aged 18 and 15 and a son who was nearly 12 years old. James' WW1 Pension Card states that his wife Agnes and son James were his dependents.

In the early evening of Tuesday, 15<sup>th</sup> May 2023, I visited Rosebank Cemetery, reflecting and paying my respects to my paternal Granny's cousin, the late **James Gear**. It was a very moving experience. **RIP Sir** and also to your fellow soldiers and others who died in this horrendous disaster.

**James Gear's Army background:** In 1882, when James Gear was 13, he joined the Dunbar Artillery Militia as a Bugler, the same part-time unit his father, William Gear, coal miner, served as a Sergeant. In January 1888, aged 18, James joined The Kings Own Scottish Regiment (K.O.S.B.). After passing through recruit drill at Berwick-on-Tweed, he joined his regiment at Aldershot in February. A few months later the regiment sailed to Egypt. In 1890 the Unit went to India. Still there In 1895, orders were given to proceed to Chitral (present day Pakistan). As a result of James' actions at the Battle of Malakand Pass on 3<sup>rd</sup> April 1895, he received a Medal and Clasp. The Major of **Piper Gear's** battalion at that time said:

*"He made himself most conspicuous standing out in the open, under fire, **playing his pipes** and encouraging the men."*

While on parade next day, Lieutenant-Colonel Dixon, Commanding the Regiment, thanked James for his behaviour and courage.

After completion of his **eight years' service with K.O.S.B.**, James returned to Scotland in **January 1896**. Six months later he married Agnes Petrie in Leith, Edinburgh. He worked in the railways for three years then obtained a job as Janitor at the Lorne Street School.

But that wasn't to be the last of James' service with the K.O.S.B., as on 27<sup>th</sup> December 1899, following the outbreak of the Boer War in South Africa, James, now 30, was called up as a first-class reservist with his old regiment. During the Boer War James took part in many operations. On leaving the Transvaal, Captain Sladen, formerly of Berwick Depot commanding D. Company, 1<sup>st</sup> K.O.S.B., gave James a highly complementary testimony of his worth as a soldier. James arrived back in Scotland on 1<sup>st</sup> **January 1901**.

When WW1 was declared in August 1914, **James was back in uniform**. Unfortunately he died in the Quintinshill Rail Disaster on 22<sup>nd</sup> May 1915 while on his way to fight in Gallipoli. **RIP Sir. You served your Country well.**

*Note: As well as James' father William's 'service', his Great Uncle William Gear (b.1817), was a Chelsea Pensioner, serving 21 years with the '64<sup>th</sup> Reg of Foot', his service included Bengal and Canada; his great grandfather, William Gear (1783-1845) served 11 years with the '8<sup>th</sup> or Kings' until his discharge in 1813, aged 30; his great, great grandfather, also William Gear, was in the 'Second Regiment of Dragoon Guards' when he married Janet Hunter in 1782. A number of James' relations (on both sides of his family) also served in WW1 and WW2.*

**What is "The Quintinshill Rail Disaster"** ~ It is recorded that at 6.45am on the morning of 22<sup>nd</sup> May 1915, a passenger train, carrying soldiers on their way to fight in Gallipoli, was involved in a multi-train rail crash outside the Quintinshill signal box near Gretna Green in Dumfriesshire, Scotland. Only half of the soldiers on the troop train survived. **Those killed were mainly Territorial\* Soldiers from the 1/7th (Leith) Battalion, the Royal Scots heading for Gallipoli.**

**\*Territorial units** were initially deployed overseas to free up regular units from non-combat duties. On the Western Front, individual battalions were attached to regular army formations and sent into action. The Territorials were credited with playing a key role in stopping the German offensive.



Photo left: **Burning carriages in the aftermath of the Quintinshill rail disaster,** 22nd May 1915 ... |Source= The Illustrated London News, 25 May 1915 |Date= 22 May 1915 |Author= unknown |Permission={{PD-US}} |other\_versions= ...

Records say – The precise death toll of the train disaster was never established with confidence as some bodies were never recovered, having been wholly consumed by the fire.

The roll list of the regiment was destroyed in the fire.

The official death toll was 227 (215 soldiers, nine other passengers and three railway employees), however, the Army later reduced their 215 figure by one. Not counted in the 227 were *four victims thought to be children, but whose remains were never claimed or identified.*

**Following the train crash.** On the 24<sup>th</sup> of May 1915, the bodies of the men of the Royal Scots were escorted to **Leith's Rosebank Cemetery** by the 15<sup>th</sup> and 16<sup>th</sup> Battalions Royal Scots. The cortege took four hours to get to the Cemetery. The soldiers were then buried together in a mass grave with the coffins laid three deep, with each on the top row covered in the Union Flag.

It is sad to say that the public were excluded from the cemetery, although fifty wounded servicemen who were convalescing at a nearby military hospital were allowed to attend. The ceremony lasted three hours, at the end of which a volley of three shots was fired and the Last Post was sounded.

A memorial to the dead soldiers (*paid by public subscription*) was erected in Rosebank Cemetery in 1916 where a Remembrance Service is held each year.

**The surviving officers and men of the Royal Scots** were taken to Carlisle on the evening of 22<sup>nd</sup> May. The next morning, they went on by train to Liverpool. On arrival there they were medically examined: all the enlisted men and one officer were declared unfit for service overseas and were returned to Edinburgh. Only Lieutenant Colonel W. Carmichael Peebles and five other officers were fit enough to sail from Liverpool for overseas service.

It was reported in the 'Edinburgh Weekly' that on their march the survivors were mistaken for prisoners of war and were 'pelted' by some children.



**HISTORY INFORMATION** - During the First World War, Edinburgh was headquarters to the 4th, 5th, 6th and 9th Battalions of the Royal Scots, with the 7th Battalion at Leith. The 2nd Scottish General Hospital (1,000 beds) occupied Craighleith Poorhouse, the Edinburgh War Hospital (2,600 beds) was in the Asylum buildings at Bangour and the Leith War Hospital (585 beds) in the infirmary at Leith. The port of Leith was used by hospital ships from north Russia and about 4,500 officers and men passed through it.

Second World War military hospitals were in Edinburgh Castle, Edinburgh Royal Infirmary and Bangour. The city was also Scottish Command Headquarters.

Rosebank Cemetery contains 270 First World War burials. Most died in the Gretna railway disaster, when two trains collided at Quintinshill Junction near Gretna on 22 May 1915, killing officers and men of the 1st/7th Royal Scots on their way to embark for Gallipoli. Victims of the disaster are buried in the Memorial Ground. The cemetery also contains 36 Second World War burials.

There is a street in Leith called 'Quintinshill Place' which is close to Rosebank Cemetery.

During my 'Gear Family' searches I found a nephew of the above James Gear, **William Gear** (1915-1997) who became a famous Scottish painter, most notable for his abstract compositions. From 1932 to 1936 he studied at Edinburgh College of Art. In 2017, a plaque was erected on the wall of his home by the Birmingham Civic Society which says:

*"William Gear RA FRSA RBSA (1915-1997) Artist, curator and educator  
lived and worked here 1964-1997"*

William also had a distinguished military career, serving as an officer in WW2. In May 1940, soon after the outbreak of World War II, he was called up for service with the Royal Corps of Signals. After completing basic training at Whitby, and Officers Training at Aldershot, he was sent to Egypt, where he was then assigned to the Signals unit in Jerusalem. He served briefly in Gaza and Cyprus before successfully requesting a transfer to the Italian division. In Italy, he served as Signals Officer in charge of thirty men of the Folgore Division. During this time, he managed to continue painting and even held small exhibitions in Jerusalem, Tel Aviv, Cairo, Rome, Siena, and Florence.

Following V-E Day on May 8, 1945, William Gear returned to Britain for a short period of leave. He then reported for duty at the headquarters of the Scottish Command at Edinburgh Castle, where he was assigned to the **15th Scottish Division in Hamburg, Germany**. Soon after, he was invited to join the **Monuments, Fine Art and Archives (MFAA)** as a '**Monuments Man**'. (Together, the 'Monuments Men' worked to protect monuments and other cultural treasures from the destruct of WW11.)

William worked alongside fellow Monuments Man Captain Peter Eden. Together, they oversaw the return of artworks from the Berlin Art Collections, some of which had been stored for safekeeping in the nearby Schloss Celle. William's duties also included promoting the work of avant-garde German artists, which he accomplished by arranging a series of modern art exhibitions. Upon viewing the contents of one of the 'degenerate art' portfolios stored at the Schloss, he organised the popular public exhibition '*Modern Prints*', containing such prime examples as '*Picasso's Frugal Meal*' and '*Kirchner's Und so Weiter*', along with other woodcuts by the German Expressionists.

As a member of an international committee organised to design a memorial at the Bergen-Belsen concentration camp, William visited the camp and was so deeply moved by the experience that it affected his later work. <https://www.monumentsmenfoundation.org/gear-maj-william>



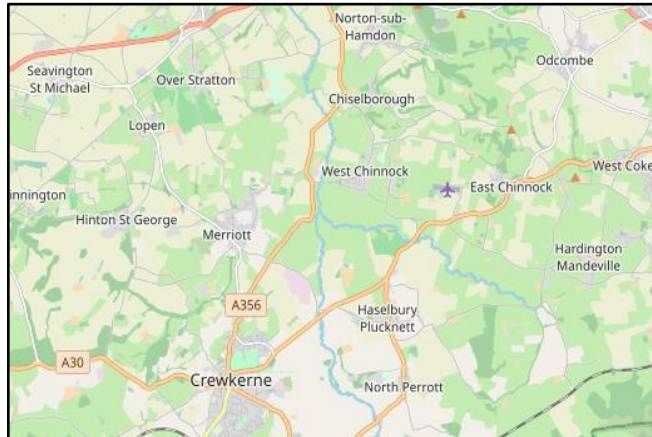
***It's A Small World After All ... by Member Cheryl Salisbury***

At times over the last few years, I have assisted Vera, another member of our group, in researching her family history. As she was born in India and my ancestors came to Australia from England over one hundred and seventy years ago I thought we shared little in heritage.

Looking for Vera's ancestors, once we established that members of her family did not move from 'St Helena Island' in the Atlantic Ocean to India as the family story went, we decided to explore further abroad. After much searching, we established 'the island' they lived on at one time, was in fact 'The Channel Islands' in the English Channel.

As we ventured further into the mystery we found that 'The Channel Islands' family members actually came from **Somerset** in South West England. They lived in the tiny farming community of **West Chinnoek**, to be precise. (see map on the right)

I was stunned and said to Vera, "*Some of my family came from there. We might be related !*".



We both laughed at the suggestion and continued to delve further into her tree. The names we found became increasingly familiar to me as some were the names I had read as witnesses on marriage documents for my family. But that happens in small towns.



The further back we went the more I joked that we were related until she came across a name that I did recognise well, **Chant**. I told her that was one of my family names. It was my four times great grandmother Ann's maiden name.

We were still laughing when I looked at Ann's family member and there it was ... the connection! ....

**Vera's ancestor was the brother of my four times great grandmother Ann.**

All our joking around and we finally realised we did have a very distant relationship. Though our families took very different paths from that small town to get to Australia, we both ended up being members of a new community thousands of kilometres away from Somerset.

***In Memory of a brave local – Captain Uvedale (k.a. Edward Parry-Okeden, M.C.)***

**Uvedale Parry-Okeden** was born in Charleville, Queensland to Mr William Edward Parry-Okeden and Elizabeth Gertrude Parry-Okeden, nee Wall, on 27<sup>th</sup> July 1874.



Uvedale's father, William Edward (right of the photo) was a former Commissioner of Police in Queensland (1895-1905). Following the death of his wife Elizabeth in 1918, he lived with his daughter Rosalie Pockley and her husband at their home in Redcliffe. He died there in 1926.

Uvedale attended Maryborough Grammar School and Brisbane and Sydney Grammar Schools before being employed as the property manager at *Normanby Station*, near Boonah in South West Queensland from 1900 to 1904.

During his younger years he excelled in cricket and steeple-chasing. In 1906 he left for an extended working holiday in America and Canada, spending 18 months in Alaska. During this time overseas, he enjoyed company with famous horsemen Wyatt Earp and Bat Masterson, played cricket with a Canadian team and was involved in the Alaska Derby Dog Team Race.

Upon the outbreak of war in 1914, Uvedale, aged **40**, joined the AIF and enlisted in F Coy, 4<sup>th</sup> Battalion, 1st Infantry Brigade AIF Army Service Corps (ACS), 1<sup>st</sup> Aust Divisional Park. On 11<sup>th</sup> September 1914 he was appointed Lieutenant in the 1st Aust. Div Ammunition Park, 9<sup>th</sup> ASC and after training in Melbourne, transferred to 301<sup>st</sup> (Motor Transport) ASC. He departed Australia on board the '*A40 Ceramic*' for Gallipoli on 22<sup>nd</sup> December 1914, smuggling aboard his pet dog "Red". The ship arrived in Egypt on 31<sup>st</sup> January 1915.

Lt Parry-Okeden was responsible for training 40 men in the motorised ammunition supply unit.

In May 1915 Uvedale boarded the transport ship '*Franconia*' which landed at ANZAC Cove on 16<sup>th</sup> May, where he was appointed CO of the ammunition depot and "bomb factory" located at the northern end of the Cove.

In November 1915, he was commended by General James Legge, commander of the 1<sup>st</sup> Aust. Division for his work as an instructor in bomb throwing. Later that year he was **"Mentioned in Despatches"** for conspicuous gallantry and was **awarded the Military Cross** for his role, on three separate occasions, in leading six men in extinguishing fires in the ammunition depot caused by Turkish artillery fire.

On 12<sup>th</sup> January 1916, the now Captain Parry-Okeden was evacuated to hospital in Alexandria having suffered severe wounds and suffering from bronchitis. After recovering sufficiently, he was returned to Australia for discharge, on disciplinary grounds, aboard the Hospital ship '*Runic*'.

Having recovered well enough for re-enlistment, now Acting Sergeant Parry-Okeden, left Australia for England on 11<sup>th</sup> July 1917 aboard '*SS Feldmarscall*' and continued to serve until the end of the war as an instructor.

Immediately after the war Uvedale purchased *Bravinia Station* in the **Chinchilla** area (in the Western Downs Region of Queensland) and subsequently met, then in 1922 married, Auburn Jessie May Hayes. Uvedale's father owned a holiday home "Oakwall" in Redcliffe and when there the Parry-Okeden family were active in local affairs.

In 1930, Uvedale and Jessie moved to "**Ningi**" on the Toorbul property, on the coast to the east of Caboolture in Southeast Queensland.

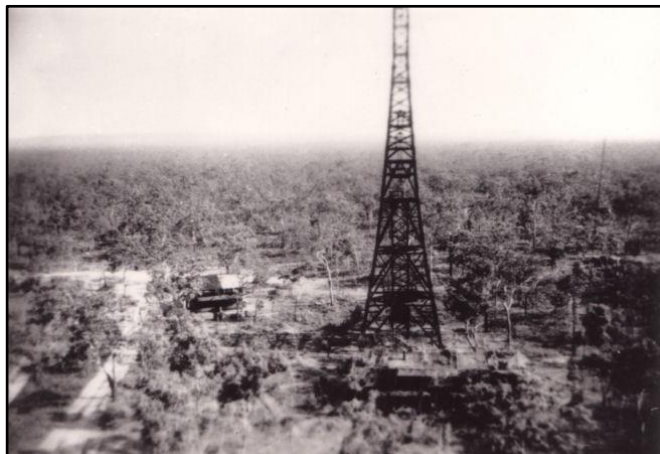


(above) The "Receiving Igloo" of the Toorbul Radar Station.

In October 1943, **RAAF Radar Station No. 210** was relocated from Sandgate to Ningi. It was one of nine "Advanced Chain Overseas" (ACO) radar stations established on mainland Australia using British technology deployed to provide early warning of air attack on Brisbane.

While at Ningi, servicemen were invited to Uvedale and Jessie's house for afternoon tea and sometimes dinner.

(right) The "Receiving Tower" of a ACO Radar Station, 1944



Radar operations continued until 31<sup>st</sup> August 1945 and were disbanded in in February 1946.

In 1948 the Parry-Okeden family left Ningi for D'Aguilar and in 1953 moved to Brisbane. On **5<sup>th</sup> July 1961** Uvedale Parry-Okeden died in Greenslopes Hospital, 22 days before his 87<sup>th</sup> birthday. His wife Auburn Jessie May died on **28<sup>th</sup> December 1964**.

Uvedale's eventful life included jackeroo, station manager, soldier, traveller, lecturer, councillor, show-ring official and prolific writer.



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*"The First Settlement City Gazette" is kindly printed with the compliments of The Hon. Luke Howarth MP, Federal Member for Petrie ....*

*.... And Sponsored by:*

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