

# THE BEGINNING OF THE KEILOR STORY

The page edges are yellowed with age. The copperplate writing, with its bold flourishes, is the style of yesterday, but you can still read without difficulty the strong hand of R. G. Ely who recorded the minutes of the meeting that ushered in the birth of Keilor.

These minutes are at the Municipal Offices in Keilor.

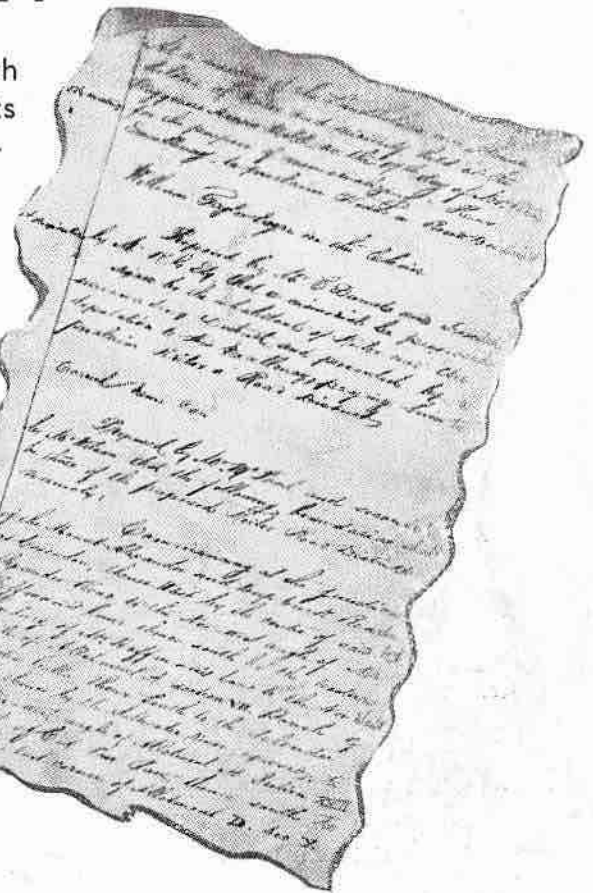
Reproduced herewith is the first page concerning this historic meeting held in the Waggoners Arms Hotel on November 19, 1862, for the purpose of memorialising His Excellency, the Governor, to proclaim Keilor a Road District.

There is no doubt that the men who got together in the hotel that day, were men of foresight.

Looking from the window they could see the hills and rolling grassland.

Granted they wanted to see the area further developed and communication with the city and seaport of Melbourne made easier.

They could hardly have foreseen,



however, the way Keilor would look years later; that part of the city would be a gateway to the world.

The minutes of that meeting then, are the Genesis of the Keilor story.

They record for all time the beginning of a city.

# WILLIAM TAYLOR — CIVIC LEADER 23 TIMES

WILLIAM TAYLOR is reverently known as the "Father of Keilor" for good reason.

Exactly 100 years ago, he was elected first Chairman of the Keilor District Roads Board — a position equivalent to Mayoralty today.

The civic record of William Taylor must surely be almost unsurpassable.

He was civic leader on no fewer than 23 occasions in his 40-year association with municipal government in Keilor.

He was Roads Board chairman for four successive terms from 1863 till 1868.

Then, after Keilor had been gazetted a Shire on December 27, 1871, he was elected to the office of Shire President eight times between 1874 and 1882.

Two years later, in 1884, he set the magnificent record of being Shire President for a decade, his 10th term ending in 1894.

William Taylor began his career in a merchant's office in Glasgow.

Stories filtering back to the old country attracted him. He sailed for Australia, arriving at Port Phillip on August 7, 1840.

Soon after he arrived he purchased a sheep station on the Moorabool River, 20 miles from Geelong, in partnership with Dugald McPherson.



A fair idea of his first years in the Colony and the conditions which existed at the time, can be gained from extracts of a letter he wrote to Governor La Trobe on November 16, 1853.

"In 1843 my partner and I started to look for new runs.

"In 1844 we started our sheep from a station on the Moorabool and occupied our present homestead on the Wimmera. We saw no natives till we were on the station two months.

"Afterwards they came in very quickly till they numbered about 100 — men, women and children. At this time they

*Continued on PAGE 4*

## Editorial

**KEILOR** — because of a river and a road — has played an important part in the history of this country.

The Maribyrnong, winding its way through the countryside, brought Grimes here in 1803 on an exploratory trip.

It was from the banks of this river, too, that John Batman, staring across the "Dutti Gala" plains, saw smoke fires of the Jagajaga brothers, with whom he signed a treaty involving hundreds of thousands of acres.

And the road? It was along the Mt Alexander Road, now the Calder Highway. There flowed the miners and their followers in the 1850's, bringing such a rush of traffic as the little village had never known, with gold the lure.

Escorts, bushrangers, stage coaches — these were colorful days.

With the new jetport planned to spread across Tullamarine, the city is still playing its part in the development of this country, for when the airport is completed, it will be one of the most modern in the world, as you will read elsewhere in this story of Keilor.

In a publication of this type, editors are faced with one great difficulty, the selection of material.

We are conscious there are omissions, but our endeavor has been to bring out the highlights of the Keilor story.

Many authorities have been consulted and a great deal of research carried out. Where there are omissions, it is because information was not available, or such information as was available, could not be authenticated.

Presenting this story of Keilor, on its Centenary of Municipal Government, the editors think the reader will find in it much of interest, for it contains the elements which make for good reading — courage, drama, adventure and humor.

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Narrative by JIM MACFADYEN, based on research by GARNET E. PRICE, C.E.

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were in the habit of stealing a sheep occasionally at night."

In September of the same year, the letter goes on, about 40 natives attacked one of the shepherds and took his flock from him within a mile of the homestead, but the overseer mustered the men and the sheep were regained within an hour.

The losses of some of the settlers were considerable.

One partnership, not Taylor or McPherson, lost 1000 sheep besides lambs that winter and were considerably harassed, being near the scrub where the natives had plenty of cover.

After the first year's occupation, the demeanor of the natives was generally friendly to the settlers. On many of the stations their services were of great value in looking for strayed horses and especially sheep.

Several of the natives shepherded for eight or ten months at a time and were the best shepherds in the district. Not being afraid of losing their flock, they allowed them to spread over a large tract of country. They were also useful in pointing out the permanent water holes.

It was 1849 when William Taylor purchased the property that became known as "Overnewton." He also owned other properties in Victoria, N.S.W. and Queensland, one in New South Wales alone covering more than a million acres.

With the purchase of "Overnewton" his wanderings and explorations were over. He settled at Kellor to wield a great influence over the district for many years.

He was appointed to the old Legislative Council in 1854 as a representative of the Wimmera until the inauguration of the new constitution in 1856.

He was on the Legislative Council as member of the Southern Province.

He was first chairman of the Kellor District Roads Board and served the municipality for nearly forty years.

The mansion "Overnewton" remained in the hands of the Taylor family until as recently as 1959, when it was sold by Mrs.

J. Stewart, a grand-daughter of William Taylor, but the scenes of splendor — a Governor of Victoria, and the Marquis of Normanby lived their while Mr. Taylor was abroad — are not over.

Another grand-daughter is Mrs. J. S. C. Bloomfield, wife of the Minister for Education.

Mrs. Stewart and Mrs. Bloomfield are daughters of William Henry Taylor, eldest son of William Taylor.

W. H. Taylor followed his father as a member of Kellor Council, serving for nine consecutive years, being Shire President for three years.

"Overnewton" with no vast number of acres attached to it is now the scene of wedding receptions parties, conferences, etc.

## "By appointment" sign

A Moonee Ponds bakery supplied "Overnewton" with bread down the years and the "By Appointment" sign is still to be seen on the side of its vans, dating from the Governor General's stay.

Right up till 1959, the same firm delivered bread to the mansion.

"Overnewton" had always a reputation for hospitality, and even as recently as 1956, there were gay scenes at the mansion when Lieut.-Col. and Mrs. Stewart ran a barbecue in aid of Red Cross.

There were 500 guests and more than thirty nationalities were represented.

It was the year of the Olympic Games in Melbourne.

When William Taylor died in 1904, it was written of him: "If he saw that he might convert an arid waste into useful land fitted for the habitation of civilised man, droughts, disappointment and loss merely spurred him on to new efforts."

W. H. Taylor told his family many times that he well remembered the opening of Kellor Bridge in 1868. He was only ten, but he vividly remembered the opening ceremony and the luncheon at "Overnewton" afterwards.

# Centenary Message from the Mayor



TO-DAY, we celebrate the Centenary of Local Government in this Municipality and it is my very great pleasure, not only as Mayor of the City of Keilor, but also as a great-grandson of one of the original members of the Keilor District Roads Board, to say how fortunate we were to have been guided by such an able band of public spirited men of courage, wisdom and foresight over the last one hundred years.

This is perceived when one looks at what has been accomplished, which is of course, only the forerunner of future development.

It is, therefore, to these men that we owe a deep sense of gratitude.

On March 3, 1863, Keilor, then a rural community, was created a Roads Board and, eight years later, proclaimed a Shire.

It remained essentially a rural community until the last decade when, because of its favorable position, vast housing settlements came into being, thriving industries began to expand, and new industries came to the area, thus enabling the Shire to be raised to the status of a City on April 29, 1961.

My Council is fully conscious of the need to move with this ever increasing development and it is its earnest endeavor to serve you, the Ratepayers, in the best interests of all, without fear or favor, thus ensuring the continued expansion and progress which this Municipality so richly deserves.

*Jan. A. McPab*

Mayor.

# Keilor skull world-famous

The finding of the Keilor Skull in 1940, proved the area was occupied at least 15,000 years ago.

This is the claim made by some authorities, but it is not conceded by others.

The skull was found by Mr James White, who was digging a pit for moulding sand, near the junction of Dry Creek and the Maribyrnong River, about a mile north of Keilor.

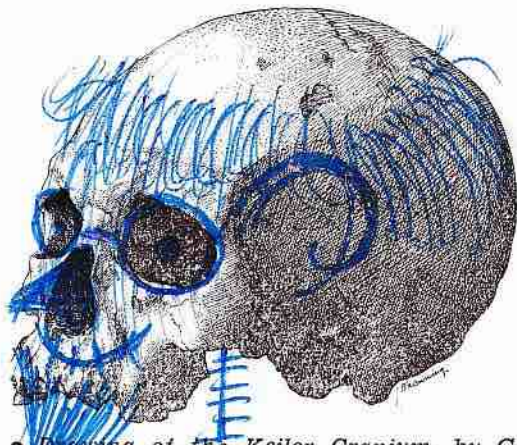
Unfortunately, his pick went through the skull and broke it in three pieces.

Later it was joined by experts and aroused world wide interest.

Subjected to scientific tests, it was claimed the skull was at least 15,000

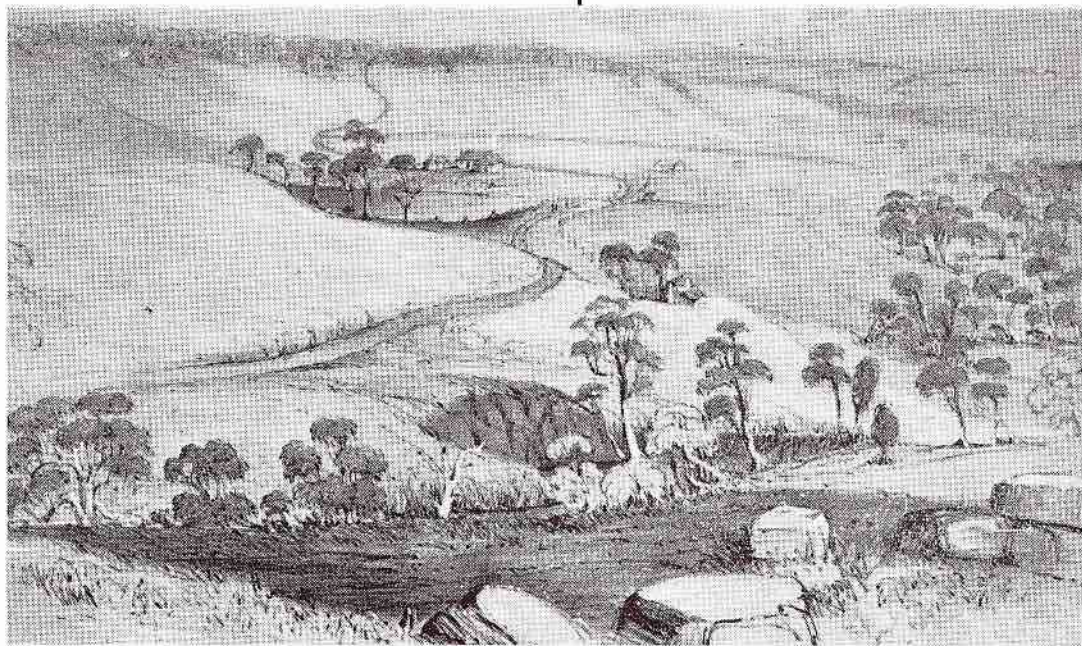
years old, possibly older, and various papers have been written on it.

Just another small clue in the Anthropologists' search to solve the mystery of mankind.



• *Drawing of the Keilor Cranium, by G. Brooming, and reproduced by courtesy of the National Museum of Victoria.*

**EARLY KEILOR** — *A drawing by an unknown artist. Reproduction by courtesy of the National Art Gallery of Victoria.*



★ *Ninggollobin roamed Keilor plains . . .*

# BEFORE THE WHITE MAN CAME

The black man stood at the top of the hill. His dark eyes beneath the heavy, beetling brows, gazed across the undulating grass and bush, across the land of Dutti Gallá, as the district was known.

He was a member of the Woewurong tribe. His name was Ninggollobin.

He lived with his woman and two children in a pleasant grove half way between a small lake and the river, down in the valley that is now Keilor Village.

That day he had been hunting. Although game was plentiful, he was not a particularly skilful hunter. Wombats, bandicoots and other small animals were about, the best he could do, with his crude spear, with perhaps an occasional wallaby or kangaroo and a few fish from the river where he had dammed it.

**His home, like others of the tribe, was a few branches laced with grass, propped against a boulder.**

But sometimes, when it was wet, he built a more substantial shelter.

He was not an impressive figure. His nose was squat and his teeth worn down almost to stumps.

He was stark naked.

When the members of his tribe did wear anything to cover their nakedness, it was not for modesty's sake, but for decoration.

The sun blazed down as Ninggollobin made his way homewards, stopping only to cool off in the river and to pick some leaves, which could be made into pituri, a powerful narcotic.

While his woman prepared the food, he chewed his pituri and drowsed peacefully in the shade of a bush. He did not ask much from life.

There was an occasional initiation ceremony, the crazy celebrations to mark the end of a mourning period, or if relations were good at the time, perhaps a meeting between the chiefs of some other tribes.

The Woewurongs were nomadic, but like the other tribes, with limitations. They might move — infrequently — to the coast or further inland. They did not cover vast distances, such as are generally credited to the aborigines when they went walkabout.

It was a fairly simple life, Ninggollobin, his woman, family and the rest of the tribe lived.

His way of living had changed little from that of his forbears . . . going back thousands and thousands of years.

**He was not to know that soon the white man would come, bringing first the pastoral settlement of the district, then the mad gold rush, followed by the agricultural period, closer settlement, and then the growth of a major Melbourne suburb.**

All this in little more than a hundred years. A long time? Not really, compared to the time the aborigine had reigned in the 38 square miles we now know as the City of Keilor.

**Branches on  
a boulder  
was "home"**



## THEY RACED AT KEILOR

Once the turf in Keilor Village resounded with the swift moving hooves of thoroughbred horses.

Keilor had its own race track and club.

Now it is no more.

Reproduced herewith is an old programme for a meeting held at the race track early this century.

Today, the city has Calder Motor Raceway and there is a strong possibility that a permanent trotting track will be established by the Trotting Control Board.

The Board has 130 acres of land fronting the Calder Highway, a few miles north of Keilor Township.

## Ads. sought patronage

In the Gold Rush there must have been some jealousy over the diggers' patronage as they made their way to the diggings, for in the "Argus" of Friday, March 5, 1852, the following advertisement appears:—

### MAIL ROAD

Important to Gold Diggers, more particularly recent arrivals in the Colony. BRIDGE INN, DEEP CREEK.

Phillip Donohue respectfully invites the attention of gold diggers to the superiority of the Mount Macedon Road over any other to the diggings, both for wood and water for dray camping and inns for refreshments at short stages.

This road branches off to the right about five miles from Melbourne at the Lincolnshire Inn.

It is five miles nearer, no ten miles can be passed without good water being within a few hundred yards of the road, and the attention and accommodation provided at

his own inn, together with the choice assortment of wines, spirits, etc. on hand, embolden him to hope newcomers and old friends will give him a call.

N.B. The same prices, without increase, charged at the Bridge Inn.

Note: Tulip Wright, the first Chief Constable of Melbourne, built an hotel in Bulla in 1844.

Later he leased this hotel, then opened the Lincolnshire Inn on (where there had been a wool store) its present site.

Having thus established the name of the county he hailed from in England, Tulip Wright, evidently quite a ruthless character, went back to Bulla and opened another hotel in opposition to his tenant!



## **A wisp of smoke in the East . . . the decision at Solomon's Ford. These brought John Batman to Keilor in 1835.**

# SMOKE BROUGHT BATMAN TO KEILOR

On June 3 that year, the schooner "Rebecca" moored in Port Phillip Bay. Aboard her was John Batman. He decided to explore the Salt Water (Maribyrnong) River.

Batman had made a quick voyage from Tasmania. Lower down the Bay, he had made several exploratory trips.

He already knew about the Salt Water River, for Grimes, in 1803, had marked it on a map and Flinders had transferred it to his chart of Port Phillip Bay.

For the first few miles, Batman and his party followed the river in a small boat. Then they went along the bank on foot.

They were fully armed and carried goods for the purpose of purchasing land from the aborigines.

On June 4, the party had reached the neighborhood of what is now Keilor. It is believed the party stopped at what became known as Solomon's Ford (Avondale Heights).

Grimes previously had reached the same spot.

**Batman turned to the east here, where smoke was visible.**

A few days later he was negotiating with the Jagajaga Brothers at the Merri Creek.

This then marks the historical beginning of Keilor, though it did not become known by that name until 1840, and the village of Keilor was not so designated until gazetted on January 16, 1850.

A year after Batman's exploratory following of the Salt Water River, a man called Solomon from Tasmania was grazing thousands of sheep in the Keilor area.

An early traveller, George Russell, who settled on vast pastures near Geelong, writing in 1836, says: "Our first day's journey from Melbourne was to the Werribee River, by way of the Moonee Ponds crossing where Flemington now is, then to Solomon's Ford across the Saltwater River near to where Keilor is now.

"This ford was named after a Mr. Solomon who had a sheep station there. He was one of the first settlers in Victoria. A Mr. Fergusson, a relation of his, was living there at the time.

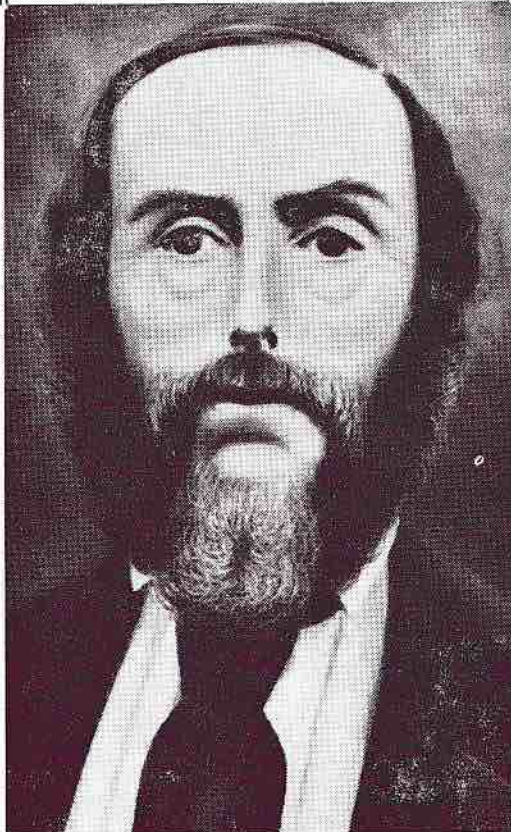
**"Solomon's Ford was the lowest crossing on the Saltwater River, and was for many years the only way from Melbourne to Geelong and the Westward."**

Other early settlers were the Foster brothers, Watson and Hunter, McRae, Johnstone, Anderson, Boyd and the Brown family.

The direct descendants of the latter family, William Brown and Martin Joseph Brown still live in Brown's Road.

## **The decision at Solomon's Ford**

## A NAME IN THE "OLD DAYS"



John McNab, one of the first members of Keilor District Road Board, and great-grandfather of the present Mayor.

The illustration above is a photograph of an oil painting which hangs in a place of honor in the offices at the Royal Agricultural Society of Victoria's offices at the Showground.

Even in those early days, the McNab name was widely known throughout Australia for its prize stock of Ayrshire cattle.

Entries from "Oakbank" still feature at the Royal Shows and are closely studied by breeders from all over the world.

It is Watson who is said to have given the name Keilor to the area. He hailed from Forfarshire, Scotland, where his father farmed an extensive property at a place called Keilor.

To get a true picture of the years following Batman, when land was disposed of in large parcels, the years which might be described as the pastoral years of Keilor, the story of the McNabs is of interest.

**Angus McNab, from Killin, Perthshire, sailed from Scotland on the David Clarke, in 1839.**

At this time the total population of Victoria was less than 4,000.

When the McNabs reached Port Phillip Colony, Angus farmed in various parts. It was his sons, John and Duncan McNab, who took up land at Tullamarine.

The title was granted to them by the Governor of New South Wales in 1848 — three years before Victoria became a state.

The brothers built a crude hut with timber carted from Mt. Macedon, in which they lived for a year or so until they constructed a solid blue stone building, which still exists to-day, and is used as a kitchen.

When Duncan McNab died, John McNab's four sons bought his 160 acres.

Angus McNab, father of the present owner, Mr. J. A. G. McNab, was the only one of the sons to have children, so that the property "Oakbank" was gradually built up to nearly 900 acres.

In 1961, the Government took over 483 acres of this to make way for the new jet port and paid compensation in the region of £159,000.

With an unbroken connection back to the early days, it is particularly fitting that the Centenary Mayor should be Cr. I. A. McNab, son of Mr. J. A. G. McNab.

## TREATY USHERED IN PASTORAL ERA

When Batman turned East at Solomon's Ford, in 1835, he was to have a momentous meeting with the aborigine chiefs. It also marked the beginning of the pastoral era.

The treaty he made with the Jagajaga Brothers is still in the archives. The chiefs put their mark to it on June 6.

On September 2, Sir Richard Bourke, Captain General and Governor in Chief, refused to approve of this treaty or any similar treaties, and issued a proclamation to that effect.

When the wording of the treaty is studied, this is not surprising. Here it is in part:—

"Know all persons, that we three brothers, Jagajaga, Jagajaga, Jagajaga, being the principal chiefs and also Cooloolock, Bungarie, Yanyan, Moowhip, Mom-marmalar, being the chiefs of a certain native tribe called Dutigallar, situate at and near Port Phillip."

The treaty goes on to say that in consideration of 20 pair blankets, 30 knives, 12 tomahawks, 10 looking glasses, 12 pairs scissors, 50 handkerchiefs, 12 red shirts, four flannel jackets, four suits of clothes and 50 lbs. of flour, delivered to them by John Batman of Van Diemen's Land, they would give him all that tract of country in the bay of Port Phillip and containing about 100,000 acres.

Batman also agreed to pay the aborigines a yearly rent of 50 pairs of blankets, 50 knives, 50 tomahawks, 50 pair scissors, 50 looking glasses, 20 suits of slops or clothing and two tons of flour.

By a similar treaty signed on the same day, Batman also "acquired" from the natives about 500,000 acres of land in the Melbourne district.

In rather a naive letter to the Lieutenant Governor of Van Diemen's Land on June 25, 1835, Batman wrote:

"I fully explained to them (the chiefs) that the object of my visit was to purchase

from them a tract of their country . . . . . The Chiefs appeared most fully to comprehend my proposals and much delighted with the prospect of having me to live among them."

**In the pastoral era, the population of Victoria increased quickly. During 1837-8 immigrants crowded in from Britain.**

£2 A WEEK  
TO RENT  
A SLAB HUT

A 4 lb. loaf cost 3/6. Miserable slab huts cost as much at £2 a week in rent.

It is doubtful if this would affect to any great extent those who grazed their sheep and cattle in the Keilor area. They cultivated only for their own use for the most part. They were largely self supporting as far as provisions were concerned, having to purchase only that which could not be obtained any other way.

According to one authority, in 1837, wool valued at £11,639 was exported, but imports in the same year are given as £115,000. No indication is given of what the imports were.

No doubt at this time, the pastoralists had to journey into Melbourne to do business. There were no real roads in the first few years — only waggon tracks. One of the worst features was the want of a sufficient number of bridges.

The annual transport of wool to the market, or the driving of cattle into the city of Melbourne could be and often was a hazardous affair.

Some years were to pass before this situation was remedied, mainly by the setting up of District Road Boards, but roads designated main roads were the responsibility of the Government.

Although only ten miles from Melbourne, Keilor area was in a sense insular. People did not travel unnecessarily — that is, the residents didn't.

They would get much of their news from the weekly newspaper "The Melbourne Advertiser," which was first published in 1838.

One copy would pass through many hands, for this sheet of four foolscap pages, for the first nine issues was in manuscript.

It was not until 1846 the "Argus" commenced publication.

In 1839 a census for Victoria was taken, and it was estimated there were 3,511 settlers, of which only 431 were females.

The pastoral era might have extended much further into the 19th century had it not been for an event which made news round the world — the discovery of gold at Ballarat and Bendigo.

As Keilor was on the route to the gold-fields, the discovery brought many changes to the district.

## RIVER OF MANY NAMES

The Maribyrnong River, which winds and wends its way through Keilor, has four names, not three as is generally supposed.

They are, in addition to the Maribyrnong, The Salt Water River, The Deep Creek River and one early plan shows that it was also known as the Macedon River.

# ACKNOWLEDGMENTS

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The National Art Gallery of Victoria.

Research Department, Melbourne Public Library.

The Country Roads Board.

Department of Civil Aviation.

Railways Department.

The Education Department.

Public Works Department.

Lands and Survey Department.

Photograph of aborigine on page 33 by courtesy of Jack Cato.

Photograph of W. Taylor, courtesy of Mrs J. Stewart, Toorak, formerly of "Overnewton."

Photograph of John McNab, courtesy of Royal Agricultural Society of Victoria. (by Eileen O'Connor Studios)

Photographs of Councillors and Mayor by Eileen O'Connor Studios.

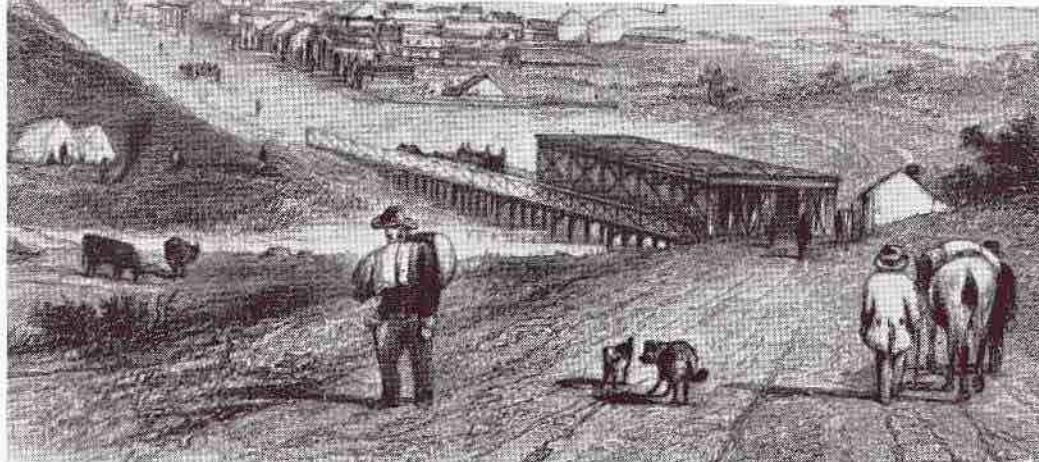
Photographs of Municipal Offices, St. Albans Hall, Welfare Centres and Kindergartens, also Niddrie shopping centre by A. Cockburn, of the City Engineer's Department.

Photograph of Melbourne Airport by Aviation Services and Photographers Pty. Ltd.

Covers show Keilor Village and immediate surroundings taken during an aerial mapping survey.

The editors are also indebted to many private sources for access to documents and to many Keilor citizens for information.

# G O L D



Just what gold meant to the colony can be judged from the population increase from 97,000 in 1851 to 364,000 in 1855.

One of Lieutenant Governor La Trobe's early reports to the Secretary of State for the Colonies stated that one party was known to have raised sixteen pounds of gold at an early hour of the day!

Small wonder there was a rush to Victoria, that nobody wanted to work at anything else except the diggings—that there was a constant stream of traffic along the Mount Alexander Road, now known as Calder Highway.

Thousands made their way to the diggings daily, so that the rough and ready roads carried an intolerable burden.

It is not surprising then that we learn of the acting Colonial Engineer, Samuel Brees, making suggestions and putting forward a design for a bridge at Kellor and also requesting £5000 imprest for work on Mt Alexander Rd. beyond Flemington and also between Melbourne and Kellor.

(Only a few months ago, Kellor Council agreed to call a new road in the City, "Brees Road" after this Colonial Engineer.)

The men on the road worked from 6 a.m. to 6 p.m. with two hours off for meals. They were paid 8/- a day to start, then 10/- on proof they were "good workmen."

At one time Mr Brees asked the authorities for a police escort and guard for the wages required to pay these men—more than 650 of them.

Mr Brees estimated the cost of the proposed bridge at Kellor as £7,816 for a double roadway.

Actually, when the bridge was finally built and opened the total cost amounted to over £20,000 for the bridge and approaches.

Work on the bridge—the first real Kellor Bridge (for previous bridges had been very rough affairs and were washed away on several occasions)—was commenced and completed in 1854.

**KEILOR TOLL HOUSE** was on the Melbourne side of Kellor Bridge.

*It was a weather-board building of two rooms and here was collected many thousands of pounds, sometimes by official collectors for the Board or sometimes by lessees.*

*A sample of the charges in force is that a sheep, lamb, pig or goat, cost one farthing, cattle one penny, and a horse, or ass, threepence.*

*Passenger vehicle rates were charged according to the number of animals (either horses or oxen) pulling the vehicle.*

*One animal, sixpence, two 1/-; three 1/6; and sixpence for each additional animal.*

*Goods vehicles were more expensive.*

*If it was pulled by one animal 1/3; two 1/10½; rising to 4/4½ if six horses were pulling the cart.*

*The broader the wheel tyres of the carts, the cheaper the toll, probably on the assumption that less damage to the roads was done by broad tyres.*

• The Township of Kellor looking South by S. T. Gill in the 1850's. Reproduction by courtesy of National Art Gallery of Victoria.

When Edward Richardson read a paper on the bridge to the Victorian Institute for the advancement of Science, in 1855, he stated:

"This was an undertaking of no small mechanical skill, and is worthy of the man who projected the plan."

The length of the bridge was 160 feet, its span 135 feet. There were two abutments of solid masonry, 38 feet high and it is interesting to note that it is believed that in the construction of the present bridge, the foundations of these original abutments were used.

The paper went on to praise the mechanical genius used in placing the bridge with the limited equipment at the disposal of the builders.

This was the bridge then that was to carry so much traffic to and from the gold fields.

Diggers, merchants, traps (police) soldiers, camp followers, Chinese, even bush-rangers — for the coaches were sometimes held up, on this busy road.

The route to the diggings must have meant some prosperity to Keilor. There is not a great deal recorded at this time, but there were three blacksmiths, three hotels, five stores, saddlers', bakers', butchers' and on some old plans, a rest home is shown for the use of those travelling the road.

Prices were high. Flour on the gold fields was sold for as much as £48 a ton. Such prices must have had an effect on the places between Melbourne and the fields.

Further employment was provided in the area when the construction of the Melbourne and Murray River railway from Footscray Junction, was commenced in 1858. First section of the line to be built was in the area beyond Footscray that was known as Keilor Plains.

Keilor Road Station, now known as Sydenham, was opened on March 1, 1859. It was not renamed until 1887.

There is a connection between the building of the railway and St Augustine's Church, which still stands on the hill overlooking Keilor.

The Parish of Keilor was founded in 1854 and the building of the Church was commenced in 1857.

The church bell was donated by railway construction workers. It was made in Dublin and was given in appreciation of Father James Moore's interest in the men employed on the construction work.

The men went to Sunday service in a small house or shed, erected and re-erected along the line as the construction advanced.

Father Moore became the Bishop of Ballarat.

The first Parish Priest, however, was Father Matthew Dowling, who had been at the Eureka Stockade in 1854.

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## KEILOR IN EARLY CONTEST ?

The year the McNabs came to Tullamarine was also the year that saw the origin of the Royal Agricultural Society of Victoria, for on Friday, July 27, 1848, the newly formed Moonee Ponds Farmers' Society held its first annual ploughing match.

There can be little doubt the farmers from Keilor area took part.

The "Argus" reported that it broke fine for the historic occasion. "Through all the roads that led to the field of action, farmers 'gashed in riding graith'."

By eleven o'clock, ten competitors with a pair of horses each and nine with bullocks were lined up ready to break the sod.

There were many spectators.

Afterwards competitors and spectators were provided with an excellent dinner, speeches were made and there was dancing.

The "Argus" reported that everybody enjoyed themselves: "For hornpipes, jigs and reels put life and mettle in their heels."

Later the Moonee Ponds Farmers' Society became the Moonee Ponds Agricultural Association and was undoubtedly the forerunner to the formation of the Port Phillip Farmers' Society which in time came to be The Royal Agricultural Society of Victoria.

# A PEACEFUL VILLAGE



● *Scot's Church fell into such a state of disrepair, as shown in this old photograph, that in 1903 the congregation sought the Council's permission to meet in the old Shire Hall.*

Though 100 years may not be a long time in the history of the City, the years have not been uneventful.

The population is now 33,249. There are 7,898 homes, 218 shops and 144 factories.

Quite a change from the description by journalist and naturalist Donald Macdonald, of Keilor in "Gumboughs and Wattle Blossom" written in 1887.

"My village is set deep down in a hollow or plain, so that you almost stumble into it over the hill tops capped with grey basalt.

"These hills seem like a barrier shutting it off from the rest of the world. From the table land above you can see the black clouds of smoke rising above the city and the masts of shipping in port, each offering its suggestion of busy commerce.

"You may fancy you hear the din of the Babylonian chorus — but down in the valley beneath there is no re-echo from the city. It is a peaceful place."

Keilor Village, even though it is situated on the busy Calder Highway, is still a peaceful place. But with regard to the City itself the tempo is ever quickening. As

## — THEN, AND NOW

recently as 1945 the population was only a tenth of what it is to-day and the same applies to the number of dwellings.

Indicative of the future (it is estimated that in the next ten years the population may be doubled) is the fact that in 1961-62 permits for the erection of buildings within the city were issued for structures to cost an estimated £2,563,347.

**In November 1862, following a meeting at the Waggoners Arms Hotel, Keilor, Sir Henry Barkly, Captain General and Governor in Chief of Victoria, was approached by the members for West Bourke, Captain McMahon, Mr. Riddle and Mr. J. T. Smith, with six ordinary landholders from the area, including Mr. W. Taylor, asking that Keilor be declared a Road District.**

After further meetings had been held, the Keilor Road District was duly proclaimed in the Government Gazette on Tuesday, March 3, 1863.

At a meeting on March 23, 1863, it was decided to elect three representatives from each of the three parishes to form the Road Board.

Those elected at the meeting were McPhail, Dodd, Phelan, McNab, Ritchie, Grant, Taylor, Robertson and Eagling.

The first rates were struck and they were:— for lands unalienated held on licence or lease, one farthing an acre.

For cultivated lands one shilling per

acre, and the sum of one shilling in the pound, sterling, or five per cent of annual rental or annual valued rental for buildings and dwelling houses.

At a meeting on April 22, 1963, William Taylor was elected Chairman of the Keilor Road District.

Mr. George Ely was appointed secretary.

A few meetings later the Board decided that any member who absented himself from any special meeting of the board, if he could not give a satisfactory explanation at the next meeting, should be fined 10/-.

**Either Mr. Ely, the secretary, was the soul of brevity, or little was accomplished at the next half dozen meetings, for the total minutes for each meeting occupied only a third of a page of foolscap each.**

Later in the year some meetings lapsed altogether, due to the non-attendance of members of the Board, so the fine didn't seem to have worried them.

Gradually, however, the Keilor Roads District began to work smoothly from a room in Mr. Ely's home (which he rented to the Board for £7/10/- a year.)

This, of course, was in addition to his salary as clerk, treasurer and collector, which had been fixed at £110 per annum.

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## THE ABOMINABLE BOATMEN ?

According to the "Argus" of July 31, 1852, the Keilor punt was being grossly mismanaged.

"We have heard," the paper stated, "some very serious complaints about the way in which the punt is managed. It seems that a boat has been provided by the government and that no charge was contemplated for the transport of passengers, but the men who have charge of the punt regularly extract 1/- from every man who uses it to cross the river.

"In addition to this we hear they have cut away a temporary apology for a bridge, over which passengers were wont to pass gratis, in order to ensure the illegal shilling in every instance. If this is really the case some inquiry ought to be immediately instituted and the speculation put a stop to."

## For whom the roads toll ?

The finances of the various road tolls, including Keilor, are difficult to follow from the documentation now available.

Sometimes the tolls were leased. On other occasions, men were employed to collect.

Whatever system was used, the toll gates were very unpopular with travellers, and some of the charges were iniquitous.

A Gippsland trip in 1872 of over 150 miles was found to be toll free. But a trip in another direction encountered no fewer than eight payments, most of them charging as much as 6/6.

Wherever possible people avoided and evaded the toll.

This was comparatively easy at, say, Flemington Road and Macauley Road Toll Gates. The larrikins of those days did it by means of tearing down the fences.

*The Keilor Bridge Toll was another matter. It could hardly be avoided.*

When the Keilor tolls were rented out in the 'fifties, the rent would appear to have averaged about £500 a month, which is an indication of the income taken by the tolls.

It was difficult to abolish tolls, because shires were sometimes dependent upon a toll revenue and abolition would have loaded local land owners, particularly in Keilor, with heavy maintenance charges for trunk roads used by through traffic.

From these considerations arose recognition in the 'seventies, for the introduction of some other system.

By this time, of course, the traffic using the Mt Alexander Road had dropped heavily. Indeed, as early as 1871, the Keilor Bridge Toll had a revenue of only £480 and the Plains Toll of only £33.

Toll collections finally ended in December, 1877.



**W**HEN the "Gold Rush" slowly came to a halt, with the number of licences taken out dropping sharply, Keilor was not unaffected.

Mount Road quietened down and there was no longer "easy" money for the provision shops, blacksmiths, and hotels.

Thus Keilor entered its post gold rush period of agricultural establishment which lasted up until the "nineties."

This was a period in which there were few major changes. The majority of the properties were still very large.

Taylor, Robertson (James Jnr.) Anderson, Foster, Milburn are a few of the names connected with the district.

David Milburn, who played a big part in the work of the Church of England at Keilor in the early days, came from Yorkshire, England, in 1853.

At first he tried his hand at gold mining, but gave this up to work at "Overnewton."

Later he bought his first land at Keilor — 15 acres — and began market gardening.

In 1860 he had 165 acres.

He is said to be the first man to have established an irrigation plant in Victoria.

He was a Keilor Councillor for 35 years, a Shire President, and many other honors fell his way.

His son, Frank Milburn, also served on the Council

# Burst of the gold bubble — and Keilor marks time

and became Shire President. Frank Milburn's nephew, Mr. N. Milburn, also served on the Council.

When Keilor was proclaimed a Shire in 1871, it made no great difference to the status of the area.

Closer settlement as such really commenced under the Land Act of 1898, which contained provision

for the acquisition of private land by the Government for closer settlement purposes.

The operations of this act continued until 1904, and during that time six estates were purchased.

Four of these, situated in the country, contained 33 571 acres, purchased at a cost of £98,500.

The first Closer Settlement Act was passed in 1904, and this created the Land Purchase and Management Board (really the first Closer Settlement Board).

The Act gave power to purchase private land, subdivide it and issue leases for the allotments to certain approved applicants.

There have been other Closer Settlement Acts and a Board was appointed in 1915, and in 1917 the Discharged Soldiers Settlement Act was passed.

All these Acts were consolidated into the Closer Settlement Act of 1923, and this was amended from time to time until replaced by the appointment of a Commission of five members in 1932, which carried on until 1938 when the Closer Settlement Commission was dissolved, and the Board of Lands and Works took its place.

As far as Keilor is concerned, however, it was the 1904 Act that was to begin the making of a city.

William Taylor's "Overnewton" property was one of the first to be affected,

to be cut up, originally into small holdings. Later, of course, as in other cases, the land was to be further subdivided to become the suburb of St. Albans.

Despite closer settlement, there was little development in Keilor. The population grew very slowly. It was still a community dominated by the agriculturists.

It is likely the first World War held up development and this, followed by the quiet years of the twenties and the depression of the 1930's, provided little in the way of opportunity.

When Mr. Norm A. Woods, the present Town Clerk, joined the Council 32 years ago as Shire secretary, rate collector and valuer, the rest of the staff consisted of an assistant secretary and a typist!

The services of an outside consultant engineer were used.

It was after World War II that Keilor began to move, but the move did not gather momentum until just about fourteen years ago, when the population jumped rapidly and new industries came to the city to provide employment.

It was the end of an era, the change from agricultural to suburbia and industrial . . . . .

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## 1852

# Meeting

"A meeting of subscribers and friends of the proposed new Scotch Church in the Parish of Doutta Galla will be held in the house of Mr Armstrong, (Coalville) on the evening of Thursday the 5th current at six o'clock for the purpose of calling in the subscriptions, electing trustees and making other necessary arrangements."

From "The Argus", July 31, 1852.

## *Parliamentary representatives*

The City of Keilor is either wholly or partly within the boundaries of many electorates and provinces of State and Federal Parliament.

Representatives are:

● **Victorian Legislative Council.**

Hon. G. L. Chandler, M.L.C. (Southern Province)

Hon. W. R. Garrett, M.L.C. (Southern Province)

Hon. S. Merrifield, M.L.C. (Doutta Galla Province)

Hon. J. M. Tripovich, M.L.C. (Doutta Galla Province)

● **Victorian Legislative Assembly.**

Mr. K. H. Wheeler, M.L.A. (Essendon)

Mr. J. T. Wilton, M.L.A. (Broadmeadows)

Mr. G. R. Crick, M.L.A. (Grant)

● **House of Representatives.** (Fed.)

Hon. R. T. Pollard, M.H.R. (Lalor)

Mr P. W. Stokes, M.H.R. (Mari-byrnong)

● **Senate** (Federal)

Senator Ivy Wedgwood

Senator C. W. Sandford

## COUNCIL IN 1863

Today there are 12 council representatives for the City of Keilor — an increase of three since the municipality first came into existence 100 years ago.

Original members of the Council — then known as a District Roads Board were: Messrs. D. Phail, G. Dodd, P. Phelan, J. McNab, M. Ritchie, G. Grant,

J. Robertson and J. Eagling, with W. Taylor as Chairman. Many of these names are perpetuated in the city where streets have been called after them.

The stagecoaches carrying their way to the gold diggings made their first stop at Keilor, where, if the traveller was lucky in the scramble, he got breakfast.

One writer in 1857, who made the journey, said the food never got a chance to reach the table.

Steaks—enormous size steaks—were grabbed from the platter while in transit from the kitchen to the dining room.

The coach trip was anything but a sedate and leisurely journey.

Here is one description of a coach race in 1857:

"I made my next up-country start in one of Cobb's coaches (the Yankee line) which had formidable opposition in a colonial establishment owned and conducted by Mr Foster, who was the successful competitor for the mail contract.

# FIRST IN, FIRST SERVED FOR THOSE BIG SIZZLING STEAKS!

"Both coaches were choke full when we left Melbourne and started as if the journey was a chariot race on which a great stake depended.

"Round corners, up hill and down hill, there was no abatement of pace, nor was there any exercise of whipcord, for the horses seemed to comprehend and enter into the spirit of the competition.

"At times when there was a struggle to see who could enter first, on a beaten track, on a bed of macadamised boulders, it was quite as for a tender place in a

exciting as a pair of opponents in a steeplechase racing a formidable fence.

"If the track happened to be taken, the beaten party fell into line with the foaming mouths and snorting nostrils of his leaders in the laps of the passengers occupying the hindmost seats of the leading coach.

"But when it chanced, as it frequently did, to a dead-heat, then one set of wheels of each vehicle were running on velvet, while the others were jolting madly over rocks and stones.

"We had one effective specimen of road racing beyond Essendon, during which the tops of the coaches often came into collision and a tall gentleman in the mail had his head driven clean through the closed leather roof by a violent bump."

# HONOR BOARD



1863  
1963

## ROAD DISTRICT

Gazetted 3rd March, 1863

### CHAIRMEN

W. TAYLOR, J.P.	1863-1864
W. TAYLOR, J.P.	1864-1865
W. TAYLOR, J.P.	1865-1866
W. TAYLOR, J.P.	1866-1867
W. TAYLOR, J.P.	1867-1868
J. ROBERTSON	1868-1869
J. ROBERTSON	1869-1870
J. ROBERTSON	1870-1871
J. ROBERTSON	1871-1872

### SHIRE

Gazetted 27th December, 1871

### PRESIDENTS

J. ROBERTSON	1872-1873
J. ROBERTSON	1873-1874
W. TAYLOR, J.P.	1874-1875
W. TAYLOR, J.P.	1875-1876
W. TAYLOR, J.P.	1876-1877
W. TAYLOR, J.P.	1877-1878
W. TAYLOR, J.P.	1878-1879
W. TAYLOR, J.P.	1879-1880
W. TAYLOR, J.P.	1880-1881
W. TAYLOR, J.P.	1881-1882
M. RITCHIE	1882-1883
W. DELAHAY	1883-1884
W. TAYLOR, J.P.	1884-1885
W. TAYLOR, J.P.	1885-1886
W. TAYLOR, J.P.	1886-1887
W. TAYLOR, J.P.	1887-1888
W. TAYLOR, J.P.	1888-1889
W. TAYLOR, J.P.	1889-1890
W. TAYLOR, J.P.	1890-1891
W. TAYLOR, J.P.	1891-1892
W. TAYLOR, J.P.	1892-1893
W. TAYLOR, J.P.	1893-1894
D. MILBURN	1894-1895
W. McNAB	1895-1896
W. M. GOUDIE	1896-1897
J. H. PARR, J.P.	1897-1898
W. S. WILLIAMS	1898-1899
W. S. WILLIAMS	1899-1900
J. H. PARR, J.P.	1900-1901
J. H. PARR, J.P.	1901-1902
D. MILBURN, J.P.	1902-1903
W. McNAB	1903-1904
W. H. TAYLOR, J.P.	1904-1905
W. H. TAYLOR, J.P.	1905-1906
W. H. TAYLOR, J.P.	1906-1907
J. H. PARR, J.P.	1907-1908
W. McNAB	1908-1909
F. BUTLER	1909-1910
F. C. STENSON, J.P.	1910-1911
W. McNAB	1911-1912

W. McNAB	1912-1913
W. J. WHITE	1913-1914
J. H. PARR, J.P.	1914-1915
H. COLEMAN	1915-1916
W. J. WHITE	1916-1917
M. FOX	1917-1918
J. D. McFARLANE	1918-1919
F. MILBURN	1919-1920
J. H. PARR, J.P.	1920-1921
J. FOX	1921-1922
F. C. STENSON, J.P.	1922-1923
F. C. STENSON, J.P.	1923-1924
W. J. WHITE	1924-1925
G. G. BURKITT	1925-1926
J. D. McFARLANE	1926-1927
S. J. EVANS	1927-1928
L. J. BUTTERLEY	1928-1929
A. E. NASH, J.P.	1929-1930
J. H. STEVENS, J.P.	1930-1931
W. R. PARSONS, J.P.	1931-1932
W. J. PARR, J.P.	1932-1933
F. C. STENSON, J.P.	1933-1934
A. J. DAVIS, J.P.	1934-1935
W. J. PARR, J.P.	1935-1936
W. R. PARSONS, J.P.	1936-1937
W. J. PARR, J.P.	1937-1938
W. R. PARSONS, J.P.	1938-1939
H. H. HILBERT	1939-1940
F. E. JOLLY	1940-1941
F. E. JOLLY	1941-1942
F. E. JOLLY	1942-1943
W. R. PARSONS, J.P.	1943-1944
W. J. PARR, J.P.	1944-1945
F. E. JOLLY, J.P.	1945-1946
A. J. DAVIS, J.P.	1946-1947
W. N. GOOCH, J.P.	1947-1948
A. J. DAVIS, J.P.	1948-1949
A. J. DAVIS, J.P.	1949-1950
H. E. EASTON	1950-1951
H. E. EASTON	1951-1952
T. N. MILBURN	1952-1953
A. W. SKEWES	1953-1954
J. EDDIE	1954-1955
I. A. McNAB	1955-1956
H. J. LAKE, J.P.	1956-1957
C. H. MOFFAT, J.P.	1957-1958
I. A. McNAB	1958-1959
J. A. MOUSHALL	1959-1960
N. HEINZE, J.P.	1960-1961

## CITY

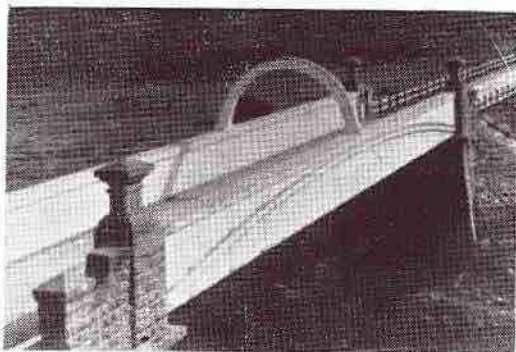
Gazetted 29th April, 1961

### MAYORS

N. HEINZE, J.P.	1961
A. KIELLERUP, J.P.	1961-1962
I. A. McNAB	1962-1963

The honor board occupies a prominent position at the Municipal Offices, Keilor. The names above appear on it.

# *There's a place in history for our bridges*



• An early photograph of the existing Calder Highway bridge over the Maribyrnong River at Keilor.

The present bridge at Keilor over the Maribyrnong was opened on November 21, 1868. It was a much better proposition than the bridge it replaced — which had cost around £20,000.

Total cost for the new bridge came to £6000, of which the Government paid one-third.

The official opening — by the Chief Secretary of the day — was quite an occasion.

The "Argus" devoted several columns to a report on it and gave a full description and details of the bridge.

"It is a handsome and very substantial structure, and, viewed from the brow of the hill when approached from Melbourne, is exceedingly picturesque, serving greatly

to relieve the extreme baldness and monotony of the surrounding scenery."

That is what the reporter wrote in 1868. A more than fulsome description.

The engineers for the work were Messrs Browne and Son, Camberwell, and the

• This photograph was taken at the opening of the Arundel Bridge. The exact date is not known, but it is generally conceded to have been around 1904. The bridge still exists to this day, although repair jobs have been carried out over the years.





● Keilor's principal shopping centres are in Niddrie and St. Albans. This view is of Keilor Road, Niddrie.

contract had been carried out by Mr Enoch Chambers.

The iron for the construction was brought out from England.

After the opening ceremony the guests drove to "Overnewton" where they were entertained to luncheon by Mr W. Taylor, the first Chairman of Keilor District Road Board, and still a member of the Board at that time.

There is no truth in statements which have been made from time to time that the bridge was brought over as a complete structure.

The bridge was specially designed and built for the job.

An early project of the Country Roads Board is to replace the bridge which — nearly a hundred years old — is no longer capable of coping efficiently with Calder Highway traffic.

## VANDALISM

There have been many complaints about vandalism in school premises in the City of Keilor, in these modern times.

The problem is not a new one.

In 1876, Mr. Will Savage, school teacher at Keilor School 1578, wrote to the Board of Education complaining bitterly that the closets had been burned down, and the pump wrenched from the tank on the night of April 29.

In 1878, he reported further damage to both his school and the Catholic School, which was still in operation at that time.

## BUSTLING GO-AHEAD

# KEILOR TODAY

Bustling, go-ahead — that is the modern City of Keilor, with its direct radio communication to all its engineering projects in progress over 38 square miles and its thriving industries, mainly in the Airport West area.

With its population of 33,249 and 7,898 dwellings, it might be thought the city was closing up fast, that it was the beginning of the end, so far as development was concerned.

Not so.

It is only the end of the beginning, for there are still nearly 10,000 vacant blocks in the municipality.

Like most fast growing cities, it has its teething troubles.

One of the biggest problems is un-made roads, but private street schemes estimated to cost £3½ million, have been prepared.

A feature of Keilor is that the public gallery at Council meetings — which are held on the 1st and 3rd Tuesdays of each month — is never empty.

There is always a number of citizens interested in the workings of local government.

For the information of all citizens, here is the latest data concerning Keilor:

A new valuation of all rateable property was carried out and is effective for the 1962/63 financial year.

The rate struck on December 5, 1962, is 3.746d. in the £1 on the Unimproved Capital Value (Equivalent Net Annual Value of 2/11.265 in the £1) compared with 7.5d. in the £1 in 1961/62.

The valuation of rateable property within the Municipality as at September 30, 1962, was as follows:

N.A.V. £1,246,497 — C.I.V. £24,926,862 — U.C.V. £6,823,235.

The valuation figures for the year 1962-63 will be:

N.A.V. £1,820,796 — C.I.V. £36,382,613 — U.C.V. £17,215,389.

## How Keilor has grown

Year	Population	Dwellings
1881	689	123
1891	596	128
1901	613	145
1911	922	210
1921	1,191	258
1933	1,908	444
1947	3,243	771
1954	10,681	2,797
1962	33,249	7,898

- *THIS aerial photograph of the present Melbourne Airport was taken by Aviation Services and Photographers Pty. Ltd., of Bourke St., Melbourne. The Cessna 180 aircraft was flying at 10,000 ft. The Bulla Rd. freeway is shown clearly. It starts near the bottom left hand corner, and then veers right, across the photograph. Keilor Rd. shops can be seen in the top left area. A Wild RC8 aerial camera was used for the picture.*

# "AVIATION CITY" KEY TO FUTURE

The first years of Keilor's second century will see the construction of Australia's most modern jet age airport within the city's boundaries.

Late this year work will begin on Melbourne's new £10 million airport on the Tullamarine site and the airport's 5,000 acres adjoin Keilor and Broadmeadows and the Shire of Bulla.

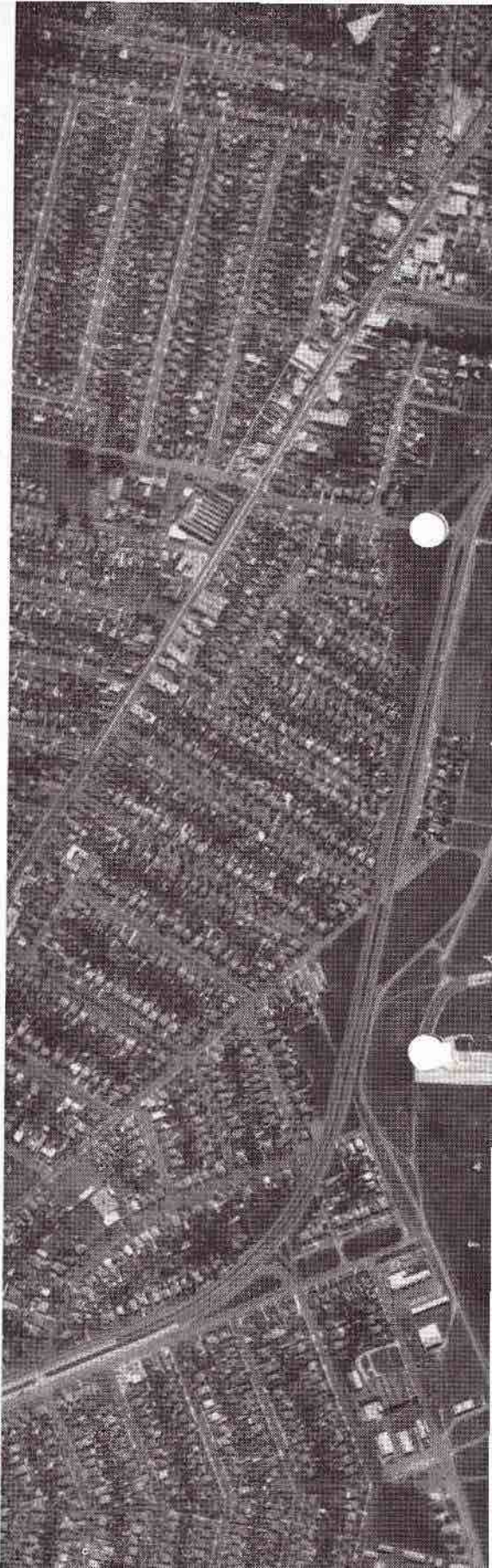
The new airport will grow into an "aviation city" with thousands of employees and visitors, and it will influence the development of Keilor over the next decades.

The development of Tullamarine will assist, not hinder, this development. The design philosophy behind the new airport is such that the airport will grow as a good neighbor to its surrounding communities.

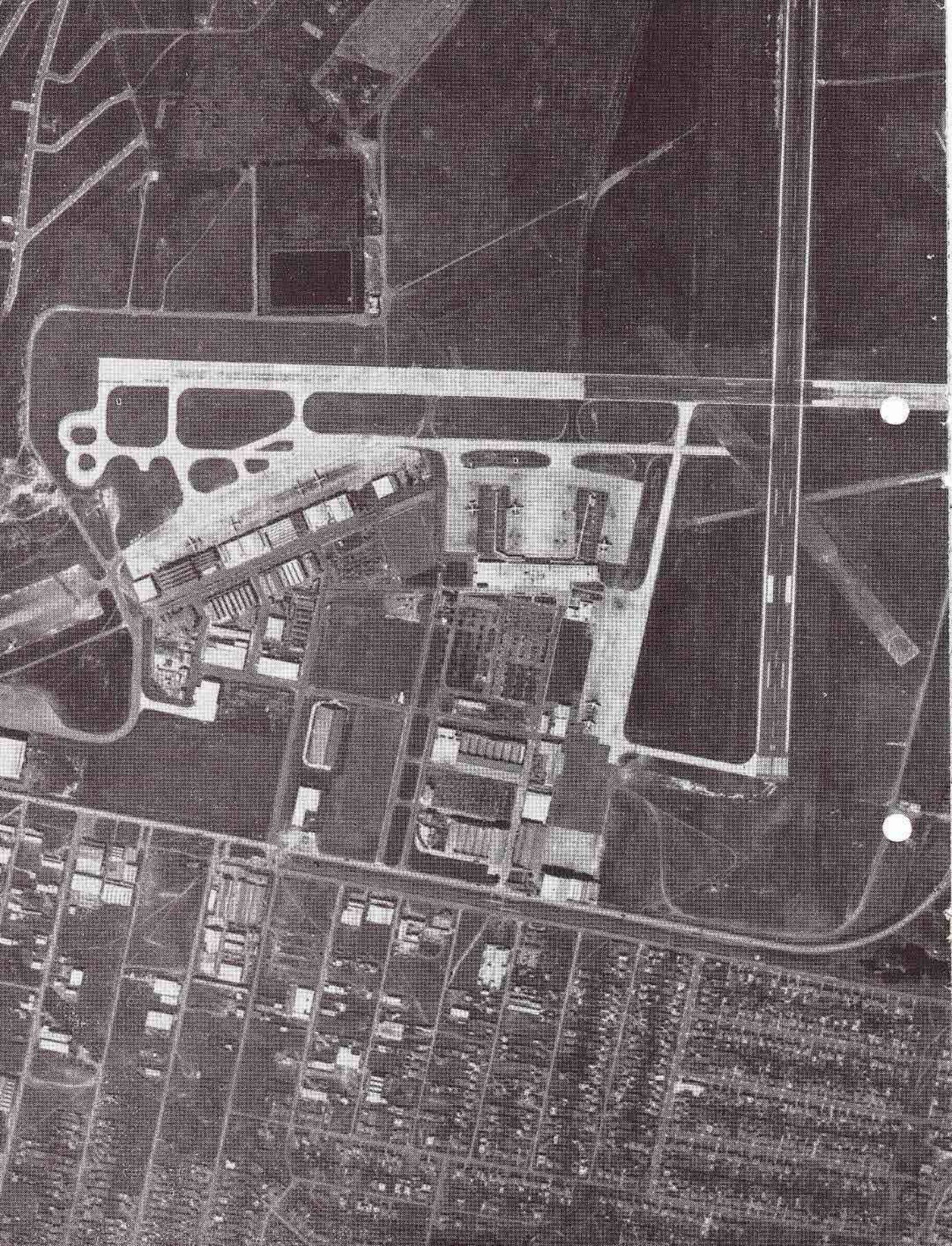
The £2.2 million spent by the Commonwealth Government in the acquisition of 5,000 acres of land will ensure that green belt "buffer" areas will protect the community from airport noise.

The "ground level" noise of big jets operating from the new airport will be far below the noise levels created by aircraft operating from the present airport at Essendon.

In a recent "Meet the Press" television interview, the Director-General of Civil Aviation, Mr D. G. Anderson, told a panel of Melbourne







journalists that a jet airliner taking off to the south from the new airport would begin its take off role 5 miles from the home areas of Keilor.

The new airport will be a major engineering undertaking.

It will have two runways, 8,000 ft. and 7,000 ft. long — the runways at Essendon Airport are 6,100 ft. and 5,200 ft. long — and will have the most modern features of airport design in use throughout the world.

It will have high speed turnouts from runways to increase traffic capacity, and its taxiways, aprons, and its terminal building will be tailored to the jet age.

The project will include the usual engineering and other services and the airport will have modern air navigational facilities, including high intensity lighting and Instrument Landing System.

**The runways and aprons will be designed to handle the heaviest aircraft types contemplated by civil airline operators throughout the world, and the airport's runways can be extended if necessary to meet future traffic demands.**

The overall airport project is designed to serve Melbourne and Australia for many years to come.

The huge area acquired by the Commonwealth is very significant. The 5,000 acre site dwarfs the 800 acres of the present Essendon Airport and will enable the airport to be extended and developed to meet the rapid technical advances that have characterised the history of air transport in the past.

The modern international jet airliner weighs more than 100 tons and the jet age airport poses many engineering problems.

About 160 acres on the airport site will be covered with pavement for runways, taxiways, and aprons.

This vast area, strengthened to a depth of about 4 feet and topped by up to a foot of concrete is equivalent to the area

of all the city blocks bounded by Spencer, Spring, Flinders, and Bourke Streets.

**In fact, if all the building materials necessary for these pavements were used for road construction, they would be sufficient to build a two-lane highway from Melbourne into New South Wales.**

Many of the features of the new airport will not be apparent to a casual visitor.

Modern jet airliners are fuel-thirsty and require special high pressure underground refuelling facilities.

A fully loaded Boeing 707 carries sufficient fuel to last the average motorist for 40 years and the fuelling facilities must be so designed that the aircraft, while on the ground, can be refuelled at the rate of about four years motoring supply a minute.

However, every visitor to the new airport will be impressed by its terminal building.

The terminal building at Tullamarine will be designed for the jet age and will include every important design development used at overseas airports that would be applicable to Australian requirements.

No firm plans have yet been drawn for the new terminal, but if it follows a type used satisfactorily overseas it could be a two-storey structure with the floor of the upper storey about the height of the door of an aircraft.

Aircraft would taxi under their own power, nose in, close to a "finger" of the terminal.

The nose of the aircraft would be several feet from the building and passengers would board from a lounge area directly into the front door of the aircraft by means of a short "aerobridge".

**Passengers would be able to board the aircraft in full protection from the weather and, as one Civil Aviation planner said: It's long been an aviation**

*Continued on PAGE 28*

# HEADQUARTERS OF LOCAL GOVERNMENT



Keilor's modern Municipal Offices were opened by the then Minister for Public Works, Sir Thomas Maltby, E.D., MLA, on November 9, 1957, when he unveiled a plaque to commemorate the occasion.

The Offices and furnishing cost £33,500.

Although provision was made for a growth in staff and services at that time, it has been found necessary to consider considerable extensions because the various departments are already overcrowded.

## COUNCIL DEPARTMENTS

The Municipal Offices and all departments are open for business on week days between 8.45 a.m. and 12.30 p.m. and between 1.15 p.m. and 5.06 p.m.

PHONE: 336 7211.

The Offices are situated alongside the Calder Highway in the heart of Keilor township.

### TOWN CLERK'S DEPARTMENT :

Mr. N. A. Woods, J.P.  
Town Clerk.  
Rate Collector: Mr. W. J. Oddy  
Valuer: Mr. W. T. Baulch.  
Chief Health Inspector :  
Mr. W. H. Anderson.  
Weights and Measures and  
Traffic Officer: Mr. L. G. Taylor.

### CITY ENGINEER'S DEPARTMENT :

Mr. G. E. Price, C.E., City  
Engineer.  
Mr. A. E. Austen.  
Mr. M. Ingleby.  
Mr. M. N. Agnew.  
Mr. A. K. Cockburn.  
Mr. B. Butler.  
Building Inspectors :  
Mr. J. F. Walsh.  
Mr. V. C. Bentley.

architect's ideal to achieve a boarding method by which a lady in a white dress would still be a lady in a white dress when she boards the aircraft. The idea is to eliminate the walk across a hot and dusty apron."

Baggage would be handled on the ground floor of the terminal building and the amenities will be of world class and include everything that experienced international travellers regard as important.

International air travellers are a growing group. Last year 130 million passengers flew on airlines throughout the world. In fact, as you read this, more than 15,000 people are airborne in jet powered aircraft alone .

Today on an average of over 45 seconds a jet airliner lands or takes-off somewhere throughout the world. Aviation planners are confident that air travel will expand remarkably in the next 10 years and big aircraft in the liveries of some of the world's most famous airlines will become a familiar sight in the skies above Keilor.

The new airport will be ideal for the operation of the Boeing 727 jet airliners to be purchased by both Ansett-A.N.A. and Trans Australia Airlines, and after the new airport comes into service in 1967 there will be a gradual transfer of aviation activity from the present Essendon Airport to Tullamarine.

Essendon, the home base for both the major airlines, will continue in use for some years, and the new airport will be built so that Tullamarine and Essendon can easily be controlled by the same Air Traffic Control unit.

The two-airport complex will virtually provide a parallel runway system.

Essendon Airport has a history longer than that of regular air transport. In 1921 the Commonwealth purchased 91 acres of land at North Essendon which was then known as St Johns, and this

purchase ended a controversy on whether the site for the airport should be at Essendon or at Fisherman's Bend.

An old file shows that in 1922 the sum of £6 was formally requisitioned for "destruction of a very considerable growth of thistles on the aerodrome" and in 1926, when the surface of the aerodrome was reported to be "too uneven for the operation of Moth machines", a four-horse team and driver were hired at £2/10/- an eight-hour day to improve the airport.

The airport has grown over the years but has now reached the limit of its development. Comet airliners are the only jets able to use the airport and they operate on a restricted load basis that limits the range of the aircraft.

**The airport will be used by the new Boeing 727 jets when they are introduced, but the new airport at Tullamarine will ensure that these expensive aircraft can be used economically under all operating conditions.**

Melbourne has long been a vital centre on Australia's 8,000 mile network of air routes. Last year about 1½ million air travellers used Melbourne Airport and this total included less than 40,000 international travellers.

Tullamarine with its facilities for heavy international jets will substantially increase the number of international travellers who include Melbourne in their itinerary.

The next years will be important to air transport, and the construction of Tullamarine will stand out as one of the most important developments in Australian air transport.

Keilor, with Australia's newest jet age airport as its neighbor, may become one of the most air minded communities in a very air minded country.

# YOUR CENTENARY COUNCIL



Left to right (standing): Cr. J. Cavalier; Cr. D. Wilson; Cr. J. Moushall; Cr. P. Harvey; Cr. A. Skewes; Cr. J. Honey; Cr. N. Heinze; Cr. R. Huart; Cr. R. Ratcliff. (Seated): Cr. J. Doyle; Mr. G. Price City Engineer; Cr. I. McNab, Mayor; Mr. N. Woods, Town Clerk; Cr. J. Eddie.

## DOUTTA GALLA WARD:

Cr. J. C. Cavalier,  
24 Rutland Street,  
**NIDDRIE** Phone 39-2769

Cr. A. W. Skewes, J.P.,  
34(a) Kerferd Street,  
**NORTH ESSENDON** Phone FX 2645

Cr. R. G. Ratcliff,  
107 McNamara Avenue,  
**AIRPORT WEST** Phone 39-4250

## NIDDRIE WARD:

Cr. N. Heinze, J.P.,  
57 Vaynor Street,  
**NIDDRIE** Phone 33-9776

Cr. D. E. Wilson,  
24 Riverside Avenue,  
**AVONDALE HEIGHTS** Phone 317-8895

Cr. J. A. Moushall,  
33 George Street,  
**NIDDRIE**

## MARIBYRNONG WARD:

Cr. J. Eddie, J.P.,  
Taylors Road,  
**ST. ALBANS** Phone 65-9123

Cr. J. W. Honey,  
24 Arthur Street,  
**ST. ALBANS** Phone 62-0311 (ask for Spots-  
wood workshop and then Blacksmith's shop)

Cr. R. Huart,  
135 Fox Street,  
**ST. ALBANS** Phone 65-9051

**TOWN CLERK:** Mr. N. A. WOODS, J.P. — **CITY ENGINEER:** Mr. G. E. PRICE, C.E.

## TULLAMARINE WARD:

Cr. P. C. Harvey,  
Horseshoe Bend Road,  
**KEILOR** Phone 336-7997

Cr. J. E. Doyle, J.P.,  
Wandong Road,  
**WALLAN EAST** Phone W.E. 6

Cr. I. A. McNab, J.P. (MAYOR)  
"Oakbank",  
**TULLAMARINE** Phone 30-7711

# ST. ALBANS — TOWN OF PROGRESS

A part of the city which has grown fast, so far as population and residences are concerned, is St. Albans.

Here, the people of many lands have settled and become Australians, building a completely new life for themselves and at the same time, bringing to the city, traditions and cultures of their own countries.

When the big properties and estates were cut up at the beginning of the century, the St. Albans area became firmly established as a district of farming families.

The homes built were simple and many of them were constructed on small holdings of only two or three acres.

After the first world war, the total population of Keilor was only 1191, and in 1947 it was a mere 3243, and St. Albans did not amount to any great figure.

Then when sub-divisions became more frequent, St. Albans began to push ahead, with houses going up with astonishing rapidity. *(continued on page 34)*



• The city's finest public hall is in East Esplanade, St. Albans.

One of the first photographs taken of a Victorian aborigine in the wild state — Yarra tribe.

From  
the . . .  
JACK  
CATO  
COLLECTION



Taken by Antoine Fauchery

---

# THE RULES THEY MADE

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The Rules and Regulations of the first Keilor District Road Board do not differ to any great extent from the rules of local government generally today.

Originally, however, the Board met every alternate Wednesday at 3 o'clock in the afternoon.

Three members formed a quorum, but if a quorum was not present at the expiration of half an hour after the time appointed for the meeting, this was to be recorded along with the names of the members who were present and the meeting allowed to lapse.

Special meetings could be called at any time by order of the Chairman or of three members of the Board.

Three clear days notice had to be given in writing to the Secretary, and the nature of the business to be discussed had to be specified.

Other rules insisted that members must stand while speaking and address the Chairman.

No member must be interrupted except by a call to order.

None must speak more than twice on any motion or amendment except in reply or personal explanation.

## FINAL RULING

The ruling of the Chairman was final on all points of order and practice.

No election to any office at the disposal of the Board was to be made until eight clear days notice had been given by advertisement.

*Contracts had to be signed on behalf of the Board by two members, one of whom had to be the Chairman of the meeting at which the tender had been accepted.*

All payments had to be made by cheque, signed by the Chairman, Secretary and Treasurer.

The Collector was not allowed to institute proceedings for non-payment of assessments without instructions from the Board.

## THE NAME'S THE SAME

The Collector had to pay to the Treasurer, weekly amounts collected and at the same time furnish an account of all such monies. *Continued on PAGE 40*

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## ST. ALBANS — Town of progress

FROM PAGE 30

*It was a sudden change from the quiet rustic scenes of pre-war — remember, the water was only turned on officially in St. Albans in 1940.*

Gone forever were the majority of the sheep graziers across the land.

Instead, there was the gay chatter of

voices speaking in many languages as well as their new found English.

A thriving shopping centre came into being.

And St. Albans continues to grow with an increasing number of building permits issued every month, totalling many, many thousands of pounds.



## *Other people's money in 1853*

This is a list of salaries of those engaged in roadmaking and other engineering projects in Victoria in 1853.

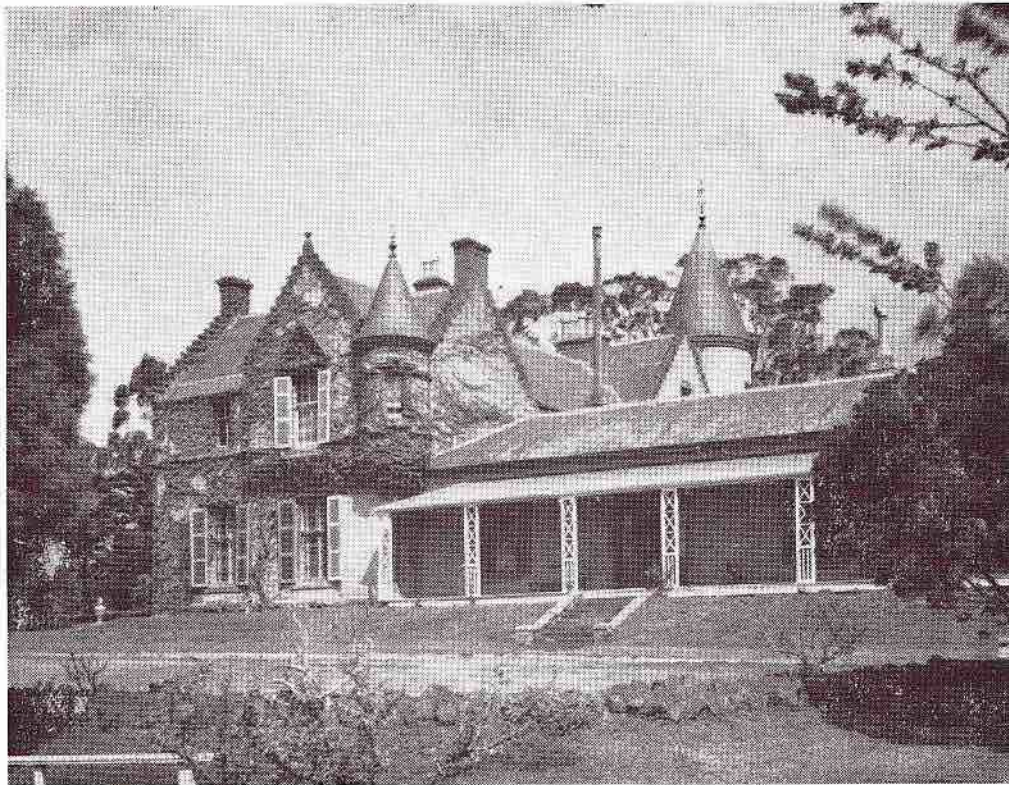
Colonial Engineer, Lieut. C. Pasley.	£1,200	Assistant Engineer, J. Barrow.	£500
Acting Colonial Engineer, A. Harrison.	£1,200	Assistant Engineer, T. H. Duncan.	£500
Acting Colonial Engineer, Lieut. A. E. Clark.	£1,200	Draftsman, J. H. Lister.	£300
Superintendent of Bridges, D. Lennox.	£600	Draftsman, J. Woods.	£300
Assistant Engineer, T. E. P. Rossen.	£500	Chief Clerk, T. C. Balmain.	£400
		Accountant, F. Campbell.	£300
		Second Clerk, G. Sims.	£250
		Messenger, R. Batchelder.	£100
		Housekeeper, M. A. Batchelder.	£30

## "OVERNEWTON"



The gracious home of the Taylors, for a hundred years, stands on a rise west of the township.

It is now the scene of public and private functions.



# JOURNAL TELLS OF EXPEDITION

The first mention of what is now known as Keilor, appears to be in a journal of the explorations of Charles Grimes, Acting Surveyor General of New South Wales, written by James Fleming.

On February 3, 1802, Grimes and Fleming, accompanied by five seamen and their Captain, went up the "Great River".

Fleming wrote that between two and three miles it divided into two.

"We took the left hand stream (the Saltwater river), at half past eight o'clock.

"The land became high, where we landed and went on a hill.

"The soil was a reddish loam from ten to fifteen inches deep.

"Saw a large lagoon at a distance.

"Went over the hill to a large swamp (Moonee Ponds). Soil black, eighteen inches with blue clay at the bottom. No trees for many miles.

"Came to the boat and proceeded on; passed two dingles (a deep dell usually shaded with trees), no water; came to a third where we found some water, where we dined and proceeded on.

"Opposite this the land is stony soil, stiff blue clay, and no trees, only some straggling oaks by the side of the river.

"We went up the river till we came to rocks (Solomon's Ford); could not get the boat over, crossed it at a place the natives had made for catching fish.

"It was still salt though a great fall; went about two miles on the hills which are level at top and full of stones, the land very bad, and very few trees . . ."

Note the reference several times to the scarcity of trees.

The name Duttli Gala, as the district was called by the aborigines, means treeless land.

Solomon's Ford is generally understood to have been at what is now the end of Canning Street (Avondale Heights), that is, its original placing.

Later, however, it would appear that the name Solomon's Ford was given to a crossing higher up the river at about the end of North St.

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## FORTUNE IN GOLD !

"The Ballarat Escort had not arrived in town at a late hour last evening.

"We were informed at the Treasury that it would not be in until today.

"The Mount Alexander Pack Horse Escort may be expected in this day and it will be the precursor of another monster escort conveying some eighty or ninety thousand ounces of gold."

NOTE: This amount of gold would today be worth nearly fourteen million pounds !

From "The Argus", July 30, 1852.

# BOUNDARY ANOMALY COULD HAVE BEEN AVOIDED

If the Government of the day had accepted the suggestion for Keilor boundaries proposed by that first meeting of local landowners in 1862, the boundary between Keilor and Essendon would have been much more sensible than that which now exists.

An extract from the minutes of the meeting reads:

"Proposed by Mr McPhail and seconded by Mr Wilson, that the following boundaries shall be those of the proposed Keilor Road District, namely —

"Commencing at the junction of Mt. Alexander and Deep Creek (Bulla) Roads at Essendon, thence west by the centre of the said Mt. Alexander Road (now Keilor Road) . . . . ."

But instead of using Keilor Road as a boundary line, when the boundaries were made an awkward triangle was left in

Essendon, with the boundary line cutting through several blocks of land and houses.

Roughly, the line is a continuation of Woodland Street, to where it would intersect Keilor Road.

There have been several attempts to have this boundary line changed, but so far agreement has not been reached.

A further approach has been made recently to the Commission of Inquiry into Local Government, and, in view of the fact that Parliamentary Electoral boundaries may be changed in the near future, it is possible that the proposal made in the lounge room of the Waggoners Arms at Keilor over a hundred years ago, will at last be adopted.

## STAGE COACH

It was in January 1854, that four young Americans began the "American Telegraph" line of coaches to Forrest Creek and Bendigo.

One of these young men was Cobb.

They used light Conrod coaches hung on leather straps from iron jacks and were much more comfortable to travel than the vehicles previously used.

By 1855, Thomas Dewey, also an American, was running the "People's" line of coaches to Ballarat and when Cobb returned to the United States, Davis took over Cobb and Co.

In 1857 a night mail was inaugurated.

# *My village*

Donald McDonald, who was born in 1859 in Fitzroy, and died in 1932, achieved considerable success as a journalist. He attended the Keilor School and always referred to Keilor as "My village."

For most of his life he was on the staff of the "Argus". He was a war correspondent in South Africa during the Boer War and was in Ladysmith during the siege, which was relieved by General Sir Redvers Buller on February 28, 1900.

McDonald was a popular sports writer on cricket and football, but the writing which attained him the greatest number of readers was that in which he detailed his love of natural beauty.

Thus, in an essay on Keilor, published in 1887 in "Gumboughs and Wattle Blossom" he occupies ten pages in patiently describing the scene and the people.

In every corner of the valley, he writes, trees have long since been planted — here an English oak, there a cedar Lebanon, next a Scotch fir and further on a black Austrian pine — a vegetable community as cosmopolitan as the people of the village, who are made up of many nations — Englishmen with an abiding belief in their own land, and a faculty for copying its traditions and institutions; Irishmen with that keen love of country that has wrought so many misunderstandings abroad and heart burnings at home; Scotchmen, thrifty and rugged, like the Shelties and black cattle of their Highland hills, gloomily prophesying a future of sorrow and disaster for this new land because the village boys play cricket on Sabbath afternoons in one of the bends by the riverside.

This British composite is leavened by units of other lands, who have almost forgotten their nationality.

There are strange colonial experiences here. Some of the villagers were the gold diggers of thirty years ago — men who burrowed for wealth beneath the white hills of old Bendigo, when the city was of canvas, with no bright green elms lining its quartz roadways — men who tell tales of these old deserted claims along the scrub mounds, as dramatic and inexact as Joaquin Miller's stories of the rugged Californian gold seekers of '49.

Donald MacDonald goes on to give a detailed description of the centre of the village, but a slightly mawish touch creeps in when he mentions the village cemetery. "In that little circular cemetery, down beneath the long brown grass that waves in the summer wind, there are memories as dear as life blood . . . . No Lethean draught to drown such sweet company, rather the fruit of the enchanted lotus stem that we may

Muse and brood and live again in memory

With those old faces of our infancy,  
Heaped over with a mound of grass,

Two handfuls of white dust shut in  
an urn or brass.

Strange writing for a young man of 28.

Perhaps it was typical of the times, for he brings in another cheery piece describing death in the village!

"Some morning there is a hush in the wide grassy streets, and the children no longer clatter and laugh along the gravelled pathways. Death has come in the night and although sympathetic sentinels are on guard, it has taken one spirit away.

"The seal of sleep eternal is on a white face that will never brown again in the healthful sunshine. The darkened room —

*Continued on PAGE 40*

# *Airport West the hub of industrial development*

An aerial photograph of the Airport West area taken in 1940 shows little development. The photograph would have made an interesting comparison with the one of the aerodrome in our centre pages, but unfortunately, the print was blurred and unsuitable for reproduction.

As the airport has grown, so have the industries in the vicinity. Many of them are connected with aircraft, but in addition, a vast number of factories have sprung up since the war, providing employment for many citizens.

Many of these can be seen in the centre page photograph.

These factories produce a wide range of products.

A comparative newcomer is Caterpillar of Australia Pty. Ltd. Its immense plant — the largest in the city — and offices are shown from the air (picture below).



## THE RULES THEY MADE

from page 34

As Mr R. G. Ely occupied both of these positions he must have found himself in the position of doing a little double talk sometimes.

Similarly, the Collector and the Treasurer had to present their accounts at every regular meeting of the Board.

The Finance Committee was to consist of three members of the Board duly elected. Their duties were to examine regularly the accounts of the Board — in the first year these did not amount to very much.

### APPROVED

The duties of the Works Committee was to examine all contracts during progress and also all roads under repair, and no application for final payment could be made unless recommended by the Surveyor and one of the Works Committee.

All these and the rest of the local by-laws were adopted at a meeting of the Keilor District Road Board at the Keilor Courthouse on May 20, 1863.

They were approved by the Governor in Council on June 29 of that year — and so Keilor settled down to business.

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## POLICE STATION

Following the discovery of gold and the subsequent increase in the flow of traffic through the village of Keilor, a police station was opened in 1853.

It was closed down on June 28, 1873.

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## *Friendly?*

The mystery of the vanishing aborigine, mentioned on another page with the statistics of the diminishing population, is not lessened by the fact that in the main, the settlers were kind to the natives.

In a recent article in "The Age" Jack Cato pointed out that if this were not so, there would hardly be a close-up photograph of the early aborigines in existence, for Mr. Cato says that for this kind of camera reportage there had to be friendly feelings on both sides.

Still, opinions differed on this matter as far back as 1851.

Writing then, a local schoolmaster, Mr. John F. Hinkins of Essendon, said that in his experience, the native should be taken in hand from childhood, or in any case, before he became contaminated with white people!

To prove this point, Mr. Hinkins adopted two little aborigine boys.

One died in childhood, the other died at a very early age.

Perhaps, unintentionally, contamination with the white man did spell death for the aborigine.

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## *My village*

from page 38

a symbol of abiding grief within, and sincere sorrow without — is sweetened with flowers. No floral gem is a gift too rare for that cold white casement of a soul."

Donald MacDonald, in his essay, covers a murder and how the murderer was detected by the village policeman, who evidently had a leaning towards psychology.

He describes a battle on Keilor Common between the local herdsmen and cattle dealers from the market who were illegally grazing their cattle on the Common.

Yet it is when he comes to write about nature that he is at his best and for this reason his work is often included in anthologies.

"Village and Farm" as he called his essay on Keilor, has been widely read.

The name of a Keilor man — John Fitzgerald Leslie Foster — features in the events which eventually brought about the separation of Victoria from New South Wales.

There had been great dissatisfaction in the Port Phillip Colony at the revenue taken from the Colony and used for works in the elder state.

The representation of the Colony in New South Wales — six seats — was also a cause for much dissatisfaction.

Representatives who had been elected could get little satisfaction in New South Wales and soon resigned.

In five years, the six seats had been occupied by no fewer than seventeen members.

Elections came at last to be attended by not more than twenty persons few of whom were electors.

The elections came to be known as the Port Phillip Farce.

Some held that no candidate should be nominated, so that there would be no election at all and their complaints brought to the notice of the Government.

Others thought this would be a complete negation of their efforts to secure independence for Victoria and that any representation was better than none.

The result was that those who were in favor of a bona-fide election put Mr. Foster again in nomination which obliged those who were in favor of non-election to nominate a candidate who could not possibly take his seat.

They nominated Earl Gray, Her Majesty's Secretary of State for The Colonies!

He was elected by a majority of 193; but, of course, never took his seat, and his election brought home to those in authority in Britain, the nonsensical situation that existed between New South Wales and its Port Phillip Colony.

## THE DAYS OF THE PORT PHILLIP FARCE

### THE BULLA RD. SHAKE-DOWN!

A woman who had great influence in Keilor's early days was Mrs. Caroline Chisholm. Giving evidence to a select Committee on Colonisation from Ireland in 1847, she said that, up to that time, she had been responsible for settling 11,000 people.

Her work in Sydney had mostly been concerned with female migrants.

Later she came to Victoria at the time of the "Gold Rush", and passed through Keilor on her way to inspect the diggings.

It was she who advocated the erection of ten shelters on main roads.

It is not known whether she was responsible for the erection of the one at Keilor, but she certainly was for the one at the foot of Bulla Road.

It was known as "Mrs Chisholm's Shake Down".

# THINGS YOU SHOULD KNOW

Ratepayers in their own interest should acquaint themselves with the following Regulations :—

**Buildings :** Before commencing the erection or alteration to any building it is necessary to submit plans and specifications to the Building Surveyor for approval, pay the prescribed fee and obtain a written permit to proceed with the work.

**Septic Tanks :** These must be built to a design approved by the Council and a written permit must be obtained and prescribed fee paid prior to installing any septic tank or septic closet.

**Footpath Crossings :** Unless by means of a properly constructed crossing laid down to Council specifications, it is an offence for a vehicle to cross the footpath or kerb and channel unless permission has been obtained from the Building Surveyor. For temporary crossings a cash deposit against possible damage must be lodged.

**Hedges :** On no account should hedges, trees or shrubs be allowed to overhang or protrude on to the road or footway.

**Dogs :** All dogs must be registered between the 1st and 15th day of April in each year. The Dog Act 1961 which was recently proclaimed provides for substantial increased penalties for non-compliance. Every owner is required to have his name and address inscribed on the registration collar or an attached badge. The owner of any dog which is found between sunset and sunrise not effectively secured by means of a chain or enclosure or not under the effective control of some person by means of a chain or leash shall for the first offence be liable to a penalty of not more than £10, and for a second or subsequent offence a penalty of not more than £20. The owner will receive a badge when registration fee is paid.

**When in doubt regarding Municipal Regulations — enquire at the Municipal Offices for further details (336-7211).**

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## VANISHING ABORIGINES

In 1846, Mr G. H. Robertson, the Chief Protector of aborigines in Port Phillip, estimated the number of aborigine inhabitants as 5,000 (in the whole state of Victoria).

*This was, roughly, one aborigine to each 16 square miles.*

In a report dated 1863, the Board for the Protection of Aborigines stated there were only 22 men, women and children of the Woewurong tribe (the tribe which lived in the "Dutti Gala" area).

The total for Victoria was given as 1,908.



# Where the money goes

The expenditure of funds during the 1961/62 financial year, is illustrated in the following diagram, which shows all money spent (other than Trust Funds, Loan, Private Street Construction and Country Roads Board Accounts) irrespective of the source of Revenue, and in respect of each group of items the percentage it bears to the total and a break-down on the basis of each £1 expended.

Expenditure	%	Part of £	Item
£101,927	35.4	7/1d	████████████████████████████████████████ PUBLIC WORKS AND SERVICES
63,051	21.9	4/5d	██████████████████████████████████ ADMINISTRATION
56,748	19.7	3/11d	██████████████████████████ PUBLIC HEALTH
43,701	15.2	3/1d	██████████████████████ DEBT SERVICES
12,243	4.3	10d	██████████ MISCELLANEOUS EXPENDITURE
7,611	2.6	6d	██████ GRANTS & CONTRIBUTIONS
2,652	0.9	2d	█ COUNCIL PROPERTIES
£287,933	100	£1/0/0d	

## The story of Local Government

All local government is based on principles brought to this country from Britain and these principles were founded many hundreds of years ago.

In the early development of New South Wales, which included Victoria then, Governor Phillip received instructions in 1789 to lay out "Townships" of convenient size and extent.

*Acts to incorporate the Towns of Sydney and Melbourne were passed in 1842.*

*Geelong was made the third incorporated town of New South Wales in 1849.*

One of the earliest matters which

claimed attention of the first Legislative Council of the independent colony in 1851 was the formation of "Road Boards."

By the end of 1862, seventy five District Road Boards were in operation and as you read elsewhere, Keilor was making moves to join this number.

The local Government Act of 1874, combined the Act of 1863 and the Boroughs Act into one statute and Road Districts were abolished.

*So, by various steps, the transition of Keilor from District Roads Board to Shire, then to City, was brought about.*

And down the years it has been governed on the principles formed long before Australia was discovered.

# INFORMATION GUIDE

## *Schools*

*Niddrie Technical School*  
Sapphire Street,  
NIDDRIE Phone 33-9752

*Essendon Grammar School*  
Kellor Road,  
KEILOR EAST Phone 39-6082

*St. Albans Technical School*  
James Street,  
ST. ALBANS Phone 65-9455

*St. Albans West State School No. 2969*  
West Esplanade,  
ST. ALBANS Phone 65-9108

*Sacred Heart School.*  
Winifred Street,  
ST. ALBANS no phone (ring Father Reis)

*Niddrie State School No. 4849*  
Watt Street,  
NIDDRIE Phone 39-6587

*Avondale Heights State School No. 4812*  
Clarendon Street,  
AVONDALE HEIGHTS Phone 317-8384

*Kellor State School No. 1578*  
Milburn Road,  
KEILOR Phone 336-7098

*Essendon North State School No. 4015*  
Kellor Road,  
NORTH ESSENDON Phone 39-3979

*Niddrie High School*  
Peters Street,  
NIDDRIE Phone 39-5768

*St. Albans High School*  
Main Road East,  
ST. ALBANS Phone 65-9091

*St. Albans North State School No. 4811*  
George Street,  
ST. ALBANS Phone 65-9029

(approximately 10,000 pupils)

*St. Albans East State School No. 4741*  
Station Avenue,  
ST. ALBANS Phone 65-9071

*St. John Bosco's School*  
Muriel Street,  
NIDDRIE no phone (ring Father McQuillan)

*Sydenham State School No. 3559*  
Melton Road,  
SYDENHAM no phone.

*Parklands State School No. 4738*  
Parer Road,  
NIDDRIE Phone FX 5566

*Tullamarine State School*  
Broadmeadows Road,  
TULLAMARINE no phone.

*Doutta Galla State School No. 4708*  
Grieve Street,  
NIDDRIE Phone 33-9175

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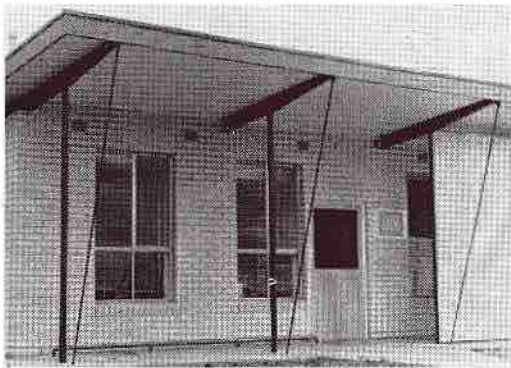
## *Infant Welfare Service Centres*

9 Matthews Avenue, NIDDRIE — 39-4794

12 East Esplanade, ST. ALBANS — 65-9148

Keilor Hall, KEILOR — 336-7211





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## *Home Help Service*

The Home Help Supervisor is Mrs. F. Smith  
336-7211 during office hours, or 37-7843  
after hours.

Carol Grove, TULLAMARINE — 30-7885

Clarendon Street, AVONDALE HEIGHTS  
— 317-8885.

"Church of Christ" Building, Milleara Rd.,  
KEILOR EAST.

"Church of Christ" Building, Hoffmans Rd.,  
WEST ESSENDON

70 George Street, ST. ALBANS

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## *Kindergartens*

Corner of McCulloch and Kerferd Streets,  
NORTH ESSENDON — 379-6802.

Clarendon Street, AVONDALE HEIGHTS  
— 317-8885.

Matthews Avenue, NIDDRIE

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## *Churches*

St. Albans Presbyterian Church  
Circus East,  
ST. ALBANS

St. James' Presbyterian Church  
45-47 Macey Avenue,  
AVONDALE HEIGHTS

Sydenham Presbyterian Church  
Melton Road,  
SYDENHAM

St. Albans Church of England  
Cnr. Alexina St., and East Esplanade,  
ST. ALBANS

St. Albans Lutheran Church (U.E.L.C.A.)  
Cnr. East Esplanade and Sylvester Cres.,  
ST. ALBANS

Rev. A. Telgenhof,  
Circus East,  
ST. ALBANS

Mr. E. R. Pearsons,  
9 Dumas Avenue,  
AVONDALE HEIGHTS — 317-8405.

Rev. T. GUEST,  
Bulla Road,  
BULLA — 30-7644

Captain E. Pearce,  
"The Vicarage",  
Alexina Street, ST. ALBANS — 65-9285

Rev. E. Seyler,  
25 The Broadway,  
WEST NEWPORT — 65-2609

Sacred Heart Roman Catholic Church  
Winifred Street,  
ST. ALBANS

St. Christopher's Roman Catholic Church  
Roberts Road,  
AIRPORT WEST

St. John Bosco's Roman Catholic Church  
Muriel Street,  
NIDDRIE

St. Augustine's Roman Catholic Church  
Calder Highway,  
KEILOR

Tullamarine Methodist Church  
Bulla Road,  
TULLAMARINE

Christ Church, Keilor Church of England  
Kennedy Street,  
KEILOR

Keilor East Church of Christ  
Milleara Road,  
KEILOR EAST.

Airport West Church of England  
Bowes Avenue,  
AIRPORT WEST

St. Martin de Porres' Roman Cath. Church  
Military Road,  
AVONDALE HEIGHTS

The Open Brethren Trust  
57 King Street,  
AIRPORT WEST

Serbian East Orthodox Church  
Kate Street,  
ST. ALBANS

Association of Ukrainians in Victoria  
Cnr. Alexina Street and Arthur Street,  
ST. ALBANS

Rev. Father C. W. Reis,  
Sacred Heart Presbytery, Winifred St.,  
ST. ALBANS — 65-9146

Rev. Father J. J. Phelan,  
St. Christopher's Presbytery,  
Cnr. Highlawn and McNamara Avenues,  
AIRPORT WEST — 39-5793

Rev. Father P. J. McQuillan,  
St John Bosco Presbytery, Muriel Street,  
NIDDRIE — 33-9994

Rev. Father J. J. Phelan,  
St. Christopher's Presbytery,  
Cnr. Highlawn and McNamara Avenues,  
AIRPORT WEST — 39-5793

Rev. E. A. Baker,  
70 Richardson Street,  
ESSENDON, W.5 — 39-2892

Rev. A. A. Smith,  
"The Vicarage", 138 Hoffmans Road,  
ESSENDON — 39-6363

Mr. A. E. White,  
58 William Street,  
ESSENDON — 39-2292

Rev. A. A. Smith,  
"The Vicarage", 138 Hoffmans Road,  
ESSENDON — 39-6363

Rev. J. O'Keefe,

### CHURCH MET IN HALL

The first Scot's Church in Keilor fell into disrepair towards the end of the last century — possibly because the various Presbyterian Churches in Victoria were very loosely organised at that time.

In 1903, the building was practically in ruins and the congregation approached Keilor Council, who granted permission for it to use the old Shire Hall as a temporary measure.

# Title of Keilor's "uncle"

## 3AR WAS 'BORN' HERE

On January 26, 1924, Associated Radio opened a commercial radio transmitter in Victory Rd., Airport West.

The transmitter used the call sign 3AR.

A weatherboard house was erected on the same site for the technician in charge.

A 180-ft. steel tower embedded in massive concrete foundations was erected and though the tower itself has been stripped down the foundations can still be seen.

This tower is understood to have been part of a very powerful transmitter taken from the Germans in Papua.

Associated Radio was absorbed into the national broadcasting network by the ABC on August 8, 1929, but the Victory Rd. transmitter was operated until the construction of new equipment at Sydenham, ten years later.

## goes to Mr. Ely

If Mr. W. Taylor was "father" of Keilor, then Mr. R. G. Ely could perhaps be described as "uncle."

He had a finger in many early Keilor pies.

*Mr. Ely had been attracted to the gold diggings, but evidently did not strike it rich and he returned to Keilor, where he was one of the first teachers at the Church of England School in 1853 when it opened.*

He was still the teacher in August 1862 when the Denominational School Board was abolished and replaced by the Board of Education.

However, it was not long after this that he was appointed secretary, clerk, treasurer and rate collector to the Keilor District Roads Board.

As stated elsewhere, he also rented a room in his home to the Board as an office.

In 1865, Mr Ely's house caught alight.

Records do not say how much damage was done, but at a meeting on May 6 of that year, Mr Robertson, one of the members of the District Roads Board, moved that £5 be paid to Mr Matthew Goudie and Mr John Ross, for their exertions in saving the Board Room furniture.

*The Board was not in a generous mood, however, and the voluntary firemen got nothing.*

In 1869, relations between Mr Ely and the Board became a bit strained.

He was sacked and Mr Bonfield appointed in his place.

If the Board thought it had heard the last of Mr R. G. Ely, it was very much mistaken.

In the Supreme Court he sued the Board for salary from January 1 to October 29, claiming that he had been illegally discharged.

The Supreme Court agreed, stating that even though he had not carried out his duties of the position as secretary and treasurer, his dismissal had been ineffective because his position was such that he must be dismissed at a special meeting.

Even then the Board did not pay up the amount requested by Mr Ely (£91/4/9), and later Mr Ely accepted £24/14/- in full and final payment.

CITY OF KEILOR

*Centenary of Municipal Government in the  
Keilor Municipality*

1863 — 1963

# PROGRAMME

1963, MARCH

- Sunday 3rd (a) MORNING — Various Church Services within the City.  
(b) AFTERNOON — "Civic Service of Thanksgiving", to be held at the Keilor Recreation Reserve at 3 p.m. Address by Hon. J. S. Bloomfield, M.L.A., Minister of Education.
- Tuesday 5th (a) Secondary Schools (Semi-finals and finals) Athletic Events at the Keilor Recreation Reserve, commencing at 10 a.m. and finishing at 3 p.m.  
(b) Special Centenary Council Meeting at the Municipal Offices, Keilor, at 6 p.m. (in the presence of the Hon. M. V. Porter, M.L.A., Minister for Local Government.  
(c) Centenary Plaque to be unveiled by the Minister for Local Government at 6.45 p.m. at the Municipal Offices, Keilor.  
(d) Centenary Dinner at the Hotel International, corner of Dromana Avenue and Lancefield Road, Airport West, at 7.30 p.m.
- Wednesday, 6th Primary Schools (semi-finals and finals) Athletic Events at the Keilor Recreation Reserve, commencing at 12.30 p.m. and finishing at 3 p.m.
- Thursday, 7th Centenary Ball, Town Hall, Moonee Ponds at 8.15 p.m.
- Friday, 8th Reception for Elderly Citizens at the Keilor Hall, Keilor, commencing at 2 p.m.
- Sunday, 10th Naturalization Ceremony at the Keilor Hall, commencing at 2 p.m.
- Tuesday, 12th His Worship the Mayor (Cr. I. A. McNab, J.P.) to visit schools within the City, to address students on the significance of the occasion and to present the Council's Centenary Medals to students.
- Wednesday, 13th His Worship the Mayor, continues his visits to schools.
- Thursday, 14th Inspection of Melbourne Airport.
- Saturday, 16th Procession — Decorated Floats, Bands, Marching Girls, Scouts, Guides and Youth Clubs Gymnastic Display at Keilor Recreation Reserve, commencing at 2 p.m.

**Finale**