

Thomas Flynn, 'A History of Braybrook District', typescript, Braybrook, 1906.

OLD BRAYBROOK & THE NEW

A SHORT HISTORY. Mr T. Flynn, headmaster at Braybrook school, during some years past has gathered together many interesting facts relating to the history of Braybrook and given them a connected form. As many old residents will doubtless appreciate an authentic account of the past and contemporary history of the district, we are publishing Mr Flynn's notes, the first installment of which appears below:-

Braybrook, which, like Maidstone and Footscray, is named after a place in Kent is a small village situated on the Saltwater, about seven miles west of Melbourne at the ford of the river which marks the farthest reach of the tide. Beyond this point the freshwater stream is known as the Deep Creek. The natural industries of the district are farming, dairying and quarrying, the volcanic plain yielding basalt in abundance and of excellent quality. Some years back extensive slaughtering, boiling-down and meat preserving establishments existed along the banks of the Saltwater, and a few kindred industries still remain. During the land boom, in the year 1888, Messrs G. and I G. Johnson, of Collins street, and Mr G. P. Mills, of William street- Melbourne, purchased from Mr Joseph Solomon his land on the Koroit [Kororoit] creek and in the year following had the Railway Station Estate surveyed and laid out by Mr Walter Madden, and the Yan Yean water supply brought to the property. The Railway Department also secured large additions to the station yard, as it was intended to establish a depot, so that the country trains arriving at Braybrook Junction could be broken up and their goods distributed from that point, instead of from Spencer street. The neighbourhood now bid fair to become a manufacturing centre, and several large factories began operations -The Braybrook Implement Company, The Braybrook Ore Smelting Company, Wright and Edwards' Railway Carriage Factory. The Rendite Explosive Company, and the Phoenix Fire Works. Only the last is now in operation, but the premises of the Braybrook Implement Company and the Ore Smelting Company at Braybrook Junction have been purchased and greatly enlarged by the firm of Hugh V. McKay, of Sunshine Harvester fame. The district was at first settled in 1836, though the present township and the older one of Albion are of more recent date.

Braybrook is associated with the early history of Victoria at many points, going as far back as 1803. On the 23rd of November, 1802, Mr Charles Grimes, acting Surveyor-general of New South Wales, and Messrs Robbins and Flemming left Port Jackson in the "Cumberland" with instructions from Governor King to survey and report upon King Island, Storm Bay and Port Phillip. On the 20th January, 1803, they arrived at Sorrento and commenced their mission, the vessel following them around the bay. They journeyed by way of Frankston and Brighton to the mouth of the Yarra. Taking the ship's boat with five seamen, the party started up the river, but when they arrived at the junction of the Saltwater and the Yarra they mistook the tributary for the main stream and followed its course as far as the present site of Braybrook, where the ford stops the advance of the tide and prevented their boat's progress. They landed and examined the country, noting the wide, almost treeless plains, with the mountains circling them in the distance. Having camped for the night at a spot above the ford, the next morning they retraced their journey and entered the Yarra, which Flemming calls the Freshwater River in his account of the expedition, probably suggested by the quality of the water in the river they had rowed up the previous day. Hume and Hovell in 1824, on their overland journey from New South Wales to Geelong, must have crossed the plains a few miles to the north of the township. Braybrook may claim the honor of a visit from John Batman before that enterprising pioneer reached the site of Melbourne. On his arrival at Hobson's Bay from Van Diemen's Land in 1835, he landed a party near the site of Williamstown, with instructions to advance along the riverbank, while he followed the course of the stream, taking soundings. The land party consisted of Messrs Gunn, Thompson and Todd, and the nine Sydney blacks whom Batman had brought with him to assist in dealing with the Port Phillip natives. They made the same mistake as Grimes in 1803, in taking the branch for the principal river, and John Batman followed them in his boat. After going a short distance up the stream, Batman landed, sent the boat back to his vessel, the "Rebecca," and, with two of the crew, joined the walking party. They then traversed the plains bordering upon the Saltwater, and at night camped at the site of Braybrook. From this point next morning they continued their course northwards along the Deep Creek, which Batman called Eliza Creek after his wife, and worked round by the east and south to the mouth of the river from whence the start had been made, on their way discovering the Yarra when they reached the low, swampy ground covered with titree scrub at the junction of the two rivers. Batman joined the "Rebecca," and next day rowed up the Yarra, when the history of Melbourne began. (To be continued).

Independent (Footscray) Saturday 5 September 1908 p2

OLD BRAYBROOK AND THE NEW BY F. FLYNN.

John Helder Wedge, surveyor under the Tasmanian Government, came over in August, 1835, with the party of settlers, organised by Batman on his return in the month of June. Wedge and party, after traversing the country from the Indented Heads to Hobson's Bay, reached the banks of the Saltwater on their way to the Yarra, where Batman had marked the spot as "site, for a village", now the city of Melbourne, but then known as Doutta Galla. As they could not cross the river they followed its course up to the ford at Braybrook, and then, were enabled to continue their journey. Arriving at their destination, they found the schooner 'Enterprise;' which had just landed Fawkner's party, at the spot, and Wedge claimed they were intruders by reason of the treaty Batman had made with the natives. On his return to the Heads, Wedge again passed the Ford and crossed the plain to the Kororoit Creek about two miles to the west, which he traced some distance upward before continuing his journey.

In 1836 Gellibrand, Batman's adviser and partner in the Settlement of Port Phillip, as in the attempt at Western Port in 1827, and who, with his companion Hesse, met a mysterious death in the next year in Colac district, passed the Braybrook ford on a visit to the tract of land allotted to him in the division of the estate, which was situated near the You-Yangs. He was accompanied by Buckley, "the wild white man," as a guide. Gellibrand describes the scenery of the neighborhood in glowing terms, and no doubt the river winding through its deep, grassy valley, the wide open plain dotted here and there with she-oak, honeysuckle and, wattle bounded by the line of forest-clad hills and the surrounding mountains, blue in the distance all in their primeval beauty, would form a picture which might well delight him. As the first settlement of Port Phillip extended from Melbourne along the Weribee Plains to the Geelong district, overland intercourse between Melbourne and these out-lying settlements was interrupted by the Saltwater River; and until communication was provided by punts or bridges, the pioneers used the ford at Braybrook as a crossing place.

Governor Sir Richard Bourke visited Port Phillip in 1837 and named the Village on the Yarra after the English Premier, Lord Melbourne, while in a spirit of prophecy, which time has not yet verified, he gave the greater honor to the landing place at its mouth by conferring upon it the name of His Majesty King William. Before going back to Sydney, His Excellency desired to see the pioneers in their homes, and crossing the plains to the Geelong district passed round by the upper Waters of the Leigh and Werribee rivers to Mount Macedon, and thence to Melbourne.- On this historic journey the Governor, following the usual route, forded the Saltwater at Braybrook. In the division of the Doutta Galla and Geelong Estate, which was the name given to the territory included in the treaty of Batman with the natives, and which extends from Melbourne to Queenscliff, Braybrook comes in again.

The pioneers styled themselves the Port Phillip Association and divided their estate into seventeen sections. Batman, as leader, had the first choice, and his portion took up nearly all the ground now contained in the area of Melbourne and its northern suburbs, and was bounded on the west by the Saltwater, reaching to some distance above the ford. Mr Joseph Solomon, who afterwards fixed his homestead at Braybrook, and from whom one of the fords is named, obtained his share in the same locality, but farther north.

Mr Cotterell, whose memory survives in the name of the neighbouring hill, Mount Cotterell, received his allotment on the west of the river. But as the Crown refused to recognise Batman's dealings with the natives, this division of the estate did not hold good. The land was, however, rapidly taken up under conditions imposed by the Sydney Government and though Mr Solomon did not retain his original block, he was the earliest settler here.

Footscray Independent 24 Oct 1908 p1

BRAYBROOK HISTORY NOTES.(BY T. FLYNN.)

BRAYBROOK OLD AND NEW HISTORY NOTES BY T. FLYNN

Solomon is a name of historic interest in the early annals of Braybrook Solomon, Joseph, was a native of London, and arrived in Tasmania in 1831. Five years later he joined the Port Phillip Association and came to Victoria in 1836. Occupied the land allotted to him in the division of the "Duttigalla and Geelong Estate." Was connected with a company in which Mr Gellibrand and Captain Swanston were prominent members, for the purchase of large blocks of land from the Sydney Government. He revisited Tasmania in 1838, and married Miss Cotteril, a sister of Mr Anthony Cotterill, his neighbor on the plains. On his return the same year to Braybrook he settled upon the bank of the river. Solomon's Ford is named after him. He was not a public man in the usual sense of the term, but took the keenest interest in all that was going on in the young colony, and was an active supporter of the agitation for separation from New South Wales, which took place on the 1st July, 1851. During the early days of his settlement he had many dealings with the blacks, but they did not cause him much trouble. There were not many of them in the locality, as the absence of forests made game somewhat scarce.

Mr Alfred Solomon, who was born a few years after the family was established here, speaks of his father's treatment of the natives. It was his rule not to allow them to bring their weapons, when visiting the homestead to receive food and presents, but they rarely showed any signs of hostility. A good deal of consideration was exercised towards them. They were very much interested in the ways of the white people, and nothing seemed to astonish them more than to see his father shave. The household suffered little from their well known thieving propensities, though on one occasion, when a suitable opportunity presented itself, they cleared the pantry of all its contents, and discreetly retired without delay to some of their other haunts, that the matter might blow over. They appeared to be always on the move from one part of their tribal territory to another in search of food. He has witnessed the Corroboree and others of their customs, and was, when a boy, very much in touch with the tribe. He has often seen a black fellow stand in the river and display his quickness of eye and sureness of stroke by striking fish with his spear as they swam around him.

He describes the animal life of the district – very strikingly in contrast with that of today, when only the ground larks, magpies, and a few snakes are left. The river teemed with fish in the season and like the swamp – which then existed near the site of Maidstone - was covered with wild fowl. Though not in very large numbers, plover, quail, snipe, native companions, turkeys, and occasionally a flock of emus were found on the plains. Cockatoos, parrots, and pigeons, with many smaller birds lived in the trees and scrub.

At night the weird cry of the curlew could be heard. The river valley was the haunt of the kingfisher, and there merry companies of laughing Jackasses loudly announced the approach of morn and evening.

Hawks, owls, and other birds of prey, played their part in the order of nature, visited the settler's flocks, and carried off the lambs. Now and then a few kangaroos were to be met, and the dingo, and half breed dogs, were very destructive at first. Reptiles and snakes in particular were numerous, the black and tiger species especially so. The fences made of ti-tree and bush-wood, which one may look vainly for now, provided shelter for reptiles, and snakes swarmed in them and along the river banks and watercourses. At Hampstead, where there is now no sign of trees, there was a grove of timber, about a square mile in extent, where sheoaks, gums, and blackwood flourished and provided cover for the opossum and native bear ; but when the diggings opened this spot became a favorite camping ground for teams travelling by way of Raleigh's punt, and the grove was soon destroyed.

Mr Solomon kept in his homestead paddock a fine cluster of the native trees, which remained undisturbed till he disposed of the property. The next owner did not protect them, and before long they were all cut down.

In September, 1849 , Mr Solomon witnessed what the district has never known since. The plains were covered with snow a foot in depth, and the hills and ranges shrouded in a mantle of white, which brought back vividly to him the winter scenes of the land of his birth. The rapid melting of the snow caused a heavy flood in the river. Two years later he had a very different experience. The summer had been very dry; fresh water for household purposes was scarce, and had to be brought from a distance . This was not seldom the case, and on one occasion his son relates that milk, which was profitless, but had to be taken from the cows, was used for the making of mortar. The time of cream separators and butter export had not yet come.

Footscray Independent. 5 Dec 1908 p3

BRAYBROOK OLD AND NEW HISTORY NOTES BY T. FLYNN.

The morning of 6th February, 1851, afterwards called Black Thursday, was very hot, with not a breath of wind, and Mr Solomon had reason to remember it. As the day advanced fires sprang up on the distant hills, and clouds of smoke began to fill the air: Soon the fire reached the plains, and the flames swept over them but as there was little else beside grass to feed them the danger of his situation was not so great as that of the bush settlers. No attempt was made to save the stock, and they rushed madly about, plunging themselves in the tidal river and in the muddy waters of the Maidstone swamp, where they were joined by the native animals, as terror stricken as themselves. Many thus escaped the flames to find death by drowning. Birds were destroyed in vast numbers by the fire and suffocating smoke or were drowned in the river, where they fled to escape the fearful heat. Towards noon the landscape was hidden in darkness, and the dull yellow glare of the sun above, as it struggled through the gloom, filled their hearts with dismay, and the household thought the end of the world was at hand. In the heated, stifling atmosphere they could hardly breathe.

They were blinded by the thick vapour, and the fierce hot wind, which sprang up in the afternoon, laden with showers of small cinders and fragments' from the burning forests, added to their sufferings and prostrated them completely. Night came, and through occasional breaks in the smoky air the hills showed like walls of fire. It was a time of anxious dread. But the next day brought a wind from the south, which cleared the air and gave them relief. All around was desolation. They hastened to learn the fate of the neighbouring settlers and of the town of Melbourne, - which they believed must have been burnt to ashes. But Melbourne had escaped and their neighbours had suffered less than they had feared. Mr Solomon himself was among the most fortunate. After a week or so there came a splendid rain, and soon the whole country was covered with abundance of fresh green grass. The ick to the goldfields [it ha r - was l ive wl I Cand th excitement and disorder of thal-st:ring time broke into theiro ?e~tersas n -

As illustration of the state of the roads to the diggings, it maybe stated that Mr Solomon sent a bullock team with goods carried at the rate of £,00 per ton. When the team had been gone a fortnight he went after it and overtook the wagon in a short day's ride. The servants gave much trouble, most of them were convicts, ticket of leave men from Van Dieman's Land, generally too fond of rum to be depended upon. They were great politicians, and the watchwords of Liberty, Equality and Fraternity were ever on their lips. In 1855 Mr Solomon sold the homestead to Mr Wm. Blair, and removed to South Yarra, where he resided till his death in 186- He was a personal friend of John Batman.
Footscray Independent 26 Dec 1908 p1

BRAYBROOK PAST & PRESENT BY T. FLYNN.

OLD IDENTITIES,

Raleigh, Joseph, was a native of Yorkshire, and arrived in Victoria in 1843, carried on the business of merchant and ship owner at Raleigh Wharf on the Yarra, and was the proprietor of several sheep stations in the colony. Towards the ?? forties he purchased from Sydney Government land on the Saltwater River at Maribyrrnong, ??erected were The 1idlnju he hillLiuM .boye the site of the works, of castle-like appearance, surmounted with a vane in the shape of a sheep and known as the "Malakoff" or Raleigh's Tower, was built for the accommodation of the workmen. Divine service was sometimes held in it in Raleigh's time, and when the Melbourne Meat Preserving Co. purchased the premises, a license was obtained forth building for the additional convenience of the employes. After a couple of years the license was transferred to the house now owned by Mr J. C. Spong, but which then was the property of the company. The tower is still a noticeable land-mark, and never fails to attract the attention and interest of visitors, but in former days it was a much more decided feature in the landscape. It is also of historic interest, since it recalls a very critical time in the development of the young colony, before the gold discoveries brought a large population to our shores. Fat sheep were then sold as low as two shillings a head, and cattle were correspondingly cheap. There was no local consumption for the large herds of stock, which had increased so rapidly since the settlement in 1835. And not only was there no local market for stock, but in the severe visitations of drought the pioneer could only look on, while his herds died of starvation, and ruin stared him in the face. With the establishment of the boiling-down industry, however, matters took a favorable turn. The tallow of a sheep in good condition was worth six shillings in London and easily shipped. The settler need no longer keep his sheep till his run was eaten bare, nor Lethem die before his eyes in the drought. They could be converted into a product readily disposed of and make a good profit. The industry flourished till the gold era, and relieved the infant colony from the stress of a trying period in its history. The increase of population which followed the opening of the diggings provided an ample market for the squatters, and the industry declined ;but it revived, again in after years, when they once more found the local demand insufficient for their numerous flocks, and to it was added

the business of meat preserving. Since 1869 the Melbourne Meat Preserving Company purchased Mr Raleigh's old premises, and did a good trade in tallow and preserved meats, till the imposition of the stock tax, which placed a duty upon stock imported from the other colonies; and operations ceased here in 1886. Mr Raleigh also erected a floating bridge or punt at the site of the present Maribyrnong bridge. This was at first for his own use, but as the Saltwater had no crossing place in those days except Solomon's ford, and the traffic became greater, he put a toll on the punt and opened it for public convenience. This continued till the present bridge was erected about 1868, which was done partly by the municipalities concerned and partly by the Melbourne Meat Preserving Company. Mr Raleigh died in 1852. He had proposed to build a large residence on his estate, and his sons carried out their father's intention by his request. Maribyrnong House was built, but not completed in its design, at a cost of £15,000 - an instance of the price of labour in the early fifties. The house, with the rest of the estate, was sold to Messrs. C. B. and Hurtle Fisher about 1862. It is now a ruin. The property has recently been secured by the State government for closer settlement and other purposes. Messrs. C. B. and Hurtle Fisher belonged to a well-known family of South Australia. They purchased Mr Joseph Raleigh's estate at Maribyrnong in the early sixties, and resided there for about 25 years. They had extensive station properties in several of the colonies, and were noted for their public spirit and genial hospitality, and gave much attention to the improvement of breeds of sheep and cattle. Both were ardent sportsmen and prominent members of the Victorian Racing Club. They kept a large racing stud. The famous imported stallion, Fisher-man; lies buried in the grounds, where his grave is protected by an iron railing. The poet, Adam Lindsay Gordon, refers to this and to the popularity of the Maribyrnong stud and the colors of its owners - red and black - in his poem "Hippodro-mania": "The rose and black draws clear of the rock, And the murmur swells to a roar, As the brave old colors that never were struck Are seen with the lead once more, Though the feathery ferns and grasses wave O'er the sod where Lantern sleeps, Though the turf is green on Fisherman's grave,

The stable its prestige keep. Both Mr Hurtle Fisher and Mr C.B. Fisher are now deceased.

Abel Thorpe came with his wife and family from England and landed at Port Phillip in 1840. He then engaged in sheep farming on the Loddon River, the property, " Memsie," at Bridgewater, recently purchased by the Government for the purpose of closer settlement, being part of his run. He suffered great losses of stock in the droughts of the early days, and more than once was under the necessity of boiling down his flocks to prevent total loss. Mr Thorpe was the inventor, either wholly or in part, of the present drafting gate, which was used for the first time on his station. Unfortunately for himself, as his run was situated centrally to many important goldfields, he sold out just before 1851. He next occupied a station on the Geelong plains and afterwards another at Newlands (Coburg), where he died in 1854. Mr Thorpe, in conjunction with Messrs. Irish and Marrish, established the older township of Albion - perhaps the first "closer settlement" in the colony, and it is remarkable that his original run has now been put to the same purpose. These gentlemen called a meeting in Melbourne in 1850 or early in 1851 to form an association to obtain land from the Sydney Government for the purpose above stated. Each person joining the company paid in one pound for every acre he wished to occupy in the larger area, that being the price fixed for country lands, and he was to receive an allotment in the proposed township as well. 640 acres were obtained and divided, the original holder's name appearing on a subdivision plan in the possession of Mr James Newman. Afterwards Mr Thorpe took up another square mile. Thus Albion - the first town-ship on the plains - was formed, but being situated some distance from the Ballarat-road and out of the line of traffic, it has dwindled away. The formation of the association recalls the sectarian and political quarrels of Melbourne's early days, when the battle cries of the old world were louder than they are now upon our shores. A necessary condition of association was that each member must be an Englishman; and in this spirit the name of the settlement, Albion, was chosen, while an inspection of the old plan will show that the streets are, without exception, named after English counties or families.

Footscray Independent 2 Jan 1909 p1

BRAYBROOK PAST & PRESENT BY T. FLYNN. OLD IDENTITIES

Pullar, William is a native of Dundee, and has, apart from its historical associations, as a citizen of Victoria reason to be proud of his birthplace, since two; distinguished ladies of the State--Miss. Margaret Whyte and Miss Greta Floss Matilda Greig ; are representatives of that town. Miss Whyte is Mr Pullar's niece, and the daughter of Mr P. Whyte ; the companion stands first upon the roil of ladies who have obtained medical degrees from the Melbourne University: Miss Greig, is the first lady barrister in the State. Mr. Pullar arrived in 1853, and commenced business in Collins-street, opposite the warehouse of James Service and Co. He removed to Maidstone in 1858, where he still resides. He was secretary and treasurer of the municipality from 1860 to 1908, and afterwards became engineer. He has been associated with the local government of the place from its inception. The constitution of the Road Board in 1860, the proclamation of the Shire in 1871; and its subdivision into four ridings in 1896, have all occurred during his term of office. At first meetings were held at the Braybrook Hotel; but some years ago a shire hall was built at Deer Park in a more central position. The present area of the Shire is 92 square miles, and differs in boundaries and extent to the area under the old Road Board. Governor Sir Richard Bourke's prophecy in 1837. as to the growth of Williamstown might have come true, but for the difficulty of crossing the Saltwater river and Batman Swamp. Had the river been properly bridged in the early days; and good roads made through the swamp, perhaps the settlement of Hobson's Bay would not have been so one-sided. Braybrook and Footscray were the first to attempt the swamp. Conjointly, a road was made upon time payment, the contractor, Mr Mills, providing the capital required and a toll was placed thereon, which yielded: a good revenue, out of which the construction expenses were repaid--in the days before the tolls were abolished, and when those who used the roads had thus to contribute to the cost of their construction and repair. Mr Pullar is the postmaster and register at Maidstone. He has reached 82 years of age, and has since retired upon pension from his municipal duties.

Derham, Thomas Burge, was a native of Somerset, and arrived in 1857: Settled at Braybrook in the year following, and engaged in active work. He possessed considerable landed property, and was largely interested in the slaughtering and boiling down business. He kept the Braybrook Hotel since 1867. Had extensive dealings in the horse trade with Adelaide in the seventies, had made fifteen trips overland to that city. After 1880 he sent many shipments of horses to India to supply the needs of the British Army. The military authorities in that country chose the animals most suited for posed of in the market. On one of his trips to India in a barque of 800 tons with 160 horses on board, he was five weeks making Cape Leeuwin and nine weeks from that point to Calcutta, a journey which takes a steamer 25 days. He was a member of the council for many years, and died on 6th November, 1906, having reached the span of four score years.

Barnett; William Cobrey, was a native of Gloucestershire, and arrived at Melbourne in 1849. Engaged in business in Carlton, Brunswick, and Collingwood. Came to Braybrook in 1875 as auctioneer and land agent. Was a member of the Board of Advice and the Shire Council for many years, and also held the commission of Justice of the Peace. Mr Barnett and his family were active supporters of the Methodist Church and Sunday school at Albion. This church is remarkable in that while the first marriage ceremony performed there took place about 1853, an interval of 51 years elapsed before a second marriage was celebrated. Mr Barnett died in 1906.

Alves, John, was a native of Madeira, and arrived in the colony in 1841. Entered into the employment of James McEwan and Co., iron mongers, Elizabeth-street, but being an enthusiastic angler he left employment, and opened a shop in Elizabeth-street for the sale of all kinds of fishermen's requisites. The shop was a centre of interest to the "lovers of the gentle art" in those days, where they could not only get needful supplies but be furnished with the best information and advice. Afterwards he removed to Maribyrnong, and obtained a hotel license for a small house on the bank of the river. There was no bridge at this time, but a punt - known as Raleigh's punt, and of which he took charge Alves was here in his element, as the river at hand furnished plenty of fish - bream, mullet, and trout, principally - and he was soon surrounded by kindred spirits attracted alike by the sport and the courtesy of the landlord. He died in 1883. The Angler's Arms occupies the site of the original house, and is under the conduct of his son, Mr John Alves.

Footscray Independent 9 Jan 1909 p1

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Mr. William Pullar is a native of Dundee, and arrived in 1853, and commenced business in Collins street, opposite the warehouse of James Service & Co. He removed to Maidstone in 1858, where he still resides. He was Secretary and Treasurer of the Shire from 1860 to 1898, and afterwards became Engineer. The constitution of the Road Board in 1860, the proclamation of the Shire in 1871, and its subdivision into four Ridings in 1896, have all occurred during his term of office. The present area of the Shire is 92 square miles. -Governor Sir Richard Bourke's prophecy in 1837 as to the growth of Williamstown might have come true but for the difficulty of crossing the Saltwater river and Batman swamp. Had the river been properly bridged in the early days, and good roads made through the swamp, perhaps the settlement of Hobson's Bay would not have been so one-sided. Braybrook and Footscray were the first to attempt the swamp. Conjointly a road was made upon time payment, the contractor, Mr. Mill, providing the capital required; and a toll was placed thereon, which yielded a good revenue, out of which the construction expenses were repaid-in the days before the tolls were abolished, and' when those who used the roads-had thus to contribute to the cost of their construction and repair. Mr. Pullar is the postmaster and registrar at Maidstone. He has reached 82 years of age, and has since retired upon pension from his municipal duties. Footscray Independent.
Bacchus Marsh Express 30 Jan 1909 p3

BRAYBROOK SCHOOL MASTER MR. T. FLYNN RETIRES.

Sir, The residents of Braybrook and the surroundings have just lost a good old and sincere friend in the late schoolmaster, Mr Flynn, who retires, having reached the ago of 60 years. Mr Flynn for the past 18 years has always been a hard-working, impartial and painstaking master, and apart from his zealous endeavours to get the children on he also took great interest in the grounds and its surroundings .One of his favorite pastimes was in gardening and gathering the children around him to explain the wonders of Nature in the realm of ?? Many a resident, especially in the sick room, around Braybrook was made bright by bunches of these flowers quietly and thoughtfully sent along by the same Mr Flynn. On Arbor Day it was pleasing to see him with the children busy as bees planting, transplanting, pruning, around the school ground. Many a good act I could further mention; but, Mr Editor, I now on behalf of the above school committee, also parents, wish to express regret at losing so valuable a friend, and we all sincerely hope and trust Mr Flynn may long be spared to enjoy the rest and privileges to which he is entitled to after such a lengthy and honorable career, and accept our full assurance that if good wishes count for anything his future will b a very happy one indeed .-Yours, etc., A. G. BALDWIN, Secretary, Braybrook School Committee.

8th September, 1912.

Footscray Independent 21 Sep 1912 p2

The Marin Balluk were the people of the area west of the Maribyrnong on the eve of white settlement, occupying land extending to Kororoit Creek to the west and Sunbury to the north. Their alternative clan name and the name of their dialect was 'Boiberit'. They were part of the Wurundjeri or Woiworung tribe and members of the Kulin nation. The Marin Balluk men, writes Robert Mate Mate, had nose perforation and their hair was plaited with red ochre. Their head man was Bungerim,
<http://www.livingmuseum.org.au/park%20history/abhistory.html>