

# CAMBERWELL HISTORY

RECORDING THE HISTORY OF CAMBERWELL  
AND DISTRICT

Camberwell Historical Society



No. 29

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**Principal Patron:** Professor Emeritus Geoffrey Blainey, AC  
**Patron:** His Worship the Mayor of Boroondara, Cr Phillip Healey

## PRESIDENT'S MESSAGE

**George Fernando**

Some very interesting talks related to the continuing commemoration of the 100<sup>th</sup> anniversary of WWI were given by Nick Richardson and by Ted Baillieu in recent months. The Society visited the Duldig Studio, Museum and Sculpture Garden where Eva de Jong-Duldig hosted our visit. Nathan Feld's article reflects on our visit. Chris Long presented historic films of early Melbourne at our last meeting. The Melbourne Cup of 1896 and extensive views of the streetscapes of Melbourne from 1910 and 1920s were shown.

The Governor of Victoria, Linda Dessau AC invited the contributors of the book *Remembering Melbourne* to a reception at Government House last month.



The Hartwell mural commissioned by the Boroondara Council on the railway overpass at Toorak Road, Hartwell has been completed. CHS was part of the consultation committee for this project.

Top Left: Clive Enticott and Bill Mackie. Photo By George Fernando.  
Top right: Clive Enticott, David Langdon, Adèle and George Fernando at Government House. Photo by Richard Broome  
Bottom Left and Right: Hartwell mural photographs by Joo Sung.



## CAMBERWELL'S CONNECTION WITH NED KELLY

### Tim Gatehouse

Tim Gatehouse's book *Samuel Lazarus: Foreman of the Jury at Ned Kelly's Trial – his life and his family* is held by Camberwell Historical Society



It is not likely that many people who glance at the clock in the tower of the Camberwell Town Hall realise that it is Camberwell's link with the bushranger Ned Kelly. The clock was installed in 1923 as a memorial to a Camberwell resident, Samuel Lazarus, who had been the foreman of the jury at Kelly's trial.

Much has been written about nearly all persons connected with the Kelly gang, but Samuel Lazarus has been largely ignored, other than in brief mentions in newspaper reports of the trial. Although unflatteringly described as 'a small dark man from Carlton', there was much more to Samuel than that.

Samuel Lazarus was born in Liverpool in 1836. His parents, Joshua and Hannah, were Jewish refugees who had been forced to flee their native Russia in 1833 by the anti-semitic policies of the Tsarist government. In England, they came under the influence of the Missions to the Jews and were converted to Christianity, Joshua himself becoming a missionary.

Samuel was well educated by the standards of the time in the mission schools, but at the age of only sixteen he left home and sailed for Victoria. Arriving in 1853 at the height of the goldrush, by 1854 he was the teacher at the Church of England school at Bulla, near Tullamarine, and also Deputy Registrar of Births, Marriages and Deaths.

In 1859 Samuel married Fanny Cassidy, the governess of a family living near Bulla. Fanny came from a completely different background, her father having been a British army officer in the Napoleonic wars, and her uncle an Irish landowner and manager of the Irish estates of the Marquis of Londonderry. Her family having fallen on hard times, Fanny emigrated to Victoria in 1852 with her brother Mark and his wife.

Mark's wife subsequently died and Samuel's sister Elizabeth followed him to Victoria in 1859. In 1860 Elizabeth and Mark married, making a tightly knit family circle, with Samuel's sister married to his wife's brother. Mark became a teacher, taking over the school at Bulla, and Samuel moved to the school at Tullamarine. This congenial arrangement was destroyed in 1870 when Elizabeth eloped with the secretary of the Shire of Bulla, who financed their attempted escape to New York with the Shire's funds.

Samuel and Fanny had to endure the embarrassment of reading newspaper reports of the progress in the police hunt for his sister and her lover for six months before they were apprehended on a ship leaving Auckland. The shire secretary was ultimately imprisoned for his misdeeds, but Elizabeth was not charged. Despite her having disgraced the family, Samuel never wavered in his support of his sister.

Samuel in the meantime had forsaken teaching and moved to Melbourne to operate a dairy in Carlton. Throughout the city, dairies were the means of distributing milk before the introduction of refrigeration. It was here that in 1880 Samuel earned his brief moment of fame when he was selected for the jury at the Kelly trial and was elected its foreman, one of his roles being to announce the jury's verdict of guilty. After the trial Kate Kelly, Ned's sister, called at the dairy to request Samuel to sign a petition of mercy for Ned, but Fanny Lazarus refused to let her in.

He must have had a strong entrepreneurial streak for by 1886 Samuel had made another career change, this time as a financier, the polite term for money lender. Judging by the substantial house named Hatherlie which he built for himself in North Fitzroy in 1889, and the many investment properties he owned, he must have been an astute businessman.

Although Samuel weathered the storm of the 1890s depression, North Fitzroy, like most of inner Melbourne lost its former prosperity, and those who could afford to do so gradually moved to the more spacious eastern suburbs. In 1920, Samuel, by now a widower, his two daughters and niece moved to a large villa in Alma Road Camberwell, which was also named Hatherlie. In 1923, Samuel Lazarus was struck by a lorry as he was alighting from a tram in Burke Road, and later died of his injuries. His children, Frances Mary, Elizabeth and Julius gave the Camberwell Town Hall clock in his memory.

Samuel Lazarus should be remembered not only for his role in the Kelly trial, but also as an exemplar of the young, optimistic migrants who were lured to Victoria by the discovery of gold to make better lives than they could expect at home. In doing so they helped create the stable and prosperous society which Victoria became.

## **CAMBERWELL HISTORICAL SOCIETY EXCURSION to DULDIG STUDIO, MUSEUM AND SCULPTURE GARDEN,**



**92 Burke Road, East Malvern**

**Nathan Feld**

When the Camberwell Historical Society organised a visit to the Duldig Studio I was prompted to make this a definite attendance with three levels of personal interest.

The first level was based on the fact that growing up in Central Park Rd. my childhood was centred on the environs of Central



Park and yet in all my later adult years I was not aware of the treasures and the incredible story of survival that lay behind 92 Burke Road, Malvern.

The second level of interest was based on the fact that as a student at Mount Scopus College, I knew of Eva Duldig as an enduring name long connected with the school; Eva was one of the highly respected sports teachers in the school's early years in Burwood. Though I personally do not remember Eva, I certainly knew her name as she was a teacher and mentor to my older sister and only recently, after possibly some 40 years, both Eva and my sister were reunited at a meeting at Emmy Monash Aged Care and Eva certainly had fond memories of my sister back in those early days of the College.

Finally, and perhaps most dramatically, is the amazing story and the art behind the fence of 92 Burke Road which has all come together with the loving effort of Eva and her team of curators, that perpetuates the legacy and memory of her parents Karl and Slawa Duldig. Her parents' story of escape from the horrors of the Nazi occupation of Austria is one shared by many survivors but each story is individual and must be told as such. With equal interest is also the amazing story of the journey of their accumulated art, furniture, cutlery, crockery and basically everything that made up their home in Vienna, as it survived its packaging and movement from Vienna to Paris where it was hidden and stored through World War II. Slowly, over many years, was brought to Australia and now is all on display at the Studio.



Eva de Jong-Duldig and Nathan Feld

## KEITH LANDELLS KENT

Keith Kent established Kent Removals while living at 63 Iris Road, Glen Iris and went on to build a large firm in the Boroondara area. The following are extracts from his autobiography, *The Keith Kent Story*, published in 1986.

### CHAPTER 7 K. L. Kent: Formative Years p33

After my discharge from the army I decided to go into business for myself carrying. To help me get started I was able to obtain a loan, after some difficulty, from the Repatriation Department. First of all I needed a truck and the local woodman sold me his thirty cwt Rugby wood and ice truck for £120, which was a real bargain. I drove down to Fisherman's Bend army disposals where I bought ten shillings worth of timber, enough to build a body on the truck, and canvas for the roof and sides. In addition, I was able to pick up very cheaply a large number of wooden and steel ammunition boxes, which I was able to sell for more than twice what I had paid for them. When I had built the body on this, my first truck, I had it painted dark blue. My name and phone number were sign-written in red paint, and I was ready to begin carrying. *K. L. Kent Town and Country Removals*, as I was to name my new enterprise, thus burst upon the Melbourne transport scene.

However, work was not easy to find and initially I worked as a gardener for two days a week. But before long I was carting full-time. I made daily deliveries for Clauscens in Camberwell, delivered prams for a baby carriage shop, and received quite a deal of business from Maples in Richmond where I had worked before the war. At nights I packed for transportation by rail

goods manufactured by Endeavour and Montana woodworks. I was forced to use cardboard I had scrounged as I went from shop to shop. Today, things are very different and we use only the highest quality packing. Gradually, household removals began to play an increasingly important role in my business.

As we had no storage facilities I built a store at the back of the house. I purchased some of the bricks and made the rest by hand. As our storage business grew I leased a store at the back of a house in High Street, Glen Iris, from Len Clements, a carrier.

From the very beginning I endeavoured to maintain a high standard in my work and by so doing was never short of customers. I always adhered to the three 'C's'; Carefulness, Courtesy, and Cleanliness. If attention is paid to these principles it makes for a quality move. On average people move only twice in their lifetime, and if the removalist ensures it is a happy move, he will be recommended ten-fold.

As my reputation grew, so too did my business. After eighteen-months I had saved enough money to buy a Maple- leaf chassis and cabin for £661. With the help of Ted Shaw, a neighbour, I built the body at night, and in any other available spare time. The van body was built with a two-inch angle-iron frame with timber boards half-way up and canvas over the remainder and roof. To ensure the canvas remained taut I wet it before putting it in place, and then stretched it as tight as I could. I had it painted a grey colour, with red and blue sign writing. When this new truck was finished and on the road I sold the old Rugby van for £200. Before long I needed a second truck, and bought a G.M.C. van for £250. In future I decided to paint all my vans Valencia brown, with yellow sign writing. This colour scheme has proved to be quite successful and I think our vehicles are the smartest on the road.

I always kept my vans clean, including the motors. Even if we had no work on Saturdays I would pay overtime to the men to clean the vehicles. On weekends I used to do picnics and was booked out nearly every Sunday with football and Sunday school outings. This entailed removing all the ties and putting seats in. After the trip the seats were taken out, and the packing and ties replaced. If anyone had been ill we hosed the van out. It was then ready for an early start on Monday morning.

Back in those days it was permissible to build homes before the construction of sealed roads to service them. This meant that after heavy rains it was sometimes difficult to reach a house without getting bogged. One day I was booked to do a large removal. It had been quite wet and I hired a lorry and horse. We drove the van as close as we could and then transferred the furniture to the lorry, which the horse pulled to the house. This avoided the problem of the van becoming bogged in the mud.

In 1946/47 there was heavy flooding in the Gardiner Creek area and many houses were inundated in Glen Iris and Tooronga. The traffic bridge at Great Valley Road was declared unsafe, and people found it necessary to cross the creek using the footbridge. At this time my wife's brother-in-law, Les Britten, was living with us, and we were called out to remove furniture from threatened homes into our store. Speed was of the essence and we worked day and night. When the floods subsided we re-delivered the furniture back to the homes.



One of the vans we operated during our years at Gardiner. !

Among those who used to work for me in those early years when I operated from Iris Road were Ted Robson, Norm Sim, Charlie O'Donohue, Allen Scott, and Keith Ward. In the evenings I planned the next day's work, and while on the job, kept in touch with Gwen at home to check on how the other vans were going. For example, another driver might require assistance with a piano, or to get a big wardrobe upstairs.

My wife played a very important role in the business from the very outset. As well as waiting home to answer the phone, she had to put up with preparing meals at all sorts of odd hours, and looked after the book work. This was no easy task considering that at the same time she was also caring for our young family. She received no wages as we drew only enough money to clothe and feed us. Most of our earnings were ploughed back into the business.

In 1953 we sold our home in Iris Road, for £4,000, having lived there eighteen years. We built a new house on the corner of Keys and Baird Streets, Ashburton. My bank, the Commercial Bank of Australia, had promised me bridging finance but when time came for settlement they refused. After promising to take my business elsewhere the loan was granted. We operated from here for about seven years, parking the vans on the nature strip at night. By now we were doing up to five removals a day, as well as furniture deliveries. Business was very steady and our assets were growing.

Our booking and accounting systems were a far cry from the computerised system used by the firm today. Every job had to be written into a book, and I typed invoices on an old Royal Typewriter using only one finger. The top printed invoice was sent out and the plain leaf was placed in the unpaid accounts file, to be transferred into an 'accounts paid' folder when the money was received.

By 1959 the business, now known as *K.L. Kent Removals and Storage*, had outgrown our Keys Street premises. We decided to move again and I bought a forty foot block of land at 361 Burke Road, Gardiner, for £1,000, which consisted of two twenty-foot shop sites. However, this land was zoned residential, and I attempted to have it rezoned as light industrial. The owner of the flats next door and the proprietor of the garage on the other side both objected. I lobbied most of the members of the Hawthorn City Council, put my case, and stated that nobody would want to build a house on that site as it was a creek bed, and infested with rats and bamboo. At the next council meeting the land was rezoned. We had the plans drawn up to include a 40 by 120 feet store, with a showroom and shop at the front. On top was a penthouse with a roof garden and artificial lawn. The penthouse consisted of three large bedrooms, built-in wardrobes, and a large living area with lounge, dining room and kitchen.

In order to build at 361 Burke Road, I had again applied for bridging finance. This time the bank utterly refused to extend credit. I walked out not knowing where to get the loan I needed. The

next day I called on Mr. Gait, manager of the South Camberwell ANZ Bank. We had a long talk and he agreed to provide the finance I required. He thought I was a good proposition as a customer and said I had improved my assets by two thousand pounds a year since I had started the business. Mr. Gait was often down looking at our operation to see how we were progressing. He became a great friend of mine and looked after me extremely well. Eric Marks later took over from Bill Gait and provided the same standard of service.

The shop was opened as Kent Interiors, and was designed to lend itself to high class furniture and furnishings. Down the centre were four round columns and beams down each side. The columns were painted mushroom and the beams white. On the south side were six sets of white brackets, and on each was hung one length of floral and one length of plain material. The shop floor was fully tiled. We were well stocked with fine reproduction and imported furniture, curtain materials, mirrors, paintings, and so on. I also engaged a good cabinet maker to make dining room suites and also small pieces. We became quite well known for our quality items.



*My furniture shop at 361 Burke Rd. Gardiner.  
Note the griffin at top-left.*

The shop window needed a sign and my sign writer, Vern Price, used gold leaf. I thought that some trade mark was necessary, and after looking at a book of designs selected the griffin, a fabulous monster with the head and wings of an eagle and the body of a lion. It looked very impressive when mounted next to a large red 'K'. From then on this emblem appeared on each side of our vans. Fortunately, it fitted in very well with our existing brown and yellow colour scheme which we had for sometime been using for the trucks. Little did I know that it would play such an important part in the

business. Today, the griffin appears on our vans, roller doors, and all stationery and brochures. In the office there is a large griffin made of beaten copper mounted on the wall.

## **CHAPTER 9 K. L. Kent: Expansion p48**

As the nineteen-sixties progressed K. L. Kent gradually outgrew its Burke Road premises, and we decided to purchase land on the corner of Tudor and Ireland Streets, Burwood, with an option over the remaining land running down to Highbury Road. We built a new brick depot containing what we thought would be enough storage space, and a modern office. We moved in to our new premises in 1968 but before leaving Burke Road held a big sale to dispose of our stock. This proved to be a great success and we were completely sold out.

Gwen and I remained at 361 Burke Road until 1975, when we purchased an apartment in Park Road, Gardiner. We lived here for several years before moving to a lovely unit in Tower Place, East Hawthorn, our present address.

The growth of the business in its new Burwood premises outstripped expectations, and we decided to buy the remainder of the land. We erected a new interstate terminal, with additional

storage facilities, which was opened in 1975. An old pottery on the land was restored with a new concrete floor and we used this to store packing materials and furniture. After each building was completed we held an opening party. Both the first and second of our new Burwood buildings were opened by Mr. Ian McLaren, M.L.A., member for Bennetts wood and noted historian.

But the business kept expanding and before long we were again looking for more space. In 1977 the Vulcan factory in Evans Street, Burwood, was up for auction. It was passed in, but after negotiation we purchased it for \$715,000. We thoroughly renovated this building, constructing new offices, and a ramp to allow the trucks access to the first floor. We erected a modern garage, a packing shed, and security document storage facilities.

We moved into our new complex in June 1979, and it was officially opened by the then Transport Minister, Mr. Robert MacLellan, in December. About two hundred guests attended the opening. Champagne was served and the guests were conducted on a tour of the building. After a lavish spread each guest was presented with a bottle of Kent wine. We thought that our new premises would be sufficient for many years but business is growing so rapidly that we now need more space, especially as our overseas container work is expanding.

I want to emphasise, however, that *everyone* who works at K. L. Kent makes a vital contribution, no matter how small it may seem, to the success of the company. Kent's is no more than the sum of the individual members of staff who comprise it, and I think that in this regard we have been extremely fortunate. Those who have worked for us over the years have done their best to maintain the standards I endeavoured to set in the early days when the business was still a one-man show. Our drivers and their jockeys, packers, estimators, mechanics, and office staff never fail to cheerfully set about completing the job at hand in a manner designed to ensure complete customer satisfaction.

I like to think that K. L. Kent is not only a family company in the literal sense, but also in the sense that there is a sort of bond which exists amongst the staff and between the staff and management, which engenders a certain esprit de corps within the place. This camaraderie of which I speak would be readily apparent to even the most casual observer at our annual staff Christmas parties. To each member of staff, past and present, I offer my heartiest thanks for a job well done.

With the closure of our NSW agent, Thomas Mills, in 1978, we opened our own small depot in Sydney's woolsheds at St Peters. These premises were destroyed by fire in January 1982, along with the warehouses of a number of other unfortunate furniture removalists. For a time we operated out of a store in Homebush. But as business was expanding rapidly we decided to erect a new complex. We purchased a block of land in the suburb of Auburn in February 1982, and building commenced in July 1983 according to plans drawn up by Richard Fakhry, Beryl's brother-in-law. In April 1984 we were able to occupy our new Sydney premises.

Today, the firm has branches in Melbourne, Sydney, Brisbane and Perth, and agents in all parts of Australia and around the world. There are at present a total of 206 employees and 80 vehicles. It seems hard to believe that just twenty years ago our staff, including family members, numbered no more than ten, and our truck fleet consisted of a mere half a dozen vehicles.



## **REPORT OF MEETINGS 2017**

### **Nick Richardson – The Game of Their Lives - 28 March 2017**

At the outbreak of World War I, there had been a rush of enthusiasm to enlist. The number of teams that sporting clubs could field dropped. Pressure to give up football and to do their national duty was exerted on young men. Sport became part of the enlistment debate. Spectators became criticised for paying and preventing men from enlisting. By 1916 the VFL was down to four teams.

A unique combination of good football players, delay in deciding exactly where to deploy soldiers, Sir John Monash, Monash's adjunct Frank Beaurepaire and the lack of enough equipment to supply the men combined to make the exhibition match possible. Recently, a two-minute film footage of this match was found, as it had been incorrectly labelled as rugby.

On 28 October 1916, the match was played at Queens Club in Kensington. The players all knew each other. Australian artists created the official program, which was distributed with a donation to the Red Cross. Five thousand diggers attended. The jumpers and handmade footballs were specially made for the occasion.

The players came from every corner of the country - some of them stars in the VFL or champions in their city or state leagues. For all of them it was a chance to forget blood and battle and simply have a final kick of the footy before the Western Front. A few weeks later they were at the front. Six of the men never made it home.

### **The Hon. Ted Baillieu – Sir John Monash - 20 April 2017**

Victoria's Sir John Monash was Australia's foremost military commander during the First World War. Audacious in battle and prepared to take considerable risk, he showed great empathy for his troops. Perhaps his most important contribution to Australia, though, was in providing a voice for the soldiers returning from war, and commemorating those who had lost their lives. He oversaw the construction of the Shrine of Remembrance in Melbourne, and was a principal organiser of the annual observance of ANZAC Day.

Sir John Monash was a military general of genius but was deliberately overlooked in official histories. He was knighted in the field by King George in May 1918, the first knighthood bestowed in the battlefield in 200 years. He learnt from the experiences in Gallipoli and the Middle East. He pioneered many modern military strategies and was the only foreign commander to lead US troops. On 12 August 1918, he changed the course of World War I in the Somme. Despite this, many authors who have written about World War I barely mention him. This was probably because he was Australian, had German parents, he was Jewish and he was not a career general.

John Monash was a gifted engineer with a distinguished academic record. He was involved with the militia including planning manoeuvres in 1910 for 12,000 men at Avenel. He instigated the first remembrance of ANZAC day in 1916 for those who had been at Gallipoli. Sir John Monash was tasked with repatriating the troops, the last of whom returned in 1920. He was loved by the troops who served under his command. In 1931, he revived ANZAC day by leading the march - 600,000 attended. He became Vice Chancellor of Melbourne University and the chairman of the State Electricity Commission. He remained an advocate for the returned soldiers all his life. He died aged 66 and 300,000 attended his state funeral.

## REPORT OF MEETINGS 2017

### **Duldig Studio, Museum and Sculpture Garden - 92 Burke Road, East Malvern - 29 April 2017**

On 25 September 1940, sculptor Karl Duldig, and his wife Slawa, artist and inventor of the first foldable umbrella, arrived in Sydney Harbour aboard the *Queen Mary*. Being Austrian, the Duldigs were labeled 'enemy aliens', and then imprisoned in an isolated refugee camp in Tatura in regional Victoria.

After the war Karl taught art at Mentone Grammar School and also became a well-known Australian sculptor. Slawa was the art teacher at St Catherine's Girls' School for sixteen years. 'SLAWA: Modernist art and design', an exhibition of her work which includes the prototypes for her invention of the modern foldable umbrella (1929), is currently showing at the Duldig Studio. The DVD 'Duldig Studio Documentaries', won the Historical Interpretation category in the 2016 Victorian Community History Awards.

### **Chris Long – Historic films of early Melbourne - 23 May 2017**

Almost the earliest Australian film footage was taken at Flemington racecourse of the Melbourne Cup of 1896. Assisted by Australian Walter Barnett, Lumiere camera operator Maurice Sestier filmed ten 60-second reels chronicling Cup day from the arrival of crowds to the winner, Newhaven, being presented the trophy. On 24 November 1896, Sestier and Barnett premiered the films at Sydney's Criterion Theatre.

The Australian film industry quickly evolved. In 1910, a travel film was recorded. Ernest Higgins used cinematic techniques to film in and around Melbourne, trams, cable cars, Flinders Street Station, St Kilda Road, Federal Parliament House and other notable buildings, the Henley on the Yarra was filmed in 1910 with decorated boats, as was the Royal Agricultural Show, Port Melbourne, Fitzroy Gardens and the Royal Botanical Gardens. In 1934 opening of The Shrine was recorded.

Robert Junket, radiographer, made home movies around Melbourne from 1929 to 1930. Elwood sea baths, Princes Bridge, Yarra River, picnic trips and X-ray equipment suppliers and the journey there were among the films that have recently been discovered.

Cathy Quealy, George Fernando, Joely Taylor  
Ted Baillieu and Neil Munro



Chris Long, Alister Bennie, George Fernando and  
Jennie McArthur



## Speakers: Marian Quartly and Judith Smart

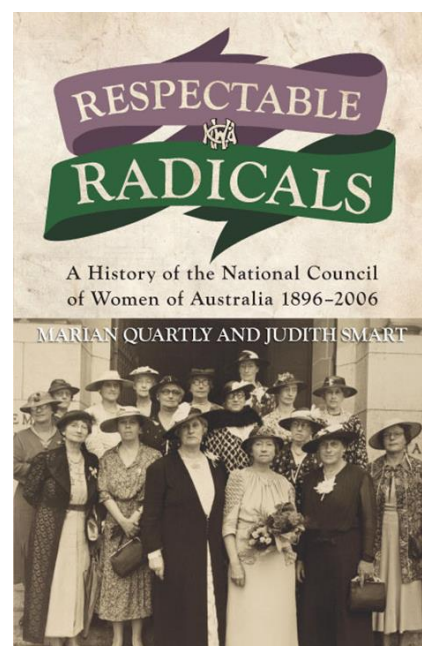
27 June 2017 8pm

Marian and Judith will talk about their book, *Respectable Radicals: A History of the National Council of Women of Australia, 1896–2006* The Meeting Room, Camberwell Library, 340 Camberwell Road, Camberwell

This history of NCWA tells the story of mainstream feminism in Australia, of the long struggle for equality at home and at work which is still far from achieved. In these days when women can no longer be imagined as speaking with one voice, and women as a group have no ready access to government, we still need something of the optimistic vision of the leaders of NCWA. Respectable in hat and gloves to the 1970s and beyond, they politely persisted with the truly radical idea that women the world over should be equal with men.

Prof. Marian Quartly holds the position of Professor Emerita at the Monash School of Philosophical, Historical and International Studies.

Judith Smart is a principal fellow at the University of Melbourne and an adjunct professor at RMIT University.



### NEW MEMBERS

We warmly welcome the following new members:

Mary Paddington and Eleanor Newton



Left: Judith Scurfield, George Fernando, Wendy Baden-Powell, Brad Miles, Marg Currie and Marilyn Cunningham at the opening of the **Scouts and Guides in Kew 1909 – 2009** Exhibition at Kew Court House. The exhibition was opened by Wendy Baden-Powell.

### CAMBERWELL HISTORICAL SOCIETY DONATION RECEIVED FOR THE COLLECTION

Tim Gatehouse donated a copy of his book *Samuel Lazarus: Foreman of the Jury at Ned Kelly's Trial – his life and his family*.

### CAMBERWELL HISTORICAL SOCIETY SUBSCRIPTIONS DUE

This is a reminder that the Society's financial year operates from 1<sup>st</sup> July to 30<sup>th</sup> June and subscriptions are due and payable on or before July 1<sup>st</sup> each year.

## MEETINGS AND EXCURSIONS FOR 2017

Meetings are usually held on the fourth Tuesday of each month in the Meeting Room, Camberwell Library, 340 Camberwell Road, Camberwell at 8.00pm.

- 27 June 2017 8pm** Judith Smart and Marian Quartly – Talk based on their book *Respectable Radicals: a history of the National Council of Women of Australia, 1896-2006*. Camberwell Library Meeting Room
- 25 July 2017 8pm** Gillian Yung – Daisy Bates and Rose de Freycinet, two remarkable women  
Camberwell Library Meeting Room
- 22 August 2017 8pm** AGM and Historic Items to share –  
Camberwell Library Meeting Room
- 24 October 2017 8pm** Dr. Joely Taylor, author of *Backtracks: Recollections of Remarkable Australians– Oral Histories*  
Camberwell Library Meeting Room
- 28 November 2017 8pm** John Rickard - *Australia: A Cultural History*, a talk based on his new book  
Camberwell Library Meeting Room

## CAMBERWELL HISTORICAL SOCIETY DONATIONS TO THE COLLECTION

Camberwell Historical Society welcomes donations of the following items relating to the former City of Camberwell: photographs and prints, documents, letters, diaries, maps, plans, books, pamphlets, and reminiscences of former residents and people who worked in the area.

Contributions to *Camberwell History* contain the opinions of the contributors and do not necessarily reflect the views of Camberwell Historical Society, its committee or members.

## CAMBERWELL HISTORICAL SOCIETY, INC

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*Camberwell History*: Editor — Adèle Fernando-Swart

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*Camberwell History* is printed in the office of Josh Frydenberg, MHR, Federal Member of Parliament for Kooyong