

CAMBERWELL HISTORY

RECORDING THE HISTORY OF CAMBERWELL
AND DISTRICT
Camberwell Historical Society



No. 50

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Principal Patron: Professor Emeritus Geoffrey Blainey, AC
Patron: Her Worship the Mayor of Boroondara, Cr Jane Addis

PRESIDENT'S MESSAGE

George Fernando

Please note that we have an excursion to Heide Museum of Modern Art planned for Tuesday 20 September 10am. Contact us if you require transport to and from Heide.

A report of our Annual General Meeting is contained in this newsletter

Recently Rotherwood, an Art Deco apartment block on Riversdale Road was sold. A letter was written to Council representing Camberwell Historical Society's opposition to the prospective loss of a local example of interwar apartment architecture. We hoped that Rotherwood could be saved from demolition. The reply from Council said that, "the Council's heritage consultant found the property did not reach the threshold for individual heritage significance, and no heritage precinct was identified in this area". It was deemed by Council as not having a sound basis to receive heritage protection. Sadly, only the absolute crème de la crème of our homes and other buildings have a chance of being saved.

THE SIGNIFICANCE OF ONE. THE SECRET OF THE SEVEN HOOPS!



Melvin Chambers.

Melvin was born in London, England and has been living in Den Ham, The Netherlands since 1977. He is a retired journalist and co-founder of the Dutch charity Stichting Remembering Dambuster Les Knight DSO. He has been researching and recording local history since 2013. His main focus being researching aircraft crashes, studying how the Resistance escape-lines worked and tracing families of downed airmen. He is a lecturer and author of the book *Remembering Dambuster Les Knight DSO*.

Left: Melvin Chambers at Les Knight's grave on what would have been his 100th birthday in 2021. He is pictured holding a photo of Les Knight's christening gown, made by Nellie Knight. She sent it to the wife of crew member O'Brien for the pending birth of their first child. It arrived just in time to be worn at the christening of the first born to the O'Brien family. The christening gown was re-discovered on Knight's 100th birthday on 7 March 2021



Left: The Knight family in the back garden:
Left to right: Les, a rare picture of him wearing civilian clothes, his brother Jack, mother Nellie and father Harold.

Below: newspaper clippings in which Les Knight is remembered.



The newly placed war memorial in Bowen Gardens, Camberwell, is remarkable for more reasons than one. It is a silent and permanent tribute to arguably Australia's greatest wartime pilot Flt Lt Leslie Gordon Knight DSO who grew up less than 400 metres from the monument at 51 Bowen Street. Les Knight became world famous when he and his crew breached the Eder Dam, in Germany, during Operation Chastise in May 1943. It is popularly known as the Dambuster Raids.

Camberwell's son became a world-famous Dambuster and earned a place in the history books. Sadly, his next mission proved to be his last. Codenamed Operation Garlic, Knight, along with seven other Lancaster bombers and six escort Mosquito aircraft, were ordered to attack an aqueduct at Ladbergen, again deep in the German heartlands on the night of 15 September 1943. Many historians believe this mission was more dangerous than the successful Dams raid exactly four months earlier.

To counter the expected heavy defences at Ladbergen each crew was assigned an extra upper gunner, making the crew eight instead of the usual seven members. Adding an extra crewman was not accepted lightly by the Knight crew. They had nothing against the extra airman joining their ranks, in Knight's case the extra airman was gunner Sgt Les Woollard. The crew resented the idea of the extra weight of an added mid-upper turret and an extra man besides the 12,000-lb bomb on board.

Enroute to the target area Knight flew his Lancaster through the fire ball caused by the explosion of Squadron Leader George Holden's aircraft which was shot down by flak. It is not known whether his aircraft, especially the electric cables, suffered any damage by the intense heat surge. At the target area he flew so low through thick mist looking for the target he skimmed trees causing two engines to fail and explode into flame.

To the astonishment of his leader, Knight followed procedures and asked for permission to jettison his heavy bomb. Permission was granted and he was ordered to return to base. As a third engine began to falter Knight realised his stricken Lancaster would not be able to reach base. Above the Dutch frontier village of Den Ham he managed to gain the minimum height of 1000 ft so his crew could bail out. At the same time the aircraft threatened to crash into the village but eyewitnesses saw him steer the Lancaster away from the built-up area. While Knight was looking for a place to make a forced landing, he took the tops out of a row of oak trees and crashed into a meadow on the outskirts of Den Ham. The gaps in the majestic row of oaks are still visible today.

The great sacrifice made by Les Knight has never, and will never, be forgotten by those living in this village. The crew survived the war due to the unselfish bravery of local residents and the local resistance group, who were betrayed shortly after Knight crashed. Four resistance fighters perished in Nazi death camps. The crew, all **seven** of them, went on to live long and happy lives, all having children, grandchildren, even great-grandchildren. Many of the crew named their own children after Les Knight. He lives on through these offspring.

More than 55,000 airmen from Bomber Command lost their lives during the war. Ironically enough, that's about the same number of parts which make up a Lancaster bomber.



Above: Nellie Knight (second left) with resistance hero Dr Kohly and two women who found refuge in Den Ham. This picture was taken during the only visit Mrs Knight made to Den Ham in 1955 following on from a trip to London to attend the film premier of the epic movie, *The Dam Busters*.

The monument in Bowen Gardens is a worthy and dignified recognition of a brave man who died aged 22, a very long way from home. For his sacrifice in Den Ham, Knight was Mentioned in Dispatches. I believe he deserved a Victoria Cross but that is another story.

We villagers of Den Ham are aware and deeply humbled by being named on the monument. Our sincere thanks. However, there is one historical and glaring mistake. The monument states that **six** crew were saved!

A difference of one! Only one? Is that so important? It's only one, some people may say.

While I am convinced careful research was taken when writing the text for the plaque, the researcher overlooked the fact that for Operation Garlic an extra gunner was added to the Operation Chastise crew who breached the Eder Dam with the famous bouncing bomb. It is an honest and easy mistake to make.

I have been thinking about the possible effects of the **difference of one** on the monument plaque. Youngsters may say, well what difference does it make if a six-man crew was saved or a seven-man crew was saved? This is perhaps a logical question. The difference between the word **six** and **seven** is two letters and numerically, one. By saying six survived takes away credit from Les Knight when he actually saved seven lives. I am certain the six referred to in the text are his original Dambuster crew. What does this mean? I would say that by not acknowledging the seventh crew member, one is not acknowledging the family that hid him for ten days, at great risk to their own lives.

The local Resistance took immense risks to set up an escape line which took in safe houses in the Netherlands, Belgium and France, over the Pyrenees and onto Gibraltar, often via Madrid. In my opinion the whole pan-European escape groups and lines are among the most undervalued warriors of WW II.

Many people today still do not know or understand the risks people took when hiding Allied airmen, soldiers or those in need. The Nazis were ruthless. They wouldn't think twice about executing those who hid people and their families, and the Nazi regime would also ransack but more often than not, burn their homes too. They were indeed terrible times, and it is very important we realise and remember the bravery of those who put their lives on the line, and that of their families too, to help fight for our freedom.

The European Theatre of war was a tough and brutal one for all who lived through it ... it was **not** an easy option or an "easy ride" as many Australians at home believed. It was important for the Knight crew to have known they were in occupied Holland instead of Nazi Germany. Scores of crashed airmen who were unfortunate enough to land in Germany were actually rescued by the Luftwaffe from the hands of lynch mobs. In Holland these crew knew they would have a good chance of survival.

Let's take this a little further. Holy texts in the Talmud (Sanhedrin 37a) and Koran (Quran 5: 32) tell us: To save a life is to save a world. Using these scriptures, we can respectfully conclude Les Knight saved a solar system.

Again, looking at the monument in Bowen Gardens, has anyone noticed the hoops forming a semi-circle around the boulder? There are **seven** hoops hugging Les Knight's monument! **Seven** the number of crew members he saved! I was told this was a design accident rather than a part of an original plan. If that is correct, then there may have been some divine intervention lending a guiding hand.

When Les Knight left Australia to go to war Bowen Street was very different from the Bowen Street of today. Long gone are the old traditional colonial styles of home with big verandahs. I wonder if the fruit tree planted by his parents after his departure is still in the back garden of the current number 51?

Regarding the plaque, I can appreciate the general public reading information in a public park and accepting it as the truth. However, we now see here a deeper meaning and unacknowledged heroism in this mistake. One should be proud, and rightly so, of Camberwell's unique war heritage. Les Knight is an important part of Camberwell's and the ward of Gardiner's heritage.

Les Knight's crew for Operation Garlic:

Flt Lt Les Knight DSO, MiD (pilot); Sgt Ray Grayston (flight engineer); Flg Off. Sydney Hobday, DFC (navigator); Flt Sgt Robert Kellow (wireless operator); Flg Off. Edward Johnson, DFC (bomb aimer); Sgt Fred Sutherland (front gunner); Sgt. Harry O'Brien (rear gunner); Sgt Les Woollard (upper gunner).

Useful links:

Wikipedia Operation Garlic

https://en.wikipedia.org/wiki/Operation_Garlic

Facebook page: Remembering Dambuster Les Knight DSO

<https://www.facebook.com/groups/Les.Knight.DSO>



Above: The Den Ham monument on the 75th anniversary of the sacrifice made by Les Knight. Twelve wreaths from the Knight family, Ambassadors of Australia, United Kingdom, The RAF, Dutch Royal Air Force and five from the families of the crew.

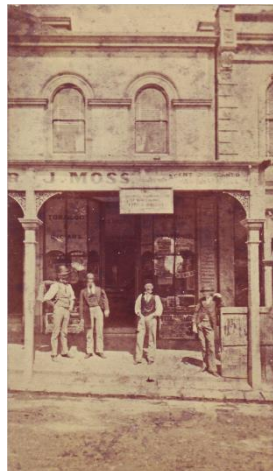
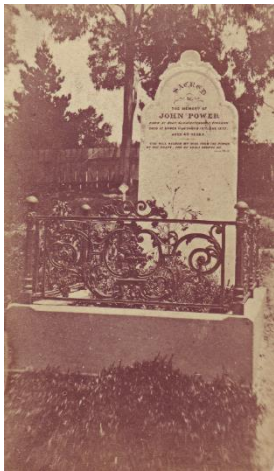
Editor's Note: An article about the monument erected to Flt Lt Leslie Gordon Knight DSO and his crew and the story of the Dambusters appeared in the Camberwell History newsletter of September 2021.

A HAWTHORN 19th CENTURY PHOTO ALBUM (BETTY'S ALBUM)

Suzanne White

A beautiful antique leather-bound 19th century photo album with brass clasps has been in my family since 1945, when my father, Donald James White, married his first wife. As children, we knew nothing of our father's first wife until one day in the 1970s, when I was 10 and looking through the fascinating album, I asked my mother, "Who are these people, mum?" It was only then I learned that my father had been previously married to Betty Elaine Ives. Betty and her baby boy, Robert Frank, both died shortly after Betty gave birth to the baby in 1950. I was implored to

not raise the subject with my father as the memory of the loss of his wife and child was too upsetting, so the album was never discussed and the opportunity was lost to find out anything further about the photos.



The years passed and both my parents sadly died and I kept Betty's album with all of our other family photos and documents. In 2020 I started researching my family history, trying to build on my sister's extensive research over many years. I eventually turned my attention to the thirty sepia photos in Betty's album which contained two clues as the identity of the people in it. The first clue was a photo of a newsagency, "J. Moss Newsagent and Stationer", and the second clue was a photo of a headstone engraved "To the Memory of John Power".

I managed to identify the location of the J. Moss Newsagency at 66 Burwood Road Hawthorn. John Power proved to be Betty's Great-Grandfather, who was born in 1833 in Aust, Gloucestershire. John had been a market gardener in Upper Hawthorn for many years. He died in 1877 and was buried at Boroondara Cemetery.

James Plympton Moss was born in London in about 1836 to James Moss and Susan Moss (née Waltham). James migrated to the Colony of Victoria in 1855 with his mother and sisters on the *Queen of the Seas*. Newspaper advertising reveals the earliest record of a J. Moss newsagent in Hawthorn was in 1861, when J. Moss traded at a property near the old Red Lion Hotel in Hawthorn. By 1863 a J. Moss newsagent operated from the Hawthorn Post Office, and by 1869 J. Moss, newsagent operated in Main Road Hawthorn, which I believe to be the property at 66 Burwood Road, Hawthorn - the shop in the above photograph. Today, the second floor of the property is in much the same condition as it was when this photograph was taken. James's mother Susan Moss (née Waltham) died in 1872. James's father, James Senior, died in 1889 and was buried with Susan at the St Kilda Cemetery.

years.
MOSS.—On the 7th December, suddenly, at her residence, 95 Riversdale-road, Hawthorn, Ellen Moss, the dearly beloved wife of Mr. James Moss, daughter of the late Mr. John Power, Upper Hawthorn, sister of Mrs. C. Dalley and John Power, of Rokewood, aged 62 years.

James Plympton Moss married Ellen Power (one of John Power's daughters) in 1878 at the residence of Mr Charles Dalley of Hawthorn (Ellen's brother-in-law, who married Sarah Power). James

Above: *The Argus* 8 December 1898.

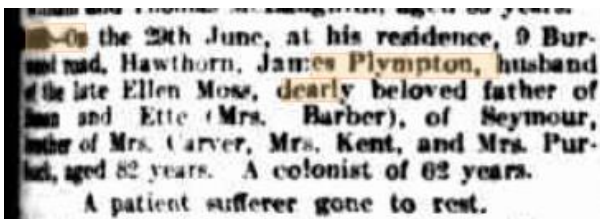
and Ellen had two daughters: Susan, born in 1879 in Hawthorn, and Henrietta (Ette), born in 1882. Sadly, Ellen died in 1898, at their residence at 95 Riversdale Road in Hawthorn, a property owned by James in at least the period 1892-1900. The property was called “Waltham”, a name later given to the family’s home in Burwood Road, and was surely named after James’s mother, Susan Waltham.



Above: Ellen with Susan and Ette, James Plympton Moss, an older James, and Susan and Ette.

After their mother’s death, Susan and Ette lived with their father at “Waltham”, which was next to the Hawthorn Hotel; the hotel was on the corner of Barton Street and Burwood Road. Ette married John Henry Fitzgerald in 1909 at “Waltham”. They had one child, Ellen Elizabeth Beryl Fitzgerald, born in 1911. Ette and John were divorced in 1915 and Ette subsequently married Reginald Thomas Barber in 1916. Ette and Reginald had two daughters Joyce Annie and Jean Barber. Ette died in 1944 at her daughter’s home in McKinnon.

James Plympton Moss died in 1916 at “Waltham”. His will reveals that at the time he died he owned three properties in Burwood Road - 66, 68 and 70 Burwood Road (James appears to have owned these properties from about 1880) - as well as the family home, “Waltham” in Burwood Road and two other properties in Hawthorn. Following his death, Susan inherited “Waltham”, together with a share of her father’s other property and personal estate.



Left: *The Argus* 30 June 1916.

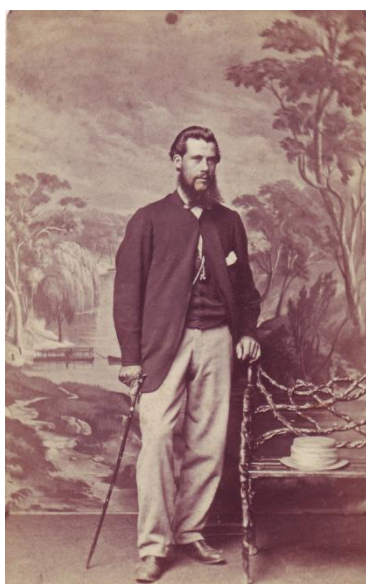
Ives (née Neilson). Albert served in the AIF in World War I in the 3rd Tunnelling Company as a Sapper, Service No. 7294. Albert was gassed in April 1918, however, he went onto to rejoin his unit in July 1918 in France and returned to Australia in 1919. Betty was born in Burwood Road in Hawthorn in 1923. Susan and Albert lived at “Waltham” until at least 1924. By 1926 the Susan, Albert and Betty lived in Bendigo for a time, perhaps due to Albert’s ill health (Albert’s family hailed from Eaglehawk). Albert sadly died of pulmonary tuberculosis and asthma in Bendigo in 1926, leaving Susan to raise Betty. Albert was buried at the Bendigo Cemetery.

After Albert's death and by at least 1928, Susan and Betty had moved back to Melbourne and settled in Altona, where Susan lived with Betty until she died in 1943. Susan was buried at Boroondara Cemetery with her father. When Betty died in February 1950 she was buried with Susan and her grandfather, James, and Betty's album passed to my father.



Above: Forget me not sent by Albert to Susan, Albert's grave at Bendigo Cemetery, and Betty Elaine Ives.

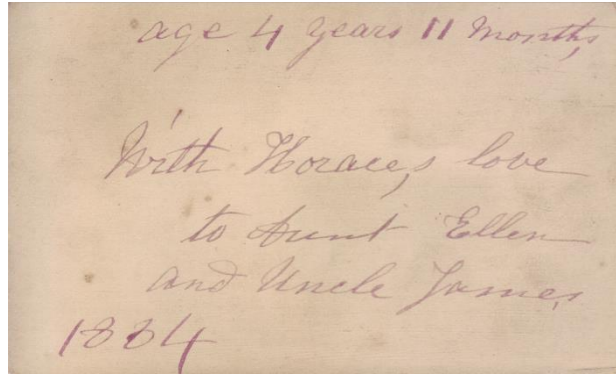
I was keen to try to find any relative of Betty's who might have an interest in the album and to try to identify those people in the thirty photographs; the question I had asked my mother in the 1970s. When researching Betty's family tree, I eventually found on-line the Camberwell Historic Society (CHS) newsletter article about the Power Family History (No.44 March 2021) and the CHS presentation on the Dalleys of Hawthorn. This led me to identify two of the people in Betty's album: a dashing young Charles Dalley (a former Mayor of Hawthorn) with his wife Sarah Dalley (née Power, and Ellen's sister and Betty's grand-aunt) and an older Charles Dalley, leaning on a walking stick.



Left: Charles and Sarah Dalley (née Power) and Charles Dalley.

To try and progress any further I reached out to CHS to determine if the author of the paper on the Powers of Hawthorn, Peter Harms, had any interest in the album. As it turned out Peter was really interested and we have been keenly discussing the photos and Moss and Power family histories since we made contact.

A number of the photos in Betty's album appear to be of Susan and Ette when they were babies and small children, and one photo is of Susan Moss in her teens. On the back of another photo is written "*With Horace's love to Aunt Ellen and Uncle James, 1884*". This is thought to be a young Horace Samuel Kent, the son of Byron Samuel Kent and Sarah Elizabeth Kent (née Moss and James's sister and Betty's first cousin once removed).



Above: Susan Moss and Horace Samuel Kent.

The identities of the other people in Betty's album remain unknown, although they are all likely relatives of Betty's. It is hoped in time with further research (and some good luck) some of the identities of those in the photos may be ascertained and not lost to history. The remainder of the unidentified photos are included below.



Above: Possibly Susan and /or Ette.





Possibly a younger Ellen Power in the photo on the right



THE HUMBLE INVENTOR - AGM MICHELL

The video *The Humble Inventor* tells the story of AGM Michell (George), a quiet, unassuming man whose innovations and inventions have made a significant difference in the world of engineering. Michell revolutionised ship-building worldwide, and came close to revolutionising the fundamental design of the motor car. The video also pays tribute to his brother, John Henry Michell, whose own contributions in the field of mathematics cannot be overlooked.

The video can be viewed on YouTube at: <https://youtu.be/NbFfixY3Q5c>

Separate videos telling in more detail the stories of the Michell Tilting Pad Thrust Bearing and the Crankless Engine are planned for release in coming months. Details will be advised in the Comments Section in the YouTube link above.

REPORT OF MEETINGS 2022

26 July 2022

Matthew ETTY-Leal - Cobb & Co Coaches: Ships of the Plains



Matthew ETTY-Leal lives in Balwyn and is the joint 2022 current Boroondara Volunteer of the Year.

Cobb & Co was established in 1853 by American Freeman Cobb (1830-1878) and his partners, John Murray Peck, James Swanton and John B. Lamber, financially supported by US businessman George Train. They arranged the importation of several US-built wagons & Concord (New Hampshire) stagecoaches

seating four to nine passengers inside, and more passengers outside, pulled by four or six horses. Their imported stagecoaches cost £3,000 each, or about \$400,000 today. Thick straps of leather suspended the vehicle body providing the passenger with considerable comfort on the rough roads to the goldfields when compared to coaches with traditional steel springs.

The first Cobb & Co route was from Melbourne to Port Melbourne in 1853. By early 1854 Cobb & Co operated a daily service to Forest Creek and later Castlemaine and Bendigo. Soon afterwards, the company expanded to Geelong, Ballarat, and other goldfields towns.

Cobb & Co's horses were changed every 10–15 miles along a stagecoach "line" often at inns or hotels that also catered for the needs of drivers and passengers. The grooms at each changing station were vital to the success of a coach trip. Each was responsible for eight to ten horses, as well as the upkeep of each animal's made-to-measure collar and leather harness. The driver would sound a bugle a mile out from the change station to alert the groom, who would have the fresh team brushed and harnessed by the time the coach rolled in. Coaches were known for their triangular arrangement of lights. Lamps were set on either side of the coach and a large central light was placed on the roof. The triangle of lights was visible for many miles across open country.

The business was bought in 1861 for £23,000, or \$3.4 million today, by a consortium led by another American, James Rutherford. His partners included Alexander William Robertson, John Wagner, Walter and Eliza Hall, William Franklin Whitney and wife, and Walter Bradley. Rutherford reorganised and extended Victorian services and won a monopoly on major mail contracts. By 1870 most of Victoria was serviced by a network of coach routes.

From 1862, with the Lambing Flat gold rush underway, Rutherford moved ten coaches from Bendigo to Bathurst. At least nine coaches were attacked in the Bathurst district in the seven months after the company established itself there. In 1862 Frank Gardiner and his gang stopped the armed gold shipment from Forbes to Penrith and took over 167 lbs (76 kilos) of gold, and cash that would have a current value of \$4 million. Police only found half the gold and cash.

Rutherford stayed on to the end of his days, becoming a leading citizen and investing in properties - the first being Buckinguy station near Nyngan. On the road, Cobb & Co began buying out or forcing out many NSW competitors.

In 1865 Cobb & Co expanded into Queensland, the first service running between Ipswich and Brisbane. In 1881 the business became a limited liability company with a capital of £50,000. As the largest transport enterprise, it ran some 3,000 horses, a total of around 10,000 miles a week. A coachworks factory was established at Charleville in 1886, turning out a variety of vehicles, including over 120 coaches. Coaches built at the Charleville coachworks were generally designed for either 8 or 14 passengers.

After 1871, in Victoria coaches carrying the name "Cobb & Co" were operated by 4 local coaching firms running particular routes by mutual agreement & cooperation. In time successive operators of the various Victorian stagecoach lines would continue to use trading name Cobb & Co.

The fare was about £1 per day for a one-day journey in 1860 (today \$140) with 2s/6d for each meal and bed. The fare to Castlemaine cost £5, to Bendigo £7 and Maryborough, 124 miles away, £7 10s. A driver's wage was between £10 to £14 per week, with free meals. In the heyday of the business, Cobb & Co would harness up to 6,000 horses every day with 40,000 on call for work at any one time. Horses used were cross-bred standards or trotters and draught horses and later Arabian. They were usually 14 to 16 hands, wide chested, strong and muscular with fine legs, and were renowned for speed and stamina. Many modern trotters and racehorses are descendants of Cobb & Co bloodstock.

At its peak in the 1870s, Cobb & Co. coaches were travelling nearly 28,000 miles a week over 7,000 miles of routes from the Gulf of Carpentaria and Cooktown in Queensland to Victoria. Feeding these horses required approximately 33 tons of corn and oats daily. During the 1902 drought Cobb & Co nearly went broke because of the cost of buying and transporting fodder. Coaches travelled at an average speed of 7 miles per hour covering about 50 miles a day. If a coach could not get up a steep hill, passengers were expected to get out and walk, or even push. If it got bogged, which it often did in the wet season, they had to help dig it out. Often rivers were so swollen with floodwater that the only way to get the coach across was to haul it from the other side with a rope. The men and horses swam; female passengers, luggage and the all-important mail were ferried over in wash tubs. Passengers were allowed only 14 lbs of luggage – less than the cabin bag allowance on flights today!

Mail was the most important part of the cargo. People in the bush relied on the mail not only for letters but for many items that could be bought from mail-order catalogues. Their parcels of pots and pans, tools, clothing and lamps were wrapped in brown paper and brought by the stagecoach.

Rutherford, Whitney and Hall also poured money into other projects. By 1877, Cobb & Co. owned nine sheep and cattle stations in NSW and Queensland covering over 4,000 square miles. In 1877, their pastoral enterprises netted more than £77,500 in profit (about \$11.3 million today), compared with £11,500 (about \$1.7 million) in coaching.

Cobb & Co's Australian operations were eventually superseded by the expansion of railway networks, the arrival of cheap, reliable automobiles, and the emergence of airmail. In NSW the last coach probably ran on the Hebel-Goodooga-Brewarrina routes in 1913 while the last coach ran in Victoria from Casterton to Mount Gambier in 1916. The last Longreach-Jundah stagecoach ran in Jan 1922. Later that year, Qantas ran its first scheduled passenger flight, which was from Longreach to Cloncurry. Australia's last horse-drawn stagecoach mail service, No. 177, was run by Cobb & Co from Yuleba to Surat in Queensland on 14 August 1924. With the rapid decline in wool prices in 1929, Cobb & Co Queensland finally went into liquidation.

24 August 2022

Annual General Meeting

George Fernando stated that with the AGM each year there is an opportunity to acknowledge those who support Camberwell Historical Society. He thanked Boroondara Library for their help, Boroondara Council for providing CHS with the use of the room at 25 Inglesby Road, and Josh Frydenberg and his office staff who until recently printed our newsletter.

He thanked all those who have contributed to the running of CHS and the work we do. He thanked the committee for their work throughout the year. He then thanked every CHS member for their ongoing membership and support.

The Committee was elected for 2022-2023 financial year and comprised: President, George Fernando; Secretary, Adèle Fernando-Swart; Treasurer, Roy Alderton, and Committee members Bryony Cosgrove, Alister Bennie and Jennifer McArthur, all of whom were elected unopposed.

After the AGM, Christina Branagan gave a brief talk about the work of the Boroondara Heritage Group for Advocacy and Protection (GAP). They outlined some of the streets and houses of Boroondara which the Boroondara Council's GAP study has not identified sufficiently for protection. Examples included Harcourt Street and Roseberry Street Hawthorn, Alma Road, Spencer Road, and Aroha Street Camberwell. The group continues to research houses, apartments and other non-residential buildings to assist with sending protection submissions to Council.



Guided Tour of Heide Museum of Modern Art

7 Templestowe Road Bulleen

Tuesday 20 September at 10am

Cost: \$17 per person, which covers the guided tour and access to all galleries at Heide at the conclusion of the tour. Payment required when booking.

Payment: Camberwell Historical Society Inc.,
Bendigo Bank, BSB 633-000 Account No 142260678

Numbers: The tour is limited to 20 people. RSVP and pay by 14 September

Transport: Limited carpooling available

Parking: Park in the lower carpark, which is accessed through the Banksia Park entry off Templestowe Road.

Meeting Point: Meet at the reception desk in the main gallery at 10am. The guided tour will start at 10.15am and will take approximately 45 minutes. Wear comfortable walking shoes as the tour will take us around the grounds as well as the various buildings.

Morning Tea: Café Heide will be open and it will be possible to have morning tea there at the conclusion of the tour. Please note, morning tea is NOT included in the price of the tour. We will reserve a table in the café so please indicate when booking for the tour whether you would like to stay on for morning tea

Phone: George Fernando 0448 296 258 or enquiries@chs.org.au

DATES FOR MEETINGS 2022

Tuesday 20 September 2022 10am Excursion to Heide Art Gallery and Museum

Tuesday 25 October 2022 8pm Bronwyn Hughes Stained glass windows of Boroondara

Tuesday 22 November 2022 8pm Bruce Watson Early Sound Recordings

CAMBERWELL HISTORICAL SOCIETY SUBSCRIPTION RENEWALS 2021

Camberwell Historical Society's financial year operates from 1 July to 30 June. Subscriptions for the 2022 – 2023 financial year are due and payable from 1 July 2022. Single \$30, Family \$40. Camberwell Historical Society, BSB 633-000 Account No 142260678 Cheques to Camberwell Historical Society, PO Box 1274, CAMBERWELL 3124.

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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President — George Fernando; Secretary - Adèle Fernando-Swart; Treasurer – Roy Alderton

Committee members — Bryony Cosgrove, Alister Bennie and Jennifer McArthur

Camberwell History: Editor — Adèle Fernando-Swart

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