

The background of the page is a sepia-toned landscape painting. On the left, a large, leafy tree stands on a rocky outcrop. A river flows from the left towards the center, where a small bridge or dam structure is visible. In the distance, across the river, there is a line of trees and a prominent classical building with a pediment and columns. The sky is filled with soft, white clouds. The overall tone is historical and serene.

Rocky Point Road

The first 50 Years...1839-1889

Dr Garry Darby

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Rocky Point Road The First 50 Years 1839-1889

Dr Garry Darby - 2015

*The construction and preservation of safe
and commodious Hiways is a matter of great
importance, and tends greatly to increase
commerce, and promote civilization.
Lachlan Macquarie, 6 April, 1811*

Boxing Day 1865:

*"Every spot accessible to Sydney found friends. Even Sans Souci
on George's River some nine miles beyond Cook's River dam had
many visitors. It is a most beautiful spot when once reached, but
unfortunately the road is very bad."*

Freeman's Journal Saturday 30 December 1865 p7

Introduction.

This essay will discuss the first 50 years of Rocky Point Road and in the process deal with the people, causes and events that brought it into being. It will be shown that the progress of the road to 1889 was always studded with difficulties. A lot happened in that 50 years that would shape both the physical course and social history of one of Sydney's most interesting roads.

Today we rarely pause to think about how this major link to the Sutherland Shire and the Illawarra district began. Nor can we visualise the dense forests and swampy grounds which once flanked the early track.

This essay only touches on the contemporaneous "Gannon's Forest Road" but concentrates on the one to its east which eventually became the western boundary of Rockdale municipality.

From the very beginning in 1839 this road assumed an importance for people living north of the Cook's River. Some of them were woodcutters, shell-gatherers and gardeners, others were land speculators or investors. Some were travellers seeking a more effective way to the south. Just a handful were residents who initially struggled with the need to access their land grants and establish housing for their families.

During its first 15 years the 'road' was no more than a single track which hardly afforded any reasonable pathway through the St George parish. A decent shower of rain could turn the track into a quagmire. At other times the same track could be described as winding through a 'dusty wilderness'. As late as 1835 bushrangers were said to lurk at the southern end of this - a significant distance from Sydney Town.

Convict labour was used to help 'mark out' and establish the road to Rocky Point. They worked right at the time that transportation to New South Wales was discontinued. In the early 1840's the colony was suffering a severe depression which hampered progress on the road and triggered a cessation of government and private spending. As one consequence, there was no appearance of a proper 'road' to Rocky Point until the mid-1860s. As another consequence successful merchants like A B Spark, an early advocate of the dam near his property, were made insolvent.

It will be shown that citizens who lived along its length complained, often bitterly, about the state of this thoroughfare that was so important in their daily lives. Meetings were held, protests were organised and deputations to government officials were regular occurrences throughout the period discussed here. Larger landholders and responsible citizens contributed their own time and money to secure the condition of 'their road'. Rocky Point Road was established before Municipal Government began in the area. The State Government gave hopelessly small amounts to maintain this and other 'secondary roads'. For quite some time Rocky Point Road was known as a Parish Road and subsisted on tolls authorised by the government. The 'user pays' principle was firmly in place.

There was a major upsurge of settlers along the road in the 1850's. Their very presence and growing needs generated further activity in the making and improving of the road. In the late 1850's and 1860's, for example, significant churches were established and people needed reliable access. The market gardeners who flourished locally had to transport their produce to city markets and there was an increasing number of 'tourists' who wanted to experience the marine delights of the area.

Visits to the "Sans Souci Hotel" and William Rust's "Prince of Wales Hotel" provided as good a reason as any to travel down the road in the 1870's. Delightfully fresh fish and oysters were awaiting.

However, there were natural hazards in a number of places. Not the least of these were "Cobbler's Pinch" (Arncliffe Hill) and Skidmore's Bridge, just south of present-day Rockdale. Both, for a time, deterred travellers, but both were dealt with and the advance of the road went on.

Into the 1880's two major changes permanently affected the character of Rocky Point Road. The railway arrived at Kogarah and Rockdale in 1884 and land speculators arrived with it. The tramway was to have an even greater effect and subdivisions were dramatically increased in number after 1887. Tram passengers from that time spoke of "Carroll's Hill" - but who was Carroll? Well, he was one of the original group of trustees for the road in 1862, when users were obliged to pay a toll at a boom gate set up near the Cook's River dam at Tempe.

The original surveyors, who marked trees to indicate the course of the road, were men of substance and achievement. We will meet them too as we work through it's first, unpredictable, fifty years.

A Rocky Road

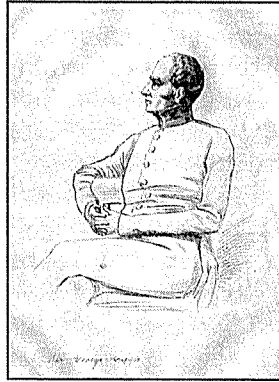
On Friday 1st May 1840 the Governor of New South Wales, Sir George Gipps, (1791-1847) paid a visit of inspection to the newly opened dam across Cook's River. His Excellency rode across it in company with John Lord Esq.

Towards the end of 1838 Alexander Brodie Spark, of "Tempe" on the south bank of Cook's River, had had a conversation with Sir George Gipps about the possibility of damming the river near his property. Spark believed that this would create for him an endless supply of fresh water. Then on in November, 1838, Spark recorded in his diary:



Alexander Brodie Spark had early discussions about the dam at Cook's River

A mere five years before these conversations took place, bushrangers were reported at Rocky Point. They were two men and



Sir George Gipps

Major Barney called on me afterwards in town and said that if I did not object to it the dam might be run across below the Bathing house and the only apprehension was that my garden might be flooded. To be surrounded with fresh water instead of salt would be highly desirable and I did not object to his proposal if he could previously ascertain that no bad consequences would follow.¹

Although Cook's River near "Tempe" had always been considered a barrier to the way south, the prospect of opening up the George's River area and the peninsula that led to outlying Rocky Point was not discussed by Spark or Barney.

two women in male attire and were said to be partially armed. The report said they had, 'taken up quarters at a place called Rocky Point, down towards George's River'.² Those dangerous characters, or at least their successors, were just one more hazard to be confronted 'on the track.'

Work on the sandstone dam was commenced in September 1839 after a stockade had been completed on the north side of the river to house the, mostly convict, labour force. Some 200 men formed the first gang and moved into the stockade on 16th September 1839.³ On 17 December 1839 a further 170 convicts were deployed and they were set to work building from the southern side.⁴

The building of the stockade needed to be notified to the authorities in England and to that end Gipps forwarded an estimate of £ 4,708 to Lord Glenelg, the The British Colonial Secretary, in July 1839. Gipps said he was providing a building at Cook's River capable of housing 500 men. He continued:

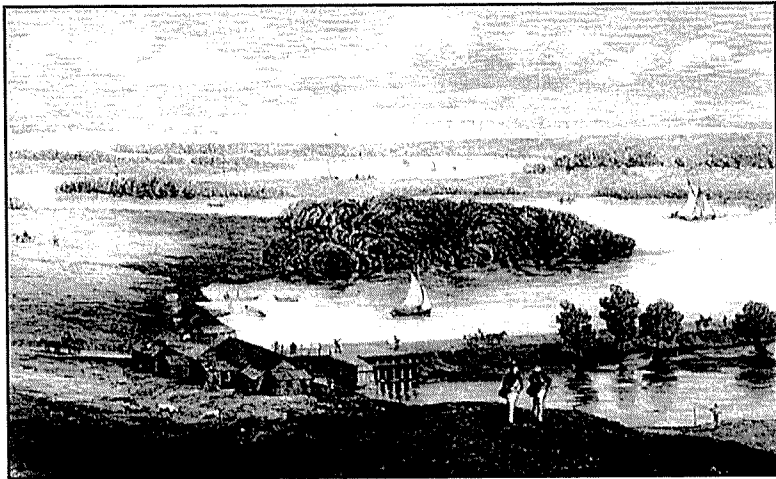
The order, contained in your Lordship's Despatch of the 6th July, 1838, No. 147, for detaining under the control of Government all newly arrived convicts for a certain period before they are allowed to go into private service or assignment, has caused a demand for greater accommodation than our existing establishments could supply; and it being thus absolutely necessary to place the men somewhere, and to lodge them at the expense of the Home Government, I considered the opportunity a good one to commence a work, which promises to be of great use to the Colony, namely, the construction of a Dam across Cook's River, a little above the spot where it falls into Botany Bay, about five miles from Sydney, It is the first operation of the sort upon a large scale, which has been attempted in this country, and the importance of it may be well understood, when I say that it will preserve an inexhaustible supply of fresh water through a course of nearly twenty miles of country, where there is at present no water at all, or only that which being brought by the tide, is salt.⁵

As Gipps' despatch continues it becomes apparent that the stockade, on the north side of the river, was a convenient solution to the problem of overcrowding convicts in Sydney. Gipps assured Glenelg that the whole expense of the dam and the feeding and

Rocky Point Road ... 1839-1889

housing of convicts would be defrayed by the Colony. Gipps felt that the situation of the stockade, a reasonable distance from the city, was also an advantage, pointing out that:

Your Lordship is aware that the only place, or at least the principal place in which convicts are lodged in Sydney, is the Prison called "Hyde Park Barracks", a place which is the common receptacle for men of all classes, and especially for those, who for their offences are withdrawn from private service. To place newly arrived convicts in the immediate contact with these old and hardened offenders would seem (even if there were room for them, which there is not) contrary to the spirit which dictated the order contained in your Lordship's despatch above alluded to.⁶



The dam at Cook's River opened up the way to the south

It is clear then that the construction of the dam brought with it a number of advantages which may not, at first glance, have been apparent.

Amongst the 170 convicts sent to the stockade in the second group group was one William Mills, a 20 years old pickpocket from Manchester, who had arrived in the colony on the 14th of December aboard the "Barossa". Mills' story, and his part in the making original road to the south will be taken up a little later in this history.

The grand plans and expectations for fresh water at Cook's River were never met. Indeed the project was a disaster. There was never a hope that Sydney would receive supplies of water from that area. The water remained brackish as the sandstone blocks were porous. Furthermore the ecology of the river was severely threatened from the lack of flushing tides. A B Spark, one of the initial proposers of the scheme, also suffered as one of his prize possessions - his garden, - was frequently flooded.

Despite the failure of the dam system there were, without any doubt, some very significant benefits and developments emanating from the structure of the dam itself.

As it transpired Gipps did have a second part to his development plan. That was to open up the land south of Cook's river and sell off lots which would generate financial benefit to the government. He knew there was 'some land in that neighbourhood which was ready for the market.'⁷

Roads would open up land for settlement and in turn develop the colony. Gipps' attention was firmly fixed on the Cook's River/St Peter's district and saw a grand future emanating from there.

Furthermore, during 1842 Bishop Broughton and Sir George Gipps were in discussion over expenditure and preferences on public works throughout New South Wales. Broughton had made it quite clear that he believed:

labour should be employed in districts where land would likely to sell if there were accessible roads to it; and he thought it might be very well employed in forming a road to George's River from the dam over Cook's River; at all events, it ought to be so employed as to benefit both the government and the colony.⁸

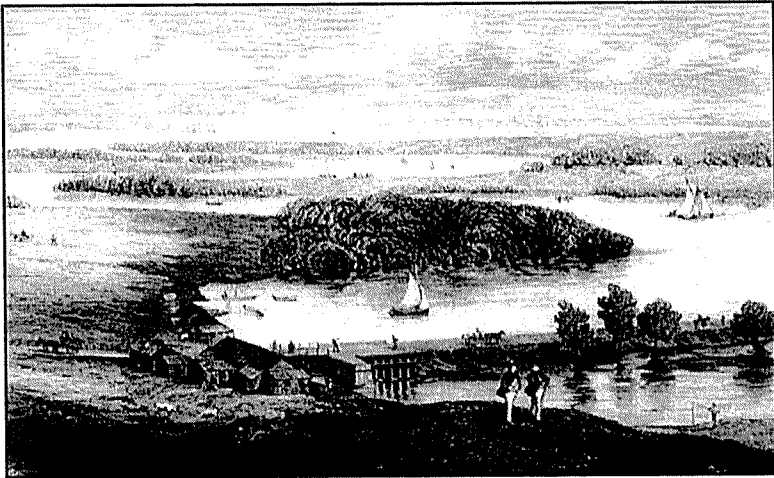
An earlier thought had expressed similar but expanded views on the way that the new dam would not only open up the peninsula, but provide a gateway to the Illawarra and simultaneously yield access to the fresh water that had been denied Sydney from Cook's River.

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Rocky Point Road ... 1839-1889

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Rocky Point Road ... 1839-1889

It is intended to carry on the road of which the dam is a continuation, as far as George's River, across which a similar dam will be thrown, and the waters of George conducted by canals into the Cook's River.⁹

Later, Thomas Holt vigorously promoted the idea of a dam across the George's River but it never became a reality.

During 1842, when there was much governmental discussion about water and roads in New South Wales, Gipps, although a positive and successful leader, nevertheless, expressed some reservations about:

the proposed road and dam over George's River; it was practicable to construct a dam there, but it would be a most gigantic work, much larger than that at Cook's River. However, with Gipps and Broughton in agreement on much needed, revenue raising land sales, the road to the south was eventually made. Although a continuation of the Cook's River Road, it came to be known by the name of its destination as most roads are. It quickly became known as Rocky Point Road.¹⁰

During the year prior to the commencement of the dam a church had been established at Cook's River. This was St Peter's Episcopal church. Two very active supporters of the project had been the Governor Sir George Gipps and local resident Alexander Brodie Spark. The first moves had been made at a public meeting in March, 1837. Then in July 1838 it could be announced:

on Monday last His Excellency the Governor, accompanied by the Bishop of Australia, and a numerous attendance of the inhabitants of the district, and visitors from Sydney and the surrounding neighbourhood, proceeded to lay the foundation stone of an Episcopal Church, to be called the Church of St. Peter.¹¹

Gipps, the son of Rev. George Gipps from Kent in England, enjoyed popularity in the colony and this was very evident at the official opening of the church. When formal speeches were made a press report announced:

Britons cannot meet without drinking toasts, even in the middle of the day, and a bumper was proposed for Her Majesty. The President then proposed the health of His Excellency Sir George Gipps, which was rapturously received, and must have been highly gratifying to His Excellency, for even the Ladies joined in the cheering. His Excellency, in returning thanks, proposed the health of Mr. Spark, as the active promoter of the building, the foundation of which they had met to lay.¹²

In considering the above, it may be seen that Gipps was influential and active in developing both the idea and the realisation of the church. Accordingly, it may well be true that Gipps, something of a 'hero' to the people assembled, exhorted 'local residents' to now attend, support and make good use of the new facility. His zeal for the new project may have even extended to him eventually issuing an order to clear the road (track) between St Peters, across the Cook's River dam, and on southwards, to Rocky Point.

Sir George Gipps, Governor from 1838 to 1846, was, as a matter of course, a frequent attender at St Peters Church, Cook's River. He was also a compassionate man who sought to make regular inspections of the convicts under his care. For example when the dam construction was mooted he declared:

The distance of the proposed dam from Sydney is a very convenient one, being not too great to allow the men to come under my own frequent inspection.¹³

Alexander Brodie Spark notes in his diary that Gipps, was a regular visitor to the stockade and the dam as progress was made by the large gang at work there. He and his wife also paid a number of visits to his home, "Tempe", where Spark, a celebrated host, entertained them.

There exists an often repeated story that Gipps chided Robert Cooper Jnr of Rocky Point House, George's River about the latter's lack of attendance at church on Sundays. Cooper made clear the isolated position of his wife's 100 acre grant and explained that he was beginning the very slow process of building a sandstone house there. This discussion must have taken place in mid to late 1842.

The country south of Cook's River suffered badly from the lack of good roads in the early times. This factor limited commerce and

Rocky Point Road ... 1839-1889

social communication with the city. Some people (including Cooper) were compelled to head west around Wolli Creek and Cook's River, to get to Sydney by way of Canterbury or Enfield, and thence on to the Parramatta or Liverpool roads. Even by taking this roundabout way it was very difficult to get through the bush with vehicles, and most of the carriage was done by means of pack horses.¹⁴

Consequently when Gipps made his offer of free labour to clear a track which would connect him with the expanding city, Cooper must have had difficulty in believing the turn in his fortunes.

Cooper therefore impressed on Gipps that at times, whether it be for worship or for business, it was almost impossible to get through the scrub along the trail from his home to St Peter's. Sir George responded by issuing an order that a gang of men from Government service be formed to clear a basic trail through the bushland. As a result a track was cleared from Cook's River to Rocky Point through mostly virgin scrub so that Robert Cooper Junior could both travel to church and workmen could transport their building materials more easily.

Gipp's knew, of course, that with a cleared track and eventually a passable road made, his aim of opening up the peninsula where Cooper lived could be realised. In the process of launching this modest scheme he hoped that it would be the genesis of greater developments that both he and Broughton envisaged for the area. It became desirable on the part of the Government to sell certain Government waste lands in the neighbourhood of Cook's River. Partly with this object in view, the Cook's River Dam was built.

Early land Grants

There were, of course, early land grants already held in the area then described as 'Botany Bay'. By far the earliest of these was Patrick Moore's 1812, 60 acres grant on what is now the Moorefields estate.

Patrick Moore (c1769-1851), was an Irish convict who, in 1797, had been transported to the colonies for life aboard the "Britannia". He had been born in Trim in County, Meath.

Patrick worked as a blacksmith at Parramatta and was granted a conditional pardon there in 1806. He lived with Rose Green with

whom he had three children (Mary b1797) John (1799-1815) and Peter (1801-1843).

After an earlier 60 acres land grant at Minto had been recalled, Governor Lachlan Macquarie granted the emancipist 60 acres of land in the Botany Bay area. Bounded by present day, Rocky Point Road, President Avenue and Beach Street, this eventually became, in turn, Moorefields racecourse, Moorefields housing estate and the site for James Cook High School.

He lived mostly in Pitts Row, Sydney and found that his grant was difficult to reach by either land or sea. Furthermore, it was marsh territory and became known as "Patmore's Swamp." In spite of this Moore made attempts to farm his grant and was a significant figure along the early Rocky Point Road. He succeeded with cattle and between 1817-21 tendered beef supplies for the Government Stores.

Moore, the first permanent settler in the Kogarah area, was a devoted Irish Catholic and in his early 50's became a member of the founding committee for the original St Mary's Catholic Church in Sydney. During July, 1820 it was reported :

Roman Catholic Chapel. A Public Meeting.

A meeting was held on the 30th June, 1820, at the Court-House, Sydney, for the purpose of adopting measures to effect the very desirable object of erecting a Place of Public Worship, for the use of the Roman Catholics of this Colony. The Meeting was attended by all the respectable Catholics of the Settlement.¹⁵

Towards the conclusion of the meeting it was moved that:

the Reverend Mr. Conolly, and the Reverend John Joseph Therry, Mr. James Meehan, Mr. William Davis, Mr. James Dempsey, Mr. Edward Redmond, Mr. Patrick Moore, Mr. Michael Hayes, and Mr. Martin Short, do form the Committee.¹⁶

Seventeen months later the first Catholic Chapel was begun in Sydney and the Gazette reported:

Rocky Point Road ... 1839-1889

*On Monday last the First Stone of the first Roman Catholic Chapel, in this part of the world, was laid in the presence of a vast assemblage of respectable persons, who were anxious to witness so important and interesting a ceremony. The site chosen for the erection of this edifice, which is intended to be spacious as well as handsome, lies to the East of Hyde Park, the front of the Chapel facing the Town. The spot in every way appears extremely eligible; and there can hardly be a doubt entertained but that the structure, when completed, will join with the other superb buildings in that attractive end of the Town, in affording additional and consistent beauty to the rapidly improving Australian capital.*¹⁷

This was to be the first church building on the famous present day site of St Mary's cathedral, one of Sydney's most magnificent buildings.

Patrick Moore was a progressive man and played an important role in early Catholic life in Sydney. In business he was entrepreneurial. During mid-1829 he applied for and was granted 3,000 acres on which to depasture his livestock. The land was described as follows:

*... bounded on the west by his own land, on the south by the entrance to George's River, on the east by the Beach of Botany Bay and on the North by Cook's River.*¹⁸

Today this area of land is very close to that of the entire Rockdale Municipality. That he could run his cattle over it without hinderence gives some idea of the remoteness of his land grant. After the time this permission was given to Moore, fourteen more years would pass before the crude bush track to Robert Cooper's land at Rocky Point could be hacked through the wilderness.

Patrick Snr's youngest son, Peter, was the recipient of a 60 acre grant in 1823. His land also fronted Rocky Point Road and today it would be described as taking in the Ramsgate shopping area on the eastern side of the road. It was bounded by the present Rocky Point Road, Ramsgate Road, Park Road and in the east, about Chuter Avenue, an area which was then swampy marshland. Peter Moore, a great traveller, does not seem to have lived on his property and may have regarded it as a long-term or investment prospect.

When Patrick Moore Snr passed away in 1855 his Rocky Point Road property, "Moorefields" passed to his nephew, Patrick (1807-1877). Patrick, born in Meath County Ireland, was the son of Peter Moore, a blacksmith and Catherine (nee Sullivan) He had arrived in the colony in 1842 and it seems that it was always intended that he take control of part of his Uncle's estate. In 1832 Patrick Moore Snr had bought George Trace's adjacent grant for £ 15 and gifted it to his nephew in 1843.

In 1855 Patrick (nephew) at age 48 married Elizabeth Hickey (1827-1905) at Sydney and they settled at Moorefields. They had 9 children, six of whom were girls. Their only surviving son Peter Moore (1855-1925) later became a leading figure in the St George area and built and operated the Moorefields racecourse on part of the original estate.

With this great start in the colony Patrick (nephew) became a farmer hailing from Rocky Point. He also became a member of the Rocky Point Road Trust and, like his Uncle, was devoted to the Catholic church in Australia. Patrick (nephew) was prominent at St Patrick's Church, Kogarah which stood just a short distance from his inherited estate. Patrick (nephew) became an important intermediary between the area's first settler and his philanthropic son, Peter, of racecourse fame.

In 1862 the Rocky Point Road Catholic School opened. This school, which closed but was quickly reopened again in 1864. The 47 children attending this school on 5th October 1870 lined Rocky Point Road to watch the Duke of Edinburgh pass by. He was on his way to Sans Souci and:

*as the carriage approached each child threw a splendid bouquet into the road and as it passed three cheers were lustily given for H.R.H. who acknowledged the compliment, and seemed much pleased with the loyalty the little ones displayed.*¹⁹

The road had had it's first royal visitor.

This school was the precursor of St Patrick's Catholic Church, built on one acre of ground purchased from Charles Bown for £ 20 . Patrick Moore (nephew) was made a Trustee along with the Most Reverend John Bede Polding, Roman Catholic Archbishop of Sydney, the Reverend Patrick Keynon of Redfern, Clerk in Holy Orders; and

Rocky Point Road ... 1839-1889

Edmond English, another prominent farmer from the Rocky Point district.

The most interesting grantee along the Rocky Point Road, however, was George Trace (b.1796). George was listed for a grant in 1821 which eventually became available to him in January 1827. This was a 60 acre block on Rocky Point Road. His grant fronted that road between present day President Avenue on the south and Beach Street Rockdale on the north. Part of this boundary adjoined James Beehag's 79 acres at Rockdale. The Eastern boundary was, again, marshland in the vicinity of West Botany Street.

Interestingly, George was the son of John Trace (c.1754 - 1823) a convict from the the First Fleet who had arrived on the "Charlotte" in 1788. John had been convicted at Exeter on 20th March, 1786 after stealing 30 pounds of mutton. He was sentenced to 7 years transportation.

John met his future wife when both were assigned to the Reverend Samuel Marsden at Parramatta. She was Mary Rose (1769-1832) who had been convicted at Lincoln in 1786 of stealing clothing from a house. Mary arrived in Sydney on the infamous "Lady Juliana" on 3 June 1790. They were married at Parramatta on 23rd August 1790 after applying for permission for a convict to marry.

John was granted a 50 acre parcel of land at Prospect Hill on 23 August 1790. However records do not show that he worked the land and later was living in Sydney. By 1814 John was listed as receiving 'charity', that is living from Government stores at Sydney'

On 7 August 1833 George Trace and convict woman Ann Reynolds (b.c.1803) were married by the Reverend Samuel Marsden at Parramatta. Ann had arrived aboard the "Diana" after having been sentenced to 14 years transportation. George and Ann lived at Parramatta and later at several addresses in Sydney where he had convicts assigned to him.

Like other early grantees George Trace did not live on this land and again would have found access very difficult indeed. Nevertheless, his grant on Rocky Point Road provides a fascinating connection with Australia's earliest European history and the First Fleet.

It has been noted above that Patrick Moore bought this grant from Trace in 1832. Fifty years later it was sub-divided into

building blocks and streets as the "Kogarah Park Estate". Green Street, French Street and Baxter Avenue amongst others were created at that time.

Gipps' proposal to open up the area for settlement in the early 1840s would have delighted men like the Moores and George Trace. Access to their holding would be instantly facilitated. Accordingly Gipps' plan was quickly embraced by landholders and agents in the district and there was much interest from potential buyers in the new land that would become available. Speculators eagerly welcomed the dam that would open a range of possibilities for them. Accordingly advertisements appeared even before the dam was completed for traffic.

After detailing eight lots in glowing terms and showing the utmost optimism about the forthcoming access to unlimited fresh water, one agent claimed:

In recommending the last eight Lots to the notice of the public, it may be well to remind intending purchasers of the daily increasing value of Land on the banks of Cook's River, from the circumstance of the Dam rapidly drawing near completion; and consequently the whole of the Lots will then be bounded by fresh water, and thereby be admirably adapted for Dairy Farms.²⁰

Land agent, A. Polack also pressed his case for the southern bank of the Cook's River. He wrote:

Mr A. Polack therefore begs to remark that all along the banks of this river, consists of alluvial soil, admirably adapted for agricultural and horticultural purposes, and at the rear of which, finely studded with every description of timber, so much sought for by the Sydney builders; it also abounds with brick earth, &c. Arrangements are already commenced by H. M. Government for converting Cook's River into a fresh water stream, for the purpose of supplying Sydney and its environs with that grand desideratum, "pure water," in the furtherance of which object, operations have actually commenced, huts built, &c. This property will therefore be bounded on one side by fresh water of great depth as well as having several creeks meandering through it.²¹

Rocky Point Road ... 1839-1889

'Mr. A. Polack' was Abraham Brian Polack (1797-1873) emancipist Sydney businessman who made his fortune dealing in land in early Sydney. Quite apart from a wide range of real estate transactions across Sydney, records and Parish maps show that Polack was a prolific purchaser of land along the western bank of Wolli Creek and the eastern bank of Cook's River in particular as it meandered towards the south.

In February, 1820 Polack, the son of a noted English painter, was convicted at Middlesex gaol delivery of stealing a lady's watch and sentenced to 7 years transportation. He arrived aboard the "Agamemnon" in September 1820 and was assigned as a convict servant to a Sydney jeweller. He married Hannah Brian in Sydney during September 1824. and his Certificate of Freedom was granted in 1827 when he was 30 years of age.

Thereafter his business career prospered and he became a hotel proprietor, an auctioneer and a landowner. In the process he became one of the wealthiest emancipists on record. As the latter he was very much involved in opening up the land south of Cook's River.

It may be seen from the above examples that new communities were emerging around the Cook's River crossing and beyond. The church was nearly completed and the dam was under way. At St Peter's the first service was conducted on 13 May, 1838 in a temporary church. The foundation stone of the present church was laid on 7 July 1838, and the building was completed in November 1839.

The builder was Henry Knight, of Macdonaldtown and Thomas Bird was the architect. Built of sun-dried bricks, by free labour, St Peters is one of the oldest churches in the suburbs of Sydney. In style St Peter's Church represents the English Commissioner's Gothic in Australia. Twelve pillars, made of ironbark, felled in nearby Gannon's Forrest, support a plaster vaulted nave.

There is no record to show whether the Coopers of Rocky Point were regular church attenders in the early 1840s but Gipps helped to 'clear the way' for them to do so.

Gipps, like Macquarie before him, sought to expand and develop the colony and where possible he made the very best of convict labour. Throughout the latter part of 1839 and into mid-1840 the convicts working on the dam were accommodated at the new Stockade which stood just to the south of the church.

Consequently the Gipps/Cooper road gang (known as the Rocky Point Road Gang) was established. Four convicts chosen for the mammoth task of hacking a way through the bush. They came from the ranks of Government Service men at Hyde Park Barracks. One of them at least (William Mills) had spent time on the dam construction.

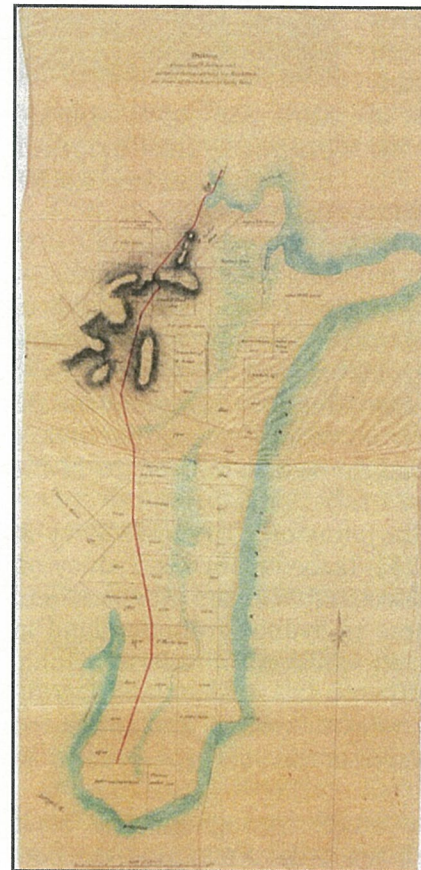
Before 'clearing work' for the road could begin, however, a tentative route had to be surveyed and marked out on the maps.

Gipps had noted that the lands would sell more profitably if proper maps were drawn up and duly made available to prospective purchasers. Accordingly, he confirmed authority to mark and build, amongst other roads, the one set up for Cooper.

The Surveyors

Two surveyors were then deputed to mark out this road. Messrs. J.V.Gorman and W.W. Darke were appointed and they marked out the road between Cook's and George's rivers.

They indicated the course of the road by marking trees



The illustration at left shows a tracing from the original map plotting the course of Rocky Point Road. This was prepared by Darke & Gorman, Surveyors, for the Surveyor General in 1842.

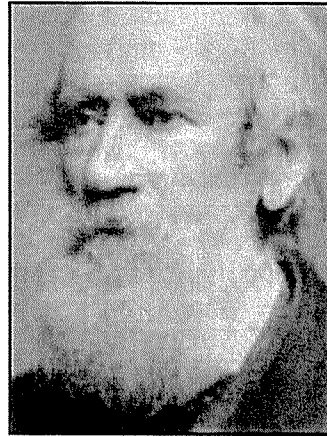
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Rocky Point Road ... 1839-1889

along its way and by employing the usual surveyors marks. The tree marking would have been intended for the guidance of the convict gang who were soon to make a start on clearing the scrub.

William Wedge Darke, (1811-1890) was the son of John Darke and his wife Elizabeth (nee Wedge).

William was born in Surrey, England and came to Australia in 1827. He was a land agent and a well-known surveyor in both New South Wales and Victoria. In 1837 he became assistant to Robert Hoddle, the chief surveyor of the Port Phillip District where he helped layout the street plan for Melbourne. Later he was Assistant Surveyor with the New South Wales Surveyor General's Office.²²



Surveyor W W Darke, planned the original track that became Rocky Point Road.

Darke's surveyor partner for his work on laying out the course of Rocky Point Road was John Valentine Gorman (1821-1867). Gorman had arrived in Sydney with his parents Lieutenant Owen Gorman, of the 80th Regiment and Margaret Gorman on 26 February 1839. The family sailed from Mauritius on the "Henry Owen" Gorman Snr was appointed as the last Commandant of the penal settlement at Moreton Bay on 21 July 1839.

John V. Gorman married Isabella Johnston (1819-1915) at St Mary's Church, Sydney, on 2 July 1841. Isabella, born in Sydney on 30 July 1819, was one of 12 children of William Johnston and Isabella (nee Cunningham) who came to Sydney from Scotland in 1817. John and Isabella had seven children: Frederick, John, Isabella, Margaret, William, Ada and Gertrude.

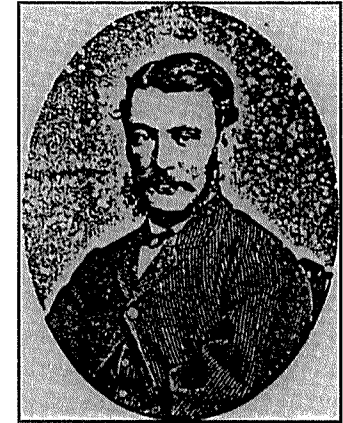
Soon after his arrival in Sydney, John V Gorman was appointed an assistant surveyor in the Department of the Surveyor General on 26 March 1839.

The position required him to travel throughout the state surveying new towns. He was given the task of planning the new village of Wingham in 1843 and he carried out a survey of the town

of Armidale in 1849. He also spent a lot of time in the Manning River district.

For one of his earlier projects, during March-April 1842, Gorman had been detailed to report on the vacant lands in the Parish of St George. At that time he reported in writing to the Surveyor General.

In a later letter dated 10th October 1842 (below) he points out that he has, 'marked out the road leading to Rocky Point'. Gorman, roaming the wilds of the Rocky Point peninsula during 1842 became very familiar with the territory. Further he was in a favourable position to mark out the track that eventually became Rocky Point Road.²³ An earlier letter appears on page 11.



J V Gorman

This important letter reads:

10th October 1842,

Sir, In Reply to your letter No41/326 of the 11th of July, I do myself the honor to state that I have marked the road leading to Rocky Point as also the road leading to the Portion to the Westward of it. - as shewn on my plan of the vacant lands in the Parish of St George. The beach road leading from the Rocky Point road to the Botany Beach as also that from the Main road road to Portion No. 62 are at present being marked. The description of the remaining portions shall be sent in with the least possible delay.

I have the honor to be

Sir

Your most obedient Servant

J V Gorman

Asst Surveyor

Sydney 21st April 1842,
Sir, In compliance with the instruction contained in your letter No 41/251
I have the honor herewith to forward a survey of the vacant lands of the
Parish of St George shewing also the dam across the Cook's river and the
proposed road to the interior as far as I understand it to have been decided
upon.
With the reference thereto I beg to state that these are two farms; one of
120 acres granted to Thomas Laurence and situate at the junction of Salt
Pan Creek with George's River. The other of 60 acres granted to Peter
Moore and situate near Rocky Point of the boundary lines of which I
could find no trace whatever on the ground. The farmer of these farms has
evidently been at some former period in occupation as there still remains
some fencing at a hut as shewn in the plan but the latter has never yet
been occupied. The land throughout is of a very poor description consisting
to the Westward and Northward of forest land of a sandy soil interspersed
with rock and scrub as shewn by a green tint and in the vicinity of Botany
Bay to the Eastward it consists of stunted scrubby land of a loose sandy
soil as shewn by a yellow tint. J.V. GORMAN ASS SURVEYOR - then
across the bottom left corner - 'Mr G - The doubtful boundary line
had better be confirmed and if possible and joined another by ensuring to
the rec (???) or to the (???) is problem JLM' - 'The Surveyor general has
already before him the original survey of Laurences - and I enclose a
tracing from an old map by which it would appear that Peter Moore's 60
acres was determined by some rectangular lengths which have been the
guide for (???) it down - their position having been first determined by the
(???) shewn in pencil. - April 28/42

J.V Gorman sent the above letter to the Surveyor General on 21 April 1842. He describes the map reproduced here on p9. Gorman writes about the 'vacant lands' in the parish of St George and discusses Peter Moore's 1823, 60 acre grant which was, by far, one of the earliest on the peninsula. Moore's grant fronted what was to become Rocky Point Road and it's situation no doubt influenced Gorman & Darke when they plotted the course of the road to bisect the peninsula and arrive at Robert Cooper Jnr's house.

J.V. Gorman gave up his government position as surveyor and in 1856 and joined in a limited-time partnership with his employer, Thomas Sutcliffe Mort, the Sydney auctioneer. This arrangement expired in March 1867. For Mort, Gorman had specialised in property sales. Gorman built one of the first residences in Ocean Street Woollahra, naming it "Tara".

Maps of the lands about to be sold representing the several roads running through it were prepared by the Government surveyors after Gorman and Darke and were exhibited to the public. The land was actually sold, with all conditions attached, according to those maps. This included a 'public right of road' through land grants in its path.

As the new road departed Cook's River dam it passed through the 1833 grant made to David Hannam (1805-1872). This was duly noted on the official maps and displayed in the Surveyors Office in Sydney. Hannam's farm was the only occupied land on the surveyed route of the new road.²⁴

That is not to say that other settlers were not nearby. At Arncliffe, for example, there was sparse settlement, mainly populated by market gardeners and timber getters. The first main road through that area was the Old Illawarra Road (later Forest and Wollongong Roads). Sir Thomas Mitchell surveyed and constructed this road with convict labour between 1842 and 1845. Importantly the road led south from Sydney to Wollongong and was facilitated, of course, by the construction of Cook's River dam in 1839-40. A hand punt was put in place across George's River in the early 1840s. Rocky Point Road, in it's crudest stage, was being developed concurrently.

The Rocky Point Convict Gang

The earliest growth of a road to Rocky Point also depended on convict labour. Like the Old Illawarra Road it was also to lead to George's River in the south but it was to track further to the east, following a line which bisected the peninsula from north to south.

Research by Beverley Earnshaw, a specialist in Australian convict history, has shown us that the four convict members of the Rocky Point Road Gang were William Francis (b.c.1818) John Farrell (b.c.1814) William Mills (b.c. 1920) and Michael Eagan (b.c. 1817)²⁵

Rocky Point Road ... 1839-1889

The men who made the first Rocky Point Road were a diverse group. They were transported and arrived here between 1838 and 1840 and hence were amongst the last of the 165,000 convicts sent to the colonies.

For Robert Cooper the most interesting of the quartet was an Irishman from Tipperary who had been convicted of receiving stolen goods. He was one Michael Egan (Aggan)(Goode)(b.c.1817) a stonemason.

Egan was convicted at York in March 1839 when he was 22 years old for 'receiving stolen goods'. Sentenced to 14 years transportation, he arrived on the "Maitland 1" which carried 305 convicts and docked in Sydney on 14th July, 1840.

Egan was a man of many identities. On the "Maitland" he was listed as 'Aggan'. In subsequent convict records in Australia, he was known as Egan. In England he also assumed the alias 'Goode'. For my purpose here I will use the name Egan, but he is one and the same fellow.

He was arrested in January 1838 but not tried until February 1839, for reasons outlined below. The York Gazette printed a relatively long piece which is worth quoting in full here. It detailed Egan's crime:

Highway Robbery :

At the Bradford police court on Thursday, Michael Aggan, alias Goode an Irishman, by trade a mason, was charged with with robbing John Sedgwick of Catton near Calverley, bookkeeper, on the highway, near the junction of the old and new roads from Bradford to Leeds on the night of the 28th July 1837. It appeared that on the night in question Mr Sedgwick was on his way home from Bradford, when he was attacked by five men and robbed of a silver watch and a considerable quantity of money. About this time various other robberies were committed, and especially on an excise officer, on his way to Leeds, in Barley Lane, near the Cardigan Arms, near Leeds, and another Mr Thomas Johnson, of the Coach and Horses, Bradford Moor, who was on his way to from Pudsey. From a combination of circumstances, suspicion attached to the prisoner Goode, and a man named Higgins. The latter individual was apprehended by Mr. Brigg the deputy constable at Roscred, in Ireland and took his trial at York Assizes in the spring of last year (1838) and was transported. On Mr. Brigg's visit to Ireland on that occasion, he traced the watch

belonging to Mr Sedgwick through the hands of Goode into those of a pawnbroker and from him into the hands of a police officer in Dublin. Goode himself, however, could not be found and he managed to make himself scarce till 27th January last, when he was apprehended in Bradford. He was then brought up, but the witnesses being some in Ireland and others in various places, he was repeatedly remanded. The train of evidence was at length completed and on last Thursday he was committed to York Castle to take his trial at the approaching Assizes.²⁶

The Yorkshire and Derbyshire Advertiser published, on 9th March 1839 a list of those who would face Barons Parke and Alderson that day. Michael Egan (Aggan) (Goode) was number 46 on the list. His trial ended on a chilling note when he was sentenced to death. A report of the trial was published:

MICHAEL AGGAN, alias GOODE (22), was charged with having at Calverley, stolen a watch, two £5 notes, and other monies from the person of John Sedgwick. Mr. Read conducted the prosecution; the prisoner was undefended. The prosecutor resides at Calverley, and on the evening of the 28th July, 1837, was returning home, when he was attacked by five men, who knocked him down with great violence, so as to render him insensible. On recovering he found that he had been robbed of the articles mentioned in the indictment. He then gave information of the robbery, but nothing was heard of the prisoner until the 14th or 15th of August, when he was found in a public-house in Dublin, exposing his watch, the number of which was taken down by one of the company. He afterwards offered to pledge it, but it was detained by the pawnbroker. He was subsequently apprehended in Bradford, and the watch being identified by the prosecutor, he was committed for trial. The Jury found the prisoner Guilty and his Lordship ordered judgment of death to be recorded against him.²⁷

Sometime between March and May 1839 the sentence was reduced to 14 years transportation. The system allowed for this. Indeed most sentenced to death did not suffer that fate. In Egan's case his charge was later listed as 'receiving stolen goods' - a transportable offence. Perhaps the judiciary thought that a

Rocky Point Road ... 1839-1889

stonemason would be of far more use in the growing colony of New South Wales than he would be in an English grave.

Instead of death Egan was now facing a future in Australia as a long term convict. However, before his departure Egan spent 11 months on the prison hulk "Justitia" at Woolwich where he arrived on 8th May 1839.²⁸

A notation on the hulk register commented that Egan was of 'very bad character - committed several highway robberies'.

The "Maitland" departed Sheerness on 22nd March 1840 and transported mostly English and Scottish male convicts. After his arrival we know that Egan spent time at the Hyde Park Barracks. He was in Government Service which meant that he could be assigned to different 'gangs' as the need arose. Such convicts were known as "Government Men".

In June 1819 the Hyde Park Barracks had opened to house convict men and boys working in such government gangs, and over the next three decades as many as 50,000 convicts passed through its gates.

Convict records show that Egan was often in trouble with authorities. On 26.12.1843 he was tried for robbery at Hyde Park Barracks, found guilty and placed in irons and made to work with the iron gang in the Wollongong district. After completing his 12 months sentence Egan was soon in trouble once more and admitted to Parramatta Gaol on 11.5.1844. For an unstated crime in March 1846 he was sent from Hyde Park Barracks to Cockatoo Island for 6 weeks. This was followed by another 2 months sentence on Cockatoo Island from 13.6.1846. Sir George Gipps had chosen the island as the site of a new penal establishment in 1839. Between 1839 and 1869 the island was used as a convict prison for recalcitrants. Finally Michael Egan was gaoled at Newcastle on 7.12.1850 for 2 months.

However, his charge sheet shows one really interesting event which was no fault of his own. On or before the 5th August 1843, Egan with his three fellow workers were relieved of their road-making duties and returned to Hyde Park Barracks. The reason recorded at that time was "Labour misappropriated by Mr Robert Cooper Junior."

Robert Cooper would have been vitally interested in Egan as one of his 'gang' because of his ability and skill as a stonemason. It seems a strong possibility that Egan may have been enticed, or

directed, prior to August 1843, to work on Robert Cooper's Rocky Point House, the first dwelling on the peninsula.

'Rocky Point House' was a solidly constructed sandstone building which was not built by an amateur. Such work, away from the eyes of officialdom, would have appealed much more to Egan than having to hack through bushland day after day.

If indeed Egan did the masonry work on Rocky Point House in the early 1840s then it lasted until its demolition (by then 'Sans Souci Hotel') in 1921, more than 75 years later.

His significance, of course, rests on the fact that he was one of the men who cleared the way for what was to become Rocky Point Road. But Egan's historical stature grows if he did, in fact, contribute to the building of Sans Souci's most significant early building.

William Mills - b.c. 1819 - arrived 8.12.1839 - Barossa.

Mills was convicted at the Central Criminal Court in Manchester, of picking pockets and was sentenced to 10 years in the colonies. He sailed aboard the "Barossa" which docked in Sydney on 8th December, 1839.

Built 1811 at Bengal, the "Barossa" was a wood barque of 730 tons. She carried 336 male convicts to Sydney and had two deaths en-route. She had departed Sheerness on the 3rd of August 1839. Her Master was Captain John Austin and the Surgeon was Robert Wylie.

Five days after arrival convicts were marched to Hyde Park Barracks. They were met there and inspected by the Governor Sir George Gipps who delivered his standard address to them. Three days later William Mills was at the Cook's River Stockade and working on the construction of the dam. It had been reported:

*The convicts who arrived in this colony by the ship 'Barossa' were removed on Monday morning to this station, and Mr. Jones, late Assistant Chief Constable of Sydney, has been appointed superintendent of the works which are there in progress.*²⁹

Mills gave his occupation as 'waterman'. In colonial Australia the occupation was identical to that in the United Kingdom. He was a man who transferred paying passengers across and along city centre rivers and estuaries. Mills would have been a handy man

Rocky Point Road ... 1839-1889

around Sydney Harbour or for that matter out at George's River near the Cooper estate on Rocky Point.

John Farrell (b.c.1814) - arrived 5th August, 1837 aboard the "Calcutta 2".

Farrell was 23 years old when he arrived in the colony. He had been convicted of manslaughter at the Tipperary Court on 14th March, 1837.

Farrell, a single man, was of the Catholic faith and could read and write. He was promptly assigned to the Hyde Park Barracks which made him a "Government Man" and he became available from the labour 'pool' to be placed with various work 'gangs.' When Governor Gipps gave the order for men to form the "Rocky Point Road Gang", Farrell who had given his occupation as 'labourer', was selected.

While records do not reveal too much about Farrell, we do know, of course that in August 1843 he was returned to Hyde Park Barracks from George's River where Robert Cooper Junior had, apparently, arranged for him, along with the three others, to work on his house rather than the road.

When Farrell was given his Certificate of Freedom on 26th January, 1846 he was 32 years old. He was described then as having red hair and whiskers and was comparatively tall at 5'11".

The fourth member of the 'gang' recorded at George's River was **William Frances**, a stable boy from Buckinghamshire who arrived aboard the "Captain Cook {2}" on 26th August, 1833. Frances was just 19 years of age when he arrived in Sydney. He had been convicted, at Middlesex Gaol Delivery on 14th February, 1833, of 'stealing fowls'. He was sentenced to transportation to Botany Bay for 7 years and had no former convictions. Frances' convict record describes him as being a Protestant, just 5'4½" tall, with a sallow complexion and having eyebrows which were 'partially meeting'.

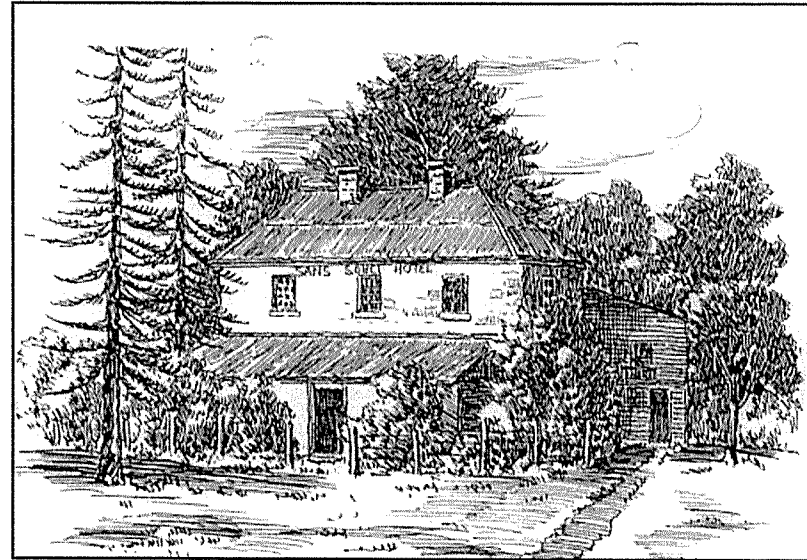
It is rather ironic that the popular term for the colony in England was "Botany Bay", for after a long and arduous sea journey Frances was to contribute to the road which helped open up Botany Bay to many thousands of travellers and residents after his time.

When these four men were returned to the Hyde Park Barracks presumably work on the road ceased for some time.

After the tentative start on the track in 1843 the small 'gang' of convicts was retired from their work and sent back to the Hyde

Park Barracks to be deployed on another task of labour. Robert Cooper Junior had indirectly brought about the end of work on his much anticipated 'road'.

However, a start had been made and colonists from near and far could see the benefits that may eventually be derived from the road.



Robert Cooper Jnr's home, later the Sans Souci Hotel at Rocky Point

The secondment of the four convicts came at a fortuitous time for Robert Cooper Junior who, like many others, was struggling with financial and business problems. Cooper, at the same time, was ambitious (or foolhardy) enough to commence building a large sandstone house in a remote area well to the south of the city at George's River. The newspapers of the day were littered with insolvency notices. Nevertheless, it can be claimed that Robert Cooper Jnr was instrumental in drawing attention to the need for a passable road to that isolated Rocky Point where he lived. Fortunately for him he had the Governor's sympathy.

Rocky Point Road ... 1839-1889

The 1840s was a difficult time for many in the colony. Land sales had fallen away drastically after prolonged drought in NSW between 1837 and 1842. Several other critical factors came into play but one major concern was the discontinuation of transportation to NSW. This meant that an important source of free labour was no longer available. All of this led to an economic downturn of major proportions. With both labour and finance diminished in this way, road construction was just one of the expansion areas deeply affected.

As a consequence turnpike and toll models for roads remained very much in governmental favour in the 1840s and beyond.

The Parish Roads Act - 1840

The "Rocky Point Road Gang" was always small and probably only comprised the four men already discussed. Consequently they may not have always been supervised and this would have laid them open to laziness, temptation or neglect of duty. Robert Cooper Jnr had taken advantage of these factors.

A bureaucratic attitude towards Parish Roads was well established before Gipps' time. Governor Bourke had complied with the policy that all major road funding need to be approved in England before work could be begun. However neither he nor the holders of the purse strings in England had any intention to pay for Parish Roads, their construction, development or maintenance. Gipps inherited this system which applied directly to Rocky Point Road.

Accordingly the Turnpike Act of 1833 made provision for 'the repair of roads on the most frequent lines at short distances from Sydney'. A Turnpike road can be considered as 'toll' road in our times and effectively we see this system still all around us in modern cities across the world. Toll roads often provide a service at minimum cost to the Government of the day and continue to be deployed on a 'user pays' system. Cook's River Road, leading from the city to the north bank of the river was a Toll Road controlled by a Trust from 1862 to 1882. Travellers were obliged to pay their toll at a gate across the road at Newtown.

The fledgling Rocky Point Road came into being at a time when such 'turnpike policies' not only prevailed but were strongly entrenched. Initially, of course, it was simply a track but as it

developed and improved and traffic increased it was inevitable that to travel it would attract a toll.

Historian Rosemary Broomham has given a clear definition of a 'parish road'. In doing so she has outlined the context in which Rocky Point Road was developed.

The term 'parish road' applied to any thoroughfare not listed among the public roads. However there was no parish administration to supervise the formation or maintenance of such thoroughfares.³⁰

This was well and good but most colonists were aware that the population was too small to support local roads and difficulties with administration, upkeep and toll collection quickly became apparent. New taxes to fund local and city roads were strongly opposed and this situation, in all its aspects, was exacerbated by the cessation of transportation to New South Wales in 1840.

If the early advocates of a southern railway had won the day, Rocky Point Road may not have flourished as it finally did. There were proposals to run a railway right down the middle of the peninsula and across a bridge constructed at "Cooper's" at Rocky Point."

The correspondent "Cooman of Bottle Forest" wrote to the Sydney Morning Herald saying in part:

Gentlemen, - After perusing the various letters on the subject of the proposed Railroad to Goulburn, permit me to say a few words through the medium of your valuable paper. The only undertaking of real difficulty on the extreme eastern line, is the crossing of George's River, at Cooper's, at Rocky Point, over to Laycock's side. This space between the two points is the narrowest for many miles up the river. The bottom is firm, and materials for carrying out embankments on both sides of the river, abundant. The intermediate space, over which a bridge would be necessary, would be then comparatively small; and as Government intend, at a future time, to build one where the punt now is, they may be induced to change their site, and the two works might be made one expense.³¹

Rocky Point Road ... 1839-1889

"Cooman" was advocating precisely what was to happen some 120 years later. That is, a bridge was thrown across the George's River, in 1965, right beside where "Cooper's" had stood until 1921. Admittedly this was not a rail bridge but that system was well and truly in place elsewhere.

Hannam's Fence: 1848

There was very little traffic along Rocky Point Road in the 1840's although Robert Cooper Jnr and his family did certainly make good and frequent use of it.

In April 1848, Robert Cooper Jnr was making his way towards Sydney from his Rocky Point home. When he was quite close to the dam at Cook's River he pulled down a fence on the property owned by David Hannam at Cook's River. Cooper claimed that Hannam had enclosed land on a farm and in the process blocked an old established road leading to Rocky Point.

The road in question was, by then, well-known as Rocky Point Road and Cooper had indeed been using the track for some four or five years.

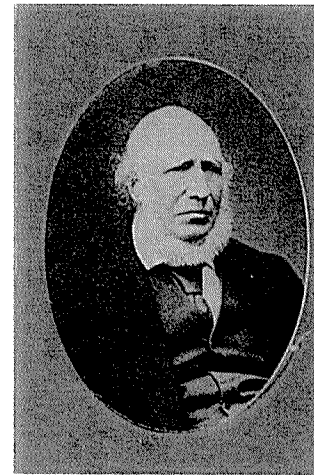
Cooper was summoned to the Police Court to defend his actions. Arguments went back and forth after a man named Johnson, who was in Hannam's employ, said that he had witnessed the event. Witnesses for both sides put contradictory views. The Magistrate, Mr Nichols, finally declared the matter a case of 'disputed right of road'. His court, he said, was not equipped to deal with the matter and the case was dismissed.³²

Robert Cooper Jnr died in July 1848 before any further proceedings could take place in this matter. In a very important way Robert Cooper Jnr and his wife had been partly responsible for the early construction of the bush track which became Rocky Point Road.

However, this problem of 'road enclosure' was not finished in 1848. Two years later it was to be resumed after Thomas Chapman had become the owner of Rocky Point House.

David Hannam was the son of Reuben Hannam (1779-1852) a convict transported to New South Wales in 1811. He had been found guilty of larceny at Somerset in 1810. David, his mother Elizabeth, and sister Charlotte, arrived in the colony aboard the "Lady Northampton" in June 1815 after deciding to follow their father and husband to the Antipodes. David was 10 years old when

he arrived. He had been born at Holton, Somerset, England and married Mary Masterton (1813 -1894) in March 1828 at Campbelltown, NSW. Mary was just 15 years old at the time of the marriage. They had 12 children.



David Hannam
(c1805-1872) - pioneer
settler and landholder
at Cook's River

Reuben, after receiving a conditional pardon, had been granted land, including 100 acres on the southern bank of Cook's river in November 1825. Here Reuben developed his estate which he named "Wincanton" after his place of origin in Somerset, England. This estate joined that of A B Spark and was described in 1860 as having 'many natural assets'. Reuben built his home, "Wincanton House", which had 9 bedrooms together with a hall, drawing and dining rooms, with detached kitchen, stables, laundry &c.'³³

This entire estate, which included 'a large and selected stock of all sorts of fruit trees', had been left to David Hannam after his father's death in 1852. David advertised it 'to let' in 1856 and

for sale in 1860.

The area, just to the south, now known as Arncliffe was then known as Cobbler's Hill or Cobbler's Pinch or in some case "Wincanton"; more of which anon.

David Hannam had received, in 1833, a grant of 60 acres, adjacent to his father's land at Cook's River. This was the land over which the dispute with Robert Cooper Jnr took place in 1848. The grant was listed in Deeds of Grant in October 1831:

David Hannam sixty acres; bounded on the north east by William Packer by a line north north west 29 chains; on the north by a line west 7 chains from Reuben Hannam's south east corner; on the west by a line south thirty-two chains; on the south by a line east twenty-seven chains fifty links; and on the east by a line north eleven chains and fifty links to W. Parker's {Packer's} south east corner - promised

Rocky Point Road ... 1839-1889

by Sir Thomas Brisbane on 11 th November, 1825; Quit rent, 10s sterling per annum, commencing 1st January, 1833.³⁴

In 1858 David Hannam gave half an acre of land to the Trustees of the Church of England Property Trust and a small church and school, was built there in 1861. This was later replaced by a larger building which came to be called "Old St David's". Later again St David's was built on Forest road and the foundation stone was laid in January, 1910.³⁵

The Hannams almost stood in the way of progress to Rocky Point. Their holdings at Cook's River seemed to be blocking the emerging road but once the dam facilitated travel beyond the river, a number of roads inevitably fanned out from the crossing point. One which soon turned in a south-westerly direction eventually became Forest Road and the preferred early route to the Illawarra. Another, heading directly south over the ominously dominating bulk of Cobbler's Pinch, was Rocky Point Road.

Cutting a way through huge expanses of rock was not new in the colony of NSW. During 1843, when the road was first surveyed, this hazard would have been quite apparent to Darke and Gorman. It was in 1843 also that Sydney's most famous cutting, the Argyle Cut at The Rocks, was begun using convict labour.

Six miles to the south of Hannam's farms, on the tip of the peninsula, was the large area of land which figures so prominently in the story of Rocky Point Road. First Charlotte's Point then Rocky Point and finally Sans Souci.

The Coopers of Rocky Point

When Catherine Newell Rutter married Robert Cooper Jnr in January 1830, she was given a delightful wedding present. In what was described as a 'Marriage Portion', Governor Sir Ralph Darling granted her 100 acres of land in an area to be selected. Some twelve years later the Coopers eventually settled on their grant on the north bank of George's River in the isolated Parish of St. George. The Governor's gift of land, however, was neither spontaneous nor unsolicited, for just a discreet six months after her marriage Catherine Newell Cooper had written to Governor Darling saying:

His Excellency the Governor having been pleased to confer on my sister Caroline B. Kendall, late Caroline B. Rutter a grant of 100

acres of land as a marriage portion. I take the liberty to request the same favour of His Excellency.³⁶

Darling, whose policies on land grants were a source of annoyance to some colonists, agreed to the grant on 25 August 1830, and suggested that the Coopers choose an area that suited their needs then apply to the Surveyor General, Sir Thomas Mitchell, for an allocated selection.

The Cooper's house construction had begun c1842 and they named it "Rocky Point House". Catherine had at first named the area 'Charlotte's Point' after her mother, but the more prosaic name prevailed. Thomas Holt later named the place 'Sans Souci'.

It was the earliest house on the peninsula and therefore of great historical significance. The land stretched from George's River in the south to the present day Kendall Street in the north and the shore of Kogarah Bay in the west. The eastern boundary was a line drawn from the river to a marked tree in the north. It was magnificently sited on the very tip of Rocky Point and gave a one hundred and eighty degrees view of the sparkling, unpolluted, George's River. These were happy days for the young married couple, but changes were in the air.

Throughout the 1830s there had been an excessive influx of English capital into the colony that had fostered overspending on land and had '*engendered a restless extravagance in expenditure throughout the community*'.³⁷

Life was lived in isolation and men like Cooper had to improvise and make the best of difficult circumstances. There is a persistent story in the St George area that Cooper erected a still at Rocky Point and transported his 'brew' to the city in kegs slung across his packhorse. There may be some truth in this as his father, Robert Cooper Snr has been described as a '*renegade distiller*', with his Glenmore Distillery based near Rushcutter's Bay.

If this story is true, then Robert Cooper Jnr would have had to endure great difficulties during his journeys to and from the city with his illicit grog.

Cooper also found family life harrowing and when his daughter was born in 1846 he undertook, once more, the difficult journey along an unmade, rough road to St Peter's where she was christened in the stone church which stood, just north of Cook's River, at the southern extremity of Sydney's suburbs.

Rocky Point Road ... 1839-1889

From the earliest times in London's East End, through his school years and in his early business career with his emancipist father in Sydney, Robert Cooper Jnr had never known hard times. In a colony where class consciousness, often based purely on the size of one's bank account and outward signs of prosperity, was rampant, it must have been difficult for him to accept his failing fortunes. His solution was to run up large accounts with whoever would give him credit. One such generous creditor was Thomas Chapman, who educated his eldest son in England and France. Robert Jnr. was later to admit:

There was a verbal agreement between Mr. Chapman and myself that Mr. Chapman should take my son to England, educate him and bind him an apprentice - Mr. Chapman was to find my son in everything he required and on Mr. Chapman's return to the colony I was to pay him with interest all monies incurred on my son's account. I did not limit the amount that is the arrangement with Mr. Chapman.³⁸

On 25 October 1847, while Chapman and his son were still in England, Robert Cooper Jnr was forced to mortgage the property at Rocky Point. The mortgage for £1,500 was taken up by James Corlette.³⁹

Cooper had little or no chance of repaying Chapman for his son's expensive education and travel in England and France.

As a hedge against his failing wool interests he invested money in 113 acres at Kurrajong and developed 'The Terrace Vineyard'. This provided little or no income and he soon lost interest in becoming a winemaker. But it is quite likely that Cooper was distilling spirits there. After 1842 Cooper spent his time between Lake George and Rocky Point.

The ideal life of a gentleman at George's River was no longer possible for Cooper as he struggled to maintain some income. The 100 acres there remained undeveloped but the house had, by 1848, become a comfortable home even though it remained isolated from the city. For the Coopers this was the real charm of the place. The trees and gardens had developed, fish and oysters were plentiful and game birds such as quail were easily shot. Catherine Cooper grew and exhibited exotic plants and flowers in the grounds and in 1849 won a small silver medal at the Australasian Botanic and

Horticultural Society Exhibition. She showed the South African Silver Tree (*Leucadendron Argentum*) in the Society's fourth exhibition that was held in the Domain gardens.⁴⁰



Thomas Chapman and Robert Cooper 3rd, painted by Dr Maurice Felton, in 1840

The occasional visitor came along, most often by boat from Cook's River, and sometimes down the track from the dam at Tempe. The family worshipped at St. Peter's at Newtown. The geographical isolation was no barrier to creditors, however, and as time went by, Cooper sank further and further in to debt, running up long outstanding accounts with the Blacksmith, the Grocer and the Haberdasher amongst many others. His foreman at Kurrajong, Thomas Delaney, remained unpaid as did Andrew Coleman, foreman at Tarrago, Andrew Dunn, foreman at Gingera and the thirteen shepherds and watchmen that were employed on the

properties.⁴¹ It is little wonder that Cooper, always struggling financially during the recession, had jumped at the chance of free labour when Gipps sent four convicts to clear his track.

During July 1848, Robert Cooper Jnr. was staying at his Lake George property. He fell ill and died suddenly on Saturday 15 July. The Goulburn Herald reported:

Sudden Death: After a few hours illness Mr. Robert Cooper Jnr. at his station at Lake George. It appears that whilst Mr. Cooper (who was in his usual good health) was superintending the erection of a boiling down apparatus, he was seized with an apopleptic fit Medical aid was as promptly as possible procured, and he was progressing towards recovery when the complaint took an unfavourable turn, and he expired on Saturday. ⁴²

Rocky Point Road ... 1839-1889

There was, of course, the inevitable speculation about suicide.

His death meant that the original pioneer settler of the Rocky Point area had gone. This did not mean, however, that the Cooper family was finished with its close connection to the area and its subsequent development. The grant, after all, had been made to Catherine Newell Cooper and this determined woman saw to it that Rocky Point would remain part of her family's heritage.

Four months before his death, Robert Cooper Jnr had applied to the Court to be declared insolvent. The depression, which had ravaged the colony through the 1840s, had contributed to his financial problems but it was also clear that he had been living well beyond his means. After leaving the protected situation with his father, he had acquired, apart from the Lake George and Kurrajong properties, various smaller properties in country areas and a cottage at Surry Hills.⁴³ Given the economic climate and his propensity for spending, it seemed almost inevitable that he would experience the same financial fate as many of his fellow colonists during the decade of the 1840s. His fiscal problem can be likened to Alexander Brodie Spark of Tempe, actually one his nearest neighbours. Spark was made insolvent in 1844.

Robert Cooper Jnr died while the Supreme Court was still investigating his request to be declared insolvent.

On Thursday 29th March 1849, eight months after his death, a final meeting of creditors was held at the Supreme Court, Sydney. The assignees, Clark Irving and Thomas Taylor were instructed to sell up his entire estate. The 100 acres grant at Rocky Point was not included in Cooper's estate, having been granted to his wife and held in trust for her by Robert Cooper Snr and Thomas Chapman, a close family friend. But it was still mortgaged to Corlette at the time of the Cooper estate settlement. Because all of his assets were so heavily mortgaged the estate was only able to pay its creditors at the rate of only 2s 10d in the pound.⁴⁴

The announcement as to Cooper Jnr's proved insolvency and inability of his estate to meet the debts was announced in the NSW Government Gazette on 17 April, 1849. On the preceding day the same publication carried the announcement that the creditors of Robert Cooper Snr should meet because he too was unable to satisfy demands for payment.

It may be seen then that Catherine Rutter's original grant encompassed all of the land on which stood, some sixty years later,

the tidal baths, Hughes' boatshed and Humphrey's boatshed and refreshment rooms. All, including the baths from 1897, were within 300 yards of one another, making Sans Souci a most appealing destination for those who wanted to fish, swim, picnic, gather oysters or enjoy the 'best wines and spirits'. In the emerging colony Sydney residents and visitors had, however, been doing those things for quite some time. The development of Rocky Point Road meant that more people could now enjoy all that was once exclusive to the Cooper family.

Cooper's need to get to Church at St Peter's was one thing but as the area was taken up by market gardeners, timber getters and those simply wanting to visit the wonderful 'pleasure grounds' and waterways the area offered was quite another.

Thomas Chapman and Hannam's Fence: 1850

Thomas Chapman was the main force at Rocky Point in 1850 and like Robert Cooper Jnr he was not going to be denied access to his land and house on the point. After all, Chapman's predecessor at Rocky Point had suffered the problems and concerns of isolation brought on by the lack of any type of passable road.

Accordingly the wrangle involving access from the Cook's River dam to the commencement of the track that was to become Rocky Point Road arose again two years after Cooper's demise. This time Thomas Chapman and William Cooper were the defendants of a case brought by the plaintiff, David Hannam, farmer of Cook's River. In mid-1850 the matter came before the Supreme Court.

Before His Honor Mr. Justice DICKINSON, and a special Jury of four. DAVID HANNAM V. THOMAS CHAPMAN AND WILLIAM COOPER. (ie William Oscar Cooper, b Paddington 1835)

David Hannam, whose farm in 1850 was just south of Cook's River, claimed that Thomas Chapman and William Oscar Cooper not only trespassed on his land but cut down his fences that barred their way. William O Cooper was the son of Robert Cooper Jnr and had been born at Paddington in 1835. In their defence Chapman and Cooper claimed that they had 'set up in justification a public right of road over the farm in question'. Further they claimed they could not use the public road unless they broke down the surrounding fences.

Rocky Point Road ... 1839-1889

As the case progressed David Hannam revealed that for many years his farm had been unenclosed but in 1847 he had fenced it in. On 16th February David's father, Reuben, and another man named Bull witnessed the two defendants cutting down the fence and insisting that they had right of way to the track which led from to Rocky Point in the south to the dam at Cook's River.

When Mr Foster for the defendants spoke he pointed out that Hannam gained his grant for the farm in 1833. The grant, he said, contained the usual reservations which included the power for the Crown to make roads through the granted land. As time passed it became desirable for the Government to sell certain waste land and hence to dam across Cook's River was constructed and opened in 1840.

Sir George Gipps noted that the lands would sell more profitably if Government roads were marked out. Accordingly he confirmed authority to mark and build, amongst other roads, the one set up by the defendants, (ie the Rocky Point Road) which they contend, passed through the plaintiffs farm, where the alleged trespasses were committed.⁴⁵

It was pointed out that the road in question had been surveyed by Gorman and Darke and that maps had been drawn up to show that it would traverse the property of Hannam (see p22). By 1850 the road had been in use for quite some time.

Chapman's Rocky Point Road remained clearly marked on the maps as running through Hannam's farm and was clearly indicated as a road designated along its length by marked trees. Further the maps proved that the road ran between Cook's River dam and Rocky Point.

Messrs. Gorman and Darke were employed to make and carry out the roads. Giving evidence at this trial two men, Dillon and Sheldon, who worked with Mr. Darke in marking out the roads in the Cook's River district, were called, and they proved that the road went through the Hannam's farm. One of these men proved that he, in common with others, had used the road as a public one since the Cook's River Dam was finished. The witness also proved that he had lately pointed out some of the trees on Hannam's farm, still showing Surveyor Darke's marks.

As further compelling evidence Sir Thomas Mitchell, the Surveyor General, proved that Messrs Gorman and Darke had instructions to make a survey in the neighbourhood of the dam which included the laying out a road from the dam to Rocky Point.

The jury retired for a short time, and found a verdict for David Hannam, the plaintiff on both issues,- damages £1.⁴⁶

It seemed that the Hannams, Reuben and David, in 1848 and again in 1850 were going to stand in the way of a more permanent establishment of Rocky Point Road. Of course there would inevitably have been a road through the peninsula to the south of Cook's River and there already was the Gipps/Cooper 'track' that served Robert Cooper Jnr in a makeshift way. However, for a while and with the loss of two court actions, in mid-1850, it looked doubtful.

During 1851 Thomas Chapman married Catherine, Robert Cooper Jnr's widow. David Hannam died in September 1872 and was buried at the Rocky Point Cemetery which was attached to St Paul's Anglican Church, described as being at Rocky Point. Although a burial register no longer exists it is believed that David's burial is the first known at this site.

After David Hannam's death in 1872 Mary Hannam continued to live at Cook's River. In 1872 she sold the site of the original West Botany Council Chambers to the Council. Ironically this land had a frontage to Rocky Point Road. In 1878 a large portion of her land was resumed for the Illawarra Railway line.⁴⁷ From Municipal affairs to sporting events the road served many people in many different ways.

A fight between Bill Sparks, the Australian and Dick Green, the Vandemonian for £100 - 1849

A professional boxing match between William Sparkes of Cook's River, and Dick Green of Van Diemen's land took place on 17 April, 1849 at what is now Taren Point opposite Rocky Point on George's River.

An anonymous but delightful report on the fight was published in the Sydney press four days later. No doubt this report remains very interesting to boxing fans throughout Australia but for this

Rocky Point Road ... 1839-1889

history it is the journey through the bush to the boxing ring that engages our attention. Our correspondent pointed out that,

*In deference to the prejudices of the metropolitan police law-wielders, and the office to the whereabouts [of the fight] was whispered early into the ears of those who were supposed to be trustworthy....*⁴⁸

Groups of people set out in the very early morning to travel to the fight site. They came from all parts of the city but eventually found themselves on the Newtown road heading south towards the dam at Cook's River. They formed a 'human kaleidoscope' and 'specimens of every class of Sydney society' were included in the mob that headed south.⁴⁹

*This 'miscellaneous lot' pulled up at the "Old Sportsmen's" at Cook's River, 'preparatory to daring the perils of the road to Rocky Point and the river, afterwards to the selected convincing ground'. This proved to be quite a journey for the boxing fans who did not want to miss this long awaited fight. One of the travellers was Bill Sparks himself who, at that time, was living at the "Old Sportsmen" on the northern side of Cook's River.*⁵⁰

Under a leaden sky the group made their way down the track known as the Rocky Point Road. They were dogged by heavy rain and the barometer pointed to continuous downpours. The way was not easy and the writer's next passage gives a wonderful idea of the hardships travellers faced on early Rocky Point Road.

*Our dreary road to the water's edge, lay through ruts nearly axle deep, and over stumps proportionably high, surrounded on all sides by tall gum and stringy bark trees, tortured into every variety of shape, and looking like vast sylvan skeletons or gigantic spectres of a primeval world prepared to bar the passage of all intruders upon their solitary realms. Their trunks were girt by thick underwood, which bore the yellow tinge of autumn, only relieved from absolute monotony, by occasional patches of emerald hued grass, which here and there sprang out of an earthy bed, charred and discoloured by the periodical burning off.*⁵¹

One member of the travelling sports fans was a well-known breeder of horses in the colony and during their progress 'described the beauties of bush life most eloquently'. For example he described the enveloping bush,

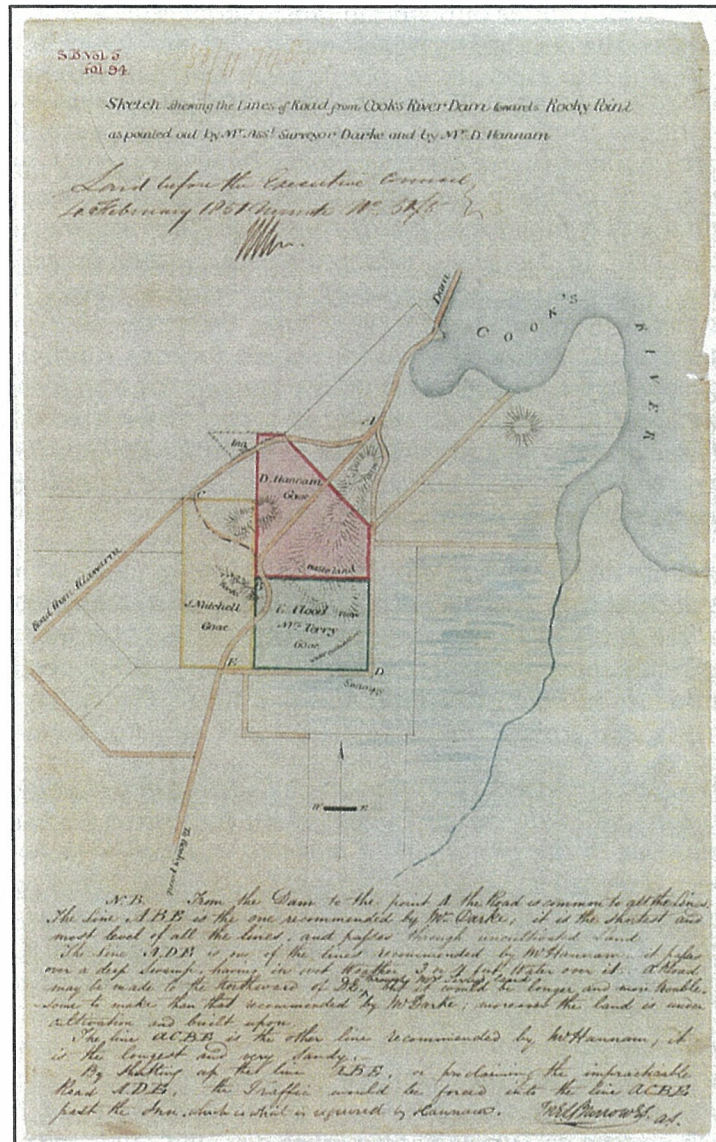
*"There's a boomer of a gum tree," said he, pointing to an enormous trunk, bare as a rock, and tall as a pyramid, "but that's nothing to one there was formerly on this spot. It was set on fire by accident, and was burning continually fifteen years and a half before it was totally consumed. That was a whopper, wasn't it?" Of course, we assented to the question immediately. "Yes," continued he, half musingly, half communicatively, "things do run large in this country ; very large. Hello ! there's a goanna; that's a good sized one. As the horse breeder continued his commentary a large tree root like a serpent stretching over the road, gave their vehicle a mighty jerk. This interrupted the flow of the narrative and quietened the narrator for the time being as they made their torturous way, with trap and horse, towards the George's River - and the fight.*⁵²

Travelling down Rocky Point Road in an air-conditioned motor vehicle at 70kph in 2015 gives absolutely no idea of how difficult and remote this landscape was for early settlers and visitors.

That remoteness faded somewhat as the party came in sight of the confluence of Botany Bay and George's River. The writer put it thus,

*The trap driver urged his horse on and darting into a gallop soon brought us to the water's edge where the broad harbour lay before us in the grey light of morning, studded with boats of every description, which were deeply laden with living cargoes on their way to the scene of action. This was picturesque in the extreme: to the southward the clouds were heavy and leaden, and they came steadily on, threatening to veil the broad stream of sunlight which was glistening upon the waters. The Heads were seen in the far distance through the haze as if through a curtain of gauze, and formed a sober background which gave value to the bits of colour in the animated foreground, It was such a scene as Turner in his earlier day, and Auld Jock Wilson has ever loved to paint.*⁵³

Rocky Point Road ... 1839-1889



The 1851 map by E. L. Burrowes (Ca 85/23) SLNSW

Who would have thought that the great English landscape painters and Royal Academicians J.M.W. Turner RA (1775-1851) and Richard Wilson RA (1714-1782) would have been evoked in relation to Botany Bay, and George's River after a testing trip down Rocky Point Road, such as it was, in 1849? At that time the name "Sans Souci" for this area was not yet in use.⁵⁴

The need for a better road

The need for a much better road south of the dam at Cook's River to George's River near Rocky Point was obvious to all by 1850. It was also acknowledged by the Colonial authorities who decreed in that year that it had become 'expedient to open and make a parish road, to be maintained at the expense of the parishes through which it is to pass'.

Indeed the survey and tracing showing the intended line of the road had been deposited in the office of the Surveyor General in Sydney. Objections to the formation of the road were sought.⁵⁵

Naturally there were objections and David Hannam submitted alternatives to Darke's original survey which cut through his land.

The Burrowes Map 1851 (left)

His objections were examined by Assistant Surveyor E L Burrowes who submitted a report to the Executive Council On 4th February, 1851.⁵⁶

In this report Burrowes faithfully outlined three proposals, one by Darke and Gorman and two by David Hannam. Surveyor Burrowes' notation is clear; he considers the original Darke and Gorman route the best. This, he said was 'the shortest and most level' and 'passes through uncultivated land.'⁵⁷

His written comments on the Hannam proposals are worth quoting:

The line ADE is one of the lines recommended by Mr Hannam, it passes over a deep swamp, having in wet weather 3 or 4 feet water over it. A road may be made to the northward of DE Through Mrs Terry's land but it would be longer and more

Rocky Point Road ... 1839-1889

*troublesome to make than that recommended by Mr Darke; moreover the land is under cultivation and built upon. The Line ACBE is the other line recommended by MR Hannam; it is the longest and very sandy.*⁵⁸

The Executive Council deliberated and after a six months delay it was announced:

*after due consideration of an objection to the proposed road his Excellency the Governor, with the advice of the Executive Council, has been pleased to confirm the same ; and it is therefore hereby declared expedient to open and make the road referred to, according to the map or plan, and Book of Reference, to be seen at the office of the Surveyor-General, or at the Police Office, Sydney.*⁵⁹

Real Estate Activity along the road

By 1854 the district that was being opened up by the improved road was attracting the attention of investors and farmers. There was a burst of selling activity during this period and a range of Real Estate men in the city 'pushed' the land available suggesting that wonderful opportunities existed:

*These farms are well adapted for market gardeners or quiet country residences and are delightfully situated on the banks of Botany Bay.*⁶⁰

Lots were as large as 64 acres and were offered by the firm of Bowden and Threkeld At the same time W M Brownrigg had farms for sale at Cook's River. They averaged 4½ acres and were fronting both the Illawarra road or Rocky Point Road.

Mr Maguire of Pitt St Sydney had 50 acres of land for sale about 3 miles south of the dam at Cook's River, and adjoining Moore's Farm at the junction of the road leading to Rocky Point. This would have been adjacent to the junction of Koggerah Road Rocky Point Road.

It must be remembered that John Valentine Gorman, the former government surveyor who first marked Rocky Point Road on colonial maps, was by this time, the property auctioneer for Mort. He did know the country well and despite his early evaluation of it

as sandy, rocky and desolate he now saw it through different eyes. In October and November 1854 Gorman, through Mort & Co, offered the first major sales of land along the road.

His first sale was land that belonged to Mr Beehag and had formerly been owned by A B Spark. Gorman advertised:

*There is some excellent cultivation land upon (these farms) Particularly suited to market gardens. Most of the land is heavily wooded and the timber alone would yield a handsome return to the purchaser as the distance, only 8 miles from Sydney, and a good road renders it easy of transit to market.*⁶¹

Then, one month later Gorman advertised sites for "Marine Villas" and Market Gardens. These were bounded on the south by (Sandringham Street) and in the east, the waters of Botany Bay. The sales pitch offered:

*It is pretty generally known that the Sydney Markets are almost entirely dependent on the rich lands of Botany and St George for a supply of garden produce.*⁶²

When Messrs W Dean and Co advertised land in the district in August 1856, they noted that the land was 3 miles from the Cook's River dam on the Rocky Point Road. Describing further they informed that:

*considerable traffic is at present carried on the Rocky Point Road not only for timber and wood carts but also a great quantity of garden produce cultivated in the immediate neighbourhood of Bexley and on its way to the Sydney markets. Upon all these farms there is a fine alluvial soil, some of them heavily timbered, but the timber itself would pay for the clearing.*⁶³

And in a very optimistic tone it was suggested by another real estate firm that the 11 to 16 acres farms on Rocky Point Road that they offered for sale were about, 'eight miles from Sydney by a good road.'⁶⁴

However, the largest sale along Rocky Point Road was devised by agents Bowden & Threlkeld for:

Rocky Point Road ... 1839-1889

'a valuable farm on the Rocky Point Road, near Cook's River, containing about 300 acres, more or less, and therefore invites the attention of speculators ...' ⁶⁵

This was "Gannon's Bush", (see map Z/M2 811.185/1856/1 in the SLNSW Collection) and the accompanying map shows Rocky Point Road well and truly established, especially in its northern section towards the dam. This particular 300 acres sat between Mitchell's New Illawarra Road and Rocky Point road to the south-east. Various advertisements pointed out that scores of carts were supplied daily with fuel from this bush. In turn this produced income for hundreds of men in felling, sawing and then carting to the city which was easily reached.

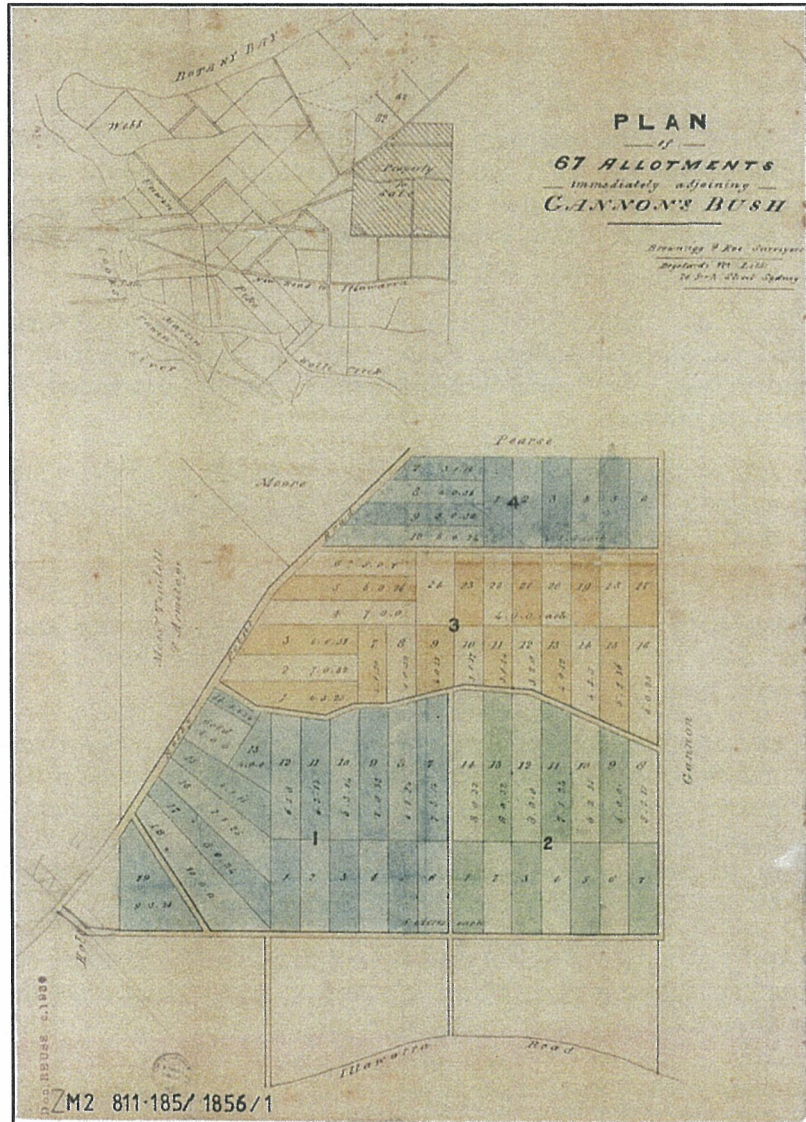
This bushland was part of Michael Gannon's huge estate. On his behalf the land agents also promoted the idea that the 'speculators' mentioned above may be:

disposed to sell again in small farms to the residents around and others who are anxious to settle in this busy and improving part of the colony. ⁶⁶

Surveyors Brownrigg and Roe marked out allotments but it was Gannon's hope that he would sell the 300 acres in one lot. It must be said that portions of this land had been offered for sale since mid-1855 and the sub-division boundaries seem to have changed a number of times. The surveyed map, however, served to visualise and formalise what was possible. It may be seen that a good section of the land fronted the Rocky Point Road, a prospect that was pleasing to intending buyers.

These above advertisements paint an interesting picture of the road and its surrounds as a rural, pristine area with great potential for development and expansion. Whether stated or implied it was Rocky Point Road that was central to the way the peninsula would open up. But in the 1854-6 period this road, although improved on what it had been, was a road in name only. At all times, it is apparent, that roads in Sydney during the mid-19th century remained central to land sales, development and the providing of access to new areas.

It should not be overlooked that places like Bexley also benefitted from the access to city markets and shipping that Rocky Point Road provided.



1856: Plan of 67 allotments immediately joining Gannon's Bush, (Z/M2 811.185/1856/1 SLNSW)

Rocky Point Road ... 1839-1889

However, through the 1850s the appalling condition of roads was a constant topic for market gardeners, timber getters and farmers. By 1857 Charles Cowper was Premier of New South Wales and his attitudes varied little from those of his predecessors although he had attacked the 1855 estimates as too small for the public works that the colony needed.

The press commented favourably on his outlook:

*One of the leading features of the Cowper programme was the establishment of an extensive reform in our present system of road-making. There is no denying but that our public highways are at the present time in a most unsatisfactory condition.*⁶⁷

The article, discussing problems in Newcastle, went on to say that there had never been sufficient funds to enable Commissioners to adequately repair roads. This in spite of the fact that, 'Toll bars have been erected and the people have been taxed'. And in rather poetic terms the writer continued:

*To exact a toll from the traveller, and to leave him, at a short distance from the gate buried in black mud, is a course of proceeding not calculated to render the payment of a road tax a source of popular congratulation.*⁶⁸

Rocky Point Road Trust

The Rocky Point Road Trust was not to be formed for another five years but a warning was embedded in a statement that foreshadowed events along the Rocky Point Road. It was offered:

*The district had the power of electing its own Commissioners. If the community was unfairly, taxed, the responsibility no longer rested with the Government. It is, however, certain that the Government expected too much when it required the Road Trust to make a good road with the revenue it possessed.*⁶⁹

In 1862 despite this scathing assessment of the system as it affected the Newcastle area, the Premier of NSW saw fit to appoint the first Road Trust to administer and maintain Rocky Point Road. The system being advocated for the Parish of St George had not exactly been a success in other parts of the State. And it had not

been a success on roads that carried far more traffic than could be imagined for Rocky Point Road at that time. It was not yet a 'through road' that would encourage traffic flow.

Considering that it was not a 'major' road at this time, it is no surprise that official recognition for Rocky Point Road came later than for many others.

From Macquarie's time turnpike roads and toll bars had been an approved and accepted part of the system. Way back in 1811 Lachlan Macquarie had proclaimed:

*The construction and preservation of safe and commodious Hiways is a matter of great importance, and tends greatly to increase commerce, and promote civilization.*⁷⁰

In New South Wales the Parish Roads Act of 1840 provided for the triennial election of Local Trusts by landowners who were within 3 miles of Parish Roads. These colonial Road Trusts could establish Toll Bars and levy rates or borrow for road construction or maintenance. This act, of course, absolved colonial government from the expense and concern of administering roadways.

At the time Macquarie's announcement was made in 1811 there were some 1,000 turnpike roads run by private trusts in England.

Consequently with this 'cultural baggage' omnipresent and local legislation in effect, the NSW Government had no hesitation in deciding on how the road to Rocky Point would operate and remain viable. The 'user pays' system was put in place.

1862 - The road is approved

During early 1862 it was announced that that the Parish road known as "Rocky Point Road" was declared 'expedient to open' by the Governor of NSW in conjunction with the Surveyor General.

The road was to be made from 'near Cook's River to near George's River'. The term 'made' meant that the road would be a far better construction than had ever been in place previously. Hopes rose in the minds of settlers along the road.

In a published Government Notice it was announced that no objections had been received to the proposed road which had been announced the previous October. The plan and book of reference

Rocky Point Road ... 1839-1889

had been available to the public since October 1861 and therefore all were warned that any person intending to claim compensation in respect of the line of road had forty days from 6th February 1862 to do so. Rocky Point Road was now officially on the Government books.⁷¹

Following the Governor's approval a meeting was called to appoint a road trust that would be made up of persons interested in the 'repair and maintenance of the Koggerah and Cook's River Road' (ie Rocky Point Road). The venue was the Central Police Office. Thomas Holt MLA spoke at the meeting outlining the importance of having good roads for traffic. He said such a road, kept in good condition, would be of mutual benefit to both landholders and the public.

At this point Mr Gannon drew attention to the fact that the meeting had not given the necessary notice to Council and therefore was illegal. The meeting was abandoned but it was understood that another would be called soon after. Holt and his followers had been just too quick off the mark.⁷²

As it transpired Mr Michael Gannon, Trustee of the Gannon's Forest Road, was a dedicated opponent of the notion that Trustees should be appointed to administer the Rocky Point/Koggerah Road. His reasons for opposition were not made clear at this meeting but one might assume that there was some rivalry, based perhaps on commercial grounds, as the two roads from the Cook's River dam were developing concurrently and vying for new settlers along their respective lengths.

Two months after the initial meeting had been aborted another was called for the 16th of June, again with the purpose of appointing trustees to the Rocky Point Road. It was reported:

On Saturday morning last a public meeting was held at the Central Police-office, for the purpose of determining whether it would be expedient that trustees should be appointed to the Rocky Point and Koggerah road or not. B. Ronald Esq., presided, with Messrs. W. Jolly and W. E Blake as assessors. The meeting was opened by the presiding magistrate reading the advertisement calling it, Mr. James Souter moved, and Mr. Thomas Perrott seconded, "That it is expedient that trustees be appointed to the Rocky Point and Koggerah road." Mr. F. Gannon proposed, as an amendment, " That it is not expedient to appoint

*trustees to the above road, such road not being required." The amendment was seconded by Mr. M. Gannon, put, and carried by a large majority, and the meeting terminated.*⁷³

Once more the Gannons had won the day and no Trustees were appointed. However, after another four months had passed before the first road trust could be formed. At a meeting, again at the Central Police Office, Sydney, on 2nd October 1862, Patrick Moore (nephew), John Bartholomew Carroll, James Beehag, William Beehag and Thomas Moore were elected as Trustees of the Rocky Point Road.⁷⁴ John Carroll and the Beehag brothers will feature prominently in this history.

William George Blake (1824-1892) was appointed one of the first assessors of Rocky Point Road in 1862. He had a stone quarry along the nearby Kogarah Road and was considered a responsible citizen in the area. Stone from his quarry was used in construction for local roads and hence he had an interest in the major thoroughfares. Prior to the state government taking responsibility for road construction and maintenance landholders of the the parish through which the road passed were responsible. Rocky Point Road was constructed before the advent of a municipal council. The first and subsequent Rocky Point Road Trusts came into being under these circumstances.

This Trust was formed under the Parish Road Act (4 Victoria, No. 12), passed by the Governor in Council in 1840. The Act was an considered an improvement on an earlier one Act (6, William IV.. No. 11) passed in 1835. Provisions now were that trustees could be elected for three years, and that they had the power to erect toll bars, and collect tolls. The rate to be levied was not more than sixpence per acre and applied to all lands within three miles of the road. Interestingly it was pointed out that aspects of the law were flawed to an extent where collection of dues was difficult if opposed.

From the time of the first establishment of local government in the colony the permissive principle seems to have created problems. The Parish Roads Act appeared to form a good basis for local government control, but for the fact that all its provisions depended on the word 'may' instead of 'shall.' Accordingly the law was easily bypassed.

Rocky Point Road ... 1839-1889

When the Rocky Point-road Trust, perhaps the only one in the colony which attempted to carry out the provision of the Act, tried to collect their dues they found that the rate of 6d per acre could not be enforced. The Act, poorly worded, provided no means to compel defaulters to pay.

However the defaulters were few and the need for better roads in the community was such that most of the residents in the area did not raise any dispute against the rate, this meant that the Act remained in force in this district long after the levy of rates by similar trusts elsewhere had been abandoned.

The Government did vote money for the road and on May 20, 1864, it provided £60. However, a toll had already been put in place by the trustees.⁷⁵

The trustees, it seems, had a thankless task for by the time one section of the road was restored to working order, another collapsed. Nevertheless, they continued, wrestling not only with the road, but with government's alarming disregard for their efforts. Flood and drought, consistent characteristics of the Australian climate, were also formidable adversaries.

Nevertheless, a range of families, from diverse backgrounds, came to the district, settled, and made a name for themselves.

The Beehag Brothers

Fully ten years before they were elected to the first Rocky Point Road Trust the Beehag Brothers had moved into the Parish of St George. They were young Methodists who had arrived in Australia from Essex in England in 1836. In the ensuing years the Beehags became prominent as landowners and market gardening as leaders in well as religious and civic and affairs.

James Beehag (1817-1894) was a descendant of a French Huguenot farming family formerly known as Behague. He was born at Southminster, Essex in 1817.

James at first took up market gardening on the Liverpool Road but later moved to a 30 acre market garden at Canterbury. He married Mary Burnett (1822-1852) a Scottish girl on 4th May 1840 at the Scots Church in Sydney.

James became one of the pioneer settlers of the St George area when he purchased, in October 1852, 79 acres of land at West Botany. The land was absolutely central to what was to become

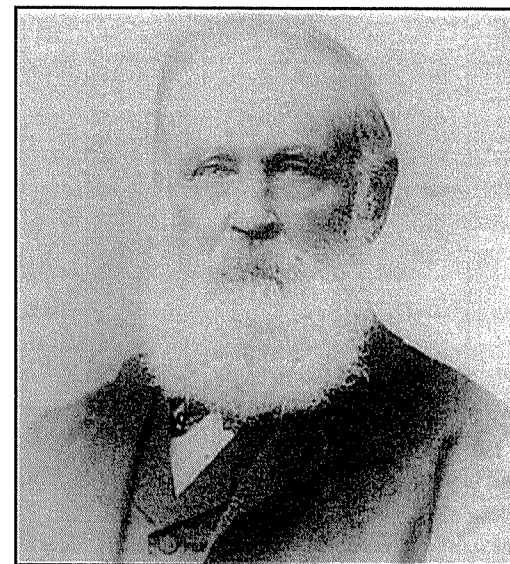
Rockdale Shopping Centre with frontages to both the nascent Bay Street and the existing Rocky Point Road. Towards the eastern extremity of this property, Muddy Creek wended its way towards Botany Bay.

The following month (11th November 1852), James acquired an additional 54 acres of land, again fronting Rocky Point Road near the junction with the Kogarah Road and once more utilised this as a market garden. The northern boundary of this land joined that of Patrick Moore.⁷⁶

After he retired from market gardening in 1883, James lived in West Botany Street. At this time he became involved in municipal affairs. James was a member of the first West Botany Council in 1871 and was later Mayor in 1872-1873, 1875-1877. He died 10th September 1894.

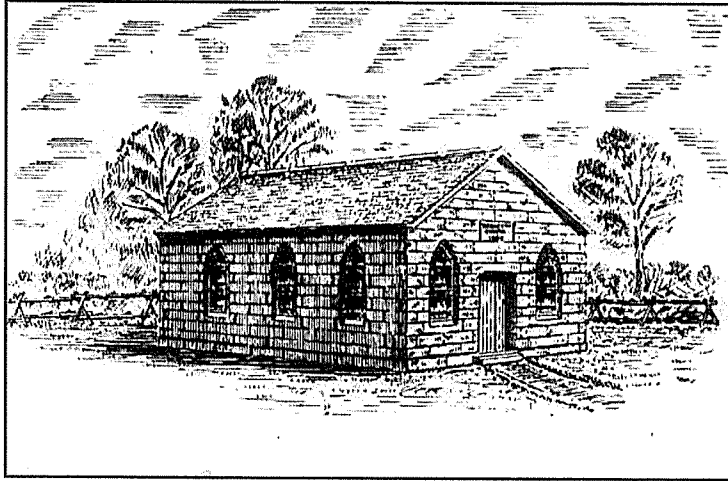
As Councilor and Mayor he was necessarily involved with the state of roads in the Municipality. As a market gardener who needed to send his produce to the city markets he was obliged to make frequent trips along the Rocky Point Road, over the dam at Cook's River and on to the city. Nobody would have known that route better than James Beehag in the 30 years between 1853 and 1883. We have already seen that he and his brother William were both members of the initial Rocky Point Road Trust in 1862. It was a vital part of their lives.

Furthermore, in 1858 James gave an acre of land as a site for the Methodist church and cemetery. This land was at the north-western



James Beehag, one of Rockdale's most important pioneer settlers.

Rocky Point Road ... 1839-1889



The Rockdale Methodist Church in 1858: It stood on Ground donated by James Beehag

corner of his Bay Street estate where Bay Street met Rocky Point Road. It was not productive for farming. The Rockdale Uniting Church stands on this land today (2015) and it is very clear that the Beehag's connection with Rocky Point Road extended to his spiritual world as well.

After James gave his gift of land a stone chapel was built there in 1858. This was the pioneering church in the St George parish. Just 10m x 6m, this building was known as "Rocky Point Wesleyan Church". Since its construction it has always been celebrated as the founding Wesleyan church building in Rockdale and folks came from both north and south along the Rocky Point Road to pray there.

William Beehag (1822-1894) was born at Essex, England, on 14th January, 1822 and came to Sydney in 1836 when he was 21 years old. He became connected with the Newtown Wesleyan Church a few years later. Both James and William lived in an age when churches were very much at the centre of community life.

William, was a grocer in Newtown but later bought land adjacent to his brother's portion at West Botany and became a market gardener.

By 1855, a community of charcoal burners, woodcutters, and others whose work and interests tied them to the land and agriculture, had settled in the district, and agitated for the establishment of a church.

William and his brother established a Sunday School on his property on the eastern side of West Botany Street, Arncliffe (then Muddy Creek Road) in 1855. The present-day Uniting Church celebrates this date as its founding year.

By their efforts a crudely constructed shelter of saplings, calico, and tea-tree, was provided, and served as the first house, of prayer. This 'bush house,' as it was known was, for a short time, the centre of church life.

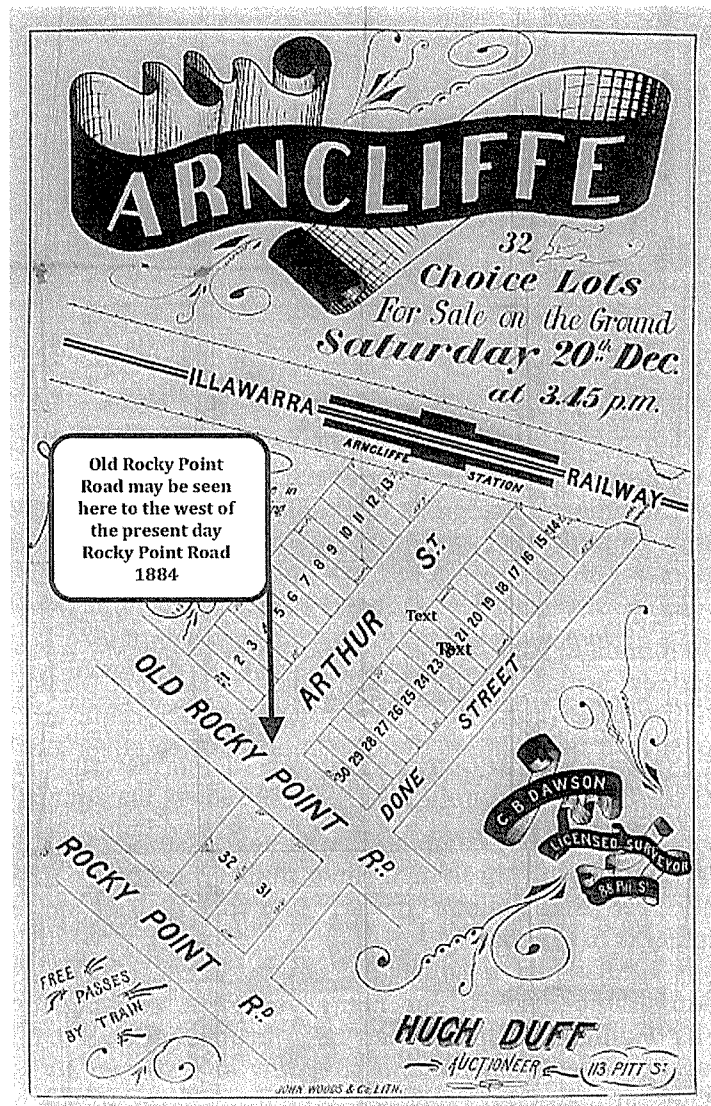
The Beehag brothers were remembered in 1908 when parishioners of the Rockdale Methodist Church, Rockdale, celebrated the 50th Anniversary of their church and its place in a new Circuit.

'Cobbler's Pinch' and Rocky Point Road.

'Gannon's Forest' was comprised of land initially granted, in 1808, to Dr Townson who sold it to Mr Simeon Lord in 1812. It became known as "Lord's Forest" until it was purchased by Mr Michael Gannon in 1850 for £732. Thereafter it was known as 'Gannon's Forest'. This estate straddled one of the important tracks that radiated out from the dam crossing at Cook's River after 1840.

In 1861 the Governor of NSW decided to 'open and make' the Gannon's Forest Road (sometimes 'The New Illawarra Road') from the point where it met Rocky Point Road, just north of "Cobbler's Pinch", to the George's River.⁷⁷

Then, in mid-1863, Gannon advertised on behalf of the Trustees for the road. The conditions he outlined are interesting and give a good idea of just what contractors faced when pushing roads through the bush. Those working to clear and make Rocky Point Road would have faced identical conditions and requirements. Gannon announced:



This 1884 map shows "Old Rocky Point Road"

NOTICE to ROAD CONTRACTORS.

-TENDERS will be received at the residence of Mr. M. GANNON. Cook's River, until 12 o'clock on WEDNESDAY, the 5th of August next, for Clearing and Scrubbing all the live timber on the line of road-one chain wide extending from a place known as the Cobbler's Pinch, to the farthest extremity of Connell's Bush, towards Wollongong. All stumps within ten feet of the centre of the road, on each side, to be taken out and the holes carefully filled up, or the stumps to be cut level with the ground ; also all saplings to be cut level with the ground. Further particulars may be obtained at the above address, or of any of the trustees.⁷⁸

Both Gannon's Forest Road and Rocky Point Road progressed in the period 1861-1862. During 1861 Rocky Point Road had remained a mere bush track in some places and was almost impossible for vehicles. Travellers heading south were obliged to skirt the Cobbler's Pinch outcrop by weaving in and out amongst rocks and scrub to the west for more than a mile, and then make their way back to the cleared track near present day Spring Street. The obligatory diversion proved difficult and time consuming. It has been noted that this route, in a much straightened state, is marked today by Eden Street which was known for some time as "Old Rocky Point Road"⁷⁹ This road ran almost parallel with Rocky Point Road but about 100 yards to the west thus provided the rough way around "The Pinch."

When the "Wincanton Estate" was offered for sale in June 1877, advertisements spoke of :

*frontages to the 'New Rocky Point Road' as well as 'The Old Rocky Point Road' - and - the air is salubrious, enjoying its natural pureness and the drives around and beyond the land are pretty and most enjoyable.*⁸⁰

In early 1862, however, the Department of Lands announced that Rocky Point Road was to be 'opened and made' a Parish Road between Cook's River and George's River. It would be made according the plan and book of reference 'to be seen at the office of the Surveyor General at Sydney'.⁸¹

Rocky Point Road ... 1839-1889

The plan laid down by the Surveyor General included making a cutting through the formidable "Cobbler's Pinch" (Arncliffe Hill) to straighten the line of road and make the journey to the south that much quicker and less hazardous.

The broadcaster and historian, Philip Geeves, has written in 'Rockdale; Its beginning and Development', that his grandfather Yeoman Geeves (d 1912)

'worked a a ganger with the men who began demolishing the Pinch and went on to form the new line of Rocky Point Road.'

82

Many would have been delighted with the advent of this order and the subsequent action. Included would have been the pioneer German market gardener William Berghofer who will be discussed again in the coming pages.

Cobblers Pinch (or later Arncliffe Hill) was not the only hazard on the road. Leaving the pinch behind the traveller was faced with a natural stream that crossed the road near Spring Street. In flood times this was thought by all who crossed it as the major obstacle along the entire length of the road. The area has been described thus:

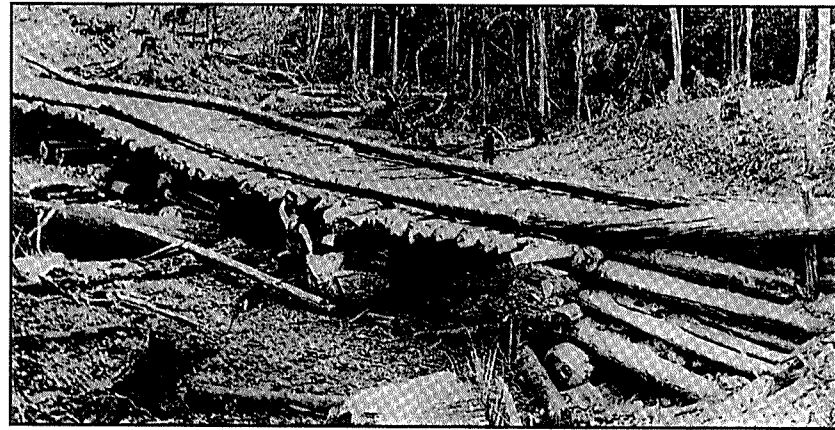
Here the road surface was mainly 'corduroy track', for it skirted an extensive swamp between the present site of the (Rockdale) Town Hall and the corner of Bay Street. Further on was another creek crossing close to Skidmore's farm where Muddy Creek was often impassable after rain.⁸³

The "corduroy" track referred to here was a favourite method of early road and bridge construction in particularly difficult circumstances. Iron Bark logs were laid side by side and lashed together as in the illustration below. Both Skidmore's Bridge and the section of the road referred to were constructed in this manner.

This hazard was partly corrected in 1862 after John Lucas MLA and others agitated for a new and more secure crossing.

Although the road was 'officially' approved in April 1862, it had long been in the use of local citizens. As a group they contributed to make certain improvements along the road. In celebrating the building of the bridge over Black Creek (now Muddy Creek) south

of Rockdale, people praised Lucas and also the Rocky Point Road Trust. It was reported that,



This example of a "corduroy" bridge affords a very good idea of how "Skidmore's Bridge" at Rockdale would have looked. It became an important part of Rocky Point Road prior to 1862.

On Monday (10/2/1862) last, Mr. John Lucas. M.L.A., opened the new bridge which has been constructed over Black Creek, on the Rocky Point Road - a work very much required in that locality, it being hitherto quite impossible to effect a passage there after any heavy fall of rain.⁸⁴

The bridge, recently completed, was nearly 70 feet long, raised on piles, floored with three-inch sawn timber, costing £249. It was the first time public money had been used on major improvements to the road.

A new bridge had become a necessity because of the rapid expansion in the district. For many years the existing 'bridge', known as 'Skidmore's Bridge' had been problematic as it initially consisted of a 'water-splash' and later few logs strewn across the creek where it traversed Frederick Skidmore's farm. It was not, in fact, a bridge belonging to Skidmore. The name came about through its geographical connection with his farm.

Rocky Point Road ... 1839-1889

However, by 1862 much of the surrounding land had been purchased by farmers and market gardeners, like Skidmore, for between 7 and 10 pounds per acre. Now that their businesses were flourishing a good, central road with market access was essential. And it was remarked:

Now cottages are daily making their appearance; greenfields and neatly-cultivated gardens are supplanting gum trees, and honeysuckle scrub, and good roads alone are wanting to make it one of the most flourishing of our suburbs.⁸⁵

Eighty or ninety people witnessed the opening of the bridge. Mr John Lucas MLA, did the honours. It was Mr. Lucas who, of his own accord, had procured a sum of money from the Government for the bridge. This was supplemented by local contributions. Lucas also had recently arranged the grants for the formation and repair of roads. Now, however, that they had succeeded in getting the trust differently constituted, the money would, he hoped, be more satisfactorily expended.

Frederick Skidmore (1823 -1902) was a butcher who migrated from Gloucestershire, England in 1849. He was the son of John Skidmore and Martha (nee Maggs). He arrived on the "Lady Amhurst". Skidmore purchased land at Muddy Creek in 1857 after marrying Elizabeth Rogers in 1854 at Alexandria.

His property was bounded by Rocky Point Road, Catherine Street, Harrow Road and Muddy Creek. He became a successful, pioneer dairy farmer in the district. He also had a garden and he and his sons cut wood and carted it along the track into the city. Firewood could be cut without licence in those times.⁸⁶

Muddy Creek, it seems was only one part of the hazards that faced early travellers along the road. At what is now Prince's Hwy., Arncliffe stood a huge obstacle known as "Cobbler's Pinch." This was a large rock ridge which rose in a menacing manner blocking progress to the south soon after leaving Cook's River. Early residents reminiscing in 1890 remembered that:

At the ridge known as Cobbler's Pinch, carts, gigs, etc., had to skirt the ridge, and wind in and out among the rocks and scrub for a mile or more until the obstruction was passed, and then

make their way back to the cleared track. The first to cross this ridge with a vehicle is said to have been Mr. Berghofer, who went out to take possession of his farm with a strong waggon and four horses about 28 years ago. (i.e.1862) It was impossible to follow the winding of the track round the ridge with such a team, and therefore Mr. Berghofer boldly attacked the ridge, and crossed it successfully, only to capsize his wagon in a hole in the road further on.⁸⁷

It seems that the pinch was was a formidable obstacle indeed - and was made worse by the state of the road and then the detour that was necessary if one was to by-pass it.

Money collected at the recently established toll gate near the Cook's River Dam, had been employed mainly in cutting down and levelling the huge rocks on the top of Cobbler's Pinch. This action was applauded by travellers using the road. In time the Pinch was modified so that wagons and later motor vehicles could negotiate the area with ease.⁸⁸

Wilhelm (William) Christian Berghofer. (1806 - 1890)

William Berghofer, (1806-1890) was born on 20 June 1806 in Ober Eschbach, Germany. Aged 47 in 1853 he came to Australia seeking a new life. He came alone, leaving an extended family in Germany.

He was aboard the "Triton" which had left Hamburg on 26 November 1852 and reached Sydney on 29 April 1853.

William worked for a range of farmers in the Bankstown area and later leased a farm of his own at Saltpan Creek. His wife, Anna Gertrude (nee Althouse) arrived with their 5 children in 1855. They were to have four more children.

At Salt Pan Creek in 1858 William was the victim of a bushfire which destroyed his farm completely. Throwing himself on the mercy of his friends and neighbours he took space in the Sydney press to announce:

APPEAL - CALAMITOUS FIRE

The undersigned is a German emigrant. About twelve months since he took a farm on the Salt Pan Creek, and after hard

Rocky Point Road ... 1839-1889

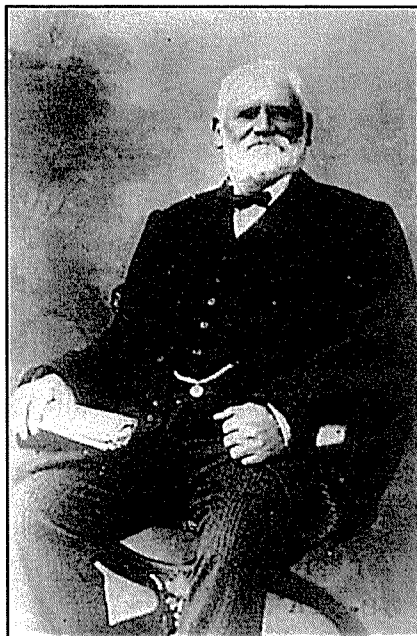
working for twelve months with all his family, a fire came during the hot wind on last Friday, and swept away all his hard earnings, consisting of three tons of hay, sixty bushels of wheat, besides barley. In all to the damage of £100. His quarter's rent fell due a few days since, and he has not the money to pay it. He now appeals to the benevolent and charitable people to help him in his distress. He refers to the certificate of his character from Mr. B.O. Rodd, of Pitt-street, solicitor, who will receive any subscriptions on his behalf which may be sent.

WILLIAM BERGHOFFER.

I certify that I have known William Berghofer for the last three years, and that he is an honest, sober, and industrious man, with a wife and family of six children all depending upon him for support.

January 19. B. C. Rodd.

P.S.-He does not rent the farm from me.⁸⁹



William Christian Berghofer, a Rockdale pioneer.

Berghofer was a successful and dedicated Christian market gardener. After the disaster of 1858 he leased a farm from c 1862 along Rocky Point Road and it was here that the first Anglican services in the district were held from c 1867.

Records show he did not purchase his farm at Pat Moore's Swamp, Rocky Point Road, until 21 July 1873. His garden occupied 4 acres, 3 roods & 20 perches of land, some of which bordered on today's Scarborough Park. Then in mid-1876 William advertised his market garden, near Pat Moore's Swamp, at Rocky Point Road as being "to let".⁹⁰

His land was in an "L" shape where Production Avenue is today. It covered more than 4 acres of productive land. This was to become part of West Botany and eventually Rockdale Municipality.

On this market garden he grew rhubarb, peas, potatoes and beans. His garden was typical of many others in the area, some of them worked by his German countrymen who were devoted and hard-working. They sold their produce at Thorn Bros., in South Head Road (later Oxford Street) Sydney and received fair prices.

William Berghofer was a foundation member of the St Paul's Anglican church and he was chairman of a committee that planned and established the church building in 1868-69. 45 children attended school in the church building until the first separate school was established in 1876.⁹¹

William was also 'politically' active and in October 1884 was a signatory to a petition opposing the incorporation of Kogarah as a Municipality. Fellow signatories were Samuel Schofield and Joseph Twiss. Berghofer was also a prominent member of the Rocky Point Road Trust.

He died on 31st May 1890 and was buried at St Paul's, Kogarah, the church he had helped to establish 21 years earlier.

Samuel Schofield

William Berghofer's colleague on the Rocky Point Road Trust was Samuel Schofield (1831-1929). Schofield was amongst the very first settlers in the St George area. Because of his land holdings south of the present Rockdale shopping area, he had a vital interest in the road, its development and maintenance.

He was the son of Joseph (1789-1855) and Sarah (nee Shaw) (c. 1800-1835). They married in Glossop, Derby, in September 1824 and had 2 children Martha (1827-1868) and then Samuel (1830-1929) before she passed away in 1834. She had been born in Ashton-under-Lyne and after her death Joseph migrated to Australia in 1841. With him on the "Ayrshire" were Betty Newcome his 'house servant', Martha (14), Samuel (11) and John (3) who had been born in 1838 and so was a half brother to Martha and Samuel.



Samuel Schofield (1831-1929) was a pioneer farmer along Rocky Point Road. He secured market garden land at Muddy Creek c.1854. His property was where the present-day Rockdale Plaza now stands.


Samuel was just 11 years old when he reached Australia and little is known of his early life.

In the early 1850s, Joseph Schofield, like so many others of his generation, was a gold seeker. He searched for gold at Araluen near Braidwood. He may have been amongst the thousands of gold miners who arrived in the area following the discovery of gold by Alexander Waddell in September 1851. Joseph was killed in a mining accident at Araluen in June 1855.

Joseph's daughter, Martha, had married Stephen Richardson at Cook's River in 1846. They moved to Braidwood and in 1852 opened the "Bee Hive" store.

Richardson expanded his business activities in 1859 by constructing the "Commercial Hotel", in nearby Nelligen; it was the town's first brick building. Like so many other business people in 'boom' towns the Richardsons went broke and were made insolvent by 1862. The Braidwood Museum has advised that 4 Richardson children were buried in the same plot as their grandfather, Joseph Schofield.

It seems likely that the young Samuel Schofield shared his father's fascination with gold. Samuel's death certificate (15721) tells us that he spent two years in New Zealand. This may have been about 1852-53 when the initial gold rushes occurred there. In 1852 Charles Ring made the first authenticated discovery of gold in NZ in the Whangarahi stream (Driving Creek). This triggered the first gold rush in New Zealand and was responsible for the establishment of Coromandel.



THE BEE HIVE STORE,
Braidwood.

S. RICHARDSON

BEGB to return his sincere thanks to the inhabitants of the district of Braidwood, for the liberal support bestowed on him since opening the above Store, and to inform them that he has just returned from Sydney, having purchased a well-assorted Stock of Goods, suitable for the present season, which are now open for inspection.

S. R. begs to call particular attention to his stock of Gait Plaids, Plain and Figured Orleans, Coburgs, Striped Alpaca, Merinos and Print Dresses—the best assortment ever offered to the public. Also, to a large assortment of Shawls, Calicoes, Flannels, Blankets, Counterpanes, Hosiery and Haberdashery; likewise, to his Stock of Ready-made Clothing, consisting of Pilot cloth Coats and Trousers, Duckskin Coats; Tweed, Cord, Flannel, and Mole skin Trousers; Vests of every description.

Gentlemen requiring superfine Cloths, Duckskins, or Tweeds, are requested to inspect the Goods just arrived from Sydney. A tailor kept on the premises, so that Gentlemen can get their clothes made to order.

S. R. intends to sell at such prices as cannot fail to give satisfaction.

REMEMBER—
THE BEE HIVE STORE,
OPPOSITE THE COURT HOUSE.

Martha Schofield helped
run this store at
Braidwood c 1852

Rocky Point Road ... 1839-1889

At that time Samuel was 22 years old and unmarried. Considering that Samuel's father, Joseph, and his sister Martha were at the gold town of Braidwood it is possible he was there also at some time prior to 1855.

Samuel was, however, a restless character, and was eventually attracted to the land opening up south of Cook's River in the early 1850's.

He was able to secure market garden land beside Muddy Creek on Rocky Point Road in 1854, Making him one of the earliest settlers along the Rocky Point Road. His land adjoined that of another pioneer, Thomas Mascord (1822-1913). Samuel Schofield eventually married Catherine (1847-1924) Thomas' daughter, in March 1868. The Rev. Dr. Lang M.P., officiated. In the press announcement Samuel was described as a 'native of Lancashire, England.'⁹² They had 11 children between 1868 and 1893.

Adjacent to the Schofield garden, Rocky Point Road intersected with a creek at the bottom of the slight hill heading south from the site of Rockdale. This was known alternatively as 'Black' or 'Muddy Creek' and it was here that Schofield's vegetable farm stood. In 1997 Rockdale Plaza Shopping Centre was established on this site and by then "Muddy Creek" was a concrete drain. This had never been great farming land and was prone to flooding.

Muddy Creek was renowned as being a difficult area for travellers and the need for the construction of the 1862 bridge (above) gives a sound idea of just how bad it was. Schofield and his neighbours, Joseph Twiss and Thomas Mascord as well as others further along the road must have rejoiced. Perhaps this early suffering was not at all clear to Mr Price when he spoke at a Rockdale meeting some 30 year after Schofield began farming beside the creek.

At a meeting in Rockdale in October 1885 regarding the state of roads in the area, a motion was put which proposed:

That the Government be requested to consider the present state of the roads in the district, and the desirableness of placing them under such a system as that of the old road trust.' ' Mr. Walker pointed out that under the old system these roads were the best in the colony but now they were in a very bad condition, owing to the increase of the traffic by one hundredfold. On Sundays and holidays from three hundred to one thousand vehicles passed

*over these roads,- the main Rocky Point-road being the outlet from Sydney to the various pleasure grounds at Sandringham, Sans Souci, Tom Ugly's Point, Scarborough Park, and Lady Robinson's Beach. These being Government roads, the Government should consider the increase of the traffic caused by the opening of the railway.'*⁹³

The Schofield farmhouse "Ashtonville" was on the eastern side of Rocky Point Road, at end of Ashton Street, although some of their land was situated on the western side. They produced vegetables, a range of different fruits and also ran cattle and horses on the southern end of the property. Like his neighbours, Samuel conveyed his produce to market by driving his dray, at a slow pace, north along Rocky Point Road.

1868-9 was an important time for the Schofields as Samuel was appointed to a committee to establish an Anglican church in the area. This was St Paul's which held its first services in September 1869. Samuel Schofield became a productive and valued member of church life at early St Paul's. The foundation and development of St Paul's will be discussed a little later.

At that time also Samuel was a member of the "Rocky Point Road Trust" together with William Berghofer, Conrad Frank and John Carroll. He had his say in the way this road, so important in his life, was administered and maintained.

Samuel Schofield died at Wyong NSW in 1929. He was 97. At least three of his sons, Thomas, Joseph and James helped him work his orchard and garden there. Samuel had worked his property, known as "The Grove", for at least 25 years before his death. This is evidenced by an advertisement he placed in the 'Gosford Times' in July, 1907:

Public Notice:

*Whereas some evil disposed person or persons are continually taking away my fruit cases from Wyong Railway Station, I hereby offer a reward of three pounds to any person who will give such information as will lead to the conviction of the offenders, Samuel Schofield, Wyong Creek.'*⁹⁴

Samuel Schofield was famed in the Wyong area for the tomatoes he grew and displayed at many agricultural shows. He was well

Rocky Point Road ... 1839-1889

know at the Sydney markets for the continuing and large quantities of turnips he supplied.

John Schofield (1838-1914) was Samuel's half-brother and had arrived with him back in 1841 on the "Ayrshire". John moved to Rockdale with Samuel in 1854 when he was just 16. The local St George newspaper commented at the time of his death, in 1914, saying that in 1854 the:

*mode of conveyance from the city consisted of an ancient (horse) bus which deposited its passengers at Cook's River dam, the rest of the journey having to be performed on foot.*⁹⁵

John went mining from time to time, and in 1871 he married and settled permanently at Rocky Point Road, Rockdale, where he and his family resided until 1913, when Messrs. Grace Bros., of Broadway, Glebe, purchased the property.

John and Samuel were present together at the laying of the foundation stone of St. Paul's Church, Kogarah, in 1869, and he was one of the earliest workers of that church.⁹⁶

1863 - further expansion.

That Rocky Point Road was the lifeblood of the district and the facilitator of rural expansion, is evidenced by land sales in the area during the early 1860s.

The real estate firm of Richardson and Wrench were commissioned to sell a range of market garden farms fronting Rocky Point Road at Cook's River. They were the property of Dr Hamilton and were described as being the:

*residue of Taylors Public Notices celebrated 62 acre grant situated between Bray's purchase and the Wesleyan Church, about 2 miles beyond the Cook's River dam.*⁹⁷

The lots ranged in size from 3½ acres to 12 acres, and were 'admirably adapted, from the proximity to the city, for market garden purposes'.⁹⁸

John B Carroll speaking on behalf of a Deputation to the Minister for Works in 1879 looked back to 1863 when Rocky Point Road was

a Parish Road, administered by himself and others as Trustees. Carroll, speaking with a clear memory and in a forceful tone pointed out:

*Sixteen years ago [ie 1863] a bush track led from Cook's River to Koggerah, and but a few inhabitants were living between Cook's and George's rivers. They, however, even then knew the value and the resources of their district, and that a good road was required to be made to it to enable them to be developed. They set about the work earnestly, acting upon the advice of their member (Mr. Lucas), they placed the road under the Parish Roads Act. They established a toll, levied and collected rates, and he believed they were the only Trust in the colony that ever did so. Not being satisfied with that, they subscribed sums of money upon several occasions to the value of £150 at a time. Many of the residents and himself devoted a large portion of their time and means to carry out the work. They also received valuable assistance from the Honorable John Sutherland, the Honorable Thomas Holt, and Dr. Tucker, and several gentlemen not personally interested in their district.*⁹⁹

Carroll's point was that now, in 1879, the road between Cook's River and the junction with the Kogarah Road was falling apart and the Government seemed reluctant to contribute to its upkeep. However, his recall of the conditions of 1863 paint a clear picture of the way the road was controlled at that time and the effort and expense that was essential for local citizens to provide.

The Rocky Point Road Trust received a welcome surprise in mid-1864 when the the first Government money was put into Rocky Point Road - it was for £ 60. Prior the Government had given £ 30 for the Kogarah Road in October 1860.¹⁰⁰

1865 - Rocky Point Tollgate

During mid-1865 the Rocky Point Road Trust invited tenders to purchase the right to collect tolls at the Cook's River Toll gate for a period of 12 months. The purchase money was to be paid to the Trustees monthly. Enquiries were to be made to the Trust care of the Post Office at Kogarah.¹⁰¹

Rocky Point Road ... 1839-1889

It is debatable whether road users at that time got value for their money because in late 1865 it could be reported that the road was 'very bad'.

Into the latest part of 1865 complaints about the state of Rocky Point Road continued. For example, on Boxing Day 1865 a journalist describing the holiday season pointed out that:

*every spot accessible to Sydney found friends. even Sans Souci on George's River some nine miles beyond Cook's River dam had many visitors. It is a most beautiful spot when once reached, but unfortunately the road is very bad.*¹⁰²

Some were prepared to put up with road conditions while others were prepared to disregard criticisms in favour of promoting business.

1865 Trust dispute J B Carroll

Given the nature of Road Trusts and those who were trustees (mostly local land holders) it was inevitable that in the short history of the Rocky Point Road Trust, disputes and jealousies would arise. In some sense these disputes affected the progress of the Rocky Point Road and sometimes collected funds were misused. There were also disputes between 'cliques' which strove for influence over the development and improvements to be made.

John B. Carroll (d 1897) was, in 1865, central to one such dispute. It was suggested that he did not expend road funds in an equitable manner and that the road near his property was much better maintained than other parts of the road. Carroll had been amongst the original group of trustees from 1862 but was dismissed, by Mr Wilson, Secretary of Lands, after the above claims were made against him.

A public meeting was held at the Gardener's Arms, Rocky Point Road, on 18th December 1865 to appoint a new group of Trustees. At this meeting Carroll sought re-election but it was proclaimed that by using:

*adroit means (he) wants to upset the present road trust and get his supporters appointed in their stead.*¹⁰³

Carroll's determined opponent was a Mr. Thomas Perrott who was described as 'one of the leading persons in the present Trust'. It was Perrott who had accused Carroll of misusing the road funds. The meeting almost came to fisticuffs before Perrott and his supporters stormed out in disgust.

In 1868 Carroll was the Honorary Secretary of the Rocky Point Road Trust so it appears he got his way at the 1865 meeting.

John Bartholomew Carroll was a very successful businessman used to getting his own way and he was a dominant figure on the Trust and progress affairs in Kogarah. He was also a prominent man in Catholic life and was, from time to time, quoted in Freeman's Journal. For example in 1884 the Catholic newspaper reported:

*Mr. John Carroll said at Hurstville, on Wednesday night, that some of the original grant to Townsend had been sold at 8s an acre, and he had known land sold there at 3s 6d per acre, and now it was worth some thousands of pounds. Mr. Carroll recollects the time when the early settlers in Kogarah had to go round the head of Cook's River to get to Sydney. The journey, which now takes three-quarters of an hour, then occupied two days.*¹⁰⁴

Here John Carroll was confirming just what life was like before Rocky Point Road became a reliable and viable line of road to the city. Given his predilection for community affairs there is little wonder he became so involved with the development of Rocky Point Road in 1862. John Carroll was also a member of the Kogarah Road (now Prince's Hwy.) Trust in the 1860s.

His father, Matthew Carroll (1788-1876) was an Irish immigrant who bought land either side of Kogarah Bay in 1848. John Bartholomew Carroll became the Chairman of the first Rocky Point Road Trust in 1862 and was Mayor of Kogarah 1887-88 and 1889-90. He was also an Alderman on the first Kogarah Municipal Council in 1885. He married Annie Lacey on 4th January, 1869 at St Mary's Cathedral, Sydney. Carroll's Hill, which peaks at today's Calvary Hospital on Rocky Point Road, was named after the Carroll family and remains one of the steepest hills on the road he did so much to develop.

The Rocky Point Road must have been in some sort of reasonable condition during 1865-1866. Although complaints about

Rocky Point Road ... 1839-1889

it's state continued, traffic could, and did, make it's way along the road from Cook's River dam to Sans Souci and back again on a regular basis. Indeed one William Favelle (1816-1878) was prepared to run his horse omnibus along this route whenever there were paying passengers available..

By mid July, 1865, Louis Dettman was the proprietor of the Sans Souci Hotel, the former home of Robert Cooper Junior. At that time Rocky Point Road must have been, at least, in a passable condition for Dettman struck a deal with the Marrickville omnibus proprietor William Favelle to run his bus, on demand, from the city to Sans Souci. Dettman advised that the 'roomy and comfortable conveyance "Pioneer" ' was available for bookings which should be made in writing to Favelle.¹⁰⁵

By November 1866 William Rust had succeeded Dettman at the Sans Souci Hotel, and he continued the association with Favelle.



William Favelle whose transport business contributed to life along Rocky Point Road

Rust, like Dettman before him, suggested in his advertising that Sans Souci was only 9 miles from the city and that Favelle would deliver them there swiftly and safely.¹⁰⁶ Then in 1867 Favelle was running an omnibus name "Novelty". This vehicle left Wynyard Square every Sunday at a quarter past 9am and ran out to Sans Souci, Rocky Point.

William Walter Favelle (1816-1878) had been born in Wilden, Bedfordshire, England in June 1816. He arrived in Australia in August 1841 with his new bride, Elanor Jago. They came on the "Burhampooter" and William gave his occupation as 'gardener'.

It is likely that he worked at that profession for some time but by

1865 he had developed a business as an omnibus proprietor. He operated mainly in the St Peter's, Gannon's Forest and Kogarah areas and in 1868 tendered to deliver mail there three times a

week. He offered to deliver either by his omnibus or on horseback. The family lived at their farm 'Hillside" near Wolli Creek.

By June 1870, Hastings Favelle (1848-1929) William's fourth son, had become a partner in the business and during that year was fined five shillings at the Central Police Court for, 'not providing a conductor clothed as required by the regulations'.¹⁰⁷

Then in 1870-71 Favelle's Omnibus business struck financial problems and by early September, 1871, William was made insolvent. Worse was to follow. After losing his business, William reverted to his former occupation as gardener. On the 3rd of August 1878 he was walking across the dam at Tempe towards Kogarah when he was run down by a horse and cart. He died in the Sydney Infirmary on 26th August. The Sydney press reported:

*The city coroner on Wednesday held an inquest at the Infirmary concerning the death of a gardener named William Favell, who died in the Infirmary on Monday evening, from the effects of injuries received on the 3rd instant on the Cook's River dam by being run over. The driver of the cart, a respectable looking man, named Robert Hill, was in custody before the court. Mr. R. M. Forster watched the case on his behalf. After hearing the evidence, the jury found that deceased died from the effect of injuries accidentally received at the Cook's River dam, on the 3rd instant.*¹⁰⁸

Favelle and his family had been significant contributors to life south of Cook's River and his transport business had him travel the Rocky Point Road many time during its development years.

St Paul's Church - 1869

There were a number of churches built along the Rocky Point Road. One of the most interesting was St Paul's Anglican Church at Kogarah. When it was built in 1869 that area was referred to as 'Rocky Point'.

Tenders for the building of a "stone church" on Rocky Point Road, about half way between Tempe and Sans Souci, were advertised in October 1868. All tenders were to be addressed to Mr Joseph Twiss. The tender was won by William Bush the German Stonemason who lived on Rocky Point Road. In 1871 Bush was to become a Trustee

Rocky Point Road ... 1839-1889

on the Rocky Point Road Trust where his skills as a stonemason were no doubt appreciated.

Then towards the end of January, 1869 the foundation stone was laid with ceremonial proceedings. It was noted:

On Tuesday, 26th, the foundation-stone of an Anglican church, for the inhabitants of the district adjacent to the south-eastern bank of George's River, was laid on the Rocky Point Road, by the Metropolitan Bishop of Sydney. Notwithstanding the great heat of, the day, the distance from Sydney, the comparative isolation of the spot a large number of persons were present, all of whom appeared to take the greatest possible interest in the proceedings. The site of the intended church (which is to be named ' St. Paul's ') is on the north side of the picturesque road which connects the village of Cook's River with Sans Souci, — a locality now beginning to be well known to holiday folks by reason of Mr. William Rust's excellent family hotel. ¹⁰⁹

Joseph Twiss (c1812-1894) was a foundation member and subscriber along with The Hon. John Campbell, Mr. Charles Campbell, the Rev. George King, the Rev. Mr. Barnier, Mr. S. H. Pearce and Mr. J. Pearce of Randwick, Mr. Wolfen, Mr. McMahon, Mr. W. Berghofer, Mr. John W. Berghofer, Mr. Joseph Shelton, Mr. C. Napper, Thomas Holt MLA and Mr. John Schofield.

Joseph Twiss had been born in Lancashire, England, c 1812 and migrated to Australia in 1852 aboard the "Emigrant". His wife was Elizabeth (nee Pemberton) and they had married in 1841 at Cheshire, England.

Like many others in the district Joseph was a market gardener and he lived in a cottage at the eastern extremity of Ashton St, Rockdale, a short street which ran eastwards at right angles off Rocky Point Road. This was quite close to Samuel Schofield's market garden at Muddy Creek and given their interests in both the church and the Rocky Point Road Trust they would have been close neighbours.

Mr. William Wolfen, the Swedish Consul to Sydney, gave the two acres of land on which the church and cemetery was to be built. Wolfen owned 320 hectares (800 acres) in Kogarah and his grand, two-story mansion stood on the present site of St George Girls High School.

Two months after Bush had started work on the construction of the church the Department of Lands in Sydney posted advice that:

ROADS.— NOTICE is hereby given that the lines of Parish Roads mentioned in the annexed schedule have been formally marked and opened by the proper officer, and that the same are now open for public use. From Cook's River Dam to George's River, near Rocky Point. ¹¹⁰

This notice and others in a similar vein may have enticed some city travellers to try their luck on the 'new' road.

In spite of tolls, rough roads and almost insurmountable obstacles like the rock mound of "Cobbler's Pinch" many visitors still made their way down Rocky Point Road to the George's River for a variety of reasons.

When Edward Rust was the host at the Sans Souci hotel in mid-1869 he arranged for a group from the Royal Sydney Yacht Squadron to journey out for a club dinner and day of sailing on Botany Bay.

Yachts participating in the Saturday event sailed around from Watson's Bay, Sydney Harbour, through the heads at La Perouse and on to Sans Souci where the events would start.

A brave group of 33 supporters and participants from the Club, the "Overlanders", made their way, in horse drawn vehicles, from the city via Cook's River and down Rocky Point Road to meet up with their yachting colleagues. Addressing a letter to Bell's Sporting Life Newspaper the narrator of this event reported:

AQUATICS. Aquatic "Gossip."

DEAR BELL,

I observed "The Prince's Carriage" doing good service, Mr Want handling the ribbons in an exceedingly artistic manner; Mr Tooth and several other gentlemen were also driving tandem; altogether, "the Road" presented quite an animated appearance from the number of vehicles traversing it. Notwithstanding that we made several stoppages on the Road, the last of which was at neat hostelry, called "The Gardener's Arms," at the junction of the Rocky Point and Kogarah Roads, we arrived rather early, and had plenty of time to view "San Souci" which I was told, is

*rapidly becoming a favorite resort of the Sydney folks.*¹¹¹

The event seems to have gone very well (Rust and his wife were great hosts) and the eight yachts that took part started on their return journey on the Sunday morning with a stiff south-easter blowing. The land travellers however made their way home on the Saturday evening and were obliged to negotiate the Rocky Point Road. Our narrator put it this way:

*A very agreeable evening was spent, and the majority of the "Overlanders" started for Sydney about ten o'clock but I don't know whether they all got home safe and sound, as the Rocky Point Road is a very awkward one to travel over of a dark night: a person would be very apt to capsize, and do some injury to the turn-out.*¹¹²

Meanwhile things were not going all that smoothly for the Rocky Point Road Trust. Some unwelcome claims were made against it which threatened to drain their valuable funds.

In 1869 a dispute arose between the Rocky Point-road trust and the residents along Forest Road, who claimed £100 from the toll receipts for making their road.

The residents on the Muddy Creek-road, not to be outdone, claimed £50, and as the trustees could not see their way to divert these large sums of money from the use for which they had been collected, the dispute waxed warm, and resulted in the toll being closed by Mr. William Forster (Minister for Lands in the fifth Cowper Ministry).

As one result from this dispute the toll bar on the southern side of the dam was closed and shortly afterwards re-opened on the Rocky Point Road, south of Cobbler's Pinch, or near where Spring Street, Rockdale, now joins the main road. This move put an effective end to claims from the Forest Road and Muddy Creek Road Trusts.

The newly sited toll gate lasted for another seven years before the Rocky Point Road Trust was abolished in 1876, the last trustees having been Messrs. J. B. Carroll, Joseph Twiss, Thomas Mascord, James Hickey, and William Bush. Mr. Samuel Schofield served three years on the trust, and other gentleman were elected and served for

longer or shorter terms. Mr. J. B. Carroll was also one of the trustees for the road from the southern side of George's River to Bottle Forest.¹¹³

Two months later an action was brought by John South against John Carroll, William Berghofer, Thomas Wilson, Conrad Franklin, and Samuel Schofield, the Trustees of the Rocky Point Road. South claimed a balance of £51 3s. for work and materials. In their defence co-directors of the Rocky Point Road Trust claimed in general terms, that they were "never indebted."

South announced that the Trust had engaged him to perform 'certain road work', near St. Paul's Church, on the Rocky Point Road, and that he had accordingly 'proceeded with the work for which he had contracted'.

South then claimed that the Trust had altered the intended level of the roadway making it considerably. South need to engage in a great deal more heavy labour because of this.

Some sense of scale for the roadworks was given when South claimed he needed 606 more loads of stone and road material and also for fifty yards of 'water tabling' the co-trustees altered the original plans. The Trust had asked South to begin the road at the "Quarry" where he was getting the stone for the road.¹¹⁴

The following day Mr Edward Millington was placed in the witness box. Edward Millington deposed that he and South had been engaged in the works for fifteen weeks; and that they because of the changes made in the contract by the Trust been obliged to move twice the weight of stone and material they would otherwise have had to move. Millington had laboured at the work for 68 days and a half and South for seventy six days and a half. Horses had been engaged for the work for 49 days and a third man had been employed upon it for 29 days.

For the defence Mr John Carroll, one of the co-trustees, was called and outlined his reasons why the original contract had not altered. He said the work done was not of the mean depth agreed to and they insisted on the due performance of the work. William Berghofer, giving evidence, agreed. Then Samuel Schofield gave evidence again stated that the depth of road made by South did not agree with the original contract and no 'extra' work had been done. Any fault lay with South.

The jury retired - then returned a verdict for the defendants, the Rocky Point Road Trust, with costs.

Rocky Point Road ... 1839-1889

This event shows the extent to which private citizens like Berghofer and Schofield became involved in local affairs and in this particular case with extensive road building which was of benefit to the entire community. Rocky Point Road was indeed, rocky.

The conflicting Road Trusts of Gannon's Forest Road and Rocky Point Road were at war again in early 1870 when William Gannon sued William Berghofer for slander. It was most evident that the jealousy and rivalry continued. In this case it was brought down to a personal level.

In the Metropolitan District Court Judge Dowling heard details of the case which was a claim by William Gannon for £200 for a slander alleged to have been uttered against him by William Berghofer a Trustee of the Rocky Point Road. Gannon, landlord of the Oxford hotel King Street, was a Trustee of the Gannon Forest Road. The animosity between the two groups went back a number of years. Gannon said:

that he was in the office of the Lands Department on the 21st of December last on matters connected with the Gannon's Forest Road and the Rocky Point Road, of the latter of which defendant was a trustee. While in the office of Mr. Freeman, of the Roads Department, he heard a conversation in which his name was mentioned by the defendant. Defendant (Berghofer), who was accompanied by Mr. Edward Hill, when witness went into the room, said to Mr. Freeman, in a very loud tone, "that he would not like to be that young man (meaning plaintiff Gannon) just beginning the world - he is a thief and a robber - he stole a man's money and robbed him on the highway." ¹¹⁵

It seems that a carter had approached the Rocky Point Road Toll Gate with his 3 pence toll in his hand. He was accidentally knocked by the toll-keeper, William Russell, causing him to drop his money. Gannon then said he picked up one penny and handed it back to the carter, not the tollkeeper. Russell, however claimed that Gannon:

struck his hand, knocked the money out of it, and picked a penny up, put it in his pocket, and walked away saying to him that "he had not got one of the pennies" A couple of other witnesses were called for the defense. The first gave similar evidence to Russell's. ¹¹⁶

His Honor found a verdict for Gannon for £ 15, together with costs of two witnesses. The first Rocky Point Road Toll Gate had been established some 150 yards south of A.B. Spark's bathing house on the southern side of Cook's River.

West Botany

Problems with tolls was not the only difficulty faced by people travelling through the district in 1870. On Tuesday evening 7th June 1870, at a meeting at the Tempe Family Hotel, on the southern side of Cook's River it was pointed out once again just how much the the working class people were suffering because of the state of the roads. They were frequently compelled to unload half their cart so that progress could be maintained. Then they needed to come back for the remainder and in the process they lost a great deal of time. One claim was that:

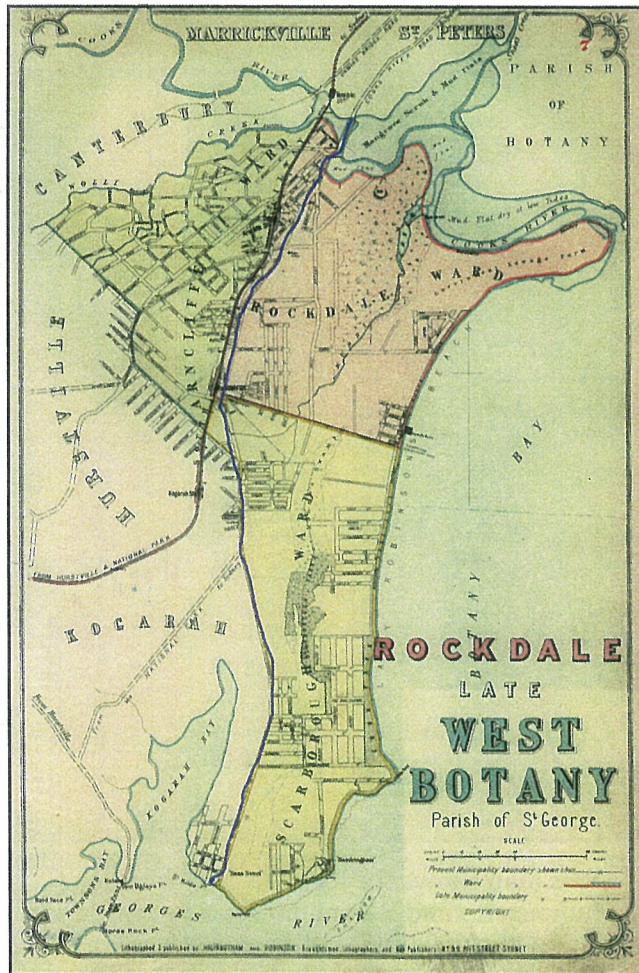
Sometimes - and especially in some particular localities - it was impossible to get along at all and carts, the drivers of which made the attempt, were hopelessly bogged. ¹¹⁷

Then the meeting came to discuss the main topic of the evening, the proposed formation of the district of Arncliffe, Muddy Creek, Rocky Point and Kogerrah into the municipality of West Botany. A report from the meeting suggested that a strong need for local government was at the forefront of people's minds. Obvious benefits were there for the taking and:

The small amount of taxes which any one would have to pay if the district was incorporated, would be very far less in amount than they now lost by extra labour, through the badness of the roads. There were constant complaints being made upon this subject, and the Government had been called upon in the newspapers to apply some remedy. ¹¹⁸

The report, however, was even-handed and concluded by saying that if people were prepared to contribute to the support of their own roads then the Government would help them. ¹¹⁹

In March 1870 the Government had currently sanctioned £150 for Rocky Point Road, £200 for Forest Road and £60 for Kogarah



This map indicates the Rockdale Municipality (late West Botany) and it may be seen how Rocky Point Road's centreline became the western boundary. (NLA - map f139-v)

Road. These amounts, it was agreed, were simply not enough to keep the roads in good order.

The mood of the meeting was positive and receptive and accordingly the following resolutions were moved, seconded and unanimously adopted.

1. *That in the opinion of this meeting it is expedient that this district should be incorporated as a municipality, under the Municipalities Act of 1867, to be called 'The Municipal District of East (West) Botany.' Also that such municipality should be divided into three wards, to be styled respectively— Arncliffe, Muddy Creek, and Rocky Point Wards. The boundaries of the said municipality and wards to be hereafter determined.*

2. *That a committee of seven be appointed to define the boundaries of the proposed municipality, and of the several wards into which it is proposed to divide the same, also to take such other steps as may be necessary to ensure the incorporation of the district, is decided upon at this meeting.'*¹²⁰

Following the resolutions a committee was appointed. This consisted of Mr. S. H. Pearce, J.P., Mr. John Carroll, Mr. Sleath, Mr. Rust, Mr. Godfrey, Mr. Schofield, and Mr. Bradridge.

It is notable that the formation of the new Municipality seemed to hinge on the state of the roads. Rocky Point Road, of course, was destined to become the western boundary of the new Municipality and therefore, in time, the former 'bush track' became a major artery for access to and from the city.

Writing about George's River and its surrounds in 1870 one observer touched on the roads that led to the area around Rocky Point. It is interesting to note that travellers still had to 'inquire' if they were to reach their destination with any certainty. There was little, if any, signposting. Like many other writers this journalist was not lavishing praise on the condition of Rocky Point Road and indeed offered a viable alternative, a favourite of the 'locals'. The article, which was otherwise full of praise for the beauty of the district, said:

The embouchure of the river is on the south side of Botany Bay, Cook's River disembogues at the northern end. The road from

Rocky Point Road ... 1839-1889

Cook's River to George's River is only tolerably good, but can be travelled with safety at a moderate pace. Equestrians who know the way will prefer the route by the sea beach which can be reached by way of the Muddy Creek road. Both roads are now so well worn that even a stranger may readily find his way by a little inquiry. ¹²¹

About one year after the road was 'opened and made' it was considered 'well worn' and easy to follow. Muddy Creek Road is now known as West Botany Street.

Rocky Point Road Trust - 1871

It has been well documented that during 1850s English and Irish migrants settled along the Rocky Point Road; particularly in the vicinity of today's Rockdale. The land there, in parts, was fertile and there was a track, of sorts, providing access to the city. German settlers, escaping political instability, also settled there helping to turn the area into a great vegetable supplier for expanding Sydney.

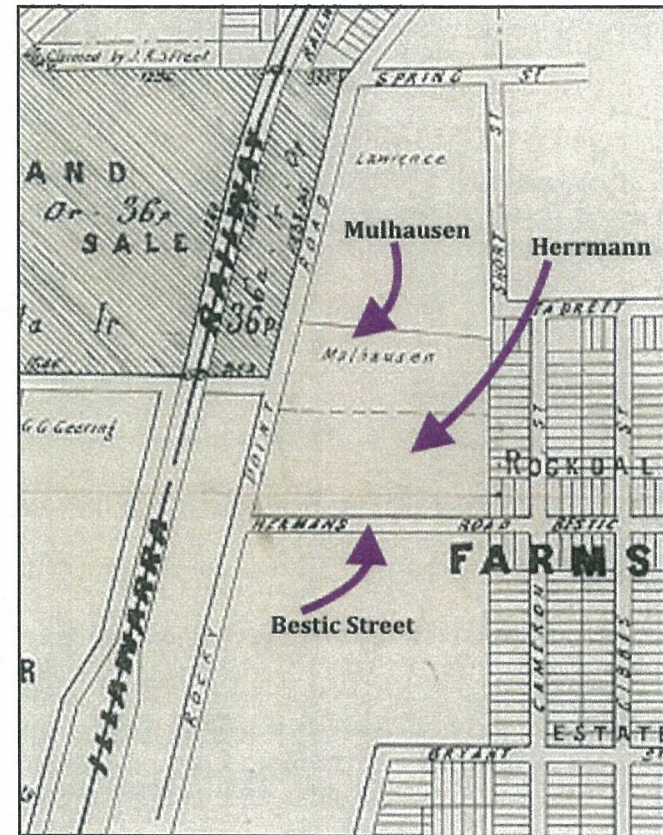
The German stonemasons Joseph Walz and Francis and William Bush contributed to the area in their own ways and took advantage of the prolific sandstone outcrops in the Arncliffe, and Rockdale surrounds.

When Trustees for Rocky Point Road were to be elected in October 1871 a meeting was held, on Thursday 12th, at the Gardener's Arms Hotel. The following gentlemen were elected: John B. Carroll, Edmond English, William Bush, John Elliott, and Philip Mulhausen. The assessors were Mr. Philip Webber and James Wilson. ¹²²

Bush and Mulhausen were both German immigrants and both had a strong interest in the road.

We have met John B Carroll previously and noted what a great and civic-minded person he was.

Philip Mulhausen (1823-1885) was a market gardener who had migrated from Germany arriving in Sydney aboard the "Peter Godeffroy" on 25th October 1852. He had been born in Effolderbach Hessen, Darmstadt. Philip was accompanied by his wife Christina (nee Linder/Lindener) His garden of more than 5 acres was on Rocky Point Road, Cook's River in the Parish of St George. He had been born in Germany c 1820 and died at Petersham in 1885. Philip



This map shows the location, in Rockdale of Mulhausen's and Herrmann's market gardens fronting Rocky Point Road, close to the corner of Bestic Street (then Herrmann's Road)

and his wife Christina had a son (Philip b 1857 - d1883) Philip's orchard was close to the corner of Rocky Point Road and Goode's Road, (now Bestic Street) Rockdale. A fellow German Immigrant, Peter Hermann had his garden on that corner.

Rocky Point Road ... 1839-1889

William Bush (1841-1880) had been born in Biebrich Stadt, Hessen Nassau, Preussen, Germany. He married Johanna Ferrasay in 1865 after arriving aboard "Catteaux Wattel" on 9th March 1855 (age 14). William travelled with his Father Francis, and Mother Katharina (1815-1891). He became a stonemason like his father and during 1869 was engaged to build the St Paul's Church of England on Rocky Point Road, Kogarah.



William Bush built
St Paul's Kogarah

Edmond English (1818-1912) - arrived 29 June 1850 aboard the "Maria". He had married (c 1848) Elizabeth Galvin (1823-1892) They came from Oola between Limerick and Tipperary in Ireland and, after arrival, bought 87 acres on the Kogarah Road. Edmond built his house "The Homestead" on the site where Carlton South Public School now stands. His home was not far from the intersection of Kogarah Road and Rocky Point Road and at that time the village of Kogarah was centered around that site.

In 1879, Edmond began construction of a two-storey hotel on the corner of Kogarah and Webber's (later English Street) Roads; a building which is still standing in 2015. It is clear that Edmond would have had a great interest in Rocky Point Road, because of its importance in the area and its proximity to both his business and home.

Peter Herrmann (1843-1918) had arrived in Australia, as a lad of 12 years, in 1855 with his father Peter Herrmann Snr., aboard the 'Catteaux Wattel'. The Herrmann's immigration here was facilitated by a Colonial Government scheme.

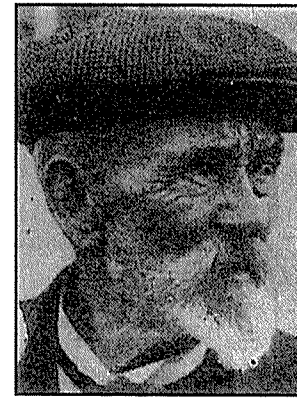
Peter Herrmann married Elizabeth Ritter in Sydney in 1870 and they had five children, Clara (1871), Bertha (1872) Henry Peter (1875), Theresa (1876) and Elizabeth (1879).

Assisted immigration to NSW was in place from 1828 and candidates were predominantly British. By 1847 the Colonial Government had

widened the scheme to include European workers with special skills, such as stone masonry, vine dressing and carpentry. Significant numbers of

Germans then began migrating to New South Wales and by 1856 the number of German-born immigrants in the colony had risen to 5245. German immigration peaked in the 1880s and early 1890s and at the census in 1891 the figure had increased to 9565.¹²³

The Herrmanns eventually moved to Kogarah where Peter Hermann purchased a property in Gray Street in January 1890. He commenced building a house shortly afterwards which was completed later that year and named 'Weeroona'. He and his family lived there and his wife Elizabeth died there in June 1892.



Peter Herrmann - his
market garden was on
the corner of Bestic
street and Rocky Point
Road (see map above)

He became one of a large community of German immigrants who had settled in this district along the Rocky Point Road. Industrious and civic minded, Herrmann was one of the prime movers of the petition to form a council at Kogarah in 1884. He was elected to Kogarah Council

and served from 1889 to 1898, he was Mayor: 1890-91; 1895-96; 1896-97; 1897-98. He resigned from Council in January 1898 but did not retire from work. By early January 1899, he had established a Real Estate business at the corner of Railway Parade and Belgrave Street, Kogarah.

Peter Herrmann was involved in a wide range of community activities. He was the instigator of the Kogarah Fire Brigade whose premises were built in Gray Street near his house. He sat on the St George Cottage Hospital committee, and called the meeting that led to the creation of Kogarah Park. His 'push' for the Municipal baths at Sans Souci then was just one of many generous endeavours he made on behalf of St George residents.

After Herrmann's death in 1918 the house passed to his son Henry Peter Herrmann and son-in-law Edmund Osmon Varley. It remained in the family until purchased by St George Hospital in 1961, when it was renamed Griffith House in honour of the Thomas Arthur Griffith (Chief Executive Officer of the hospital from 1946 until 1981) and it became

Rocky Point Road ... 1839-1889

the residence of the Medical Superintendent. Griffith House was demolished in 2013 to make way for expansion of the St George Hospital.

Complaints about Rocky Point Road continued into 1871, the year that the Municipal District of West Botany was incorporated. An anonymous commentator who had passed along the way was fairly even-handed about it's state. He wrote:

*After passing Cook's River dam, for a mile or so, I pity the poor traveller's old bones if he proceeds faster than a slow walk - but afterwards the road is tolerably good. It appears that the part of the road just described is a kind of "No Man's Land" which partially accounts for its ill conditioned state. Beyond this we come upon numbers of market gardens nestling among them a neat well-kept nursery called "Rosevale" which, when we passed, reminded me of a rich Brussels carpet, a patch of dahlias as a centre piece with their many varieties of colour, being its chief attraction."*¹²⁴

However the road conditions seemed to vary with one's point of view or purpose. When J F Baker advertised his "Sans Souci Hotel and Pleasure Grounds" in October 1871 he claimed that, 'the road has lately been greatly improved and is now in very good order.'

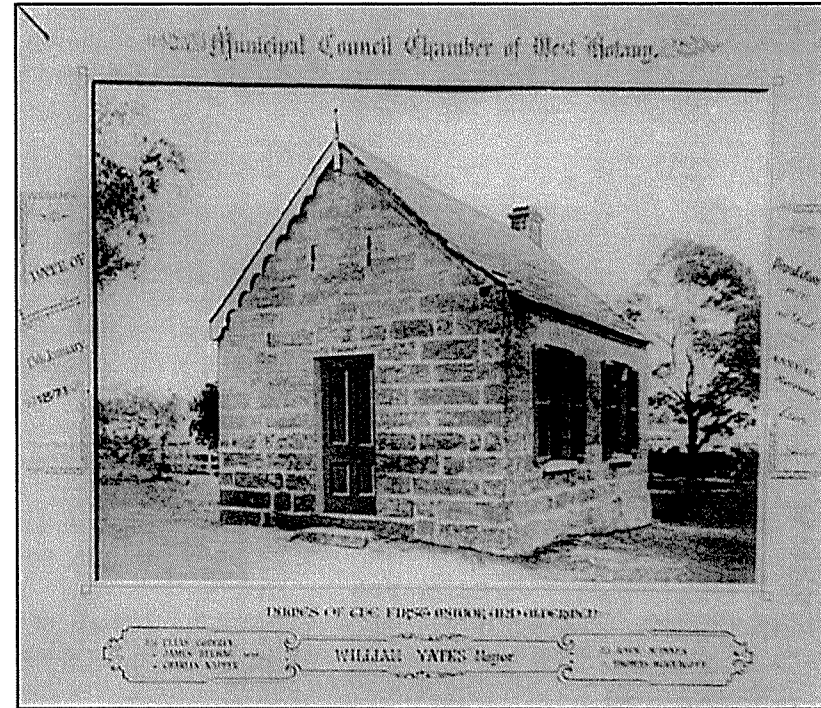
1871 The Municipal District of West Botany is incorporated

The West Botany borough was incorporated on the 13th of January, 1871. At that time it covered an area of about six square miles, and was bounded on the north by Cook's River, on the south by George's River, on the east by Botany Bay, and on the west by Wollie Creek and the rapidly developing Rocky Point Road.

From 1872 a small building on a freehold property belonging to the Council at Arncliffe had been used as the council chamber.

James Beehag was Mayor at this time. The property had been purchased from Mrs David Hannam for £ 20 and was on the western side of Rocky Point Road. A modest building, it had a single door and fireplace and louvered windows. It was built of stone by Christopher Bush, of St Peters, a stonemason from Germany, at a cost of £ 104.

As the Municipality grew the need for larger and more central premises became obvious. In anticipation the council had, sometime previously, acquired a more suitable site on the Rocky



Rockdale Council Chambers in 1872. This building, fronting Rocky Point Road was, ironically sold to the Council by Mrs David Hannam.

Point Road, close to Rockdale railway station. This was to be the site for the new Town Hall. In due course then, the major building in the Municipality moved from one part of Rocky Point Road to another.

Prior to the incorporation of West Botany Municipality several petitions were presented to Government as to just what its boundaries should be. One such was submitted in August 1870 was quite specific in outlining the wishes of the petitioners. They laid out quite clearly their ideas of boundaries and in the last section

Rocky Point Road ... 1839-1889

prayed that the line should be drawn: '*along the centre of Rocky Point Road, southerly to the waters of George's River.*'¹²⁵

Eventually a Government decision was taken that that the centre line of the road should become the western boundary of West Botany (Rockdale). To this day that situation endures.

Nevertheless such concerns were raised again fifteen years later when Kogarah was preparing for incorporation as a Municipality. It's borders with Rockdale came into focus and one commentator evoked the history of the area highlighting the way that boundaries had been formed, more or less naturally:

*Before that great civiliser - the railway - had penetrated the district, this municipality of West Botany was passing a very peaceful, if not sluggish existence, carrying out what work was demanded of her in the then state of comparative isolation as regards her nearness to the city; but now that Sydney and Hurstville, in point of time, is but a matter of 30 minutes, it has had the effect of arousing the energies of most persons interested in a municipal district, second, we suppose, to none in the colony, as regards its natural advantages, and the great extent of its navigable water frontage. In days of yore, when the boundaries were first formed, there were no small allotments of land as now, but the district was owned by the few, and the forest via the Rocky Point-road was taken as its boundary as far as the present Bays Street; unfortunately, the boundary line at this juncture left the Rocky Point-road to take care of itself, and made straight for Pat Moore's Swamp which, in those remote days, was looked upon as a very fair boundary, although it was exceedingly difficult to discern, through muddy water which, together with wild ducks, was then very prevalent. After wading through this swamp for about two miles, it managed to retain firm footing upon the middle of the Rocky Point-road again, about a mile north of Sans Souci.*¹²⁶

Here the writer seems to be siding with the West Botany petitioners of 1870 in that he agrees the natural and historic boundary was the centre line of Rocky Point Road. He goes on to say, however, that time and usage has changed the landscape along the road.

*But that swamp of old is by no means a swamp now, the greater portion of it being transformed into a beautiful park (Scarborough), and it is thought desirable, in the interests of the district generally, and the municipality particularly, to give it a definite boundary, and undoubtedly the boundary which reasonably belongs to it: -viz., to continue the Rocky Point-road as its boundary as far as the Harrow-road Kogarah has petitioned the Government to form her into a municipality, the extensive works of which are to be carried on with only one ward*¹²⁷

This long article then raises a fascinating scenario that had been proposed by petitioners:

*Kogarah's intention evidently is to endeavour to obtain a majority of West Botany municipality, between Bay street and Sans Souci, so as to obtain for herself a portion of Botany Bay frontage. The Government look to the interests of all, and give a fair adjustment between contending parties, and therefore would not leave West Botany with such an undefined and confined territory, leaving Kogarah thrice as much. We would ask those who have an interest in that portion of West Botany, Kogarah wishes to grasp whether they would like to give up the best half of their water frontage to cast in their lot with Kogarah, having, as it does, a very heavy and expensive territory to open up, which would swallow up two or three Government endowments, and then go borrowing, for it is only a small and concentrated portion of Kogarah that is opened up to any extent West Botany municipality having the Rocky, Point-road as its demarkation line on the one side, and the whole of Lady Robinson's Beach on the other, it would be its own protection, and would ultimately form healthy marine residences.*¹²⁸

That traffic was increasing along the road was evidenced by the establishment of a public stand for omnibuses at the junction of Rocky Point Road and Forest Road in June 1871.

Then in 1876 the "Rocky Point Road Trust" was abolished and the New South Wales Government became responsible for the road.

Rocky Point Road ... 1839-1889

The abolition of the Trust created some disquiet amongst the former Commissioners and they watched with concerned interest the NSW Government's input to the road which was a focus of attention for them all. Two and a half years went by and during that time little if anything was provided for the road. Settlers of the area had had enough of neglect and called a public meeting in April 1879. The Sydney Press was in attendance and reported:

*A large and influential meeting of the inhabitants of Kogerah and the Rocky Point district was held at the Gardener's Arms Inn, at 8 o'clock on Saturday evening, under the chairmanship of Mr. J. B. Carroll, a well-known landowner of the district, for the purpose of taking into consideration the imperfect state of the Rocky Point-road, several parts being almost entirely unfit for traffic, and hitherto the proper authorities have done little or nothing to remedy this disgraceful state of things. The following resolutions were proposed and carried unanimously. First, that the part of the Rocky Point-road which has been declared' by the Government to be a main road of the colony lying between the junction of the Kogerah road and Cook's River, is now breaking up in many parts and is in a bad state of disrepair. Second, that a deputation from, the districts shall wait upon the honorable the Secretary for Public Works, to ascertain what money has been voted and expended upon it during the last two years. Subsequently a number of gentlemen in the meeting were named and consented to form a deputation to the Government on the matter. The meeting dispersed after passing a hearty vote of thanks to the chairman.*¹²⁹

It wasn't as if the authorities in New South Wales were not aware of the situation with the roads in their charge. A very forthright opinion was published in official documents more than 20 years before the Rocky Point Road men were "up in arms" about the state of the local road which was so important to them. Now that the Government had taken control the situation seemed to them even more dire. In 1857 Captain Ben Hay Martindale had written:

*Originally ill laid out, ill drained, or not drained at all, and never sufficiently metalled, in winter they are impassable sloughs, and in summer the rudest common earth roads. The want of bridges suspends internal communication when the rains set in, and too frequently lives are lost in a vain attempt to restore it; while [a man] esteems himself fortunate whose bullock-drays accomplish when the weather is bad three or four miles a-day, and bears, as best he may, in addition to great inconvenience and severe loss, the inevitably heavy charges for the carriage of goods.*¹³⁰

The legacy of poor road planning was obvious but it was also something settlers and landowners railed against. In the past, via the Road Trust System, they had worked very hard to improve and maintain their roads. They were always limited by funding and in 1879 that situation had not changed. But to their credit men like, Carroll, South, Herrmann and Schofield Remained on course.

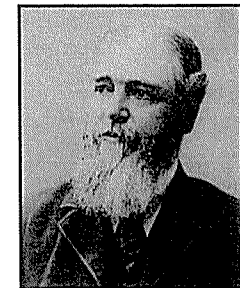
The deputation formed in April acted swiftly and by the following month that had organised a meeting with the minister for Works.

Rocky Point Road - 1879 - May

The following month the elected deputation duly met with the John Lackey (later Sir) (1830-1903) Secretary for Public Works in the Parkes-Robertson coalition in 1878-83.

Lackey, a capable administrator, introduced bills for building many of the colony's railways. Perhaps he was the wrong man to be talking to about roads.

The meeting was brought about with the assistance of Mr Lucas MLA. The members were Messrs Carroll, English, Souter, Joseph Twiss, South, Hickey, Jordan, Herrmann, and Schofield. Their aim was to talk over the condition of this road and prospects for the funding of it's repair. They were, in this meeting concerned with the 3 miles of road from Cook's River to its junction



John Lackey, was more interested in railroads than roads in 1879.

Rocky Point Road ... 1839-1889

with the Koggerah Road. This section had been identified as important to those travelling to the Illawarra.

Mr Lucas MLA pointed out that this section of road was taken out of the hands of trustees and proclaimed a public road, and from that time on there had been little or nothing done to it in the shape of repairs.

Lucas believed that residents, in the past, had done all in their power to maintain the road, claiming:

They had put up a tollbar, had levied taxes, and - although they were none of them wealthy men, but simply market-gardeners - they had also subscribed largely to make and maintain the road. On one occasion they collected subscriptions to the amount of £ 170. The road, since the Government had taken it in hand' had fallen into disrepair, and would soon be in as bad a state as it was in 18 years ago. ¹³¹

As is often the case, the 'old days' seemed more attractive and even up in 1885 the comparisons continued. At a resident's meeting in Rockdale in October it was suggested:

that under the old system these roads were the best in the colony but now they were in a very bad condition, owing to the increase of the traffic by one hundredfold. ¹³²

The experienced negotiator, John Carroll, told the Secretary that a public meeting of the inhabitants of the Rocky Point and Koggerah districts had been held on the 5th of April last, two resolutions were passed:

- 1. That the part of the Rocky Point Road which has been declared by the Government to be a main road of the colony (being the part between the junction of the Koggerah Road with it and Cook's River) is now breaking up in many parts, and is in a bad state of repair."*
- 2. "That a deputation from the district shall wait upon the Honorable the Secretary for Public Works to ascertain what money has been voted, and has been expended upon it during the last two years."* ¹³³

Carroll continued that, from 1863, only a bush track led from Cook's River to Koggerah, and only a few inhabitants were living between Cook's and George's Rivers. Nevertheless they valued the little they had and worked hard at its preservation and repair under the Parish Roads Act, continually scrambling for funding through tolls.

Many of the residents had devoted time and money to carry out work on the road. Some subscribed up to £ 150 from personal funds. After 9 years work and help from interested parties such as Thomas Holt and Dr Tucker they had succeeded in making the part of the road referred to. This was a significant time in the overall development of Rocky Point Road.

Carroll and his fellow delegates could now reflect on the fact that:

A considerable population was now settled upon every part of the district, the low lands being occupied by gardeners, every six or seven, acres supporting a family in comfort, so much so that within the last few years most of them have built stone cottages as residences for themselves and families to live in. ¹³⁴

Coming then to the real thrust of the meeting, it was pointed out that since 1876 when the part of the road under discussion was declared a main road of the colony, taking it out of the hands of the trustees, very little had been done to keep it in repair. The upshot was that residents believed, that in a short time, they would be in a worse position than they were in 16 years ago. That the district now settled made the feeling of pending loss more acute.

When Mr. John South spoke on behalf of the delegates he said that the poor state of the road was costing him almost double in cartage costs now than it had two years ago. Consequently he had to abandon the hay and corn branch of his business.

In his reply to the delegates, Mr. Lackey, said that he would refer the matter to the Commissioner for Roads. Interestingly, and prophetically, Lackey pointed to the future when he spoke about his great passion, railways. He believed that it was most desirable for railways to be extended to the suburbs of Sydney. The Government would then be saved a large expenditure which they had now to make upon roads. ¹³⁵

Rocky Point Road ... 1839-1889

Of course the railways did, inevitably come, and when they did they were to bring major changes to the Rocky Point Road discussed at this meeting in 1879.

1880 -1889 - Railway and Tramway

It appears that very little action resulted from the May, 1879 deputation. Accordingly, just nine months later a public meeting was called at Kogarah to discuss the very same problem. This well attended meeting was held on Monday 26th January, 1880 at Vincent's Gardeners' Arms, Kogarah, and into consideration the disgraceful state Rocky Point Road. There was a good attendance, and Mr Zions, whose property was on the Kogarah Road near William Carss' holdings, was voted to the chair. Zions read the advertisement convening the meeting, and then Mr H West addressed the meeting saying that:

the settlement and the prosperity of our district, as one of the suburbs of Sydney, entirely depend upon the means of communication with Sydney since the Government has taken it over and declared it a main road of the colony very little work of a permanent character has been carried out upon it. ¹³⁶

This theme was reiterated throughout the meeting. Samuel Schofield spoke but seemed more intent on pushing the idea that they should form a Municipality for Kogarah and Schofield was pulled into line by the Chairman.

When Mr Duran spoke he pointed out that the road to Sans Souci was in such a state as to prevent large numbers of people from visiting that beautiful marine suburb. Mr. John South moved the second resolution:

That the members for the district be communicated with, and requested to urge upon the Government the necessity of immediately putting the Rocky Point Road in a thorough state of repair. He referred to the unprotected state of the culverts and bridges along the road, which was a source of the greatest danger to every person who travelled along it, especially on

dark nights. When it was in the hands of the trust, this was looked after, but the Government had entirely neglected it. ¹³⁷

Then Mr. J. B. Carroll rose to address the meeting and began by saying that:

he had much pleasure in informing the meeting that he was in possession of information of a very satisfactory nature. He was not at liberty to state it, but the import of it was to the effect that the Rocky Point Road would, as soon as possible, be put into a thorough state of repair. (Applause.) ¹³⁸

Carroll had always been an influential participant in local affairs and a prominent member of Road Trusts in the past. He had, it seems, some information that was not general knowledge but was not yet prepared to share.

The Railway - 1884

The coming of the Illawarra railway line to Kogarah in 1884 was greeted with great enthusiasm. Indeed an outstanding regatta was organised as part of the welcoming celebrations. This event was the largest public celebration that had ever taken place on the peninsula. The centre of activities was "Rust's Pavilion" at his Prince of Wales Hotel, Sandringham. Rust had formerly been 'mine host' at the "Sans Souci" hotel, home of Robert Cooper Jnr for whom the first track had been cleared more than 40 years earlier.

There was Sydney-wide interest in this event and it was reported in several publications:

Then the train was again filled, and the party returned to Rockdale, where a number of omnibuses were waiting to convey the visitors to luncheon at Sandringham. The drive through the few miles of country lying between this point of the line and Sandringham was very enjoyable. The roads were good, and traversed 'undulating' tracts, intersected with gardens and orchards, and then, leaving those behind, wound through pretty forest lands, till the beautiful site of Rust's Hotel

Rocky Point Road ... 1839-1889

*and grounds was reached - Here there were gathered a number of the residents who had driven, to the spot.*¹³⁹

The writer added emphatically:

*'It was a grand red-letter day in the history of West Botany, Kogarah and Hurstville.'*¹⁴⁰

The Illawarra Railway line had been extended to Hurstville, making the peninsula more accessible than ever before and in the process the whole complexion of Rocky Point Road was irrevocably altered. For example, the railway station at Kogarah was awkwardly sited in terms of the existing village. The need to be right beside transport options meant that businesses and residents moved to the west and away from the road. The motivation behind this diaspora was increased when the steam tram service, introduced in 1887, was first mooted and then accomplished.

Jim Fletcher in "River Road and Rail" has written:

*If a single event had to be chosen which had the greatest impact on the area now covered by the Kogarah Municipality it would have to be the construction of the railway line linking the areas south of Cook's River with Sydney.*¹⁴¹

To that I would add a similar remark relating to the impact on the West Botany Municipality whose western border between Cook's River and Sans Souci was, of course, Rocky Point Road.

In their book, "Triumph of the Speculators" Joan Hatton and Lesley Muir say,

*Although the speculators along the Rocky Point route [of the railway] appeared to have missed out, they rescued some of their prospects through the building of two tram lines - from Rockdale to Brighton in 1885 and Kogarah to Sans Souci and Sandringham in 1887.*¹⁴²

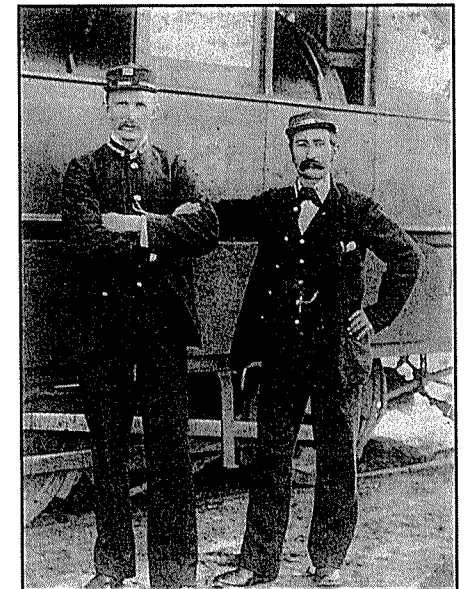
By October 1885, the NSW government had announced the resumption of land within 100 feet of high water mark along Lady Robinson's Beach for the purpose of a public park. This reserve, from beginning to end, was within the municipality of West Botany.

Formerly it had not been possible to visit this area without considerable expenditure of time and money, and the inconvenience of travelling over a dusty road. But the railway changed the condition of things.

The opening of the first section of the Illawarra line introduced thousands of people to the country between Cook's River and George's River. Roads were opened to the Bay, and a tramway from Rockdale station to Botany Bay would soon commence. Additionally, omnibuses and waggonettes were being run from Kogarah to Sandringham and to Rocky Point-the southern end of the reserve. Twelve months of railway operations through the district was marked by rapid settlement. It was believed that before many years passed the municipality of West Botany would contain several thickly-populated suburban townships.¹⁴³

One of the omnibuses mentioned above was run by 'Jim' Selmon'. He was the son of Sans Souci pioneers Amos and Frances Selmon. Jim transported passengers between Rocky Point and Kogarah township after the railway had commenced in 1884. He followed a route from Sans Souci via Sandringham Street and Rocky Point Road to Kogarah railway station. In 1887 his father, Amos, was identified in the Sands Directory as 'Omnibus Proprietor'.

It would appear that Amos provided the finance for Jim to get started. After the tram service began on the same route, however, Jim's business collapsed and he joined the 'opposition' as a tram guard and driver.



Jim Selmon (left) ran an omnibus between Sans Souci and Kogarah railway before becoming one of the first tram guards on the new service in 1887.

Rocky Point Road ... 1839-1889

Jim recalled, in 1937, the way in which he had transported holiday-makers from Kogarah railway to Sandringham. Many of them hired boats and bought oysters at his father's boatshed.

In the year following the establishment of the railway several deputations were organised to agitate for a Tramway to run from Kogarah to Sans Souci. One such group was introduced to the Minister of Works on the 20th November 1885. Their mission was, in part, to point out that, over 5000 people had gone down to the district on the Prince of Wales's Birthday. Presumably most of these would have made the journey down Rocky Point Road.

Furthermore, contributions promised by interested parties had already reached £6000 and this did not include the free land that was pledged for the route. The tramway, it was declared, would also act as a feeder for the railway. Mr Lyne said that the departmental report was very favourable and accordingly that deputation left the meeting in an optimistic mood.

The Sans Souci Tramway - 1887

The Kogarah-Sans Souci Tramway service commenced on 10th September 1887. A significant part of the route was along Rocky Point Road to service Sans Souci and Sandringham, via a large loop, before returning to Kogarah railway station.

Once more land agents and promoters had a field day. In describing an area up for sale they extolled its virtues and the means of access. It was said:

The situation and surroundings leave nothing to be desired. The Rocky Point Road, the route of the Kogarah-Sans Souci Tram Line forms the western boundary, while the eastern boundary is the beautiful Scarborough park, secured to the public forever. Lady Robinson's Beach, Sandringham, Doll's Point, Sans Souci and many other favourite resorts are close at hand. The air is pure; the soil is excellent, as attested by the numerous gardens.

144

In a very important sense the tramway had a more direct and significant effect on Rocky Point Road than the railway had done. Geographically the rail had a macro effect which touched the lives of many from both within and outside the St George Parish. The tramway, however, was peculiar to a small section of country and to

a relatively small group of people. It stopped right outside people's houses, schools and businesses. There was, along its length, a sense of personal ownership and many residents, for a long time after the Tramway's demise, delighted in relating stories from the 'days of steam.' I might add, as an aside, that when the trams were finally replaced, in 1937, this same "personal ownership" way of thinking applied to the silent, new trolley busses and their crews.

Without any doubt at all the unique transport systems up and down the road created a 'sense of place' that lingers in the minds of present and past residents.

A tramway from the Illawarra railway to Sans Souci had first been mooted in 1882, when a number of the land owners signed an undertaking, offering to give the land free of cost. The matter rested until 1885, when a practical route was agreed upon.

In early May 1885, copies of the papers in connection with the construction of the Kogarah and Sans Souci tramway scheme were presented at the Legislative Assembly.

Then on Monday 12th September 1887 it could be reported that,

*The recently constructed tramway line from Kogarah to Sans Souci and Sandringham was opened for traffic on Saturday. [ie 10th September] There was no formal ceremony in connection with the opening, but the occasion was taken advantage of by the promoters of a land sale to hold an auction at Doll's Point, and consequently there was a considerable passenger traffic over the line in the afternoon, as a large number of people attended the sale.*¹⁴⁵

As the above report indicates, surprisingly, there were no fanfares, ceremonies or promotional events when the trams began service.

The construction of the tramway had begun about December 1886. The land owners of the district contributed £6000 towards the cost of the line as well as giving, free, the land necessary for the construction of the line. When the line commenced, unemployed persons worked on it. However it was found that they could not cope and they were replaced by regular employees of the Railway Department.

Rocky Point Road ... 1839-1889

The rails used on the line were old ones taken from the Windsor railway line, but which still appeared to have a good deal of wear left in them. There were no special engineering difficulties to encounter in the construction of the line, the road along which it travels being for the most part level.

It was reported that:

*The steepest gradient on the line is 1 in 22, and the sharpest curve on a radius of five chains. The line is laid with ordinary wooden sleepers, and ballasted with sandstone obtained from a quarry at Kogarah. The district to which the line provides access is already well known to residents in Sydney, and there is no doubt that the completion of the line will lead to a large increase in the number of visitors to the many beautiful spots on the George's River.*¹⁴⁶

There followed a fine description of the line as it progressed through the area and it worth quoting at length.

The line starts from the platform at Kogarah Station, so that the change from the train involves but little inconvenience to passengers. After leaving the platform the line passes up Grey-street and through the rapidly-rising township of Kogarah, until the Rocky Point-road is reached, along which the line continues for some distance. The neighbourhood is fast emerging from a state of primaeval bush into a thickly settled district, and every here and there, as the tram passes along, neat cottages and gardens, with, in many cases, nourishing orchards, are to be seen. The first stopping place is Ramsgate-road, a distance of 1 mile 40 chains from Kogarah, and here the line divides itself into two parts and forms a loop-line, one portion turning to the left down Russell-avenue and the other portion continuing along Rocky Point-road. The usual course taken by the trams is to continue straight along the Rocky Point-road to Sans Souci, a distance of 3 miles 21 chains from Kogarah. At Sans Souci the first glimpse of the beautiful waters of the George's River is obtained, with a splendid view of the opposite shore at Taren Point, which was formerly known as Cummins Point. This point forms a portion of what is well-known as the homestead of Mr. F. S. E. Holt. After leaving this

*lovely spot the line keeps close to the shore of the George's River, passing for some distance through Cook Park, until Sandringham is reached, about half a mile from Sans Souci.*¹⁴⁷

This splendid report gives a very accurate idea of just what the journey involved. Continuing, it reported with flair:

*A series of splendid panoramic views are to be obtained from here, and by walking to the end of Doll's Point, a short distance off, a full view of the magnificent curve of seashore known as Lady Robinson's Beach can be obtained. Opposite Doll's Point the line turns up Russell Avenue, a recently-cleared road, passing through an at pre-sent almost unoccupied portion of the district, until the Rocky Point-road is reached, where the loop line terminates. The line is divided into three sections -the first from Kogarah to Ramsgate-road, the second from Ramsgate-road, round the loop line to **Sans Souci** and Sandringham and back to Ramsgate-road, and the third from Ramsgate-road to Kogarah. The fare charged on each section is 3d. by ticket or 4d. cash; so that the round journey costs 9d. by ticket, or 1s. cash, the Department, with its usual moderation, only charging 33 per cent extra for the privilege of paying in cash. The total distance from Kogarah round the loop line and back to Kogarah is 7 miles 15 chains, and the round journey is accomplished in about 40 minutes, or an average speed, including stoppages, of 10½ miles per hour.*¹⁴⁸

The new line proved to be remarkably smooth and was an easy one on which to travel. Although passenger traffic was heavy, the system worked without any serious interruptions taking place.

A great deal has been recorded about this tram service and it is not my intention to repeat that in this history of the road.

However, there is no doubting that the service changed the complexion and appearance of the road with the tram tracks becoming an obvious new feature of the landscape. Of course there were more important considerations than simple appearance. The patterns of development in Kogarah, Ramsgate, Doll's Point, Sans Souci and Sandringham were altered by the service.

Rocky Point Road ... 1839-1889

The old bush track to Cooper's had now been utilised in an entirely new way. When it is considered that a very effective link with the railway at Kogarah was incorporated in the route it may be seen that the southern portion of Rocky Point Road, at least, was brought to prominence.

The railway had crossed Cook's River with ease and the tram facilitated the journey to the playgrounds of the south. Land speculators rejoiced. Just prior to the introduction of trolley buses along the same route in 1937, steam trams were conveying some 2.5 million passengers per year. The trip from Kogarah to Ramsgate took just 8 minutes. The early market gardeners, woodcutters and shell gatherers might have marvelled at the modern age.

1886 - Gas lamps along Rocky Point Road and Bay St.

By the end of 1886, West Botany and Kogarah Councils held important talks to consider the installation of gas lamps along Rocky Point Road and Bay St. They met at Keat's Royal Hotel. Thomas Saywell hoped that unanimity between the two boroughs would result in the general good. The inevitable question arose - who should pay? Alderman Bowman moved the meeting should agree that it was desirable for the roads in question to be lighted with gas. The matter was not resolved at the November 1886 meeting but the seeds of thought had been sown.

1887 Plans for Rockdale Town Hall

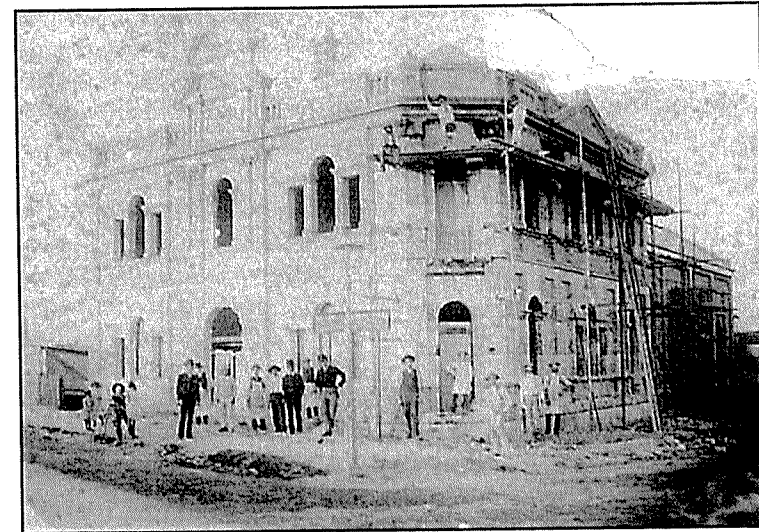
By 1887 (West Botany)(Rockdale) had progressed to the point where it was considered new Council Chambers and a new Town Hall were necessary.

We have seen above that, from 1871, Council had utilised a small stone building on Rocky Point Road Arncliffe. Their decision to build a fine new edifice on the corner of Bryant Street and Rocky Point Road meant that the grand old road was about to be dignified by it's most prestigious and imposing building.

At the Rockdale Council meeting of Thursday 18th August, 1887 the Mayor submitted a report from the committee regarding the 35 submissions for the design of the new Town Hall. Mr. Ernest A. Scott, architect, of Ashfield and Hunter St Sydney, was declared the winner.¹⁴⁹

News of the proposal and contest spread quickly and the importance of this construction was recognised in the Sydney press:

The selected design for the new Town Hall is classic freely treated, that being considered the most suitable for a building of the kind required. The elevation to the Rocky Point-road is broken in the centre by a treatment of the pediment standing



1887: Work progresses on the new Town Hall on the corner of Bryant Street and Rocky Point Road.

Courtesy of St George Historical Society

high at one end, the rest of the facade thus giving increased height to the building ; the elevation to Bryant-street is also broken by a pediment, pilasters, &c. The hall stands at the back of the municipal offices, having a side entrance under a portico from Bryant-street, and through a wide entrance hall from the Rocky Point-road. It is provided with a commodious stage, dressing rooms, &c, near the front entrance are placed the ante-rooms, &c. The post office occupies the corner of the site having a separate corner entrance, as well as being entered

Rocky Point Road ... 1839-1889

*from the principal entrance hall, which is 10 feet wide, and off which are placed the municipal offices, all conveniently close together. A wide staircase leads to the first floor (off the landing of which the future entrance to the gallery will be), on which is placed a large lodge or assembly room, with necessary anterooms adjoining, the inspector's office, and the reading-room and library. The construction will be of brick and stone foundation, cemented both externally and internally. Everything will be executed in the best manner. The cost of the building will be about £2450.*¹⁵⁰

The architect Ernest A Scott and the contractor, Mr A. Sweetnam, would obviously have been aware of the road's significant presence in the district and produced their building in that spirit..

In January, 1888 there was a bill before Parliament seeking to change the name of the West Botany municipality. Two alternatives had been put forward, Scarborough and Rockdale, but Rockdale was to be the favoured name.

Rocky Point Road had been aligned and was the only street to have received this specialised attention. A road is said to have been aligned when it follows the natural existing topography. This is the most inexpensive approach. Further, long sections must be connected with sweeping curves of a generous radius.

Repairs and improvements to the road were always on notice and one Council kept an eye on the other to make sure they did their fair share of work and expenditure. For example, In June 1890 the lighting committee of Rockdale Council made further plans to erect street lamps along Rocky Point Road in various locations: 18 in Scarborough Ward; 15 in Arncliffe Ward; and 21 in Rockdale Ward. Further there was a motion that the mains be extended to Sans Souci, and that the Kogarah Council maintain an equal number with Rockdale on the Rocky Point-road.

The notorious "Cobbler's Pinch" had continued to cause problems for Rockdale Council. In late 1885 the Mayor moved that the Government be asked to 'cut' that dangerous place on Rocky Point Road. He said a horse drawing a spring cropper broke both shafts there a couple of days ago and the people were pitched out.¹⁵¹ Then again the Council found itself having to deal with footpath problems there in early 1888. They, were, it was reported, in a poor

state and the work was referred to the working overseer Mr Tattler.¹⁵²

A special meeting of the Kogarah Council was held on Monday 23rd July 1888. An extraordinary vote of funds totaling £650 had been made for Rocky Point Road. This was an unusually large sum and Aldermen called for it to be spent forthwith. Alderman Wise proposed that old metal should be taken out of the middle of the road and placed on both sides, when the new metal could be replaced in the centre of the road. After some discussion, the Council agreed to expend the whole of the grant in various ways on the Rocky Point road.¹⁵³

When Joseph Carruthers MLA attended a meeting at Rockdale the following month, a discussion took place about the amount of money allocated to Kogarah for roads. Mr. Crouch, had heard people say that more was done for Kogarah than for other districts in his electorate; that was - wrong.

In relation to the money given for the Rocky Point Road, he would have preferred that the two councils, Kogarah and Rockdale, would have had equal control of the grant.

Carruthers added that the time was fast approaching when local self-government must come into force. Then the municipalities or the shire councils would have much more extensive powers of taxation.¹⁵⁴

Just two months later Kogarah Council had been notified by the Department of Lands, that the Rocky Point Road having been confirmed and aligned, was now in the charge of the municipal council.¹⁵⁵

Changes were in the air and interesting developments along the road proceeded at a pace. Throughout the early months of 1888 the new Town Hall at Rockdale was under construction with the contract price for the building being £2495. Described by the Sydney press the building promised to be a grand edifice.

*The town hall will contain a large meeting room, with sitting accommodation for 600 persons ; a spacious council room, together with suitable rooms for all the municipal officers ; a free public library and reading-room; an apartment for friendly, society meetings, and quarters for the caretaker. It is also intended to arrange a portion of the building to meet the requirements of a post-office.*¹⁵⁶

Rocky Point Road ... 1839-1889

The supervising architect for this project was Mr William Kenwood. He was later to carry out extensive renovations on his building. During the time of construction much of the low-lying land to the east was still occupied by market gardeners, most of whom were new-comers to the colony.

A contemporary census showed that in early 1888 the population of West Botany was 3267, which included 195 Chinese. The total number of houses in the municipality in April 1887 was 650, and the number of ratepayers on the municipal roll 1128.¹⁵⁷

A number of contracts for road making were in place, with the council employing some 20 day labourers. The Council had also taken advantage of Government assistance by employing 50 unemployed men on public works. This arrangement was a far cry from previous eras when settlers had had to struggle to maintain Rocky Point Road and other roads, often at their own expense and input. Accordingly as the main thoroughfare improved more and more citizens could settle along the main and subsidiary roads of the district.

Rocky Point Road, Gannon's Forest Road, Arncliffe Street, Illawarra Road, Wollongong Road, Harrow Road, Bay Street, and West Botany Street were all included in the plan to have gas lighting installed and it was thought it would be in place by early 1889.

It was reported in the Sydney press that:

*The council have just entered into a contract with the Australian Gaslight Company for a period of five years for the supply of gas at the rate of £6 per lamp per annum, and 5s. 6d. per thousand cubic feet for gas supplied by meter to private consumers. The mains are now being laid down, and 27 lamps have been ordered as the first instalment.*¹⁵⁸

At their May, 1888 meeting, Kogarah Council recorded that they unanimously agreed with Rockdale Council and suggested they write to the Australian Gaslight Company urging them to continue the mains project to Sans Souci.

Both Councils recognised that prior to the arrival of the railway in 1884 the majority of inhabitants were not simply residents but market gardeners, poultry breeders, timber getters, fishermen and shell gatherers. Since the advent of the railway, land had been used for the building of residences and as a result Arncliffe, Kogarah,

Rockdale and Brighton were becoming more densely populated. Roads necessarily remained important to development and a good deal of Council's time and deliberations was spent on their continued development and improvement.

1888: 13th October: Moorefields Racecourse opened

For many local residents and indeed for people from all over Sydney one of the most exciting sporting developments of its time was the Moorefields racecourse on Rocky Point Road.

Earlier in the history we met the Moores, pioneer settlers in the district. By the 1880s, Peter Moore (1855-1925) was one of the area's most prominent citizens. His connection with Rocky Point Road had been forged through old family ties.

In 1877 Peter Moore, then just 22 years old, inherited the Moorefields Estate that included a grand two story mansion facing on to President Avenue. Peter used part of the expansive estate to fatten cattle but his real love in life was horse training and racing.

The course was opened on 13th October 1888 at a time when the district was burgeoning. It should be mentioned that Mr. A. Sweetnam who was the contractor for Rockdale Town Hall also designed and built the grandstand, to seat 500 people, at the new race course. Accordingly he made a significant contribution to important buildings as the road developed.

The Sydney press made much of the opening day and one journalist waxed lyrical about the situation of the track and the surrounding country as seen from Rocky Point Road looking east:



Peter Moore (1855-1925)
built Moorefields Racecourse
with the entrance fronting
Rocky Point Road.

Rocky Point Road ... 1839-1889

*The Moorefield Estate occupies a charming position on the eastern slope of Kogarah heights, and the view from the grand stand embraces a magnificent stretch of well-timbered and undulating country trending in a southerly direction ; while the placid waters of Botany Bay and the hills in the vicinity of La Perouse are the most striking features of the south-easterly outlook.*¹⁵⁹

3,000 people attended the first meeting. Race crowds could arrive at Kogarah railway station and take a short walk to the course by following Montgomery Street to Rocky Point Road where they crossed over to the main entrance situated in the Rockdale Municipality. Many more, of course, came by horse and buggy or simply on foot.

From 1884 Moore had pursued this dream and with a business partner until he could open the racecourse. The course and the industry that grew up around it survived until 1952.

Racing flourished at Moorefields, convincing Peter to build an hotel close to the entrance on Rocky Point Road opposite Montgomery Street. Opening for business in January 1891, it was hoped the hotel would cater well for patrons attracted by the horse racing. Indeed when Moore placed advertisements for the hotel and its attractions he always mentioned the stables, training track and accruing benefits to racehorse owners.

Moore's combination of hotel and racecourse lasted for 26 years after which the hotel was forced to close. Local Option Polling in conjunction with the Legislative Assembly Election saw the local electorate vote to reduce the number of hotels in the area. In St George 'Gardeners Arms' closed in 1914 and The 'Kogarah Hotel', together with Peter Moore's 'Moorefields Hotel', was closed in 1917, following a ruling by the Local Option Court in 1911.

Throughout that period other activities and projects occupied the mind of this energetic man. In 1895, for example, Peter Moore was one of the Vice Presidents of the St George Cottage Hospital that had opened late in the previous year. He remained so until his death in 1925. As an office bearer Moore was closely associated with J.H. Carruthers (President) and Dr Lamrock (Hon. Medical Staff). Each of these gentlemen was to become, after 1897, patron and administrator of swimming clubs and events at the Sans Souci

baths. Moore's obituary from the Hurstville Propellor in 1925 read, in part, that he was:

*'.... widely-known throughout the State on account of his association with sport. Mr Moore, who was a man of striking physique, had been in ill health for some time...'*¹⁶⁰

Peter Moore had brought an enterprise to the district that would have been inconceivable to the early men like surveyors Darke and Gorman just 45 years after they had surveyed the original track through the area that had been formerly known as Patmore's Swamp.

Then the crowning architectural and civic glory of Rocky Point Road to that time, the Rockdale Town Hall, was officially opened on Tuesday evening, 11th December, 1888.

Heading the entertainment was the district Liedertafel singing group, comprised mostly, but not exclusively, of male citizens with German origins. Singing was one of the most popular activities of early German immigrants word-wide. Male singers sang not only in church but also formed singing groups, known as Liedertafel. The tradition was strong in Australia with Adelaide having a group whose origins traced back to 1844.

There was a crowd of some 500 people standing in front of the 'prettily decorated' building to listen to the singing and hear Mr W G Judd, Mayor of Rockdale read the inaugural address. Dancing went on until early morning.

Mr Judd, in his address, gave an account of the Municipal history of West Botany. He listed:

*the names of the mayors holding office from 1871 to 1888, the estimated capital and annual values of property, and the number of dwellings and rateable value of properties. It was pointed out that the population, in 1871 was about 500, whilst in 1887, when the last census was taken, it reached 3267. The total amount expended from 1871 to 1888 was £24,024 18s. 8d*¹⁶¹

Those figures give a fine picture of the growth of the district and also suggest the enormous increase in traffic that had occurred along the road to Rocky Point. Rockdale, however, had become the major town along the road and its rapid growth during the 17 years

Rocky Point Road ... 1839-1889



The most majestic building along Rocky Point Road, The Rockdale Town Hall, was officially opened on Tuesday evening, 11th December, 1888. A crowd of some 500 people sang and danced in the street and in some sense Rockdale had come of age.

Courtesy of Rockdale City Library

Rocky Point Road ... 1839-1889

evoked by Judd had been facilitated by road and rail.

Mayor Judd continued, saying that the building construction had gone very well with the exception of the 'gas explosion.' Here he referred to a recent explosion which had severely shaken part of the new building.

Reports from the time said that just 6 days before the grand opening:

*considerable consternation was caused by an explosion of considerable severity. The explosion showered glass and plaster on workers when four ceilings collapsed and windows and mantelpieces were smashed. No lives were lost, although one employee, laying linoleum in the hall was struck by debris and was shaken and hurt.*¹⁶²

Mayor Judd assured the assembled crowd that their Council was insured against gas explosions and the celebrations continued.

There was, of course, still discontent with the roads and Alderman T Price of Rockdale pointed out some home truths to the New South Wales Government in April 1889. Referring to Rocky Point Road he said:

*The road itself was a "Government" road, and it was hoped that the Government might be induced to remedy the evil. In its present state the road was very dangerous, and accidents had resulted.*¹⁶³

From the time the convict gang had laboured to have a bush track reach Cooper's place on the point, complaints had been made about the road. Alderman Price then, was working within a grand tradition. However, Rocky Point Road with all its faults and dangers had become the lifeline of West Botany and later Rockdale. It formed the western boundary but was much more than a line on a map. It led people to schools, farms, churches, grand civic buildings, beaches and racecourses. In time a bridge was thrown over George's River and the Sutherland Shire and the south coast beyond became easily accessible.

=====

The 1888 Town Hall stood proudly on the corner of Bryant Street and Rocky Point Road until 1940 when the present Town Hall was opened and by that time the section of road that it fronted had been known as Prince's Highway for some 18 years. The constructing of the new and prestigious hall on this site was part of the general road widening scheme for the Highway through Rockdale and beyond.

The part of Rocky Point Road that retained that name branched off the Highway at the south-western corner of Moorefields Racecourse, a large and iconic site in the district. Many of the immigrant market gardeners had, by that time, left the area and Rockdale had become a sophisticated centre for commerce, housing and banking.

The humble track which, so long ago, had begun to wind its disorderly way through this locality had now attained a status that would have amazed the pioneers who travelled its course. People such as Berghofer, Mulhausen, Bush, Hermann, Schofield, Carroll, South, Twiss and others might have looked back at their pioneering efforts with pride. They may have thought too that all the struggles with both government departments and fellow settlers over this road which had become a lifeline for so many, had been worthwhile.

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Rocky Point Road ... 1839-1889

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Rocky Point Road ... 1839-1889

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Rocky Point Road ... 1839-1889

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Cover Painting: by Samuel Elyard c 1845 From the collection of the State Library of NSW [a128477/SSV*/Sp Coll/Elyard/2 (Mitchell Library)]

Map inside back cover: Titled "Wincanton", this shows the junction of the "Old Rocky Point Road" with Forest Road and the "New Rocky Point Road" with Forest Road. The "New Rocky Point Road" is shown passing through a section marked "cutting" which is the notorious "Cobbler's Pinch". "Old Rocky Point Road", the original alignment, was made to avoid this hazard. It was to become Eden Street. (Map Z/SP/A5, State Library of NSW)

Where a direct quote has been used in the text the original spelling has been retained.

Index

Agamemnon, ship, 9
Aggan, Michael, 12,
Althouse, Anna Gertrude, 31,
Anglican services, Berghofer, 32
Araluen, 33,
Argyle Cut, The Rocks, 17,
Armidale, NSW, 10
Arncliffe Hill, 2,
Arncliffe Hill, 30,
Arncliffe street, 54,
Arncliffe Ward, 53,
Arncliffe, 16, 51,
Ashton street, 34, 38,
Ashtonville, house, 34,
Australasian Botanic and Horticultural Society Exhibition, 18,
Australian Gaslight Company, 54,
Ayrshire, ship, 32, 35,
Baker J F, 44,
Barney, Major, 3,
Barnier, Rev., 38,
Barossa, ship, 13
Barossa, ship, 4,
Baxter Avenue, 8,
Bay street, 52, 54,
Bay Street, Rockdale, 27, 28,
Beach street, 6,
Bee Hive Store, Braidwood, 33, **33**,
Beehag, James, 23, 26, 27, **27**, 28, 44,
Beehag, William, 26, 27, 28,
Belgrave street, Kogarah, 43,
Berghofer, Anna, Gertrude, 31

Berghofer, John, 38,
Berghofer, William, 30, 31, **32**, 32, 34, 38, 39, 40, 57,
Bestic Street, 42,
Bexley, 24,
Bird, Thomas, 9,
Black Creek, 30, 4,
Blake, William George, 26,
Blake's Quarry, 26,
Botany Bay, 3, 7, 14, 21,
Bottle Forest, 39,
Bowden & Threkeld, 23,
Bowman, Alderman, 52,
Bown, Charles, 7,
Bradridge, Mr., 41,
Braidwood, 33,
Bray's purchase, 35,
Brian, Hannah, 9,
Brisbane, Sir, Thomas, 17
Britannia, ship, 6,
Broomham, Rosemary, 15
Broughton, Bishop, 4.
Broughton, Bishop, 5,
Brownrigg & Roe, surveyors, 24,
Brownrigg, W M, 23,
Burhampooter, ship, 37,
Burnett, Mary, 27
Burrowes, map 1851, **22**, 22,
Bush, Francis, 43,
Bush, Francis, William, 42, 44, 57,
Bush, Katharina, 43,
Bush, William, 37, 38, 39, 42, 43, **43**,

Index

Bushrangers, 2, 3,
Calcutta two, ship, 14
Calvary Hospital, 36,
Campbell, Charles, 38,
Campbell. John, Hon., 38
Captain Cook Two, ship, 14,
Carlton South Public School, 43,
Carroll, John Bartholomew, 26, 34, 35, 36, 39, 41, 42, 46, 47, 48, 57,
Carroll, Mathew, 36,
Carroll's Hill, 2, 36,
Carroll's Hill, 36,
Carruthers, Joseph, MLA, 53, 55,
Catherine Street, 31,
Catteaux Wattel, ship, 43,
Chapman, Thomas, 18, **18**, 19, 20,
Charlotte, ship, 8,
Charlotte's Point, 17,
Chinese, 54,
Chuter Av, 7,
Cobbler's Hill, 16,
Cobbler's Pinch, 2, 16, 17, 28, 29, 30, 31, 38, 39, 53,
Coleman, Andrew, 18,
Commercial Hotel, Nelligen NSW, 33,
Connell's Bush, 29,
Connoly, Rev., 6,
Conrad Franklin, 39,
Convict labour, 2, 3, 4,
Cook Park, 51,
Cook's River dam tollgate, 31,
Cook's River dam, 2,3,4,5,6, 9,10, 19, 21, 23, 37,
Cook's River Road, 5, 15, 26,

Cook's River, 2,3,4,5,7,8,9, 18, 25, 34,
Cooman of Bottle Forest, 15,
Cooper, Robert 3rd, 18, **18**,
Cooper, Robert Jnr, 5, 6, 7, 11,12, 13, 14, 15,16,17, 19, 37, 48,
Cooper, William, Oscar, 19,
Corduroy bridge, **30**
Corlette, James, 18,
Coromandel, NZ, 33,
Cowper, Charles, 25,
Cummins Point, 51,
Dairy farms, 8,
Darke, Elizabeth, 10,
Darke, John, 10,
Darke, William, Wedge, 9,10, 17, 20, 22, 55,
Darling, Ralph, Sir, 17,
Davis, William, 6,
Dean, W, Messrs. & Co., 23,
Delaney, Thomas, 18,
Dempsey, James, 6,
Dettman, Louis, 37,
Diana, ship, 8,
Dickinson, Justice, 19,
Doll's Point, 50,
Driving Creek, New Zealand, 33,
Duke of Edinburgh, (1870) 7,
Duran Mr., 48,
Eden Street, 29,
Egan, Michael, 11, 12, 13,
Elliott, John, 42,
Emigrant, ship, 38,
English street, 43,

Index

English, Edmond, 8, 42, 43, 46,
Farrell, John, 11,14,
Favelle, Hastings, 37,
Favelle, William, 37, 37,
Ferrasay, Johanna, 43,
Fletcher, Jim, 49,
Forest road, 11, 17, 39,
Forster, William, Mr., 39,
Frances, William, 11, 14,
Frank, Conrad, 34,
French street, 8,
fresh water, 8,
Galvin, Elizabeth, 43,
Gannon, Michael, 24, 26, 28, 29,
Gannon, William, 40,
Gannon's Bush, 24
Gannon's Forest Road Trust, 40,
Gannon's Forest Road, 2, 26, 28, 54,
Gannon's Forest, 28, 37,
Gardener's Arms, hotel, 38, 42, 48, 55,
Gas lamps, 52, 54,
Geeves, Philip, 30,
Geeves, Yeoman, 30,
George's River, 3,5,7, 15, 18, 21, 25,
German immigrants, 43,
Gipps, Sir George, 3,4,5,8,9, 13, 14, 15, 18, 20,
Glenelg, Lord, 3,
Glenmore Distillery, 17,
Godfrey, Mr., 41,
Goode, Michael, 12,
Goode's Road, 42,

Gorman, John Valentine, 9,10,11, 17, 20, 23, 55,
Gorman, Margaret, 9,
Gorman, Owen, Lt, 10,
Gosford Times, newspaper, 34,
Grace Brothers, 35,
Gray Street, 43,
Green Street, 8,
Green, Dick, boxer, 20,
Green, Rose, 6,
Griffith House, 43, 44,
Griffith, Thomas, Arthur, 43,
Grove, the, property, 34,
Hamilton Dr., 35,
Hannam, Charlotte, 16,
Hannam, David, 11, 16, 16, 17, 19, 20, 22,
Hannam, Elizabeth, 16,
Hannam, Mary, 20,
Hannam, Mrs, David, 44,
Hannam, Reuben, 16, 19, 20,
Harrow Road, 31, 54,
Hatton, Joan, 49,
Hayes, Michael 6,
Henry Owen, ship, 10,
Herrmann children listed, 43,
Herrmann, Peter Snr., 43,
Herrmann, Peter, 42, 43, 43, 46, 57,
Herrmann, Peter, henry, 43,
Hickey, Elizabeth, 7,
Hickey, James, 39, 46,
Hillside, property, 37,
Hoddle, Robert, 10,

Index

Holt, Thomas, 5, 26, 35, 38,
Hughes boatshed, 19,
Humphrey's boatshed, 19,
Hyde Park Barracks, 9, 13, 14,
Illawarra district, 2, 47,
Illawarra Railway Line, 20, 49,
Illawarra road, 54,
Illawarra, 17,
James Cook High School, 6,
Jago, Ellen, 37,
Johnston, Isabella, 10,
Johnston, William, 10,
Jolly, W, 26
Jordan Mr., 46,
Judd, W G, Mayor, 55, 57,
Justitia, hulk, 13,
Kendall street, 17
Kendall, Caroline, B, 17
Kenwood, William, Mr., 54,
Kenyon, Patrick, Rev, 7,
King, Rev., George, 38,
Knight, Henry, 9,
Kogarah Bay, 17, 36,
Kogarah Fire Brigade, 43,
Kogarah Hotel, 55,
Kogarah Municipality, 32, 49,
Kogarah Park Estate, 8,
Kogarah Railway Station, 51, 55,
Kogarah, 2, 37,
Kogarah, Municipal Council, 36, 43,
Kogarah, Post Office, 35,

Koggerah Road, 23, 26, 35, 47,
Kurrajong, 18,19,
La Perouse, 38, 55,
Lacey, Annie, 36,
Lackey, John, 46, **46**, 47,
Lady Amhurst, ship, 31
Lady Juliana, ship, 8,
Lady Northampton, ship, 16,
Lady Robinson's Beach, 49,
Lake George, 18, 19,
Lamrock, Dr., 55,
Lancashire, 34,
Land speculators, 51,
Lang, Rev., 34,
Laurence, Thomas, 11,
Liedertafel singing group, Rockdale, 55,
Lord, John, 3,
Lord's Forest, 28,
Lucas, John, MLA, 30, 31, 35, 46, 47,
Lyne, Mr., 50,
Maguire, Mr., 23,
Maitland, ship, 12,
Maria, ship, 43,
Market gardeners, 2, 19,
Marrickville, 37,
Marsden, Samuel, 8,
Martindale, Ben, Hay, Captain, 46,
Mascord, Catherine, 34,
Mascord, Thomas, 34, 39,
Masterton, Mary, 16
McMahon, Mr., 38,

Index

Meath, County, Ireland, 6,7,
Meehan, James, 6,
Methodist Church, Rockdale, 27, **28**,
Millington, Edward, 39,
Mills, William, 9, 11,13,
Minto, 6,
Mitchell, Thomas, Sir, 17, 20,
Montgomery street, 55,
Moore, Patrick (nephew) 7, 26,
Moore, Patrick Snr, 6, 8, 27,
Moore, Peter (1855-1925) 7, 54, 55,
Moore, Peter, (1823 grantee) 7,10, 11,
Moore, Thomas, 26,
Moore's farm, 23,
Moorefields Estate, 54, 55,
Moorefields Hotel, 55,
Moorefields Racecourse, 54, 57,
Moorefields, 7,
Mort, TS, 23,
Muddy Creek Road, 28, 31,39, 42,
Muddy Creek, 27, 30, 34, 38,
Muir, Lesley, 49,
Mulhausen, Philip, 42, **42**, 57,
Municipal Government, 2,
Napper, C, Mr., 38,
New Illawarra Road, 24,
New Zealand, 33,
Newcome, Betty, 32,
Newtown Road, 21,
Newtown, 18,
Novelty, omnibus, 37,

Old Illawarra Road, 11,
Old Rocky Point Road, 29,
Old Sportsmen Hotel, 21, 22,
Omnibuses, 48, 49,
Packer, William, 16,
Parish Roads Act, 1840, 15, 25, 47,
Park road, 7,
Parramatta, 8,
Patmore's swamp, 6, 32, 45, 55,
Pearce, Mr J., 38,
Pearce, Mr S H, 38, 40,
Pemberton, Elizabeth, 38,
Perrott, Thomas, 26, 36,
Polack, Abraham, Brian, 8-9
Polding, John Bede, 7,
President Avenue, 6,
Price, Mr., 34,
Prince of Wales Hotel, 2, 48,
Production Avenue, 32
Prospect Hill, 8,
Railway Pde., Kogarah, 43,
Railway, 48,
Railway, Illawarra, 50,
Ramsgate road, 7, 51,
Real Estate, 23,
Redmond, Edward, 6,
Regatta, 48,
Reynolds, Ann, 8,
Richardson & Wrench, 35,
Richardson, Stephen, 33,
Ring, Charles, 33,

Index

Ritter, Elizabeth, 43,
Rockdale Council, 52, 53, 54,
Rockdale Municipality, 7, **41**,
Rockdale railway station, 44, 45,
Rockdale Shopping Centre, 27,
Rockdale Town Hall, 57,
Rockdale Ward, 53,
Rockdale, 2, 34, 51, 55, 57,
Rockdale, Council Chambers, 44, **44**,
Rocky Point Catholic school, 7,
Rocky Point House, 13, 17,
Rocky Point Road gang, 9, 11,12, 14, 15,
Rocky Point Road tollgate, 35, 40,
Rocky Point Road Trust, 25, 26, 27, 32, 34, 35, 36, 39, 40, 42, 45, 46,
Rocky Point Road, 6-10, 15-16, 20-21, 23, 25, 32, 34-37, 42-43, 49, 51
Rocky Point, 2,3,9,10, 17, 18, 19, 20, 37,
Ronald, B Esq., 16
Rose, Mary, 8,
Rosevale nursery, 44,
Royal Hotel, Keat's, 52,
Royal Sydney Yacht Squadron, 38,
Russell Avenue, 51,
Russell, William, 40,
Rust, William, 2, 37, 38, 39, 41,
Rust's pavillion, 48,
Rutter, Caroline, B, 17,
Rutter, Catherine Newell, 17, 19,
Saltpan Creek, 31,
Sandringham Street, 23, 49,
Sans Souci baths, 55,
Sans Souci Hotel, 2, 13, **14**, 38, 44, 48,

Sans Souci, 17,
Saywell, Thomas, 52,
Scarborough Park, 32,
Scarborough Ward, 53,
Scarborough, 53,
Schofield, James, 34
Schofield, John, 32, 35, 38,
Schofield, Joseph (1789-1855), 32, 33, 34,
Schofield, Joseph Jnr., 34,
Schofield, Martha, 32, 34,
Schofield, Samuel, (1831-1929) 32, **33**, 34, 38, 39, 40, 46, 48, 57,
Schofield, Sarah, 32
Schofield, Thomas, 34,
Scots Church, Sydney, 27,
Scott, Ernest A., Architect, 52, 53,
Selmon, 'Jim', 49, **49**, 50,
Selmon, Amos, 49,
Shaw, Sarah, 32,
Shelton, Joseph, Mr., 38,
Short, Martin, 6,
Skidmore, Frederick, 30, 31,
Skidmore, John, 31,
Skidmore, Martha, 31,
Skidmore's bridge, 30,
Skidmore's farm, 30,
Sleath, Mr., 41,
Souter, James, 26, 46,
South African Silver Tree, 18,
South, John, 39, 46, 47, 48, 57,
Spark, A.B., 2, 3,4, 5, 23,
Sparkes, William, boxer, 20, 21,

Index

Spring street, 39,
St David's (Old) Arncliffe, 17,
St David's, Arncliffe, 17,
St George Hospital, 43, 55,
St George Parish, 2,10, 17, 50,
St Mary's Cathedral, 6, 36,
St Mary's Catholic Church, Sydney, 6,
St Patrick's Church, Kogarah, 7,
St Paul's, church, Rocky Point, 20, 32, 34, 37, 38, 43,
St Peter's Church, St Peters, 5, 6,9,
St Peters, 17, 37,
St. George Girl's High School, 38,
Stockade, Cook's River, 3,4,
Surveyor General, 9, 29, 30,
Sutherland Shire, 2
Sutherland, John, Hon., 35,
Sweetman, A., Mr., 53, 54,
Sydney Infirmary, 37,
Sydney Markets, 23,
Taren Point, 51,
Tempe Family Hotel, 40,
Tempe, 18,
The Homestead, property, 43,
Therry, J J , 6,
Town Hall, Rockdale, 52, 53, 54, 55, 56, 57
Townson Dr., 28,
Trace, George, 7,8,
Trace, John, 8,
Tramway, Kogarah-Sans Souci, 48, 50,
Trim, Ireland, 6,
Triten, ship, 31,

Trolley buses, 51,
Tucker, Dr., 35
Turner, JMW, Painter, 21,
Turnpike Act, 1833, 15,
Twiss, Joseph, 34, 37, 38, 39, 46, 57,
Uniting Church Rockdale, 28,
Varley, Edmund Osmon, 43,
Vincent's Gardners Arms 48,
Waddell, Alexander, 33,
Wagonettes, 49,
Walz, Joseph, 42,
Webber, Philip 42, Eilson, James, 42,
Webber's road, 43,
Weeroona, house, 43,
Wesleyan church, 35,
Wesleyan Church, Newtown, 28,
West Botany Council Chambers, 20,
West Botany Council, 27,
West Botany Street, 27, 42, 54,
West Botany, 27, 32, 40, 43, 44, 45, 49, 51, 53, 54, 57,
West, H, Mr., 48,
Wilson Mr., 36,
Wilson, Richard, painter, 21, 22,
Wilson, Thomas, 39,
Wincanton Estate, 16, 29,
Wincanton House, 16,
Wingham, NSW, 10,
Wolfen, W., Mr., 38,
Wolli Creek, 6, 9, 37,
Wollongong road, 11,
Wollongong, 29,

Index

Woollahra, 11,
Wyong railway station, 34,
Wyong, 34,
Zions Mr 48,

