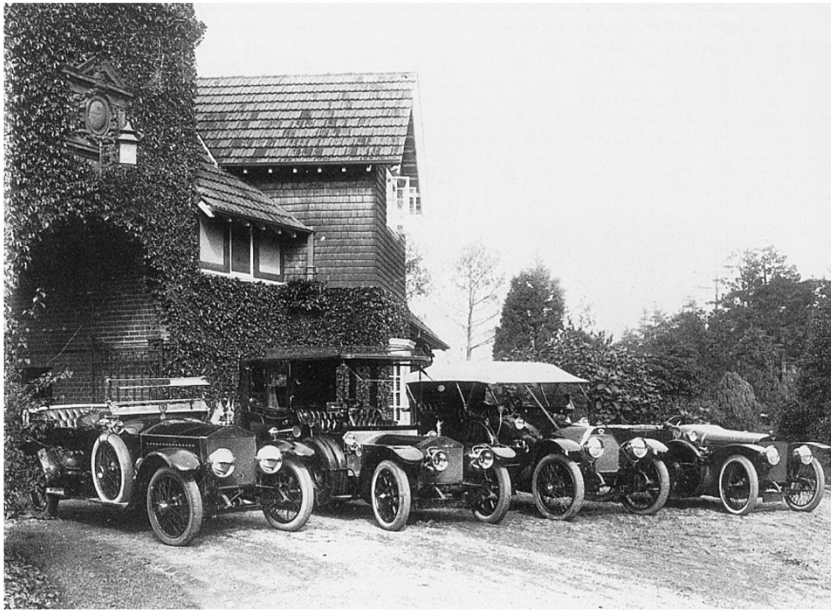


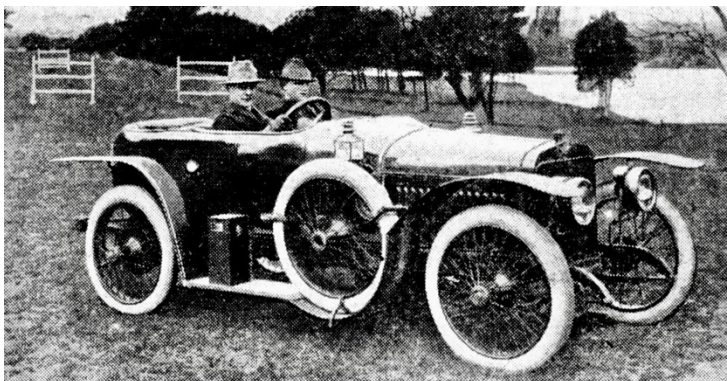


Miss Walker and Her Cars at Yaralla, Sydney

David Neely, History Consultant
The Sir Henry Royce Foundation, Australia

Miss Walker purchased a sporting Hispano Suiza in 1913. It was a rakish two-seater with no windscreen, so motoring goggles would have been de rigueur. It was a stark contrast to her large touring cars and limousines, all chauffeur-driven. Had Miss Walker become a motorist?

Eadith (Dame Eadith in 1928) Campbell Walker was born on 18 September 1861. She was the only child of Thomas (1804-1886) and Jane, who died in 1870 when Eadith was nine. Eadith was raised by Thomas's sister, Joanna Walker (1816-1890). Her home, *Yaralla*, survives in an estate of about 90 acres at Concord, a suburb of Sydney. It is situated on the Parramatta River midway between the city and Parramatta to the west. It was purchased by her father in 1840 and the colonial architect Edmund Blackett (1817-1883) was commissioned around 1860 to design and build the house, which was later extended by another noted architect, John (Sir John in 1924) Sulman (1849-1934), between 1893 and 1899.



***Above:** Miss Walker's cars at Yaralla, two Rolls-Royces, a Fiat and a Hispano Suiza outside the stables around 1914-1915. [Courtesy of John Milverton]*

***Left:** Miss Walker's 1913 Hispano Suiza Alfonso with an unidentified couple in the car, possibly models for this newspaper photograph. [Sydney's The Sun 19 July 1913]*



Above: Thomas Walker. [State Library NSW, Government Printing Office 1-24034]

Thomas Walker (1804-1886) came to Australia in 1822 and joined his uncle's firm of general merchants. His wealth came from extensive land purchases in Melbourne in 1837, pastoral interests, various companies and banking. He was president of the Bank of New South Wales from 1869 to his death. At the age of 25, Miss Walker inherited her father's vast fortune, estimated at around in \$200 million in today's money. Thomas Walker made numerous generous gifts to Sydney University and charitable organisations. His daughter faithfully followed his example and undertook extraordinary charitable works throughout her life.



Left: Yaralla with Thomas Walker in the centre and Miss Walker on the far right on the lawn in front of the original Thomas Blackett designed home. This photograph dates from the late 1880s. [City of Canada Bay Heritage Society]



Right: Yaralla on 27 September 1904 during one of the children's parties arranged by Miss Walker. The renovations designed by John Sulman can be seen. [Photographs of the Allen family albums, State Library of NSW]

Miss Walker's father made provision in his will to erect a hospital in the grounds of the estate. The Walker Hospital, as it was first known, was designed by John Sulman and built between 1890 and 1893. The sum provided, £100,000, though substantial, turned out to be insufficient and Miss Walker paid for its completion and ongoing maintenance. The Thomas Walker Convalescent Hospital is now operated as a specialist unit by the Health Commission of NSW.



Above left: Postcard of the Walker Hospital, Parramatta River, Sydney. [City of Canada Bay Heritage Society]



Above right: The Thomas Walker Convalescent Hospital today. [Mertie, flickr]

Miss Walker began overseas trips in the 1880s. With her father she visited Pompeii in 1883 and won a grouse shooting competition in Scotland. She visited Britain in 1891. After visiting New Delhi for the 1903 Coronation Durbar, Miss Walker travelled to England and Europe for an extended trip and returned in 1905. Her passion for collecting memorabilia resulted in the construction of an Indian room at *Yaralla* to house items she obtained in India. During her visit to Norway she purchased a house made of wood that was reassembled at *Yaralla*. Perhaps a forerunner to Scandinavian flat-packs. No doubt she would have seen many motor cars on this latest trip through Britain and the Continent. Her motoring experiences at home appear to have begun in 1905.

Miss Walker was a guest of Sydney solicitor Arthur Allen when on Saturday 23 December 1905 Allen borrowed a 12-14 h.p. Argyll from C W Bennett of the cycle firm Bennett and Wood. Allen took Miss Walker and two other guests to lunch at *Moonbara*, the Allen family holiday house. It was located on the shores of Port Hacking south of Sydney. Allen photographed Miss Walker at the wheel of the Argyll, which he subsequently purchased in February 1906.

Below left: Allen's caption, "Miss Walker in front", on the way to Moonbara on 23 December 1905 in Allen's Argyll. [Allen family albums]

Below right: Moonbara, pictured here after renovations in 1906, was built in the 1880s at Port Hacking and in 1903 acquired as the holiday home of the Allen family, who used it to the 1940s. [Allen family albums]



Her burgeoning interest in motoring and enthusiasm for travelling now came together. “Miss Eadith Walker is arranging a motor trip through France and Italy.”, reported Melbourne’s *Punch* on 18 January 1906. Following the trip, or perhaps during it, Miss Walker decided to buy a motor car.

“Amongst the new cars landed in Sydney recently is a magnificent Iris car for Miss Eadith Walker.”, reported Sydney’s *Referee* on 3 July 1907. The Iris was a British car built by the firm of Legros & Knowles Ltd, Willesden, London and started in 1905. The car’s name was chosen from that of the Greek goddess Iris, ‘The Speedy Messenger of the Gods’, and the earliest cars carried a mascot of the goddess.



Above: Allen’s caption, “Miss Walker’s Iris car”, at Moombara on Sunday 13 October 1907. Miss Walker is on the verandah wearing a hat. [Allen family albums]



Above: Miss Walker's Iris was used for a wedding on 11 November 1909. Note the distinctive design of the impressive looking Iris radiator. [Allen family albums]

A motor garage was now required at *Yaralla* and construction was completed by August 1907. Two visitors to *Yaralla*, James Fairfax from the Sydney newspaper family and Arthur Allen from the Sydney law firm of Allen, Allen & Hemsley, parked their cars in the new garage on Sunday 18 August 1907. The magnificent Victorian era stables, which housed the horses and carriages, continued in regular use. In fact, still working in 1927, "In these days it is a novelty for a horse to become fractious in a city of motor-car traffic. Yesterday an animal drawing Miss Eadith Walker's carriage got out of control and a serious accident was narrowly averted. An inquisitive crowd gathered about the vehicle. The occupants escaped injury.", reported Sydney's *The Daily Telegraph* on 8 November 1927.



Below: The stables at Yaralla. [City of Canada Bay Heritage Society]



Above: Allen's caption, "The new garage at 'Yaralla'" on Sunday 18 August 1907 with visiting cars, J O Fairfax's on the left and Arthur Allen's on the right. [Allen family albums]

Allen was a frequent visitor to *Yaralla* from the turn of the twentieth century. Arthur Wigram Allen (1862-1941) was a principal of the law firm, which was established in 1822. He was admitted as a solicitor in 1886. Allen was a tirelessly enthusiastic photographer and 51 albums of photographs from the 1890s to 1934 are held by Sydney's Mitchell Library. A number of Allen's photographs of *Yaralla*, of Miss Walker's early cars and descriptions of their motoring excursions in his captions are included here. They provide snapshots, literally, of the upper echelons of Sydney society over five decades.

Yaralla was the scene of regular society gatherings, including royalty. The Prince of Wales, later King Edward VIII, was a guest in 1920. The Duke and Duchess of York, later King George V and Queen Mary were visitors to *Yaralla* during their 1927 tour to open the new Parliament House in Canberra.

Yaralla's spacious lawns provided a croquet court, a lawn tennis court and a swimming pool created from the quarry that provided the sandstone foundations for the house. Even a miniature rifle range. The river frontage was ideal for rowing which Miss Walker enjoyed. She was a vice-president of the Sydney Rowing Club in 1924 along with Sir Samuel Hordern of the Sydney retail family and some others. Guests would arrive by horse-drawn carriages and as the 1900s progressed, increasingly by motor car. Otherwise, an elegant way to arrive at the estate was by motor launch alighting at the riverside jetty and strolling through the gardens to the house.

Miss Walker was again a guest at *Moonbara* on Sunday 13 October 1907 when she motored down in her Iris with its formal limousine coachwork. The journey would have taken them across the Georges River by punt. Miss Walker had at least two chauffeurs, Alexander Bearpark and Mr Savage. Bearpark had been associated with motor cars from about 1900, presumably in England, and been driving in Sydney since 1904. Little is known of Savage. Miss Walker's next car was a powerful Itala and it was about to make a challenging mountain ascent.

In February 1908 the road all the way to the top of Mount Kosciusko (contemporary spelling) was completed. With a new car and the prospect of a travel adventure, Miss Walker couldn't resist. In April 1908 Miss Walker's party in her 30/40 h.p. Itala was the third to motor to the top. "Miss Eadith Walker and party just returned from an ascent of Kosciusko in a 30-40 Itala car. The train was taken to Cooma, and the rest of the trip done per motor. The 26 miles from 'The Creel' to the summit of the mountain were negotiated under very adverse conditions, the roads being in a frightfully sloppy state, while snow and sleet was in abundance. The car successfully reached the summit, notwithstanding the bad conditions prevailing.", reported Sydney's *The Daily Telegraph* on 24 April 1908.

The Itala was enlisted for a more genteel outing in August 1909. Miss Walker organized a luncheon at the restaurant La Corniche at Bayview, a suburb in Sydney's Northern Beaches region. On Sunday 15 August the Itala headed the vehicle starting line up in front of Allen's Fiat and Mrs Fairfax's Renault outside *Craignish* in Macquarie Street in the city. Craignish was Miss Walker's city residence at the time.



Above: On Sunday 15 August 1909, Allen's caption, "Miss Walker had a party to 'La Corniche' Bayview today ... This photograph was taken outside 'Craignish' before starting." Miss Walker's Itala at the front, Allen's Fiat centre and Mrs Fairfax's Renault at the rear. Charles Burnside standing on the right was a close friend of Miss Walker and often drove her on visits to friends and relatives. He was trusted with the keys to Yaralla when Miss Walker was absent. [Allen family albums]



Left: Craignish, completed in May 1906, was Miss Walker's city residence at the time of the outing to La Corniche. [Journal of the Institute of Architects of NSW, March-April 1907]

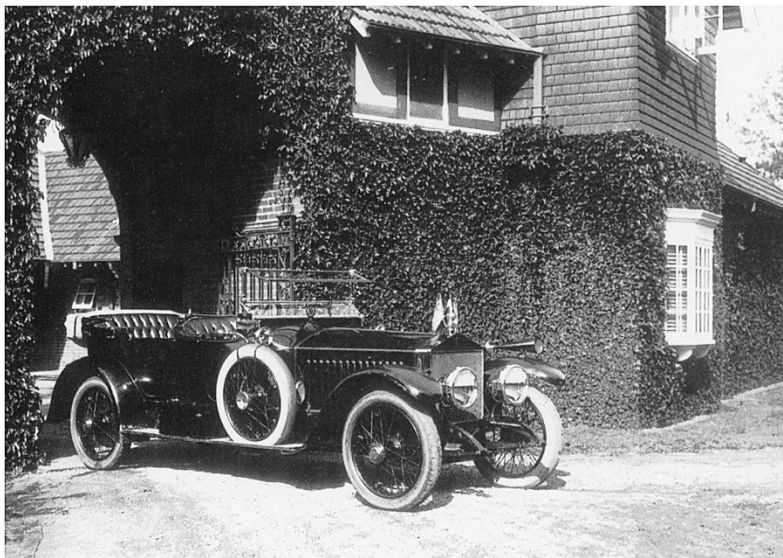


Above: The party on arrival at La Corniche, Charles Burnside is sitting on the left and Miss Walker is sitting next to him. The car is Allen's Fiat. [Allen family albums]



Right: Allen's caption, "The verandah La Corniche." [Allen family albums]

The following month, on 5 September Miss Walker had a motor picnic to Bald Head overlooking Stanwell Park south of Sydney. Her Itala carried some of the guests, however, Miss Walker travelled with Arthur and Ethel Allen in their Fiat on that occasion.



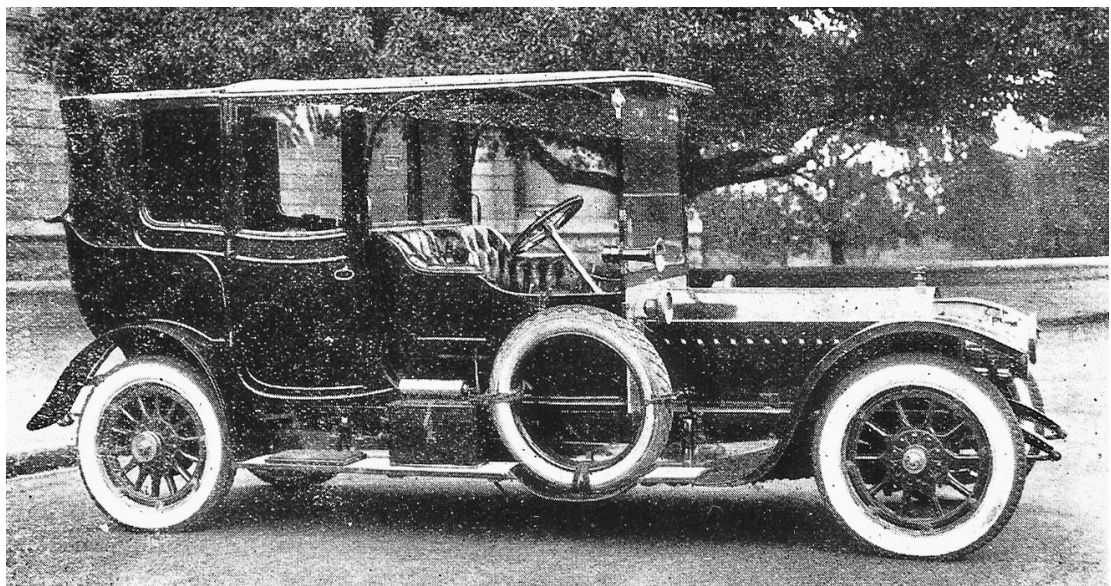
Above: 1913 Rolls-Royce Silver Ghost, chassis 45NA. [Courtesy of John Milverton]

Miss Walker's bought 1913 Rolls-Royce Silver Ghost, chassis 45NA. It was fitted by H J Mulliner, an English company, with tourer coachwork and delivered in February 1914 via the Sydney motor engineering firm of Maxwell Harris & Murray. It was rebodied as a closed coupe by Walter Moriarty, motor body builder of 623 Parramatta Road, Leichhardt in 1926. The history of 45NA after 1929 is unknown until the 1950s.

In 1914 Miss Walker acquired 1911 Rolls-Royce Silver Ghost, chassis 1749. It had a landaulette body by the English firm of Thrupp & Maberly and was first owned by an English customer. It was sold in 1918 to Sir Charles Mackellar, father of poet Dorothea. Her famous poem chooses between the English countryside and Australia with the memorable line, "I love a sunburnt country".



Miss Walker's formal carriages, above outside the stables at Yaralla and below 1911 Rolls-Royce Silver Ghost, chassis 1749, a Thrupp & Maberly landaulette. [City of Canada Bay Heritage Society] and [Motor in Australia 1 May 1922 State Library of NSW]



Miss Walker's cousin George bought 1915 Silver Ghost, chassis 20AD, a Barker tourer secondhand in England and used it during World War I. It went to *Yaralla* in 1919 and then to its next owner in 1926.

Miss Walker's next Rolls-Royce was 1925 Phantom I, chassis 30LC, delivered to her via Dalgety with a tourer body by Thrupp & Maberly. It was rebodied as a saloon also by Moriarty and moved to its next owner in 1936.

The guest book at *Yaralla* recorded many distinguished guests. There is an entry for 6 June 1913 by Nellie Melba (Dame Nellie in 1918), who sang at *Yaralla*. Arthur Allen may well have been there as he frequented theatre circles. Nellie Melba was his guest at the family's holiday house. In August 1909, "Madame Melba went down to 'Moombara' with me today. I went with Madame Melba in her car." Her car was an impressive Daimler landaulette.



Left: Arthur Allen and Nellie Melba on the verandah at Moombara where at least on one occasion she gave an impromptu performance. [Allen family albums]

Below: In August 1909 Allen motored down to Moombara with "Madame Melba" in her Daimler. [Allen family albums]





Above: Arthur and Ethel Allen drove to Yaralla on 14 August 1904 to lunch with Miss Walker. Allen's caption, "Yaralla from the front drive". **Below left:** Allen's caption, "The bathing place". **Below right:** "After lunch a match in a croquet tournament was arranged by Miss Walker in aid of the District Nursing Fund." When did the saying, "no such thing as a free lunch", start? **Bottom:** Allen's caption, "While the croquet tournament was being played, I watched the others shooting at a target 50 yards with miniature rifles." [Allen family albums]



The names of royalty, as mentioned, and Governors-General also appear on the pages of the guest book. There were others, however, who did not sign in but were very warmly welcomed by Miss Walker. They were soldiers from World War I who were suffering from tuberculosis. Between 1915 and 1920 they were encamped in the grounds of *Yaralla* and Miss Walker provided for their care. As well, she made her house *Shuna* at Leura in the Blue Mountains available for the care of returned soldiers. *Shuna* later on was donated to the Junior Red Cross.

“Yaralla Mr. Cook’s Tribute to Miss Walker A Patriotic Offer” was the heading in *The Sydney Morning Herald* on 22 June 1914. Prime Minister Cook, who was in office from 1913 to 1914, thanked Miss Walker for making her home available to accommodate the Governor-General at no cost to the government. Sir Ronald Munro Ferguson and Lady Ferguson were in residence at *Yaralla* for a month from July to August. Later their Excellencies were weekend guests at *Yaralla* in December 1918 before going into residence at Admiralty House, Sydney for a few weeks.

Miss Walker’s service during World War I was recognised in a unique way. She was invited to accompany the Governor-General Sir Ronald and Lady Ferguson on the steps of Parliament House in Melbourne on 11 November 1919 when the King’s Proclamation was read to celebrate the anniversary of the signing of the Armistice. They were Miss Walker’s guests at *Yaralla* again in September 1920.

The next Governor-General was Lord Forster, who with Lady Forster were guests at *Yaralla* in April 1921 for a reception for delegates to the Annual Red Cross meeting. Miss Walker was very involved with the Australian Red Cross as a member of its executive committee. Lord and Lady Forster were again guests at *Yaralla* in February 1922.

Miss Walker was as equally at ease entertaining regal and vice-regal guests as she was in providing care to returned soldiers, all at *Yaralla*.



It was Governor-General Lord Stonehaven who invested Miss Walker with the insignia of Dame Commander of the Civil Division of the Order of the British Empire on 3 June 1929 at Admiralty House. Aviators Charles Kingsford-Smith and Charles Ulm were each presented with the Air Force Cross at the same ceremony. Previously, Miss Walker had been awarded the Commander of the Order of the British Empire in 1918. There was the view at the time that her elevation to Dame would have occurred much sooner if she was a man. She later received at least two commemorative medals, the King’s Silver Jubilee Medal in 1935 (King George V), and the Coronation Medal in 1937 (King George VI).

Left: Dame Eadith wearing the Badge and the Star of Dame Commander of the Most Excellent Order of the British Empire. [Sydney Mail 13 October 1937]

Miss Walker paid for the construction of Holy Trinity Church, the School Hall and the Parsonage at Concord West. The church was opened in 1913. On 27th December 1919 she was presented with an illuminated address from the congregation expressing its appreciation. On the 21st anniversary of the consecration of the church in 1934 Dame Eadith placed a stained-glass window in memory of her father. In 1941 after her death, memorial gates, fence and floodlights were dedicated to the memory of Dame Eadith by the Archbishop of Sydney.



Above: The Illuminated address presented to Miss Walker from the congregation of Holy Trinity Anglican Church, Concord West. [City of Canada Bay Local Studies Collection].

In July 1924 Miss Walker left on a fourteen months holiday abroad. A farewell reception was given at the Rose Hall Red Cross Home at Darlinghurst, Sydney. Lady Forster presided and as well as the usual dignitaries, a group of returned soldiers were among the guests.

The grounds of *Yaralla* were opened in 1931 to raise funds for Holy Trinity Church. Three thousand visitors viewed the gardens and £200 was raised for the church. In 1932, "Even the garage was open to inspection and car owners stood around the beautiful Rolls-Royce cars and Cadillac car, and saw how beautifully polished and clean the wonderful engines were. It was a revelation in how cars can be kept.", reported Sydney's *The Farmer and Settler* on 22 September

1932. The article refers to “Rolls-Royce cars”. It is likely that they were the 1913 Silver Ghost and the 1925 Phantom I, both with the later bodies commissioned by Dame Eadith from Moriarty. A 1934 Morris Cowley Six was included in the auction catalogue as part of the eventual sale of the estate.

The 1932 article went on, “Dame Eadith has given hundreds of outings to returned soldiers and delicate people, and by doing so has set an example to many car owners, who are apt to forget how much pleasure may be given to sick people by taking them for a car run.” And finally, “The writer recalls an interview he had with Dame Eadith some years ago, when the kindly lady wished it to be known that she had imported several small cars for the use of disabled persons. These cars were designed for use of those who could not use the ordinary type.”

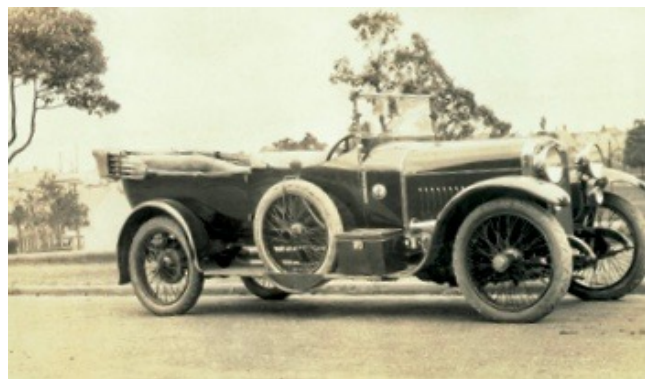
When Miss Walker was not writing cheques for charity, she gave her time to many organisations. She was personally involved with the Royal Alexandra Hospital for Children and the Royal Hospital for Women. She was a member of the council of the new Women’s College at the University of Sydney and from 1895 to 1930 she offered an annual scholarship for students requiring financial assistance.

Coming back to Miss Walker’s Hispano Suiza. She purchased it in 1913 from the Surrey Cycle and Motor Company at 364 Parramatta Road, Petersham west of Sydney. The proprietor was William Buckingham (1854-1928) who had recently acquired the Hispano Suiza agency. He had built a very successful retail business, notably a large emporium in Oxford Street, Sydney.

The sporting body on Miss Walker’s Hispano Suiza may have been imported or, equally, built by Harold Jackson and Henry Jones of the Surrey Motor Body Works, which operated in the same premises as Buckingham’s. They went on to form Jackson, Jones & Collins. The Buckingham family have a photograph of a Hispano Suiza tourer inscribed on the back, “Hispano Suiza car 29 hp, Sydney, Australia. The body was built at our own garage 364 Parramatta Rd Petersham.” Hence the body can be attributed to Jackson and Jones.



Above left: Jackson & Jones Motor Body Builders. Tom Clarke identified the car as a Brasier. [Courtesy of Alan Jones]

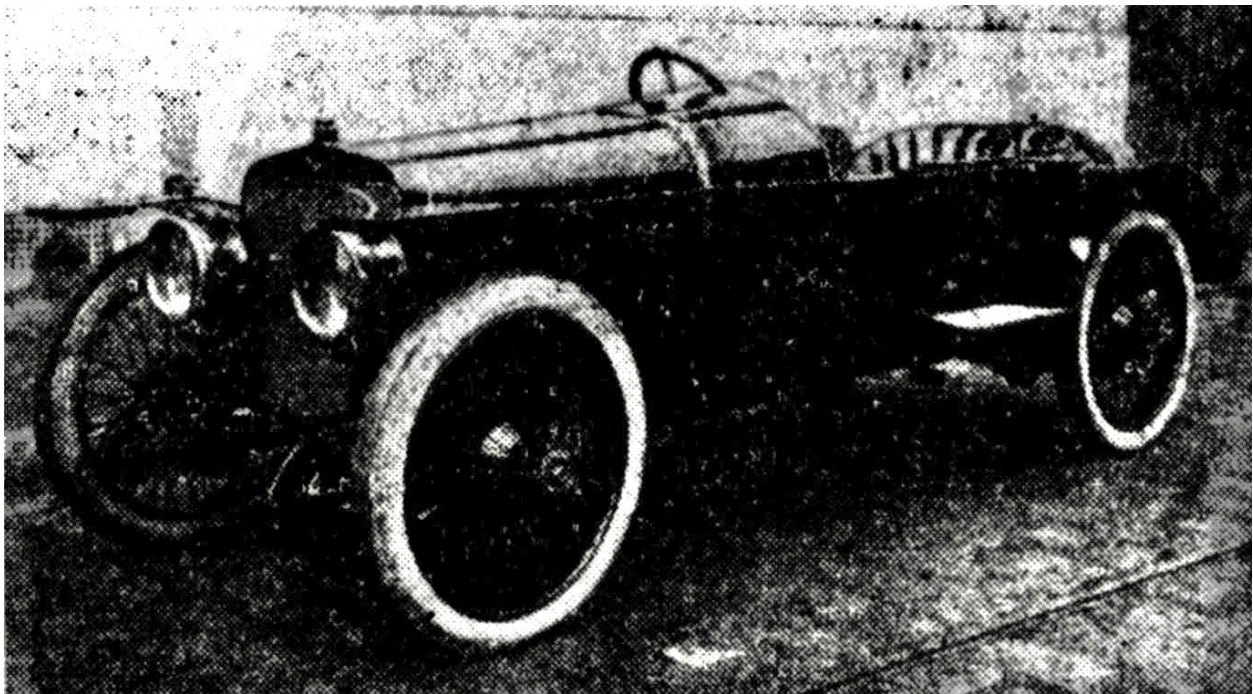


Above right: A Hispano Suiza built by Jackson & Jones for Buckingham’s Surrey Cycle and Motor Company. [Courtesy of the Buckingham family]

Miss Walker's cars at *Yaralla* fitted the expected range of large open tourers for adventurous motoring and enclosed limousines for comfortable city travelling, all chauffeur-driven. Her Hispano Suiza did not fit either category and with close-coupled seating it was not suitable for a chauffeur. It is difficult to imagine chauffeurs Bearpark or Savage at the wheel with Miss Walker alongside. The 15.9 h.p. Hispano Suiza Alfonso XIII, named after the King of Spain was one of the world's first sports cars with a top speed of 75 mph. It was in its element in sporting competitions, its forte was sprinting up hills at a fast and furious pace or in "an alarming manner" as described by British *Motor* in 1913.

An Alfonso was in action in the Lady Drivers Competition at the Wildwood Hill Climb near Bulla, Victoria, held in December 1913. Miss Jackson at the wheel recorded the fastest time among thirteen entrants with L M Whyte's Hispano Suiza. Whyte himself won the fastest time in his event, and repeated the success at Wildwood in May 1914

Another Alfonso owner was very well-suited to the little sports car. Lebbeus Hordern, son of Sir Samuel, purchased an Alfonso in March 1914, also from the Surrey Cycle and Motor Company. Apart from being wealthy like Miss Walker, Hordern was in his early twenties, a sportsman, aviator and motor yachtsman. Hordern wearing an aviator flying cap and motoring goggles would be perfectly at home at the wheel of his Alfonso.



Above: Lebbeus Hordern (1891-1928) of the Hordern retail family in Sydney purchased this 15.9 h.p. Hispano Suiza in March 1914 from the Surrey Cycle and Motor Company. [The Sun, 14 March 1914]

Miss Walker was an enthusiastic motoring adventurer rather than a motorist. She was in her early fifties in 1913 when she bought the Alfonso and it is unlikely that she would have driven it. On the other hand, with a very close friend at the wheel, like Charles Burnside, and her penchant for exciting motoring she may well have enjoyed a little spin in the sports car as a passenger. Her estate, after all, had roads and a long driveway – just for a start.

Just image ... Entrants C. Burnside, driver, and E. Walker, passenger, in the Alfonso at the start of a hill climb! [PreWarCar.com]



Dame Eadith with two of her precious dogs. She was an executive member of what is now the RSPCA. There was a dog cemetery at Yaralla. [Photographer, Harold Cazneaux, State Library NSW]

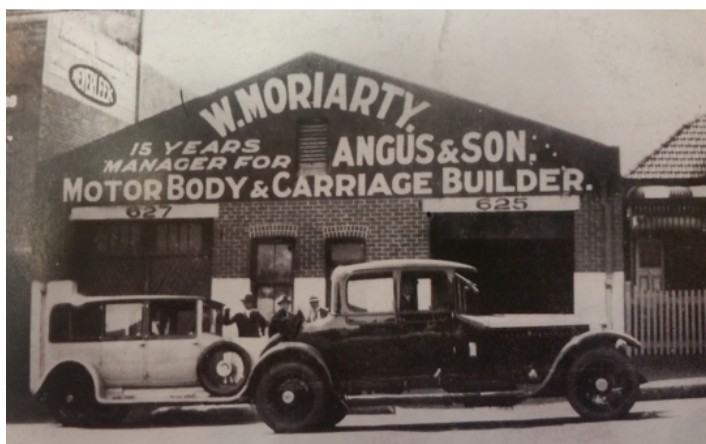
Dame Eadith Walker died at her beloved Yaralla on 8 October 1937 aged 76. Her remains were cremated at Rookwood and laid to rest in the Walker family plot in the grounds of St John's Anglican Church at Ashfield beside her father, mother and Aunt Joanna.





Postscript Mr Allen's Electric Car and *Yaralla*

This is a story about Arthur Allen, his electric car and the men who worked at W. Moriarty Motor Body and Carriage Builder.



Above: Allen's Detroit electric car outside the family's Eastern Suburbs mansion, Merioola. [Allen family albums]

Left: Miss Walker's Silver Ghost 45NA with its closed coupe body outside Moriarty's factory on Parramatta Road, Petersham. The Rolls-Royce Twenty behind is 73A4 a Windovers limousine owned by the Chessher family. [Courtesy of Ian Irwin]

Allen bought his first Detroit Electric car in 1915. It was supplied by Angus & Son of Castlereagh Street, Sydney. Angus and Son ended motor body building in 1923 after which Walter Moriarty, who worked for Angus & Son, set up in business for himself in 1924. Indeed, Moriarty used his factory façade as a billboard, “15 Years Manager for Angus & Son”, at 625-627 Parramatta Road, Petersham. Much of Moriarty’s equipment and workforce came from Angus, as did many customers, such as members of the Grace, Foy Whitney, Albert, Allen and Walker families.

Below: Allen bought his Detroit Electric from Angus & Son. Their Castlereagh Street, Sydney premises are shown here. The firm was founded in 1858. Walter Moriarty (ca 1880-1936) joined the company in about 1901. [Courtesy of the Angus family]





Above: The Allens bought the Eastern Suburbs mansion, Merioola, in 1911. The only thing missing was a ballroom and that was rectified two years later, **above right**. Allen gained a reputation as “prince of entertainers”. In 1920 a real Prince, the Prince of Wales, was the guest of honour at a ball the Allens held for 150 people. Miss Walker was, of course, one of the guests. Merioola in Edgecliffe Road, Woollahra was demolished in 1952. [Allen family albums]

Below: Allen’s caption, “Joyce (his daughter) with the Detroit Electric car”, in July 1915 outside Merioola. [Allen family albums]



Right: Allen’s caption, “‘Yaralla’ Sunday 25th September 1915, Joyce and I and Margaret motored to ‘Yaralla’” this afternoon.” Joyce Allen is standing in the centre. [Allen family albums]



I had the good fortune to speak with Moriarty's son in the 1990s. He was then in his eighties. At the time I had a 1929 Phantom II with a Jackson, Jones & Collins limousine body. They were at 560-564 Parramatta Road, Petersham, near Moriarty's. I asked if he remembered them. "Oh yes", he replied, "They were just up the road from us." He added, "They were more old-fashioned than we were! They didn't weld and if it was absolutely necessary they'd send their boys down to us for the welding." Following the phone call, I examined the joins in the mudguards on the Jackson, Jones & Collins body. They were made by turning back edges at right angles on the adjoining pieces. They were then riveted together underneath and flattened under the guards. Finally, the join on the top surface was filled and painted. Yes, no welding!

Among his reminiscences was Mr Allen of the law firm and his electric car. The men at the factory discovered that Mr Allen regularly travelled on legal business to *Yaralla* and passed Moriarty's on his way. Allen would have left the city office of Allen, Allen and Hemsley and motored west along Parramatta Road passing Sydney University on his left. Next, he would have passed the motor body builders, Smith & Waddington. When he had reached Petersham, the former Surrey Cycle and Motor Company would have been on his left. Allen would have then descended Taverners Hill, named for the brewery at the top. Halfway down the hill would have been Jackson, Jones & Collins and at the bottom was Moriarty's factory, both on the right.

Each week on the same day and at the same time, Allen would pass Moriarty's in his electric car. It became a standing joke among the men to watch from the footpath and check the time as the electric car swished down the hill on its way to *Yaralla*.



Acknowledgements: I have referred extensively to Patricia Skehan's marvellous book, *The Walkers of Yaralla*, Third Edition, 2000. Some of Eadith Walker's motoring ventures have been traced through the National Library's invaluable Trove, which never ceases to reward a search. The remarkable photographic archive created by Arthur Allen has provided many of the images. *Cars to Kosciusko* by Darryl Meek, via Tom Clarke. City of Canada Bay libraries. *The Complete Encyclopedia of Motor Cars 1885-1968*, Edited by B N Georgano. City of Canada Bay Heritage Society. Editorial assistance from Tom Clarke. David Neely, Sydney, June 2025