



Top photo: Lane Cove Road, Turrumurra looking north from railway bridge - the two storey shops are still standing - SRA, KHS Collection

Bottom photo: Lane Cove Road, Turrumurra looking north towards Warrawee School - SRA, KHS Collection



The Boyds of Turramurra

By Max Farley

If it were not for the little Boyd St behind *Hillview* near Turrumurra railway station, there would be nothing to remind us that Thomas Boyd and his family ever existed in Turrumurra. Yet Thomas Boyd was one of the biggest early landowners on the western side of the suburb and came to acquire considerable wealth.

Thomas was born in Killarney, Ireland in 1792 and has no connection with the Benjamin Boyd famed as a whaler in Twofold and Neutral Bay. Thomas arrived in Australia in 1826 as a soldier with the Royal Veteran Company of NSW accompanied by his wife, Eleanor, and children Ellen, James, John and Thomas. Thomas Junior was born during the voyage. More children - Edward, Sarah, Richard and Mary, were born here.

Grant from Governor Gipps, 20 February 1839

In 1832, at the time of his discharge from the army, Thomas was allowed to select 100 acres which he was to receive as a grant. He chose land in Turrumurra¹ which in broad terms was bounded by the Highway, Holmes St, and Catalpa Crescent down to the top of Waratah Rd. Kissing Point Rd

runs top to bottom through its centre. He immediately established his home there, felled the timber and planted an orchard.²

Thomas called his property *Toulouseville* in recognition of service at the 1814 battle of Toulouse during the Peninsula War against Napoleon. *Toulouseville* came to be known as *Toulouse Farm* and later *Boyd's Orchard*. The land was bordered on the north by 50 acres owned by a John Beattie and beyond that 60 acres originally granted posthumously to George Wood in 1831 but occupied by Owen McMahon. This was not formally transferred to him in 1882 because no heirs of George Wood had come to light.

To the south of Thomas were 40 acres granted to John McMahon who was a brother, or half brother, of Owen. Owen bought these 40 acres in 1838³. He had married Ellen Boyd, the eldest daughter of his neighbour, Thomas Boyd, and as a result called these additional 40 acres *Ellen Dale*.

Thomas attended to his orchard, to his wife Eleanor and their eight children but also became involved in the timber

industry as did many of the early Ku-ring-gai settlers. In 1845 he took a major step by setting up as a timber merchant in Sussex St below the Town Hall and moved his home to Kent St.⁴ The Toulouse farm was later bought by his son James. It was from the timber industry that he was to acquire wealth and that the name *Boyd* was to become known beyond Ku-ring-gai.

Ellen Boyd and the Travellers Rest Hotel

His eldest daughter, Ellen, had been born in Ireland in 1819. In 1834 at the age of 15 she married native-born Owen McMahon ten years her senior. Owen entered the hotel business and received a licence in 1841 to sell liquor at "The Grey Horse" hotel. This is thought to have been on his own land in Turramurra.⁵

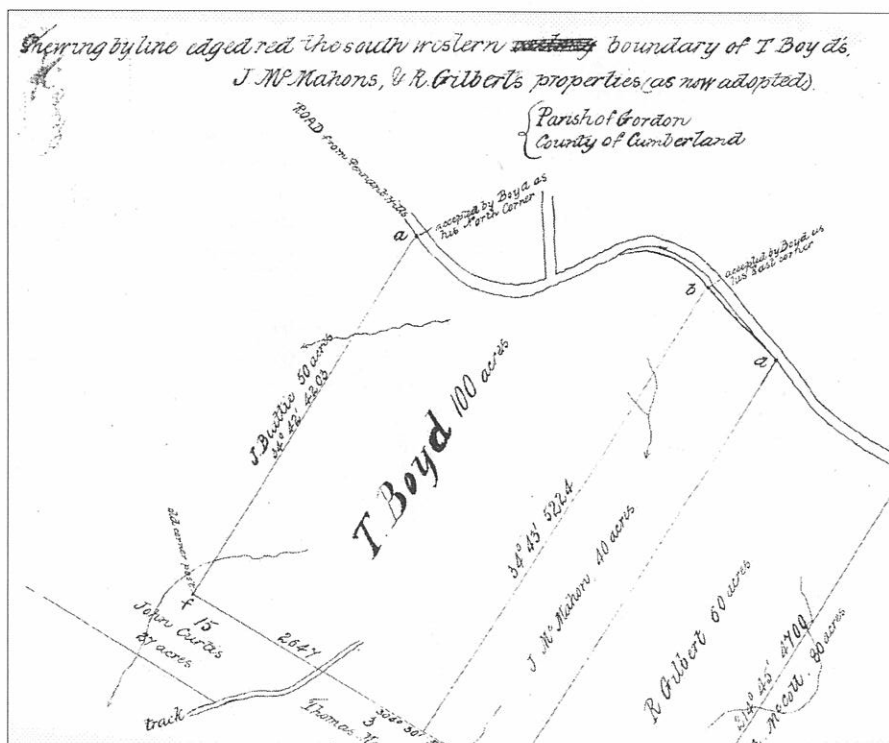
Ellen joined him in the hotel business and in 1853 he had a licence for The Travellers Rest near the north-east corner of the Highway and Mona Vale Rd. Ellen operated the hotel herself after Owen's death in 1885. She had to relocate the building to the Highway to make room for the railway.

James Boyd, his two wives and harsh Will

James, the eldest son of Thomas Boyd, had also been born in Ireland and was a four year old when he came to Australia. He was ten years of age when the family moved to Turrumurra. In 1842, aged 20, he married Mary Purnell and their first child, James, was born that year.⁶ They had at least one other son, Thomas (death registration), and daughters Theresa and Elizabeth Ann (birth registrations).

James senior became involved in the Sussex St business and devoted the rest of his life to commercial matters in Sydney including the family's timber business and dealing in real estate. He became quite wealthy as a result.

In 1856 he bought *Toulouse Farm* at Turramurra from his father and lived there with his family.⁷ His father died in 1858 and James continued to run the business before selling it in 1863. His wife, Mary, died in 1878 and in 1892 the 71-year-old James married Helena Deagan. They had a daughter, Florence, the following year. James died soon after. In his will he decreed that his widow would lose her inheritance



if she ever married again. From today's perspective this would be viewed askance but the comparatively youthful widow chose to obey the dictates of her deceased husband and didn't remarry.⁸

What of Thomas and Eleanor Boyd's other children – the sons John, Thomas, Edward and Richard and daughters Sarah and Mary? The girls seem to have married locally and settled down. Sarah married John Joseph Earl, a timber surveyor, and Mary married a gentleman named John Warrington. The boys, however, led anything but peaceful, uneventful lives.

John and Edward Boyd - success and disaster

John and Edward had clearly sought to pursue the fortunes to be found in the timber industry. The timber available in Ku-ring-gai was diminished by the time they grew up and they ventured further afield seeking the treasured cedar. This was to be found in the north.

In 1849 John and Edward set up as cedar getters at the Brunswick River. In those days timber was brought down to Sydney by ship and previous attempts by others to take timber from the Brunswick had met with problems because of the treacherous entrance to the River from the sea.

The two boys, with considerable help from local bushmen and timber people, managed to deal with this problem. On their side, too, was the fact that they had a ready market for their timber through the family yards in Sussex Street.

In 1850 they left the Brunswick for the Tweed. All went well for a number of years and both John and Edward married leaving their wives and children in Sydney.

In the fateful year of 1859, Edward went to Sydney to bring the women and children to the Tweed to be united as families. The party set sail on the *Ebenezer* for the Tweed in July but the ship was wrecked at the entrance to the Tweed River on 30 July 1859. Both wives were drowned as were sons of

both. The only survivor of the group was Edward himself who struggled ashore.

Later life did not treat Edward well. He was shot dead at Cudgen (later known as Chinderah) on 5 February 1863 in somewhat unsavoury circumstances which gave rise to an unsuccessful charge of murder against an associate.⁹ John went to Casino in c.1861 and carried on various commercial activities there until his 1896 death.

Thomas Boyd, cedargetter, hotelier, butcher

Thomas Boyd, having worked with his father at Sussex Street, was persuaded by his brothers John and Edward to come to the Tweed, which he did in 1850. He became involved in cedar getting and received a liquor licence at Cudgen. The hotel had various names at different times – *The Accommodation House*, *Half-way House* and *Tattersall's Hotel*. Sadly his wife, Mary, died at the age of 39 leaving seven children. Thomas remained at Chinderah until his 1884 death.

Richard William Boyd, cedar getter, hotelier

He and his wife Esther went to Casino in 1863 and worked with his older brother John in floating cut timber down the Richmond River and delivering mail. In 1880 he took over the licence of his brother Thomas's *Tattersall's Hotel* in Chinderah. He continued with the licence until his 1887 death. Esther carried it on.

The Boyd Monument

The Boyds had their start at Turramurra in 1832 and members of the original family were there until the death of James Boyd in 1894. Clearly however the largest part of the family gravitated to the Tweed area in search of the timber they sent to Sydney for sale through the family's Sussex Street business. It is not surprising therefore that the name *Boyd* is far better known there today than it is in Turramurra.

All that Ku-ring-gai has to mark the existence of the family which owned the central part of Turramurra west of the Highway is the short and not particularly memorable Boyd St. At Tweed Heads, however, a monument was unveiled on 21 May 1966 paying homage to the pioneering work done there by the family.

Max Farley, 2006.

BOYD'S ORCHARD

Lane Cove Road,

To be Sold on the Ground,

ON SATURDAY, APRIL 5

HARDIE & GORMAN,

Auctioneers.

TERMS:
25 Per Cent. DEPOSIT;
BALANCE in
6, 12, and 18 Months,
6 Per Cent. Interest.

¹ *The Historian* Vol 9 No 2 p.10 (1980), The Ku-ring-gai Historical Society Inc.

² *The Historian* Vol 3 No 4 p.2 (1974), The Ku-ring-gai Historical Society Inc.

³ *Blytheswood – History of the Warrawee Public School 1906-1981* (1981), Rosemary Pye. P.29.

⁴ *Gore Hill Memorial Cemetery Biographies Vol 1* (1994). The Friends of Gore Hill Cemetery. P.339.

⁵ *The Brown Family Chronicle 3A 1788-1998* (1999), John Brown, p.98 et seq.

⁶ *Rookwood Cemetery Transcriptions* (2002), Society of Australian Genealogists.

⁷ *Wollumbin - The Creation and Early Habitation of the Tweed, Brunswick and Richmond Rivers of NSW*, N C Keats (1988), p.391.

⁸ *Gore Hill Memorial Cemetery Biographies Vol 1* (1994), The Friends of Gore Hill Cemetery, p.3.

⁹ *Wollumbin ...*, p.397.

Boyd's Orchard Estate

by the Editors

On 14 January 1832 Lieutenant Governor Richard Bourke authorised a grant of 100 acres of land to Thomas Boyd, a discharged soldier from the Royal Veteran Corps. Boyd was to take possession on 24 January 1832.

The land was advertised as Lot 178 in the Government notice dated 1 October 1838 as "Toulouse Farm" with a quit rent of one farthing if demanded. It was formally entered: 20 February 1839 signed by Governor Gipps.

The land was in the area now known as Turramurra, on the western side of the Pacific Highway, stretching south to Barend Avenue, west to Holmes Street and east to Catalpa Crescent. The present Kissing Point Road runs through the middle of what was Boyd's grant.

On 11 July 1856 Thomas Boyd and his wife Eleanor sold the 100 acres to their son James, a timber merchant, for £300. Thomas was described as a 'Gentleman' of the North Shore. The boundaries of the land were given as Beattie's 60 acre grant, John McMahon's 40 acre grant and Pennant Hills Road (Pacific Highway). The land was called 'Toulouse Farm'.¹

There is a very early subdivision of 'Toulisville' [sic] which could be dated as early as the 1860s. This would make it one of the earliest subdivisions in the Gordon Parish. The date indicates it was subdivided by James Boyd. When the property was advertised for sale on 6 October 1882 and again in April 1884 the property was called *Boyd's Orchard*.

During the 1880s and 1890s the 100 acres were subject to some intricate dealings. On 17 September 1885 James Boyd conveyed the property to Arthur Joseph Brady. The following day Brady conveyed the land to the Port Jackson Land and Investment Company, which on the same day mortgaged it to Brady, who on the next day transferred the mortgage to James Boyd.² It appears Brady was acting as a broker for Boyd. On 27 May 1890 the Port Jackson Land and Investment Company was granted an extension of time to repay James Boyd. Three years later, on 13 Nov 1893, the property was reconveyed by James Boyd to the Port Jackson Land and Investment Company Limited.³ There was another re-lease of the land in 1893 that coincided with this last reconveyance.

On 24 April 1901 title of the land was converted from Old Systems to Torrens Title. Archibald Rigg Pringle, acting for the Port Jackson Land and Investment Company Ltd, made Primary Application No.11836 for the 76a 2r ¾p, purchased by the Company for the sum of £2,500. The difference in area from the original grant is explained by the trading of some of the land prior to this date.

Some early owners of Boyd's grant.

At least three lots were sold prior to the auction map of 1882. All were located on Lane Cove Road. They included the two lots on the north-eastern boundary of the Boyd's grant. The only buildings shown on the map were Boyd's House and stables located within his orchard on the north-eastern portion of Kissing Point Road.



By the 1893 auction map there were two more houses built. One on the western side of Kissing Point Road on Jones' land and Cunningham's on the corner of Duff and Lane Cove Road.

Dr O'Neill and *The Gunyah*

The lot on the eastern boundary was sold to McMillan and later to John Bateman. In 1898 architect Byera Hadley designed a large cottage, built by TW Jago.⁴ John Bateman was listed in 1900 as the owner and occupier; his occupation was that of a hotelkeeper. By the lighting rates of 1914 the property called *The Gunyah* was in his wife's name and the occupier was Dr William O'Neill. The Uniting Church hostel and nursing home *Northhaven* now occupy this site.

Turramurra Lookout

It has been stated that architects John Sulman, J Shedden Adam and surveyor Stuart Randolph Dobbie thought the area on the Lane Cove Road just south of the overhead railway bridge should be reserved as a park and not lost to development. Constable Taylor, the first policeman in Turramurra, had previously opened a real estate agency on the site. From this there were panoramic views as far as Brighton-le-Sands on Botany Bay, well south of the city centre.⁵

Brodie owned this land in 1882. The land area was nearly one acre and had been bought by John Brodie on 26 October 1878.⁶ Annie Wynne Vindin, the wife of Walter Mullens Vindin, purchased it on 2 July 1902. It was transferred to the Minister for Lands on 16 January 1909 and became the 'Turramurra Lookout'. When Queen Elizabeth II celebrated the Silver Jubilee of her reign it was renamed Queen's Park. Sands 1903 and 1904 has O'Neill on the north corner of Kissing Pt Rd and LC Rd.

William Edward Cunningham

On 1 December 1889 William Edward Cunningham purchased 2¼ acres of land on the corner of Duff Street and Lane Cove Road.⁷ The property cost £2000 and was later occupied by Herbert Norfolk Cunningham and his wife Charlotte nee Adams, whom he had married in 1882.⁸ They had at least two children: Fairlie born 1883 and Herbert H (1887-1909). HN

Cunningham was the Sydney Manager of the Australasian Mortgage and Agency Company Limited, Scottish wool brokers and stock and station agents, with offices in Sydney and Melbourne.⁹

George Frederick Jones

On 5 February 1890 George Frederick Jones and Emma Isabella Jones purchased 6a 1r 7p of land in Boyd's grant. This land had frontages to the Lane Cove Road and Kissing Point Road where the shopping centre is now located.¹⁰

George Frederick Jones had moved from Windsor to Lane Cove. He also owned land on the opposite side of the highway in Turramurra. This was subdivided as the Allowah Estate: roads within the estate are Ku-ring-gai Chase Ave, Womerah and Warrangi Streets. He was listed in the 1895 Electoral Roll as a law clerk.

By the time the land was once again advertised in 1902 there were nine houses

... from Waratah Road generally south westerly to the Lane Cove River was provided in a government subdivision of Crown Lands in 1856. The other part of the road from Waratah Road to the Lane Cove Road through Boyd's Grant of 100 acres was confirmed on 24th December, 1828 and opened as a Public Road on the 28th March, 1859.

So far as can be ascertained by investigation, the name Kissing Point Road first appeared on a private subdivision litho of Spencer's Estate (now Mimosa Road) about 10 ½ chains north easterly towards the present Turramurra Railway Station. The name in question was first shown on this department's map of the Parish of Gordon in 1906. It is significant that in a litho showing the subdivision of Boyd's Grant before mentioned in the year 1882, this road was shown as a 'government road' from Kissing Point although no mention was made in the government subdivision plan in 1856,

previously referred to, as to where the road led. In the early days of the colony about 1841 the present Ryde District was known as Kissing Point and it is understood that this extended as far as North Ryde. This appears to have an important bearing as to how the name originated and later became permanently adopted for the road. As settlement progressed in later years new road names would be adopted in subdivisions and that perhaps accounts for

the name ending at Lane Cove River.

Signed WJ Roper, Under Secretary.

By the 1901 Census, there were sixteen households in Kissing Point Road, occupied by 85 people, 39 male and 46 female. The 1904 *Sands'* directory listed thirteen households, four of which belonged to orchardists or gardeners. There was one school, a preparatory school, run by Miss EA Boylon.

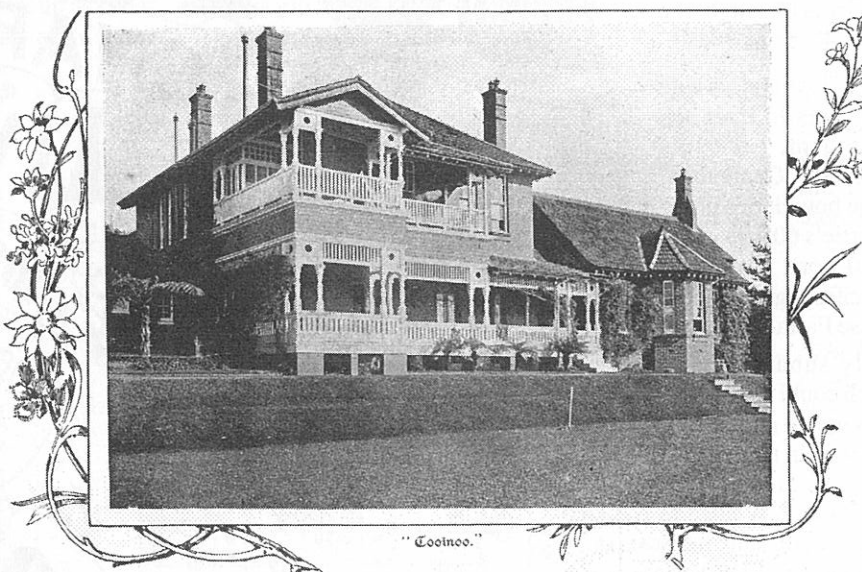
East Side of Kissing Point Road

Mayfield

No 8 Kissing Point Road

The Hurst sisters ran a boarding house on the corner of Boyd Street and Kissing Point Road in a two storey Federation house. This was on Lot 8, Section 3 of

OUR BEAUTIFUL HOMES: 15



"Cooino."

built in Section 3, which was contained within Lane Cove Road, Kissing Point Road and Boyd Street: the original *Hillview* cottage, adjacent store and five houses on Kissing Point Road and the duplex in Boyd Street. [See the further article on *Hillview*.] Further down the road were another five houses, including *Cooino* and *Ingalara*.

The naming of Kissing Point Road

Ku-ring-gai Historical Society's files contain a letter from the Department of Lands written in 1929 in answer to a query from Wilfred Werborn of *Mulwaree*, Kissing Point Road. Mr Werborn asked why the street was so named and when it was dedicated as a public road. WJ Roper, the Under Secretary replied:



'Ingalaria' - Photo: KHS Collection

Boyd's Estate. On 28 May 1909 Gertrude Maud Hurst, Mabel Jane Hurst and Elizabeth Violet Hurst purchased Lots 9 to 12 Section 1. These had frontages to Jersey Street.¹¹

Cooinoo

No 62 Kissing Point Road

Cooinoo was built in 1895 for engineer William John Adams, who had commissioned architects Sheerin and Hennessy to design his home. Adams and his wife Alice had purchased the land in January 1893.¹²

In 1895 the same firm erected a billiard room at *Cooinoo* and in 1900 carried out alterations and additions; these additions included stables.¹³ By this time Adams owned about five acres in Kissing Point Road, Boyd and Jersey Streets.

On 1 January 1909 Adams sold *Cooinoo* to Jean Murray, who was then running *Hillview*.¹⁴ Jean Murray ran a boarding house at *Cooinoo*, providing first class accommodation for 75 guests with the assistance of a staff of 12. Elizabeth Dokulil published an article on the establishment in *The Historian* 18.2 p3-10.

Cooinoo was a very beautifully run guest house, an absolute example of complete co-operation between management and staff. It was evidently a fairly difficult place to get into as a paying guest, and those who did, came from personal recommendation, or word of mouth ... The guests' behaviour was always exemplary ... People lived there for many years, and the replacements often came only after the death of a guest.

The house was in grand two-storied Federation style, with three storeys on one side. It was built of brick with verandahs, and stood on six acres of land.

Fry, purchased Lot 35 Section 5 of Boyd's Estate. Lot 35 contained nearly two acres of land.¹⁵ Fry was a tea importer with Atcherly and Dawson, of Kent Street, Sydney.

In May 1900 architect James Peddle was commissioned to design a residence in Kissing Point Road for Walter Roslyn Fry. The builder was R Madders of Drummoyne.¹⁶ The house is the oldest surviving building associated with the longstanding firm of Peddle Thorp and Walker.

In her thesis on Peddle, Davey wrote that *Ingalaria* was

A house with a country setting ... built for a family of eight in fourteen acres, well away from the main roads and transport. Miss Joan Fry (Walter's second daughter), who was aged six when the house was built, remembers Mr. Peddle as "a little grey man with a small beard".¹⁷

There were three amendments to the design of *Ingalaria*. The first an alteration to the roofline; the second the introduction of a gable and bay window over the main bedroom and dining room; the third the addition of an 18ft x 27ft billiard room to the right of the entry.

In 1920 the land was subdivided and on the 6 May 1922 the residence and villa sites were advertised for auction. An extension of Avoca

A number of photos of *Cooinoo* appeared in *Our Beautiful Homes*. These show large verandahs at the rear of the house that faced the views to the west. The house has been demolished and flats built on the site.

Ingalaria

No 62 Kissing Point Road

On 9 May 1902 Isett Mary Fry, the wife of Walter Rosslyn

Road was formed, this being Catalpa Crescent, that was to service the 28 blocks of the new subdivision. *Ingalaria* was sited on the corner Lot 3.

It was stated at the time that *Ingalaria* was a stone residence containing verandah, dining, drawing and sitting rooms, billiard room, den, four bedrooms, bathroom, linen press, store room, kitchen and laundry.

In later years the home was also the residence of Sir John Kerr, one of our more controversial Governor Generals. John Robert Kerr was born 24 September 1914 and educated at Fort Street High and Sydney University. He married Alison Worstead in 1938 and the same year was admitted to the NSW Bar. He became a QC 1953 and Governor General in 1974.

West side of Kissing Point Road

Where the Chinese restaurant now stands at the top of Kissing Point Road was *Hope* a single storey cottage where Dr Arthur Martel Aspinall had his surgery. Earlier various medical personnel and HW Stupart, headmaster of Turramurra College, had occupied it.

Leppington

No.9 Kissing Point Road

Leppington was built c.1906 for Fanny and Stuart R Dobbie, a surveyor. It was built on land that had previously been owned by GF Jones.

The Dobbies also owned other properties in Kissing Point Road, purchased in 1909 and 1910.¹⁸ In 1914 on one of the lots owned by Fanny, builder James Thomson Chambers erected two houses, numbers 1 and 3 Kissing Point Road.¹⁹ No.3 *Dunkeld* has been demolished to provide access to the car park. No.1 *Bullaburra* is now a doctor's surgery. No.1, originally called *Brymedura* was first occupied by Dansie



'Hope' corner of Kissing Point Road - Photo: KHS, 1971

T Sawkins, and No.3, originally called *Dakota*, by James L Simpson.

Rast Brothers Nursery

No 31 Kissing Point Road

Rast Brothers Nursery had its beginnings in 1914 when brothers Anton (Tony) Rast and Xavier (Ferry) Rast purchased Lot 29 Section 5 of Boyd's Estate.²⁰ Known as Tony and Ferry, the brothers were born in Switzerland and had trained as nurserymen in France in one of the world's leading gardens.

They migrated to Australia in the 1880s with the idea of creating their own nursery. On 26 November 1914 they purchased 1½ acres of land in Kissing Point Road and started the Helvetia Nursery. The sheltered valley site in Turramurra was carefully selected for its high rainfall and a sub-tropical climate.

The brothers laboured from daybreak to 8am clearing the bush on their land and then went out each day to work as gardeners at some of the prominent homes on the North Shore. They would then work late into the night clearing their land. With logs felled from their land, they built a house, part of which still stands.

By 1917 they were able to purchase the adjoining lot 28.²¹ In 1923 they bought 11 ½ acres further down Kissing Point Road²² from orchardist George Tawyer. This land was part of 35 acres bought by Thomas Wakfer from the Crown Land Sales. The boundaries of the land were Kissing Point Road, Chisholm Street and Aluba Road. Part of the land now houses the South Turramurra shops.

The Rast brothers were pioneers of the Kentia Palms, importing the seed from Lord Howe Island. Most of the Kentia Palms decorating the North Shore started their life at Rast Brothers Nursery. The rare and beautiful grove of Kentia Palms is one of the features of this established nursery.²³

Elizabeth Dokulil, when writing about the brothers and their nursery, concluded that the dams on their land were probably constructed by Thomas Boyd for watering his orchard and that most likely they blocked a spring. Elizabeth interviewed Cedric Frank (Curly) Pye in 1987. Some extracts follow:

The Rasts' two nurseries grew an amazing abundance of flowers. At the top nursery was grown the following in their rightful season: four acres of Jonquils, Stocks,



'Leppington' - Photo: KHS Collection

Agapanthus, yellow Calla Lillies, Iceland Poppies, Gerberas, Roses, twelve Orange trees, four acres of Dahlias, Carnations, Shasta Daisies, Daphne, together with potted Palms, Maidenhair Ferns and African Violets in the two bush houses and glasshouse.

Down at the bottom nursery there were two large patches of roses, Xmas Bush, Sweet Peas (which reached the height of ten feet), Violets, twelve peach trees, French Marigolds, Strawberries, Asparagus and another bush house. When the asparagus went to seed their leaves were used as greenery in bunches of flowers sold. Here also the government had the brothers growing a dozen different varieties of sugar cane for experimental purposes.

Tony, Ferry and Curly, joined later by a housekeeper with her daughter, lived at the top nursery. Until the advent of the housekeeper, Ferry did the cooking on a fuel stove. At the bottom nursery there was another house (now demolished) situated in about the middle of the block, where boarded three or four hired men, mainly Yugoslavs. It started by the Rasts employing a Yugoslav, who told his mates and then more came. One called Jock stayed for many years. A few Australians were also employed, but they lived elsewhere and came daily to work at the nursery.

In the beginning the two Swiss sold only to shops and houses. When Curly joined them, Curly said he delivered flowers on Tuesday, Friday and Saturday to between seventy or eighty shops, twelve guest houses, private houses and some flats in Kirribilli, Neutral Bay, Cremorne and Mosman. Then around 1931 Tony and Ferry decided to expand and opened three

florist shops situated in Kings Cross, Double Bay and Bondi with women employed to run them. Curly delivered to these shops on Monday, Wednesday and Thursday, while Tony did the round on Tuesday, Friday and Saturday. To transport the flowers the brothers owned three vehicles, a table-top truck, a converted campervan and a covered van which Curly drove. This last named looked like a hearse but was not.

[An extract from a newspaper article relates: The grand old TJ Andrews hearse, modified to carry flowers instead of coffins, would wind slowly up the

Pacific Hwy at speeds never more than 32 kmph. As the journey progressed, a procession of cars driven by irate or amused motorists would bank up behind the hearse until it looked like a State funeral.]

Curly's hours were quite incredible. From Monday to Friday he and all the others would start work at 5.30am and finish at 7.00pm. Saturday was slightly shorter for the day began at 6.30am and ended at 5.00pm, while on Sunday (a day of rest?) they did not commence until 7.00am and knocked off by 2.30pm.

On the days Curly did the deliveries, his day ran something like this. The night before the flowers would have to be packed into kerosene tins full of water, each with a board placed diagonally across to prevent the flowers from falling over, and loaded into the van. His first stop was Paddy's Market. There, from 6.50am for one hour, he sold flowers from the Rast Brothers' stall. Next he would drive over to the Colonial Sugar Refinery and scrape up the horse manure from a paddock next to the Refinery. Evidently in those days (before World War II) all the Company's sugar was delivered by horse and cart and they kept two hundred draught horses for that purpose. Rasts had permission to collect the manure three times a week from the Sugar Company's paddock, a valuable exercise for them, as a nursery uses vast amounts of manure and fertilizer if they wish to produce large, top quality blooms. From there Curly trundled on round the Rasts' three florists shops, delivering fresh flowers and removing the old ones, finally finishing after visiting seventy odd shops, twelve guest houses, some flats and a few private houses.

Apart from the horse manure they collected, several times a year a cattle truck of manure was uncoupled and left at the siding at Turramurra Station full of manure from the Homebush Abattoirs. Curly needed six trips with the table-top truck to unload it. Sacks of Blood and Bone and Super Phosphate were ordered directly from the firms that made them and also consigned to Turramurra Station, where they were picked up by the indefatigable Curly.

It was hard work for all. Curly was in charge of the picking on Monday and Thursday and Ferry was in charge on Friday. Before any employee was allowed to pick the flowers, Curly would demonstrate to him how it was done. With a penknife in the hand and raffia in your belt one ran the penknife down the stem and cut it off at the bottom. Raffia would then be tied around the flowers when the correct number had been picked, and the bunch left lying under a bush in the shade.

At the end of the row the picker would walk back, pick up all the bunches, take them to the shed and put them in kerosene cans of water. As poppies were their main winter flower, masses were grown. To make poppies last longer their stems must be plunged into boiling water directly after picking. During the poppy picking season, a kerosene tin of water was

permanently kept on the boil over an open fire in the nursery just for this purpose. At the height of the flower season seven men were employed solely to pick. Even when there was not much to pick there was always plenty of weeding, planting, digging or fertilizing to be done.

Curly said that Ferry was the best man he had ever met, "He never did anything crook". Certainly the two Swiss men knew how to live well. They grew beans, potatoes, cauliflowers and lettuce for their own consumption, kept some goats for their milk and four pigs. The animals were all housed at the top nursery.

On their flower delivering rounds several guesthouses were visited who gave them all their scraps which they fed to the pigs along with the excess goats milk.

At both nurseries they grew grapes from which they produced about one thousand bottles a year. These they either drank or gave away. As Curly said, "We had plenty to eat, and there was no shortage of meat". As well the brothers had twenty hives at the top nursery and thirty at the bottom. When the hives were full of honey the combs were cut and put into a spinner.

The honey was spun out into a drum, after which it was bottled and sold to customers on the flower run.

Curly Pye started work there in 1927 at the age of 14 and stayed until he went to war. Curly said they kept him and only paid him when he needed the money. However by the age of 17 Curly must have asked them for a tidy sum, because he was able by then to go and buy the "best sports car in Sydney!" His hours might have been long but it appears he was amply rewarded monetarily. At Kissing Point Road they stayed until they died. They had no reason to move, their garden was their life.²⁴

¹ LPI Book 44 No.161.

² LPI Book 420 Nos.548, 549, 550 and 551.

³ LPI Book 533 No.820.

⁴ Harvey Index: Built Heritage in Ku-ring-gai 1895-1901

⁵ Interview of Lucy Rofe by Elizabeth Dokulil

⁶ LPI Book 441 No 30

⁷ LPI Book 469 No.575 and CT V.1177 F.146 and V.1419 F.243.

⁸ BDM Marriage 3029/1882

⁹ Ian Ramage 100 Years Ago

¹⁰ LPI PA 7831.

¹¹ LPI V1986/83.

¹² LPI Book 520 No.594, PA 23492, Book 642 No.804, Book 897 No.129.

¹³ Harvey Index: Built Heritage in Ku-ring-gai 1895-1901.

¹⁴ LPI PA.11332 and PA.11836.

¹⁵ V1408/157 P/A 11836 and P/A 22572.

¹⁶ Harvey Index: Built Heritage in Ku-ring-gai 1895-1901.

¹⁷ Annabell Davey, *James Peddle*, p.25-26.

¹⁸ LPI CTs V.2000 F.92, V.2081 F.102, V.1205 F.244, V.1960 F.164 and V.1753 F.241.

¹⁹ Heather Chambers, *James Thomson*

Chambers: a small architectural history, Eglinton, 2006, p.25-26.

²⁰ 26 November 1914, LPI CTs V.2546 F.201-2. On 1 June 1917 they also purchased Lot 28 Section 5 on 1 June 1917 CT V.2772 F.214-5.

²¹ LPI V.2772 F.215, 1 June 1917

²² LPI V.3530 F.172, 21 November 1923

²³ Information from a promotional brochure and newspaper article "They used a hearse". Vericle Files KHS

²⁴ Our thanks to Liz Hassall for typing up the Rast brother's article.

BOYD'S ORCHARD, TURRAMURRA

OPPOSITE THE STATION

Choice Building & Residential Sites

FOR AUCTION SALE ON THE GROUND

SATURDAY THE 12TH APRIL 1902 AT 3.30 P.M.

BATT, RODD & PURVES LTD

AUCTIONEERS.

TERMS:-
 DEPOSIT - 20 per cent.
 Balance on completion
 or in Six Half yearly
 Instalments with interest
 added at 5% per annum
 on the Unpaid Balance.
 No interest will be charged
 if paid within Six Months
 from date of Sale.

ATCHISON & SCHLEICHER
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 FRANCIS W. KING
 Manager
 84 Pitt St. SYDNEY.

SOLICITORS TO VENDORS
 Wilkinson & Osborne
 18 Castlereagh St
 Sydney.

All Streets & Roads in the Estate 66 FT Wide.
 Shaded Lots are sold.
TORRENS TITLE.

Hillview - Garages and Historic Precinct

By Design 5 Architects

The Hillview Group, including the original cottage, the c.1913 guesthouse, the garages, the stone wall and gates to the Pacific Highway, carriage loop, croquet lawn, terracing and mature landscape setting, are an excellent and rare example of a grand private boarding house as was built on the Upper North Shore following the opening of the railway.

Hillview had even greater significance than most boarding or guesthouses in the area given its prominent and very visible position adjacent to the railway line and its spectacular views over the whole of Sydney from the coast to the mountains and south to Botany Bay.

Section 3 of the 1884 subdivision, which encompasses the area of this study, was bounded by Lane Cove Road, the two roads later known as Kissing Point Road and Boyd Street, and land owned by Mr Brodie. In 1885 the Port Jackson Land and Investment Co Ltd purchased Lots 1 to 8 of Section 3.

In 1887 a new railway line between St Leonards and Hornsby was surveyed and tendered for construction. Land was resumed for the rail corridor on the eastern boundary of Lots 1, 15 and 16 of Section 3 of Boyd's estate.

The early survey drawings show no buildings existing at this time on the land owned by the Port Jackson Land and Investment Co Ltd. The railway was opened in 1890 as a single track.¹

A photograph taken of Eastern Road Station (Turramurra Station) c.1890 shows the first house to be built on the property later to be known as Hillview. Its gables and chimneys are visible behind the stationmaster's residence facing onto Lane Cove Road (also known as Gordon Road).²

It would thus appear that this house may have been built on speculation by the Port Jackson Land and Investment Co Ltd in preparation for the land boom that would be generated by the opening of the railway. It is not known who occupied the house at this time.

In *Ku-ring-gai Early History and Development* by Cresswell O'Reilly there

is a report from a passenger who was on the first train trip from Milson's Point to Hornsby on 1 May 1893. The passenger stated that a 'banquet was held in a marquee at Turramurra where the Hillview Guest House now stands', that is, on the Port Jackson and Investment Co.'s land.³

George Collingridge, in his publication *Progress* wrote:

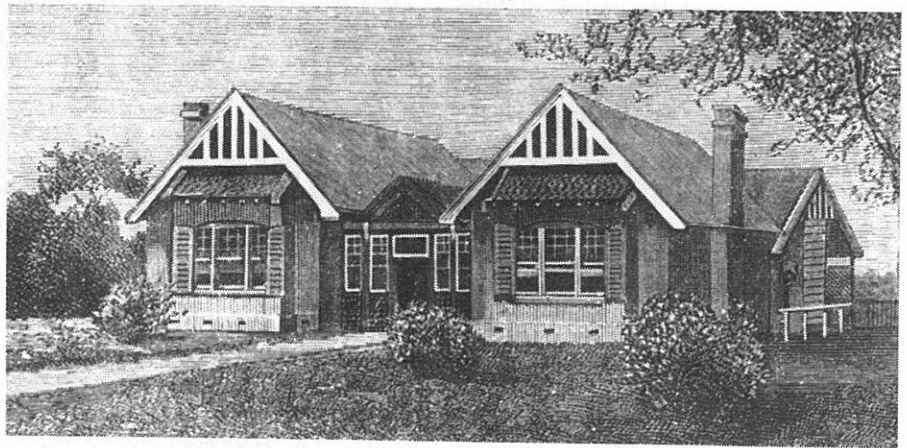
No sooner was the railway finally opened from Milson's Point and connected with the Northern line at Hornsby-Junction, that a sudden transformation took place, and now all along the railway line, new suburbs have been called into existence.

Of all these none can vie with Turramurra and Waroonga [sic] for all the many-fold requisites of model suburbs.⁴

illustrations of Ivan AuPrince's residence and the view from it in his journal *Progress*.⁶

Herman Weise established a store on his land. This may have been no more than a large shed or two as are visible in a photograph of Lane Cove Road taken c.1900.⁷ A 1902 auction notice also shows a building located on Weise's land in the approximate location of these sheds.⁸

It is not known who built or occupied this shop in its early years. It predates Herman Weise's purchase of the adjoining land. The only listing included in *Sands* in the early years [1902-1908] of this century on Lane Cove Road between Hillview and Godfrey is Weise's store. It is not known whether Weise used this building or whether it was possibly a real estate sales office for Boyd's estate. *Sands* lists an



*Residence of Ivan AuPrince - Source: Progress 1897 by George Collingridge
KHS Collection*

This is reflected in the new interest taken in Boyd's estate. In August 1893 Thomas Marshall purchased Lot 5, in October.

Ivan AuPrince (coiffeur) purchased Lots 1 and 2, John Boyles (fruit grower) purchased Lot 3, Elise Humbert purchased Lot 9 and in November Herman Weise purchased Lot 4.⁵ Ivan AuPrince occupied the existing house on Lane Cove Road. It had, and still does have, spectacular views southwards over the North Shore to Sydney and beyond to Botany Bay. Collingridge included

Estate agent between Weise and Godfrey in 1909 and 1910.

It would appear that Marshall purchased his land with the existing shop and that Boyles and Humbert did not develop their land. AuPrince bought Boyles' lot in 1899.⁹

Lots 6, 7 and 8 of Section 3 of Boyd's estate were refinanced by the Port Jackson Land and Investment Co Ltd during the 1890s and were not sold until 1901, to FL Poole and AL Holmes.¹⁰ It is not clear who built the five houses along Kissing Point Road



'Hillview' - Photo: Willie Warton - KML, Whittington Collection

and the duplex in Boyd Street or when they were built. However all existed by 1902. Occupants are shown in all the houses in *Sands'* for 1902 and the buildings are also shown on the 1902 auction notice for the remainder of Boyd's estate.¹¹

However some of the buildings may be pre 1900. Edwards and Berwick, who were listed as occupants by *Sands'* in 1902, are also listed as residents of Turramurra by Collingridge in 1897. It should be noted that Collingridge does not give addresses for the residents and thus this evidence is far from conclusive.

The c.1900 photograph taken of Lane Cove Road Turramurra, looking east, shows the house on the corner of Kissing Point Road and Lane Cove Road with a large 'Chemist' sign on its wall. The adjoining house in Kissing Point Road is also shown, both set in semi-mature gardens.¹² It would appear that all the buildings were rented out at this time and were not occupied by the owners.

In 1902 the Port Jackson Land and Investment Co. Ltd bought the remaining lots of Section 3 of Boyd's estate and sold Lots 11 to 15 to Ivan Auprince and Lot 10 to Thomasine Loney in the same year.¹³

Hillview: from health resort to community health resource and information centre. The first mention of Auprince's property being known as *Hillview* was in 1902. *Sands'* lists Mrs E Burton as operating the 'Hill View' health resort.

It is not known when the place was used in this way but its location close to the railway station and its wonderful situation on the top of the hill with panoramic views

over the North Shore was ideal for this type of use.¹⁴ The first additions to the original cottage, the eastern and western terracotta-block wings, were probably built at about this time in order to provide accommodation for guests. A detailed physical survey of the building would reveal evidence of the various stages of growth of the building.

In December 1905 Auprince leased 'house and land including orchard and tennis court' to Jean Murray for a period of two and a half years.¹⁵ The location of the original tennis court is not known.

Prior to the expiration of this lease Auprince sold the property to Edmund Sheffield Willoughby Paul in 1907 in two stages. Paul purchased the southern allotments (Lots 11 to 15) in April and then purchased the northern allotments (Lots 1 to 3) later in October. In November of 1907 Paul also bought Lot 10 from WH Watson.¹⁶

Miss Murray continued to run the 'Hill View' boarding house until 1913. It has been reported that Miss Murray ran a quality establishment, reputedly serving the 'best table' on the North Shore. The property was self-supporting with vegetable gardens, an orchard, poultry and a cow. These features are clearly visible in a photograph of Hillview taken in 1913. A row of camphor laurels was planted along the western boundary of the site.¹⁷

By 1914 Miss Murray had moved to the 'Cooino' guesthouse on the southern corner of Boyd Street and Kissing Point Road, where she was the proprietor.

In 1913 Paul continued to expand the boundaries of Hillview by purchasing Lots 4 and 9 of Boyd's estate. Photographic evidence suggests that Lots 9 and 10 had remained undeveloped prior to Paul's purchase and that Weise's sheds had been removed from Lot 4 by this time.¹⁸

In about 1913 Paul also built a large two-storey building behind the original cottage. The new building which was oriented away from the street and towards the view provided all the facilities necessary for a quality guesthouse.

These included a library, dining room, drawing room, breakfast room, morning room (parlour) and conservatory. A viewing platform over the front porch roof afforded spectacular views of Sydney. The building boasted high-quality materials and finishes throughout, including marble columns in the entrance hall, quality joinery, hardware, plasterwork, leadlight, fireplaces and verandahs with detailed timber balustrades.¹⁹

By 1915 a six-car garage with a flat over had been built against the western boundary of the property. A red gravel driveway encircled the buildings entering the property adjacent to the original cottage, passing in front of the new guest house, and leaving via a gateway to the north of the garages. A stone or terracotta block wall with a cast iron post and rail fence on top existed along the Lane Cove Road boundary of the property.

The whole development involved substantial terracing of the site, including a large terraced area to the west of the new building for a croquet lawn. Another substantial embankment existed below the driveway in front of the guesthouse. A stair was cut into the bank opposite the front door leading down to a large lawn area. A spur of the driveway extended around the western side of his lawn area to Boyd Street, but it appears that it may not have generally been used by vehicles and that there was no access to Boyd Street.

Early alterations and additions to the guesthouse included the construction of a two-storey verandah at the northern end of the east elevation of the building in about 1915.

In addition, a rear wing was added to the back of the cottage linking the earlier east and west wings and creating an internal courtyard. It included bathrooms, bedrooms and balconies overlooking the view. Again, the finishes were of high quality. Even a sophisticated needle spray shower, imported from France, was installed.²⁰

The whole Hillview guesthouse complex was leased to Philomena Gertrude Haddy from 1915 to 1924. Mr Paul occupied a portion of the guesthouse during this period, as did a Mr William Jamieson JP (1916-1919). It is reported that Mr Paul then had a row with Miss Haddy c.1923-24 and decided to convert Hillview into flats.²¹

Substantial alterations were carried out to both the original cottage and the c.1913 building at this time. The cottage was converted into four flats, while the c.1913 building contained three flats. Mr Paul occupied Flat 5, which comprised the front rooms of the guesthouse building on all three levels overlooking the views to Sydney. Flat eight was over the garages.²²

A two storey addition was constructed on the eastern side of the c.1913 building, replacing the former conservatory with balcony over. It featured groups of double-hung windows and fibrous cement sheet panels between brick piers.

In 1924 Mr Paul visited the Schweppes Burma Pavilion at the British Empire Exhibition, Wembley. Paul acquired the pavilion and had it shipped to Australia in 1927 and erected in the RAS Showground in Sydney. Unfortunately the pavilion burnt down in 1946. The gates however, which were of the same carved timber as the pavilion, were erected in the grounds of Hillview to the north of the garages, and have since passed to one of Paul's Threlfall descendants.²³

Mr Paul also purchased in England two sets of wrought iron gates for erection at Hillview. These consisted of two pairs of vehicular gates and two pedestrian gates and were made with no welded joints at Brierley Hill.

A new sandstone wall was erected along the Lane Cove Road boundary of the property and the gates hung between lions' heads. The date of construction is not known, but the wall certainly existed prior to the widening of the Pacific Highway in 1935-36.

The gates were painted black with some of the detail done in gold leaf. In 1935-36 the DMR resumed a portion of land along the northern boundary of Hillview and relocated about half the length of the wall and the eastern gates to the new boundary.²⁴

In 1924-26 Paul decided to convert Hillview into eight flats of quality. Kitchens and bathrooms were added to the existing buildings with a two-storey addition constructed on the western side of the c.1913 building. The cottage was converted into four flats, the c.1913

building into three flats, and an eighth flat was above the garages. Paul continued to live on the estate in Flat 5 which occupied the front rooms of the c.1913 guesthouse on all three levels.

Despite this change of use the estate continued to be well maintained with permanent staff employed as housekeepers, gardeners and caretaker/chauffeur. Further improvements were made including extensive terracing and landscaping of the south-eastern portion of the site and the construction of a new tennis court.

A new stone wall was constructed along the front boundary of the property which incorporated the substantial wrought iron gates brought back from England. Most of Paul's improvements remain substantially intact today.

Following Paul's death subdivision of the Hillview estate was approved in 1955 with Lot 6 of DP 26828 (including the garage) being zoned 'county road'. It is not clear whether the decision of the DMR to construct a county road through the site caused this subdivision, but it may be assumed that this was a major contributor. The first sale of land from the Hillview estate did not occur until 1963-64.

In 1974 following disputes between the owners and Ku-ring-gai Municipal Council concerning zoning and appropriate development, the Council purchased the eastern portion of the estate (then deteriorated in condition) including the original Hillview cottage and the c.1913 guesthouse. After a series of short-term tenancies, the Council leased Hillview to the Hornsby Ku-ring-gai Hospital in 1977,

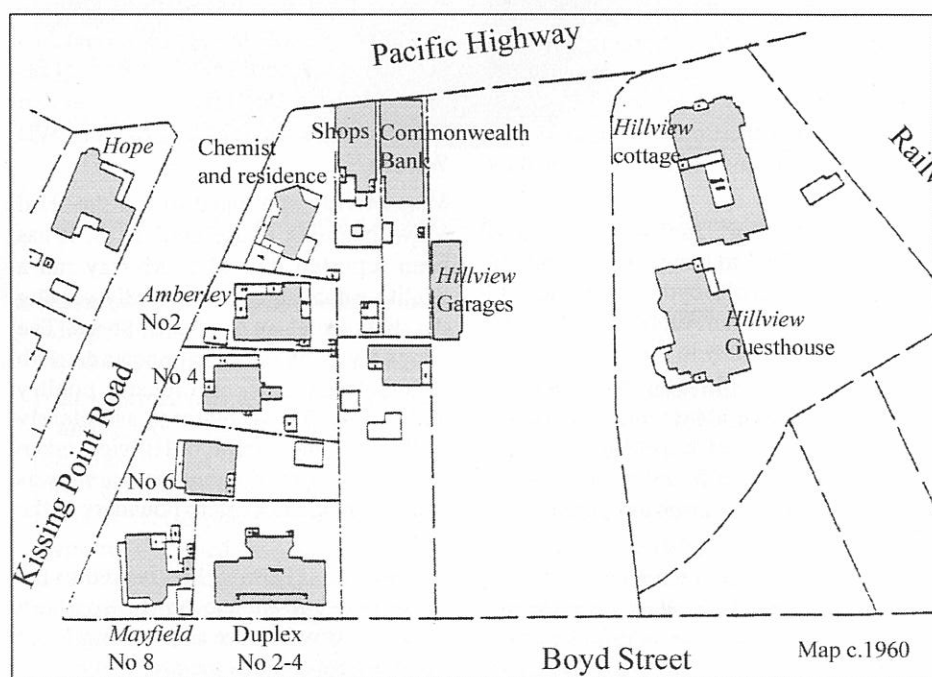
Hillview becoming the Hillview Community Health Resource and Information Centre. In 1980 it was purchased by the hospital. Although the hospital has carried out several refurbishments of the buildings since its occupation by them, some having greater impact than others on the surviving fabric, generally the buildings have all survived substantially intact.

Despite the changes to the Hillview buildings over time, subdivision and the present use of the complex as a community resource and information centre, Hillview remains a rare and substantially intact example of its type, that of the grand guesthouse/boarding house once common on the Upper North Shore at the turn of the century.

Further, few guesthouses on the North Shore were developed on this scale, and its prominent position and extensive views mark Hillview as a superior development of its kind. Its buildings, the driveway, extensive terracing, mature landscaping and recreational facilities (such as the croquet lawn) provide a clear and legible record of Hillview's development as a guesthouse and later flats with an emphasis on privacy, elegance and space.

The buildings and the grounds remain an excellent example of a secluded resort or country retreat very popular with Sydneysiders at the turn of the century.

It should be noted that ESW Paul, the person most responsible for the grand development of the guesthouse and later flats, was a businessman of note in Sydney at that time. He was managing director of Schweppes Ltd, Chairman of APA





Duplex No 2-4 Boyd Street - Photo: KHS, 1971

Insurance and a member of the Board of Ampol.

Subdivision and development of the Kissing Point Road and Boyd Street allotments.

The houses along Kissing Point Road and the duplex in Boyd Street were gradually sold to individual owners from 1903.

The three Hurst sisters purchased the house on the corner of Kissing Point Road and Boyd Street in 1903, and named it *Mayfield*²⁵. The Hursts occupied the house from this time until at least 1932-33. Beyond this date the history of the property is not known, except that it remains as a private residence today.

Florence Margaret Godfrey purchased the house and chemist shop on the corner of Kissing Point Road and Lane Cove Road in 1908.²⁶ However the Godfreys had occupied the house and operated the chemist shop from at least as early as 1902.

The Godfreys also became long-term residents of the street, continuing their occupation until at least 1932-33. It would appear that others did rent the property for short periods from 1912 to 1914 and in 1917, and that from 1924 the dentist Dr EH Bestic shared the premises with the Godfreys.

It is not known when the chemist shop and dental surgery were closed but the building remains as a residence with little external change.

The middle house, a weatherboard cottage at No.4 Kissing Point Road, was used as a preparatory school by Miss EA Boylon between 1902 and 1908. Then it was purchased by the Valentines who named it *Mokoan* and lived there until at least

1932-33.²⁷ This cottage, together with the adjoining one at No.6, was demolished in c.1970s to make way for flats.

MJ McKune purchased the duplex in Boyd Street in 1909.²⁸ The duplex had many occupants up to 1932-33. However it should be noted that from 1921 to 1930 the eastern half of the duplex was occupied by Police Constables Wright and McGrath, who manned the police station at this address.²⁹

It is not known from our limited research when the remaining houses in Kissing Point Road were sold. However *Sands*³⁰ indicates that Mrs EL Warburton lived in the weatherboard cottage at No.6 Kissing Point Road from 1919 to 1932-33 and that A Brown occupied *Poziers* No.2 Kissing Point Road, from 1925 to 1932-33.

Lane Cove Road (Pacific Highway) shops

The portion of Boyd's estate facing Lane Cove Road remained relatively undeveloped for many years following the sale of the land in 1893. It was not until 1910 that a two-storey brick building containing a pair of shops and residence over was built.

The building included a pair of bronze and leadlight shop fronts facing the street (one is still extant), with a verandah over the full width of the footpath. This is shown clearly in a photograph taken of Lane Cove Road c.1910-1915.³¹ An earlier weatherboard shop is also shown on the adjoining land.

The weatherboard shop was removed to Kincumber in 1924, the Pacific Highway widened and the existing bank building constructed. The bank was a two-storey rendered brick structure built in the Art

Deco style for the Commonwealth Bank of Australia.

It is probable that it was at about the time of the Pacific Highway widening in 1936 that the Federation-style shops lost their wide verandah. It was replaced with the current awning.³¹

Extracts from:

Hillview Garages and Historic Precincts
1334-1340 Pacific Highway, Turramurra
Conservation Plan
Design 5 Architects, 1997

¹ SRA drawing no.WP&WS, sheet no.3 Turramurra, M86, 17 May 1887.

² SRA Turramurra photo no.1080/2. c.1890.

³ Hudson, p.5.

⁴ Collingridge, p.48.

⁵ LPI Book 530 No.85 and No.83, Book 560 No.145, Book 521 No.953 and Book 561 No.443.

⁶ Collingridge, pp.47, 49, 55.

⁷ SRA Lane Cove Road Turramurra looking east, photo no.1080/3B, c.1900.

⁸ GL auction notice Map 994.41, Turr 1902, N 5315 7624 also ML SP T7/64.

⁹ Hudson p.7.

¹⁰ LPI Book 525 No.484, Book 534 No.167 and Book 697 No.897.

¹¹ GL auction notice Map 994.41, Turr 1902, N 5315 7624 also ML SP T7/64.

¹² SRA Lane Cove Road Turramurra looking east, photo no.1080/3B, c.1900.

¹³ LPI CT V.1386 F.82.

¹⁴ *Sydney Mail*, 21 December 1904, p.1571.

¹⁵ Hudson p.10.

¹⁶ LPI CT V.1386 F.249 and Hudson pp.12-13.

¹⁷ SRA 'A Hillside Turramurra' photo no.1080/8.

¹⁸ Ibid.

¹⁹ GL *Hillview, Turramurra* photo 796.

²⁰ Tanner et al, pp.170-171.

²¹ RM Threlfall to J Hudson, 14 March 1983.

²² Ibid

²³ D Simmons (Schweppes Ltd Surrey) letter to J Hudson, 11 April 1983 and B Marchant, 28 July 1997.

²⁴ RM Threlfall letter to J Hudson 14 March 1983.

²⁵ LPI Book 750 No.381 and Book 882 No.698.

²⁶ LPI Book 866 No.529.

²⁷ LPI Book 877 No.871.

²⁸ LPI Book 879 No.787.

²⁹ *Sands*' 1921-1930.

³⁰ SRA *Lane Cove Rd Turramurra* photo no.1080/3A c.1910-1915.

³¹ ML GPO 1 still 25265.

Hillview: additions and alterations 1907 to 1928

by Kathie Rieth

Since Design 5 carried out their investigation of the Hillview site in 1997, research into tender and assorted notices on building in Ku-ring-gai from 1902 to 1940 has identified the architects and builders involved in the development of the site and the nature of the additions, alterations and improvements to the site.

Although it is still not known who designed the original single storey building that faces the Pacific Highway, we now know that on 6 August 1907 architect TW Hodgson called tenders for the "Erection of an additional residence to Hillview, at Turramurra, for Miss Murray, also forming a tennis court at the same residence." The builder awarded the contract in September was EC Lusted of Addison Road, Petersham.

Some idea of the number of people who stayed at Hillview is given from the tender called by Hodgson in March 1908 for "Construction of a septic tank, fixed complete, for 50 persons, at Hillview, Turramurra."

Garage, additional bedrooms, etc at Hillview were designed in late 1913 by architects Spain, Cosh and Dods, who awarded builder EC Lusted the contract in January 1914.

In mid 1924 Hodgson oversaw the demolition of the weatherboard shop and dwelling on the site, and the conversion of the residence into flats and the erection of the caretaker's cottage; these were built by HK Guest of James Street, Chatswood.

In late 1924 alterations and additions to the main building at Hillview were also designed by Hodgson, and erected by Duncan Brothers of Wollstonecraft.

In February and March of 1925 Hodgson contracted A McFadyen of Arcadia Street, Glebe Point, and McDowell & Grierson of Gordon to erect the stone ashlar fence and dressed piers on the northern boundary of the site.

In 1928 Hodgson organised for the painting and repairs to the whole of the outside of Hillview.

Please note that information for the above notes is taken from 51 separate notices in various construction journals. Notices from these journals have been compiled by the author as a series of indexes provisionally titled *A Rieth index: tender and associated notices in NSW Contract Reporter, 'Building*

and Works' weekly column in the SMH, and Construction weekly supplement to Building magazine for the years 1902 to 1927 inclusive.

Architect Thomas Wilson Hodgson

Hodgson was born at Goathland, near Whitby, England in 1866, the oldest son of Matthew Hodgson, land agent and valuer. Hodgson trained as an architect with Edward Smales, ARIBA of Whitby, England.

Hodgson came to Australia in 1885, and not finding immediate work as an architect, worked as an assistant to various building contractors, his first job being with Robert Brown and then Maquire Brothers and John Davies, under whom he carried out several large projects for the Hon Francis Lord.

Hodgson set up in private practice in North Sydney in 1886. In 1888 Hodgson married Emily Muston, the youngest daughter of North Sydney pioneer John Muston; they lived at North Sydney and had three daughters and four sons.

Hodgson was an alderman of North Sydney Council for fifteen years and Mayor for three terms. He was Past Grand Architect of the United Grand Lodge of New South Wales and was treasurer of Lodge Harmony for twenty-seven years. He was also associated with the Royal Society of St George, the North Sydney Orphans, Royal Prince Alfred Yacht Club and the Civic Club.

Included in Hodgson's major works are Bull's Chambers, Martin Place (where he

kept his office), the IOOF Temple in Elizabeth Street, Aitkens Brothers Flour Mills at Pyrmont, Butler's Bread Factory at North Sydney and the Schwebbe's Factory in Surry Hills. Hodgson was Schwebbe's architect for 30 years: City of Sydney street cards show that between 1908 and 1928 both Hodgson and the builder Lusted did work for ESW Paul on the Schwebbes complex in Foveaux Street.

Hodgson's Ku-ring-gai work was extensive. In 1898 he designed WA McKye's bakery at Wahroonga (for which he also did alterations in 1902) and in 1901 a cottage at Killara [refer *The Harvey Index*]. Between 1902 and 1927, apart from his work at Hillview, Hodgson designed cottages, bungalows, residences and shops in Killara, Roseville, Pymble, Gordon, Wahroonga, Lindfield and Turramurra [refer *Rieth indexes ...*].

Three adjacent houses in Shirley Road, Roseville, were designed by Hodgson in 1915; although somewhat altered all three still stand.

In 1916 Hodgson took his son Frank as a partner in the business and another son Allan in 1924. The firm then became known as TW Hodgson & Sons. When Hodgson died in 1935 his sons carried on the business.

Sources: *Building* 13 May 1935 p.25; *Sydney Morning Herald* 12 April 1935; *Who's Who in Australia* 1929 p.1071.

Kathie Rieth, 2006

BOYD'S ORCHARD, TURRAMURRA

OPPOSITE THE STATION

Choice Building & Residential Sites

FOR AUCTION SALE ON THE GROUND

SATURDAY THE 12TH APRIL 1902 AT 3.30 P.M.

BATT, RODD & PURVES L^{TD}

AUCTIONEERS

Batt Rodd & Purves
Auctioneers Ltd
88 Pitt Street
Sydney.

TERMS:-
Deposit - 20 per cent.
Balance on completion
or in Six Half yearly
Installments with Interest
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ATCHISON & SCHLEICHER
Civil Engineers & Surveyors
Licensed Surveyors
92 Pitt St.
SYDNEY.

VENDORS
The Jackson Land Co
Port & Investment Co
Francis W. King
Manager
84 Pitt St. SYDNEY.

SOLICITORS TO VENDORS
Wilkinson & Osborne
18 Castlereagh St.
Sydney.

All Streets & Roads in the Estate 66 FT Wide.
Shaded Lots are sold.
All dimensions subject to Deposited Plan

TORRENS TITLE.