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# **West Moorabool Heritage Study Stage 2A**



## **Forest, Farmland & Gold Thematic Environmental History of the Western Region of the Moorabool Shire**

### **Volume 2**

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**October 2016**

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## **Forest, Farmland & Gold THEMATIC ENVIRONMENTAL HISTORY OF THE WESTERN REGION OF THE MOORABOOL SHIRE**

### **VOLUME 2**

Commissioned by the Moorabool Shire

Funded by the Victorian Government

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**October 2016**

Cover Photo: Elaine Coursing Club at Larundel Homestead, n.d. Source: Museum Victoria, image MM000047.

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## Introduction

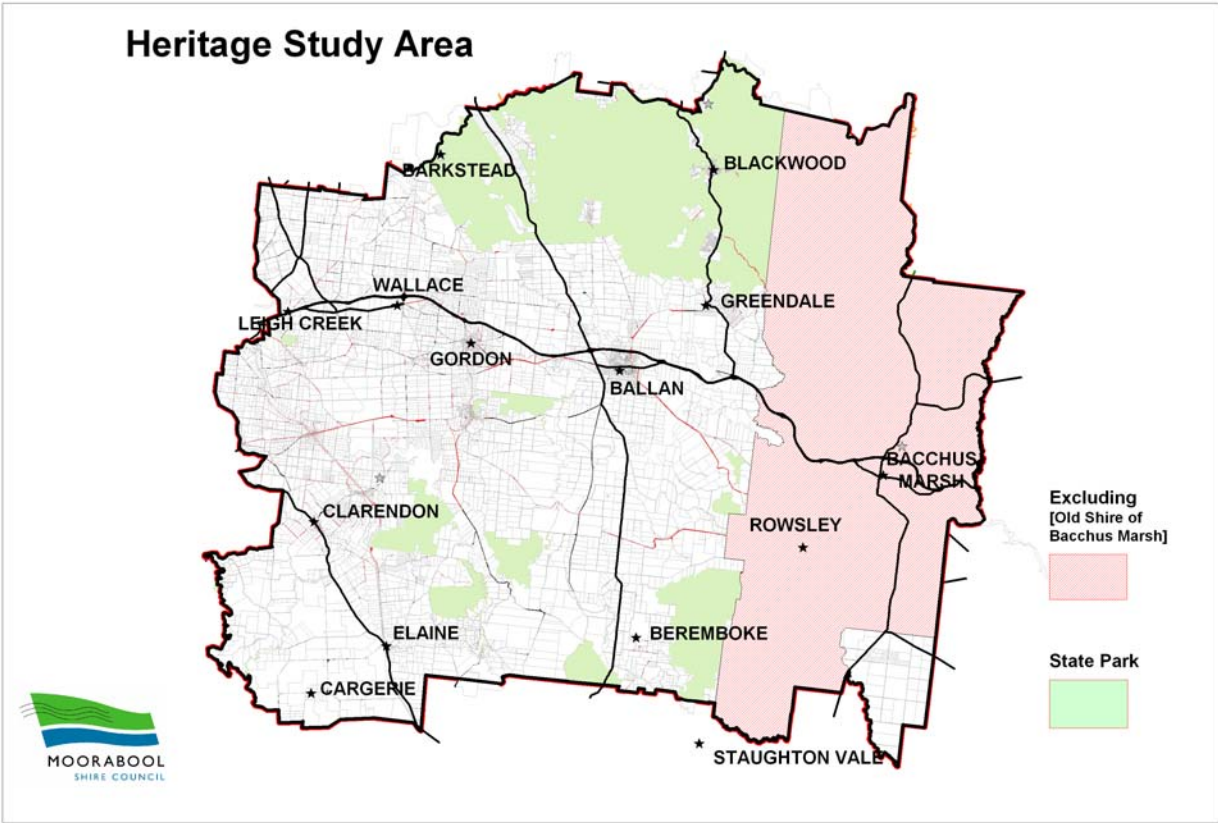
The Moorabool Shire Council commissioned Dr David Rowe, Authentic Heritage Services Pty Ltd and Wendy Jacobs, Architect and Heritage Consultant, to undertake Stage 2A of the West Moorabool Heritage Study in February 2014. Part of the project has involved a review and update of the draft Thematic Environmental History of the study area that had earlier been prepared by Dr David Rowe as part of Stage 1 of the Heritage Study in 2010. This work has been authored by Dr David Rowe and reviewed by Wendy Jacobs, with historical research carried out by David Rowe, Pam Jennings and Susie Zada. The Environmental History is based on *Victoria's Framework of Historical Themes* published by the Heritage Council of Victoria in February 2010 (see Appendix 11.03), although it has been tailored to accord with the specific history and themes within the Shire.<sup>1</sup> The Environmental History therefore:

- Outlines the key historic themes relevant to the western region of the Moorabool Shire.
- Provides information about some of the key places of potential significance in the Shire under the relevant historic themes. These themes are illustrated with photographs, maps and plans where possible.
- Provides a context for comparative analysis of individual heritage places assessed in Stage 2A of the Heritage Study and for future stages of the Heritage Study (key historical themes are listed for each individual place in the heritage citations).

The study area comprises the western region of the Moorabool Shire as shown below. Throughout this Environmental History, the terms “Moorabool Shire” and “study area” are frequently used. In most cases, the use of these terms refers to the western region of the Shire. This volume forms part of the West Moorabool Heritage Study Stage 2A.

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1 Some of the subtheme numbers have been altered *Victoria's Framework of Historical Themes* to ensure numerical order in this Thematic History, and in some cases the subtheme titles have been adjusted so that these subthemes relate more fully to the study area.



Source: Moorabool Shire Council.

## 1. Shaping the Environment of the Moorabool Shire

### 1.1 Existing Natural Environment

#### Shire Boundaries, Population and Topography<sup>1</sup>

The Shire of Moorabool is largely a rural municipality covering a geographical area of 2,010 square kilometres (Figure 1.01). The eastern boundary is located 40 km to the west of Melbourne and extends westward to the City of Ballarat. In 2014, it had an estimated population of 30,296.

The topography of the Moorabool Shire is diverse. Its northern boundary comprises the large mountain ranges of the Great Divide. This tall forested range includes the Lerderderg State Park and Mt Blackwood Ranges (to the north-east) and the eastern portion of the Wombat State Forest (to the north and north-west). Also to the north-west is the Bullarook Forest. Other forested areas include those of the Lal Lal State Park and State Forest, Bungala State Forest at Mt Egerton and the 'Little Forest' at Ballark, and the northern portion of the Brisbane Ranges National Park forming the south-east Shire boundary.

The Shire is also characterised by open volcanic plains with a series of landmarks in the elevated land forms of Mt Buninyong (Figure 1.03), Mt Warrenheip (Figure 1.02), Mt Blackwood and Mt Steiglitz, and other volcanic cones such as Black Hill near Gordon and Hopwood Hill near Mt Egerton. The open plains include the Ballan sunkland taking in the eastern portion of the study area, the open agricultural land to the west and north-west, and the grazing area to the south and south-west.

Within this diverse mix of forests, mounts, rolling hills and open and undulating grassy plains are the east and west branches of the Moorabool River, its major tributary, Lal Lal Creek, and the Werribee and Lerderderg Rivers (Figure 1.04), and other smaller tributaries. These rivers and creeks provide for rugged gorges, steep ravines and rocky outcrops in areas including the bluff at Yaloak Vale in the Parwan Valley to the south-east, and Ballark to the south, and the well-known Lal Lal and Moorabool Falls (Figure 1.05-06) that have been a place of public recreation since the 19<sup>th</sup> century.

The natural river systems, associated gorges and sunklands have provided for the development of numerous water reservoirs, weirs and dams that also characterise the environment today. This water infrastructure is discussed in Theme 4.

The western boundary of the Shire lies at the southern and eastern feet of Mt Buninyong, and the eastern fringe of the State Forests in the City of Ballarat.

#### Geology

The diverse topography of the Moorabool Shire has been shaped by its geological history. The geology of the Moorabool Shire is especially identified in its volcanic landforms. The result of pyroclastics that have fallen to the ground or of cooled lava flows in ancient times, their resting places have formed hills and ridges constructed around eruption points.<sup>2</sup> The northern mountain ranges of the Wombat State Forest of the Great Dividing Range and the Blackwood Ranges are known for their Ordovician sediments, as are the cliff outcrops at Pykes Creek. Within the Shire are the Greendale, Rowsley and Spring Creek Faults, forming deep escarpments.<sup>3</sup> To the south-east of the Shire is the Bluff at Yaloak Vale on the southern side of the Parwan Valley. The peninsula-type ridges of late Cainozoic Newer Volcanics is a prominent land form and is a rare regional example of a crater preserved on a volcano.<sup>4</sup>

The most noticeable volcanic symbols in the Moorabool Shire are the scoria



**Figure 1.01:** Map of the Moorabool Shire. See Appendix 11.01 for enlarged image.



**Figure 1.02:** Mt Warrenheip, c.1906. Source: La Trobe Picture Collection, SLV, image pc001584.



**Figure 1.03:** Mt Buninyong, n.d. Source: La Trobe Picture Collection, SLV, image rg002376.



**Figure 1.04:** Gorge of the Lerderderg River looking towards Mt Blackwood, c.1859-63. Source: La Trobe Picture Collection, SLV, image b20480.



**Figure 1.05:** Lal Lal Falls, 1863. Source: La Trobe Picture Collection, SLV, image pb000398.

cones. They especially include Mt Buninyong (immediately outside the western Shire boundary), Mt Warrenheip, and Mt Blackwood.

The topographic influence of volcanicity is displayed throughout the Shire, such as in lava flow from Mt Blackwood, where the eruption points and lava flow 'now stand as broad, flat, treeless surfaces above the general level of the dissected and forested Lerderderg Ranges.'<sup>5</sup> The undulating plains of the Ballan plateau around Ballan are evidence of eroded lava flows from low eruptions points.<sup>6</sup> The Lal Lal swamp and lunette at Lal Lal was once a substantial lake, while the falls and creek is an example of the re-establishment of a drainage system after disruption by volcanic activity.<sup>7</sup>

### Mineral Springs

The natural environment within the study area is also defined by mineral springs. These springs have formed a critical natural water supply for Aborigines and early and later European settlement. Towns and agricultural and other industries were formed around these natural supplies, and in the 19<sup>th</sup> century were considered 'as an alternative water supply to costly dams or unreachable streams.'<sup>8</sup> According to Erica Nathan in *Lost Waters*, at the time of European settlement, springs were clearly visible by the network of Aboriginal camps and tracks, and by woolly tea tree.<sup>9</sup> By the mid 1850s, springs were being formally reserved, such as the survey of the Moorabool Creek township (Millbrook) in 1855 where three springs were located within the town reserve.<sup>10</sup> Green Springs at Millbrook remains in operation and accessible to the local community today. Named after the Greene family whose property adjoined the spring, it is located on 18 acres of reserved land.<sup>11</sup> In addition to its importance as a water supply, Erica Nathan also describes its broader social value:

As a water place, it has recorded high on the social flow meter. Always valued for its water, especially in a drought, it has been a meeting place for dairy farmers, for friends and for landcare enthusiasts, and the standpipe queue itself exemplifies its wider social value.<sup>12</sup>

At the bases of Mts Warrenheip and Buninyong and also near Black Hill, multiple springs were identified and some reserved.<sup>13</sup> By the 1860s and 1870s, parish maps for the West Moorabool catchment area of the Shire revealed that approximately 50 water reserves associated with springs existed during the period of greatest land settlement and change in the area.<sup>14</sup>

The number of springs identified, used and reserved in the 19<sup>th</sup> century would have been much greater, as natural springs were also located in the central and north-eastern parts of the Shire. The Ballan Springs (Figures 1.07-08), approximately 5 km west of the Ballan Post Office, were initially noted in 1855<sup>15</sup> but not officially recorded by the Government Analyst, Cosmos Newbery until 1867.<sup>16</sup> The Gunsser family of Ballan used the spring from around 1909 for soft drink bottling and it continued to be used for this purpose intermittently until 1923.<sup>17</sup> It was not until 1935 when the Ballan mineral spring was reserved.<sup>18</sup>

The Gunsser family also sourced a number of mineral springs in the Korweinguboora area from 1870 until 1910 as part of their water bottling operations.<sup>19</sup> A factory was established near one of the springs, 60 m east of the eastern branch of the Moorabool River (Figure 1.09). From 1904, carbon dioxide was extracted and used in the production of bottling mineral water and making soft drinks.<sup>20</sup>

The commercial production of the mineral springs in the Moorabool Shire resulted in part from its perceived advantageous healthful effects. In 1868, Joske



**Figure 1.06:** Moorabool Falls, c.1866. Source: La Trobe Picture Collection, SLV, image mp003250.



**Figure 1.07:** Ballan Springs, 1868. Source: La Trobe Picture Collection, SLV, image 001285.



**Figure 1.08:** Ballan Springs, 1908. Source: La Trobe Picture Collection, SLV, image sj001516.



**Figure 1.09:** Gunsser family bottling plant in the forest at Korweinguboora, c.1910. Source: 'MS 70A Gunssers Mineral Springs', geological survey report, n.d., at



and Morton published an article entitled 'A Sketch of Mineral Springs and Their Uses with Reference to the Properties of the Ballan Selters Waters'. It gave a glowing report on the benefits of Ballan spring water: <http://www.mineralwater.vic.gov.au>

Modern chemistry enables us to ascertain with the greatest accuracy the different substances which a water contains, and the proportions in which they occur; so that, their properties having been determined, we are in a position to select for use such as are best calculated to relieve the diseases under treatment, or to avert them when their advance is threatened by premonitory symptoms.

... The Ballan Spring, first seen and examined by the writer in 1855, appears to be the only one that has become conspicuous in the market, and it affords a very good example for the illustration of what has been already said ... The "Ballan Water", or as it has been called in deference to popular craving for familiar names, the "Victorian Selters," contains, according to the analysis annexed, Carbonic Acid Gas in excess, Soda, Lime, Magnesia, and iron; but the combinations are somewhat different from those of the old Selters Water, and the main points of difference and of resemblance will afford ready means of illustrating the merits of both, and the advantages of the local spring as an agent for combating many of the less regarded, but still important diseases that are prevalent here.<sup>21</sup>

There were other springs where mineral water was extracted for commercial and healthful reasons. The Blackwood Mineral Springs, situated between Red Hill and Golden Point on the eastern side of the Blackwood township, were apparently first uncovered by Chinese miners in the 1850s after the onset of the gold rush.<sup>22</sup> It appears to have been from 1867 when the quality and apparent medicinal advantages of the mineral water were officially recorded.<sup>23</sup> The mineral springs were temporarily reserved on 14 November 1879 to safeguard them from gold fossickers.<sup>24</sup> Ironically, mining continued in the springs reserve until 1888.<sup>25</sup> Their importance for health and recreation were detailed by the Secretary of the Department of Mines and Water Supply in 1889:

The great elevation of Blackwood above sea level, its comparative proximity to the metropolis of the colony, its rugged mountain scenery and crisp, bracing atmosphere, combine to render it one of our finest health resorts; and it only needs the preservation of this splendid mineral spring, and the improvement of its surroundings, to ensure for the locality a greater share of attention from invalids and tourists than hitherto received.<sup>26</sup>

Other well-used springs were those located in the Bullarook Forest from 1867-68 (first publicised by Messrs. Joske and Morton)<sup>27</sup> and at Spargo Creek. The latter was a popular site in the 1870s for recreational reasons, with regularly organised and well attended sports events being held.<sup>28</sup> It was not until 1935 when a 2 ha reserve was established for the Spargo Creek springs. In 1940, at the opening of the improvements to the springs reserve, Annie Betteridge recorded her reminiscences of the recreational importance of the springs:

Went to the opening of the Mineral Springs and, as I listened to the honourable gentlemen talking of this place being a paradise, my thoughts went back to the years 1872-73, before and after when the place had been a paradise every Boxing Day for the employees of the sawmills, who, with their wives and families would gather in one big mob.<sup>29</sup>

## 1.2 Tracing Topographic Change

### Mid 19<sup>th</sup> Century Environment

The natural environment of the Moorabool Shire changed substantially with the onset of European settlement from the 1840s, and particularly after the gold rush of the 1850s. The causes and effects of these changes are given in Theme 4. Perceptions of the largely untouched environment can be traced through documentary evidence: the diaries and stories of the early explorers, settlers and surveyors; and survey and parish maps and plans.

As early as 1802, Matthew Flinders observed the broad sweep of the western plains (these plains possibly comprising the eastern portion of the Moorabool Shire) from the top of the You Yangs as ‘low, grassy and very slightly covered with wood, presenting great facility to a traveller desirous of penetrating inland.’<sup>30</sup>

Another 32 years were to pass before a further description of the Shire’s natural environment was given. In 1835, John Batman, pioneer of Melbourne and district, had identified Mt Blackwood, then naming it Mt Solomon ‘after a friend who shared in the partition of the land bought by him from the natives.’<sup>31</sup> Further west in 1837, a party consisting of Mr D’Arcy (Government Surveyor), Messrs. T.L. Learmonth, G. Hutton, G. Russell, Anderson and Fisher and Dr Alexander Thomson left Geelong to explore the country in the vicinity of Buninyong. Learmonth described the view from Mt Buninyong as being ‘thickly-wooded and inferior nature’<sup>32</sup> which Withers in the *History of Ballarat* interpreted as ‘an ocean of forest, with island hills.’<sup>33</sup> This forest included the Mts Buninyong and Warrenheip.

In 1840, G.A. Robinson, the Chief Protector of Aborigines at the Port Phillip settlement, described the land on the west bank of the Moorabool River near Cowie’s ‘Bungeeltap’ Run (the area north of Morrisons) as country that was ‘thickly timbered.’<sup>34</sup>

Yet, the Moorabool Shire was not completely forested. Robinson described the country to the east of the Moorabool south-west of Ballan as consisting of ‘rich alluvial soil and luxuriant pasture, thinly timbered.’<sup>35</sup>

A.J. Skene’s map of the District of Geelong in 1845 (Figure 1.10) provides a broader overview of the Shire at that time. The conical land forms of ‘Mt Boninyon’ [Buninyong], ‘Warraneep’ [Mt Warrenheip], Black Hill, Mt Steiglitz and Mt Blackwood are shown, as are the branches of the Moorabool River, the Werribee River, and Lal Lal Creek, Parwan Creek and other tributaries. Further detail on the nature of the landscape is given in Thomas Ham’s Map of Australia Felix of 1849 (Figure 1.11). It concurs with the earliest descriptions of the Shire, showing an uninterrupted “dense timber” area stretching from the south-east flank of Mt Buninyong across to the “high ranges” of the Great Dividing Range. This dense timbered area took in the districts surrounding Yendon, Bungaree, Wallace, and Gordon. “Timbered country” with “good soil” is outlined in the Clarendon and Elaine districts.



**Figure 1.10:** A.J. Skene, Map of the District of Geelong, 1845. See Appendix 11.01 for enlarged image.

In 1850, a plan of the Village of Ballan (Figure 1.12) showed the land to the north of the township, divided by the Werribee River, as being loamy land and timbered, while to the south was outlined as being of ‘light soil and timbered’. Some of these lands were illustrated by the pioneer settler, Emma von Stieglitz in the 1840s and 1850s. Her work included an illustration of the open grazing land near Ballanee Homestead (immediately north of Ballan township), with the moderately timbered valley at the foot of the almost bare Mt Steiglitz (it was originally covered with wattles (Figure 1.13)<sup>36</sup> and Yaloak Vale (also earlier known

as Labilliere's Gully), set within a valley of lightly timbered land of 'comparatively poor' quality (Figure 1.14).<sup>37</sup>

A plan of the Parish of Bungaree as late at 1860 further reveals the early nature of the area north and north-east of Wallace (taking in the areas around Springbank, Claretown and Bullarook) as being a combination of heavily or moderately timbered with 'rich chocolate soil'.

More detailed descriptions of the early environment are also given in the Plans of Pre-emptive Rights. For example, John Wallace's "Ballark" run on the Moorabool River was characterised by 'abrupt ridges of clay slate', the central area of the run being 'open alluvial flat of rich soil' while to the north was 'thick stringy bark forest' and to the south of 'open table land and forest land' (Figure 1.15). George Urquhart's Run in 1857, which took in Black Hill near Gordon, was characterised by 'rich chocolate soil' and a combination of heavily and moderately timbered land (Figure 1.16). Black Hill was 'heavily timbered with stringy bark and gum'.

### 1.3 Tracing the Emergence of the Shire's Plants & Animals

The diverse topography and landscape of the Moorabool Shire is also identified in its flora and fauna. The plants and trees within the Shire varied depending on their location. The forested areas including the Bullarook Forest and Wombat State Forest were dominated by messmate, peppermint, white gum, stringybark, swamp gum and spotted gum prior to the gold rush of the 1850s.<sup>38</sup> In c.1894, these forests were described as follows:

The forest of Bullarook and neighbourhood comprised stringy bark, messmate, and white gum of a quality unsurpassed in any other part of the colony, the best and heaviest timber growing on richest volcanic soil  
...<sup>39</sup>

Similar tree species also characterised other forested areas in the Shire, including those of the Lal Lal and Egerton districts, and the Blackwood Ranges. At Lal Lal, tea trees and melaleucas were also an important part of the landscape.<sup>40</sup> Below Ingliston to the south-east, sheoaks abounded, while to the west of Mt Steiglitz, the land was covered with wattles and wild cherry trees.<sup>41</sup> Native grasses and other low lying vegetation spread across the open grassy plains (remnants of which may be found along road reserves).<sup>42</sup> At Greendale, there were also wild flowers in great abundance 'and they made the surface of the country resemble a gaudy carpet.'<sup>43</sup>

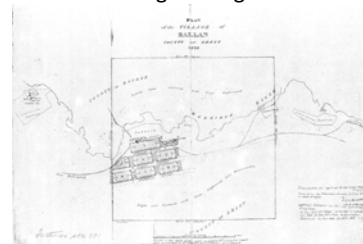
Prior to European settlement, there seems to have been an abundance of kangaroos, kangaroo rats, koalas, emus, curlew and other native wildlife.<sup>44</sup> Other native fauna included bronze-wing pigeons near Ingliston to the south-east, wild duck and snipe on local waters on the Mt Wallace swamp, and freshwater mackerel and blackfish in the Doctor's Creek and adjacent streams.<sup>45</sup> At Lal Lal Falls were water ribbons and river mussels.<sup>46</sup> A large proportion of this and other native wildlife appears to have disappeared from the 1850s.<sup>47</sup>

### 1.4 Living with Natural Processes

Being a rural area, the Moorabool Shire has experienced a number of natural hardships, including drought and bushfires and wind storms. Throughout the 19<sup>th</sup> and early 20<sup>th</sup> centuries, these natural processes impacted on the local communities socially, economically and emotionally.



**Figure 1.11:** T. Ham, Map of Australia Felix, 1849. See Appendix 11.01 for enlarged image.



**Figure 1.12:** Hoddle, Plan of the Village of Ballan, 1850. See Appendix 11.01 for enlarged plan.



**Figure 1.13:** E. von Stieglitz, 'Distant View of Ballenee from Spreydon', n.d. Source: K.R. von Stieglitz, *Emma Von Stieglitz*.



**Figure 1.14:** E. von Stieglitz, 'Yallock Vale or Labilliere's Gully', 1841. Source: K.R. von Stieglitz, *Emma Von Stieglitz*.

## Droughts

One of the earliest droughts occurred during the initial European settlement of the land. In August 1837, the exploration party of Darcy, Learmonth, Thomson, Fisher, Hutton and Anderson visited Lal Lal Falls to discover that they 'were not running owing to the dryness of the season.'<sup>48</sup> Other early droughts that heavily impacted on the Moorabool Shire community included those of 1886 and 1902. In 1902, in response to the effects of the drought, subscriptions were taken to assist 'drought sufferers' and a Ballan Drought Relief Committee had been organised.<sup>49</sup> In Mollonghip, the local hardship was magnified by the Ballarat Water Commission's closure of access to the Western Moorabool River, in preparation for a new pipeline.<sup>50</sup> In 1908, The *Adelaide Advertiser* reported on stock starving as a result of a drought:

The long-continued dry weather is causing much uneasiness among graziers throughout the State. The north-western district particularly has been in a bad way for some time, but the trouble is widespread, and has become much more acute in the past few days. Advices received yesterday show that hand-feeding of stock has been resorted to at St. Arnaud, Cope Cope, Donald, Murtoa, Horsham, Beulah, Kyneton, Woodend, Bacchus Marsh, Ballan and Traralgon.<sup>51</sup>

Similar reports were given of droughts in the 20<sup>th</sup> century,<sup>52</sup> including in 1944, when the drought 'was affecting the area seriously' in relation to stock and crops.<sup>53</sup>

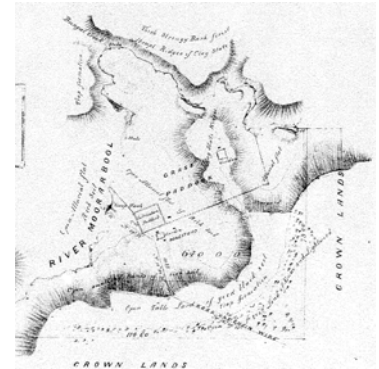
## Bushfires

Often a consequence of drought, were bush fires. The forested areas of the Shire in particular have experienced a number of fires. One of the earliest reported was in 1857 and described as follows:

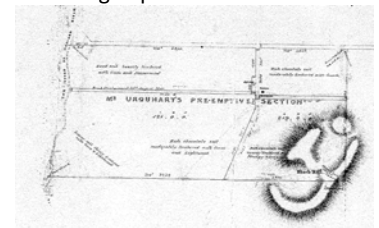
In the course of the day (Wednesday) columns of smoke were seen to arise from the woods surrounding the town [of Ballarat], indicatory of bush fires; and those, we have been informed were fierce and numerous. ... From the foot of Mount Warrenheip a smoke was seen to ascend, which betokened a fire of great extent and fierceness. From the Bulla Rook forest and from the woods beyond Creswick the same indications of fire proceeded, and we expect to hear from those quarters of extensive conflagrations ... Among the tales of disaster, it has been reported to us that the Trial Saw-Mills were destroyed, which we trust will prove incorrect. The appearance of Mount Warrenheip at night, as viewed from the town, was wonderful and grand in a high degree. It seemed one mass of flame, and the conical configuration rendered it strikingly like a volcano in a state of eruption.<sup>54</sup>

At Wallace in 1869, the pioneer farmer, John Carroll, suffered heavy losses with the destruction of his property by a bushfire. As reported in *The Argus*:

The whole farm of Mr. John Carroll, with the exception of a corner on which he, happily, has his dwellinghouse, was black from the ground, which was as bare as a well-swept roadway, to a height of forty or fifty feet up the trunk of the trees, which grow very thickly in that locality. Mr. Carroll could not inform us of the amount of his loss, but besides his storehouse and fencing he had 500 bushels of wheat, 400 bushels of oats and eleven or twelve tons of hay in his hayrick.<sup>55</sup>



**Figure 1.15:** A.J. Skene, Plan of Portion of Crown Lands Purchased under Pre-emptive Right by John Wallace, 1853. See Appendix 11.01 for enlarged plan.



**Figure 1.16:** G. Langford, Plan of Crown Lands on the Western Moorabool: 'Borambeta', 1857. See Appendix 11.01 for enlarged plan.



In 1914, the farm dwelling of Mrs Margaret Cantwell (widow of Patrick Cantwell), was saved from a bushfire.<sup>56</sup> The fire had broken out for a second time on the property of John Myers of Ballan. It burnt about 300 acres of grass and it 'got within a few yards of Mrs. P. Cantwell's house.'<sup>57</sup>

### Windstorms and Cyclones

Windstorms, reported as cyclones, have caused much damage to parts of the Shire in the early 20<sup>th</sup> century. A widely-reported storm was that of 14 November 1901, with descriptions of the damage at Ballan and Gordon given respectively in *The Argus* as follows:

#### Ballan

The damage from yesterday's cyclone will be far greater than was at first anticipated. Live stock suffered severely, and numbers of sheep and cattle had to be destroyed. Mr. Fowler's house, on the Myrniong road, was demolished, furniture and sundries being found a mile away. The dray was lifted in the air and broken to pieces, and the buggy was found in a neighbour's paddock, half a mile away. Fowls were picked up plucked bare of feathers, and others with a leg missing. All on the line of the cyclone, which was from a quarter to half a mile wide, will suffer the loss of crops and fencing.

#### Gordon

Mr. J.F. Blackburn and a lady friend, both from Melbourne, who were staying at a friend's place here, were out on a shooting expedition, and had a trying experience during the storm, as they took refuge in an empty house on the river banks. Soon after the house was lifted completely over their heads and blown across the river. Fortunately, both escaped injury. Fruit and vegetable gardens are almost ruined. Several stacks of straw were lifted into the air and scattered in all directions. At Moorabool West the storm was also severe, and throughout the surrounding district great damage has been wrought.<sup>58</sup>

Another dwelling known to have been destroyed was that of Mr and Mrs Cowan, near Ballan (Figure 1.17).<sup>59</sup>

In 1922, 'a cyclone storm' 'passed over Bungaree' smashing eight windows at the Morning Star Hotel. Five years later in 1927 a more damaging cyclone 'tornado' passed through the Bungaree District, destroying several buildings. The Mechanics' Institute was almost flattened (Figure 1.18)<sup>60</sup> (the building was replaced with the existing Mechanics Institute at 221 Bungaree Wallace Road, Bungaree, in 1928<sup>61</sup>). All that remained of Chisholm's smithy was a ruinous mess (Figure 1.19), as the 'building itself was swept away, leaving only a few timbers, bricks and anvils.'<sup>62</sup> Across the road at 248 Bungaree Wallace Road, the Morning Star Hotel was partially wrecked<sup>63</sup> but the damage was so severe that the building had to be demolished (Figure 1.20).

### Frosts

Frosts have formed another damaging natural process in the Shire. On 1 January 1877 for example, *The Argus* reported that:

Great damage was done to the potato crops in the Bungaree and other districts on the night of the 28 December by frost. The Ballarat Star says that many crops which looked extremely well on the previous day were almost destroyed.<sup>64</sup>



**Figure 1.17:** Ruins of the Cowan family home, 1901. Source: *Centenary of the Shire of Ballan*, p.67.



**Figure 1.18:** Mechanics Institute, Bungaree, in ruins after cyclone, 1927. Source: *The Argus*, 21 June 1927.



**Figure 1.19:** Ruins of Chisholm's smithy, 1927. Source: *The Argus*, 21 June 1927.



**Figure 1.20:** Substantially damaged Morning Star Hotel, Bungaree, 1927. Source: Bungaree History Walk online, April 2015, at <http://www.bungareehistorywalk.com/morning-star.html>

- 1 Information on the Shire's natural topography and features has been taken from: Moorabool Shire Council, 'Victorian Local Sustainability Accord: Local Environmental Sustainability Priority Statement', October 2006; Moorabool Shire Council, 'Moorabool Shire Council Environment Policy', August 2004, Moorabool Shire Community Profile at Profile.id. online, August 2015, <http://profile.id.com.au/moorabool/home>, E. Nathan, *Lost Waters: A History of a Troubled Catchment*, Melbourne University Press, Carlton, 2007; Moorabool Shire Council Economic Development Unit, 'Municipal Overview', Moorabool Shire website, January 2010; and *A Pictorial History of the Shire of Ballan*, Ballan Shire Historical Society, 1989.
- 2 N. Rosengren, *Eruption Points of the Newer Volcanics Province of Victoria: An Inventory and Evaluation of Scientific Significance*, National Trust of Australia (Victoria) & Geological Society of Australia Inc. (Victorian Division), Melbourne, 1994, p.8.
- 3 *A Pictorial History of the Shire of Ballan*, op.cit., p.1.
- 4 S. White, 'Moorabool Shire Geological Sites', manuscript, Geological Society of Australia (Victorian Division, Heritage Subcommittee), December 2009.
- 5 N. Rosengren, *Sites of Geological and Geomorphological Significance in the Western Region of Melbourne*, Western Region Commission, Melbourne, 1987, p.14.
- 6 Rosengren, *Eruption Points*, op.cit., p.15.
- 7 White, op.cit.
- 8 Nathan, op.cit., p.109.
- 9 *Ibid.*, p.110.
- 10 *Ibid.*, pp.128-129.
- 11 *Ibid.*, p.132.
- 12 *Ibid.*, p.110.
- 13 *Ibid.*, p.110.
- 14 *Ibid.*, p.113.
- 15 *Ibid.*, p.132.
- 16 'MS 103 Ballan (Shaws) Mineral Springs', geological survey report, n.d., at <http://www.mineralwater.vic.gov.au>.
- 17 *Ibid.*
- 18 *Ibid.*
- 19 'MS 70A Gunssers Mineral Springs', geological survey report, n.d., at <http://www.mineralwater.vic.gov.au>.
- 20 *Ibid.*
- 21 Joske & Morton, 'A Sketch of Mineral Springs and Their Uses with Reference to the Properties of the Ballan Selters Waters', 1868, pp.6-7, State Library of Victoria.
- 22 'MS 64 Blackwood Mineral Springs', geological survey report, n.d., at <http://www.mineralwater.vic.gov.au>.
- 23 *Ibid.*
- 24 *Ibid.*
- 25 *Ibid.*
- 26 *Ibid.*
- 27 Joske & Morton, op.cit.
- 28 'MS 65-68 Spargo Creek Mineral Springs', geological survey report, n.d., at <http://www.mineralwater.vic.gov.au>.
- 29 *Ibid.*
- 30 R. Peterson & D. Catrice, 'Environmental History: Bacchus Marsh Heritage Study', prepared for the Bacchus Marsh Shire Council & the Historic Buildings Council, 1995, p.13.
- 31 A.J. Buckingham & M.F. Hitchcock, *Aspects of Early Blackwood – The Goldfields, The Landmarks, The Pioneers*, Blackwood Publishing, Blackwood, 1979, p.2. The mount was later named Mt Blackwood after Captain Francis Price Blackwood, Commander of H.M.S. Fly from 1843-45. Blackwood and The Fly were involved making explorations into and charting the waters of the Australian north-east coast. For further biographic details, see 'Francis Price Blackwood' at Wikipedia, [http://en.wikipedia.org/wiki/Francis\\_Price\\_Blackwood](http://en.wikipedia.org/wiki/Francis_Price_Blackwood).
- 32 T.F. Bride, *Letters from Victorian Pioneers*, Lloyd O'Neil for Currey O'Neil, South Yarra, 1983, p.95.
- 33 W.B. Withers, *History of Ballarat*, facs. Edn., Queensberry Hill Press, Carlton, 1980, p.1.
- 34 G. Presland (ed.), *Journals of George August Robinson January – March 1840 in Records of the Victorian Archaeological Survey*, No. 7, 2<sup>nd</sup> edn., 1977, p.45.
- 35 *Ibid.*
- 36 D.D. Fraser & J.B. Ranken (eds.), *Centenary of the Shire of Ballan 1862-1962*, Shire of Ballan, Ballan, 1962, p.27.
- 37 K.R. von Stieglitz, *Emma Von Stieglitz: Her Port Phillip & Victorian Album*, Fullers Bookshop, Hobart, 1964, Figures 9 and 37.
- 38 N. Houghton, *Timber and Gold: A History of the Sawmills and Tramways of the Wombat Forest, 1855-1940*, Light Railway Research Society of Australia, Melbourne, 1980, p.1.
- 39 W.B. Kimberly (ed.), *Ballarat and Vicinity: a condensed but comprehensive account of her financial, commercial, manufacturing, mining, and agricultural enterprises: her progress and population in the past and possibilities in the future*, F.W. Niven, Ballarat, n.d. [c.1894], p.34.
- 40 Nathan, op.cit., p.188.
- 41 Shire of Ballan, op.cit., p.27.

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- 42 'Gold Rushes – timber – agriculture – Moorabool – Hepburn – Great Dividing Range – Daylesford – Creswick – Clunes – Smythesdale – Rokewood – Buninyong – Wombat Forest' n.d., at [www.eurkeacouncil.com.au](http://www.eurkeacouncil.com.au), states that 'remnant native vegetation along road reserves ... characterise this rural settlement pattern ...'
- 43 'Greendale History' at [www.greendaledalescreek.com/history.php](http://www.greendaledalescreek.com/history.php).
- 44 See the following references: A. Beggs Sunter, 'History of Clarendon', manuscript, 1988, p.1, P.M. Griffiths, *Three Times Blest: A History of Buninyong and District 1837-1901*, Buninyong & District Historical Society, Buninyong, 1988, p.1 (Griffiths quotes the explorer, G.F. Read in 1837 as riding down an emu 'which when fried was very palatable ...'); and 'Greendale History', op.cit.
- 45 *Shire of Ballan*, op.cit.
- 46 Nathan, op.cit.
- 47 In 'Greendale History', op.cit., it is stated that 'there was a great variety of native flora and fauna including large "boomer" kangaroos and kangaroo rats which disappeared in the 1850s.'
- 48 P.M. Griffiths, op.cit., p.2.
- 49 *The Argus*, 2 July 1886, p.2 & 15 November 1902, p.16.
- 50 Nathan, op.cit., p.11.
- 51 *The Adelaide Advertiser*, 14 April 1908, p.7.
- 52 *The Argus* has 867 entries on droughts in Victoria. See the National Library of Australia online at <http://newspapers.nla.gov.au>.
- 53 *The Argus*, 19 August 1944, p.6.
- 54 *Ibid.*, 26 December 1857, p.5.
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- 56 *Ibid.*, 20 February 1914, p.8.
- 57 *Ibid.*, 20 February 1914, p.8.
- 58 *Ibid.*, 16 November 1901, p.16.
- 59 *Shire of Ballan*, op.cit., p.67.
- 60 'Cyclone at Bungaree' in *The Argus*, 21 June 1927, p.13.
- 61 See P. Baragwanath, *If the Walls Could Speak: A Social History of the Mechanics' Institutes of Victoria*, Mechanics Institute Inc., Windsor, 2000, p.92 & *Bungaree & District Historical Society Newsletter*, vol. 37, no.3.
- 62 *The Argus*, op.cit.
- 63 *Advertiser* (Hurstbridge, Victoria), 24 June 1927, p.2.
- 64 'Country News' in *The Argus*, 1 January 1877, p.6.

## 2. Arrival & Settlement

### 2.1 The Kulin People & the Wathaurung Community

The original inhabitants of the Moorabool Shire have a connection with the area extending over 40,000 years.<sup>1</sup> The Kulin people prospered in approximately two million hectares of the area now known as central Victoria.<sup>2</sup> Comprising five communities, it was the Wathaurung that inhabited the western plains and the area of the Moorabool Shire.<sup>3</sup> They were 'a powerful and populous tribe' that included at least 25 clans.<sup>4</sup> Within the Moorabool Shire were the Keyet balug clan of the Mt Buninyong area; Marpeang balug clan of the Blackwood, Myrniong and Bacchus Marsh districts; and the Tooloora balug of the Mt Warrenheip, Lal Lal Creek and western branch of the Moorabool River district.<sup>5</sup>



**Figure 2.01:** An Aboriginal hunter near Warrenheip, 1854. Source: W. Bate, *Lucky City*, p.3.

The belief of the Kulin people is that they were created by the all-powerful Bunjil spirit which took the form of an eagle.<sup>6</sup> The place of the eagle – known as the Curlew – was the area of the Moorabool Shire, from which the municipality takes the Curlew as its emblem. According to R.B. Smyth in *The Aborigines of Victoria* in 1878, the native name "Moorabool" had the English meaning of 'the Curlew'.<sup>7</sup> Of particular spiritual importance within the Shire is the Lal Lal Falls, known as 'the resting place of Bunjil'.<sup>8</sup>

The Wathaurung lead a nomadic life throughout its territory that stretched beyond the limits of the Moorabool Shire and included the landscape spanning from the eastern Otway Coasts and the shores of Port Phillip to the central Victoria uplands. It is known that:

A wide variety of food and other resources would have been bountiful in these landscapes, and bands of people would have had considerable flexibility in how they chose to move with the seasons, making use of the shores, wetlands rivers, woodlands, forests and plains.<sup>9</sup>

### The Wathaurung Community & European Settlement

The arrival of Europeans to the Australian shores brought with it dramatic change to the lives, traditions, food sources and social fabric of the Wathaurung community. From the early 19<sup>th</sup> century, the British law of proclaiming Australia a British territory gave no recognition or rights to the land of the indigenous peoples.<sup>10</sup> While there was an initial intention to treat the original inhabitants 'in a humane way',<sup>11</sup> this was far from what actually occurred. According to K. James in *Aboriginals in the Werribee District*, Charles Wedge admitted to poisoning the Wathaurung people', while Robert von Stieglitz declared that they were:

... the most uncivilised people in the whole world and the least intellectual, being in fact as was afterwards provided, incapable of civilisation, the providence seems to decree that such should give way to the more intelligent race surviving in proportion to their intelligence ... and I believe that providence has so ordered it that white men should have pre-eminence.<sup>12</sup>

Such comments reflected the predominance of Social Darwinism amongst Europeans at this time.<sup>13</sup> This ideology proved fatal to the culture of the indigenous people.<sup>14</sup> As Weston Bate in *Lucky City* explains:

Because Aboriginals ranged so widely in search of food, there was no way their life could be sustained within the confines of a single squatting-run. That was the rub. The competing value systems of nomadic and sedentary societies met head on, and the former was smashed. Robinson [Chief Protector of Aborigines] recorded the

ambivalent attitudes of most settlers, who paid lip-service to the idea of justice for the blacks but had huts full of guns. Some were openly hostile and were obviously guilty of cold-blooded murder, whilst a few were gentle and just and seemed to have no problem of communication.<sup>15</sup>

One method of communication was the regular trading with the white squatters in the early days. In 1838, G.F. Read recorded that he exchanged skins for flour.<sup>16</sup> Other Aborigines were employed by the early pioneers in exchange for other provisions. J.N. McLeod of the Borhoneyghurk Run (between Elaine and Morrisons) was one of these squatters, although he epitomized Bate's account of ambivalence:

The first natives I saw after taking up my station on the River Moorabool was a party of about 20. I was shepherding my own sheep at the time, as all my men were shearing. I was two miles from the hut, but, as I had my double-barrelled gun with me, I signed to two of them to come and speak to me, as I wished to tell them they must not come too near the hut; and it was many months before I did allow any to come, but sent their provisions to them when they worked for me. I have counted 340 together at their meetings in 1843 and 1844.<sup>17</sup>

Before 1850, the population of the Wathaurung community was estimated at 425 people.<sup>18</sup> The discovery of gold and the ever-increasing European population brought on a rapid demise in the indigenous population.<sup>19</sup> Although much declined in numbers, the surviving Aborigines were placed in a 640 acre mission on the north bank of the Little River.<sup>20</sup> Initially the area was listed as two separate missions known as the Moorabool and Werribee Reserve and the Beremboke Reserve, and later referred to as Steiglitz Reserve (even though it was located in the Parish of Beremboke).<sup>21</sup> The purpose of the missions was to keep the indigenous peoples away from the gold mining areas. Yet, the philosophy of confinement contrasted with their traditional nomadic culture. Not surprisingly, the reserve had limited use. Nevertheless, the dramatic change to their land and culture, and the influx of disease and European occupation witnessed the death of the last member of the Wathaurung in 1885.<sup>22</sup>

### **Surviving Identifiers of the Wathaurung in the Moorabool Shire<sup>23</sup>**

While traditional cultural life of the Wathaurung may have irreversibly ended with the death of its last member in 1885, there are surviving names of places, hills, creeks and rivers that continue to identify the Shire with its indigenous past. Apart from 'Moorabool' – the name of the river and the municipality; the names of the Mounts Warrenheip and Buninyong are derivations of native language. 'Lal Lal' (the place and the falls) is another indigenous word (meaning 'dashing of waters'), while 'Korweinguboora' is 'where the crane eats frogs; land of many waters.'

## **2.2 Exploring, Surveying & Mapping Explorations**

The earliest record of European exploration within the west Moorabool Shire region was in early 1837, when the Government Surveyor, Frederick D'Arcy and his party surveyed the upper reaches of the Leigh and Moorabool Rivers.<sup>24</sup> From the Wathaurung people he had learnt the whereabouts of the Lal Lal Falls and Mt Buninyong, which D'Arcy would have seen on the horizon from around Geelong.<sup>25</sup> With D'Arcy on this expedition was Dr Alexander Thomson of Geelong and George Frederick Read. In May 1837, Read recorded in his journal his experiences which represented the first recorded ascent of Mt Buninyong:

... I went with Dr. Thomson and D'Arcy the surveyor exploring the

country as far as Buninyong from which hill we saw some large lakes in the distance and a country similar to that we had gone through the day previous which was certainly most beautiful.<sup>26</sup>

Three months later in August 1837, a second expeditionary party was formed to further explore the Buninyong district. Frederick D'Arcy and Alexander Thomson were again members of the party that also included David Fisher, Captain Charles Hutton, Thomas Learmonth junior, Henry Anderson and George Russell.<sup>27</sup> A brief outline of the exploration is as follows:

The party assembled at Anderson's hut near present day Russells Bridge and proceeded up the Moorabool valley to above Morrison's, where D'Arcy's survey party were camped. The next day they visited the Lal Lal falls ... and then headed for the foot of Mt. Buninyong. Having mislaid D'Arcy's survey party with the supply drays, the rest camped in the open near the site where, later, the Scott's Mt. Boninyong homestead was built. The next morning some of the party ascended the Mount, Russell and Learmonth among them ... The party then broke up, some returning down the Moorabool ...<sup>28</sup>

A graphic account of D'Arcy's expeditions of 1837 are shown in his Plan of the parts of the Survey of the Rivers Barwon, Moorabool and Yarrowee (Figure 2.02). The locations of some of the early stations of the squatters from 1837-38 are also identified.

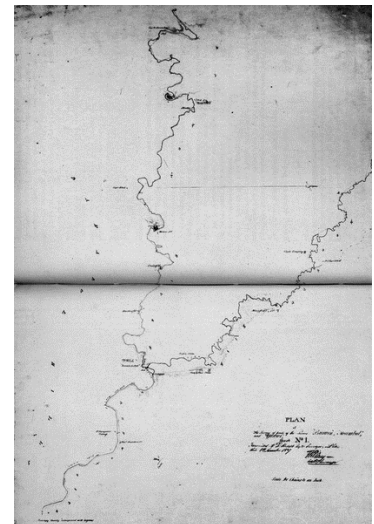
#### Arrival of the Early Squatters

One of the main purposes the expeditions of 1837 was to find newer country upon which to establish grazing lands for new stations. The earliest districts of Melbourne and Geelong, including the lower reaches of the Barwon and Moorabool Rivers, had already been settled and were almost totally occupied.<sup>29</sup>

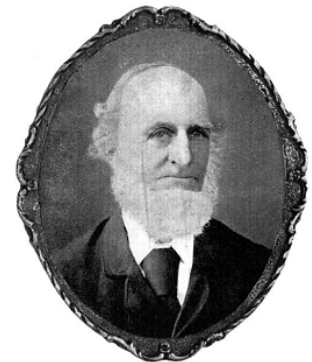
The first squatter to take up land in the western portion of the Moorabool Shire was John Norman McLeod (Figure 2.03). In October 1837, he took up the Borhoneyghurk Run on the Moorabool River near Morrisons.<sup>30</sup> Comprising 24,790 acres, his station occupied most of the country between Elaine and Meredith and the Mt Doran forest.<sup>31</sup> Born in Durham, England, in 1816, at the age of four years he accompanied his parents to Van Diemen's Land.<sup>32</sup> He had turned 21 in July 1837 when he arrived at Indented Head (near Geelong) with sheep and later settled on the Borhoneyghurk Run.<sup>33</sup>

McLeod was soon followed in January 1838 by John Cowie and David Stead, Robert von Stieglitz (Figure 2.04) and two of the Manifold brothers who had set forth from Geelong to explore the upper reaches of the Moorabool River, beyond the holdings of the Clyde Company, Sutherland and Learmonth.<sup>34</sup> Upon arriving at the present site of Bungeeltap Station, they drew lots for the area. Success was that of Cowie and Stead who settled there.<sup>35</sup> The Manifold brothers withdrew and went to the Western District, settling at Purumbete Station.<sup>36</sup> However, von Stieglitz continued approximately 8 miles north of Bungeeltap where he 'came on a chain of ponds with grassy banks' located between the Moorabool and Werribee Rivers.<sup>37</sup> This was where he fixed his Balindyeapp or Ballan run in April 1838.<sup>38</sup>

Boundaries between the runs comprised only natural features such as creeks, or blazed trees, or occasionally ploughed furrows.<sup>39</sup> In the short period of approximately 10 years, the western portion of the Moorabool Shire area was made up of approximately 20 licensed runs, located in what was then known as the Portland Bay District.<sup>40</sup> Including Bungeeltap and Ballan, the earliest runs in



**Figure 2.02:** Plan of the Survey of parts of the Rivers Barwon, Moorabool & Yarrowee, 1837. See Appendix 11.01 for enlarged image.



**Figure 2.03:** J.N. McLeod. Source: A. Henderson, *Early Pioneer Families of Victorian & Riverina*, p.391.

the western portion of the Shire were (Figure 2.05):<sup>41</sup>

Run	Name of Original Occupant/s	Date of Acquisition	Estimated Original Area (in acres)
Ballan	R. von Stieglitz	April 1838	4,836
Ballenee/Ballane	J.L. von Stieglitz	1838	16,000
Ballark	J. Wallace	April 1838	17,000
Beremboke	F. Atkinson	1840	17,000
Bolwarra	J. McArthur	May 1844	30,000
Borambeta <sup>42</sup>	C. & J. Bradshaw	1844	14,720
Borhoneyghurk	J.N. McLeod	October 1837	24,790
Bungeeltap	J.A. Cowie & D. Stead	January 1838	30,000
Bungal <sup>43</sup>	W. Dibble & G. Egerton	October 1847	8,000
Cargerie	G.F. Read	January 1838	23,710
Cupumnimnip/Mt Blackwood/Glen Pedder	J.L. Pedder	1838	15,000
Glenlyon	G. Meikle	October 1844	12,800
Glenmore	J. Moore & C.J. Griffith	1840	20,000
Hunterston	W. Patterson	May 1840	2,000
Ingliston	D.H. Wilsone & J. Campbell (P. Inglis from 1854)	Early 1840	14,400
Lal Lal	J.W. Stevens (P. Inglis from 1850 & A. Fisker from 1862)	1845	18,313
Moreep	J.N. McLeod	October 1837	4,300
Mt Buninyong	A. Scott	1840	16,000
Narmbool	Lang Brothers	1845	22,842
Peerewerrh	W.H. Bacchus	1840	25,000
Warraneep	Cornish & Taylor (P. Inglis from 1846)	August 1842	27,333
Yallock Vale/Yalloak Vale South	J. Simpson (H.C. Blackney & H. Hakey from 1839, C.E. de Labilliere from May 1859)	1838	17,755



**Figure 2.04:** Robert von Stieglitz. Source: K.R. von Stieglitz, *Emma Von Stieglitz: Her Port Phillip & Victorian Album*.



**Figure 2.05:** Map of Licensed Runs, including those in the Moorabool Shire. See Appendix 11.01 for enlarged image.

Most of these licensed runs were taken up under the Crown Lands Occupation Act of 1838, whereby monetary fees were enforced for what were insecure tenures.<sup>44</sup> H.G. Turner in *A History of the Colony of Victoria* expresses the implications of the Act:

At first this fee was fixed at one penny per sheep, three pence per head of cattle, and sixpence per horse, but it was afterwards commuted to a fixed payment of 10 pounds per annum for each pastoral holding. Lest any claim should arise on the part of the squatter that the permissive



occupancy declared that this license fee was not recognised as a payment of rent, but merely “as a certificate of the character, and a recognition of the precarious nature of the title of the occupant”. These licenses were only granted for one year, and were revocable at pleasure; no reason need be assigned for refusing a renewal, and the decision of the Crown Lands Commission was without appeal.<sup>45</sup>

It was in 1847 when the most significant developments in land tenure for the early 19<sup>th</sup> century squatters occurred. The Orders-in-Council passed an Act that divided the colony into settled, intermediate and unsettled districts.<sup>46</sup> This gave the squatter an opportunity to obtain a lease of his run, with restrictions on: the period of the lease, the extent of land to be leased and the fee payable. Most importantly, it gave the squatter the pre-emptive right during the course of the lease to prevent anyone from purchasing the 640 acres around the homestead, except for the original lessee.<sup>47</sup> It was in the interests of the squatters to quickly purchase as much freehold as possible with the onset of the gold rushes in the early 1850s, anticipating the capital gains that would soon be made.<sup>48</sup>

In the Moorabool Shire, a large number of the squatters exercised their pre-emptive right to purchase 640 acres and even more of their runs. These pre-emptive rights were surveyed and mapped, with all the relevant paddocks, yards, fences, buildings and gardens shown. Examples include John Wallace's Ballark Run in 1853 (Figure 1.14), George Urquhart's Borambeta Run in 1857 (Figure 1.15), G.J. Labilliere's Yaloak Vale Run in 1852 (Figure 2.06) and Messrs Stieglitz and Belcher's Glenlyon Run in 1857 (Figure 2.07). The Ballark and Yaloak Vale Runs survive in part today, as do parts of Glenpedder at Greendale, Mt Boninyong at Scotsburn, Narmbool at Elaine, Ingliston at Ingliston, Hunterston at Ballan, and Lal Lal at Lal Lal. Archaeological evidence of the original homesteads on the Ballan and Borhoneyghurk Runs also appears to survive (Figure 2.08).

### 2.3 Promoting Settlement

The rush to the Ballarat, Blackwood and other goldfields in the 1850s, and the subsequent political uprising of the Eureka stockade at Ballarat 'infused miner demands for land and electoral representation with a measure of respectability and acceptance.'<sup>49</sup> The legislation of social reforms in the late 1850s in the goldfield regions provided for a new Residence and Cultivation Licence to alleviate the land crisis from the 1860s. This licence soon extended beyond storeholders and innkeepers to include agricultural settlement of usually 20-acre allotments near Ballarat.<sup>50</sup> According to Phillippa Nelson and Lesley Alves in the *Lands Guide*:

Residence and cultivation licences for goldfields land were issued at a rental of ten pounds per annum for two acres, with the same provisions for renewal as for country lands. Additional land up to 20 acres could be rented for five shillings per acre per annum. These licences would only be issued if it was provided that there was no obstruction to the working of mining claims. Miners were empowered to enter the land after payment of compensation to the licensee for any improvements that the licensee had made.<sup>51</sup>

A large proportion of the 210 licences in the Ballarat district (of the total of 477) were granted in the parishes of Warrenheip and Bungaree, 'on the relinquished runs in Bullarook Forest.'<sup>52</sup>

The reduction of the mining industry in the late 1850s also brought about a call to “unlock the land” for further closer settlement, similar to that in the Blackwood area. In 1858, many 80-acre allotments under the title of 'Country



**Figure 2.06:** Hurst, Diagram of a Plot of Land Surrounding the Home Station of G.J. Labilliere Esq.re: 'Yaloak Vale', 1852. See Appendix 11.01 for enlarged image.



**Figure 2.07:** Nixon, Plan of Messrs. Stieglitz and Belcher's Pre-Emptive Right on the Werribee River: 'Glenlyon', 1857. See Appendix 11.01 for enlarged image.



**Figure 2.08:** Pear trees & possible subsurface archaeological remnants mark the site of the former Ballan Homestead, Ballan, November 2009. Source: David Rowe.



**Figure 2.09:** Plan of the Parish of Blackwood, 1963. See Appendix 11.01 for enlarged image.



Lots' had been sold near Mt Buninyong and Warrenheip (Figure 2.10).<sup>53</sup> This included the initial 80 acres of land acquired by the Irish Catholic farmers and former goldminers, Patrick and John Ryan, at Millbrook in 1862.<sup>54</sup> There, they established one of the largest farms in the district. Farmed separately, Patrick Ryan's property was named 'Cranavone' after his birthplace in Ireland.<sup>55</sup> John Ryan held the southern and western portions and he built a homestead of 12 rooms.<sup>56</sup> It was later replaced by John Ryan's son, Patrick (known as Geoff), with the existing brick dwelling at 91 Ryans Road in c.1906-09.<sup>57</sup>

While the Nicholson Land Act of 1860 and the Duffy Land Act of 1862 sought to open land selection for the small farmer, it was not until the amending Land Act of 1865 (and refined in 1869) which gave rise to the greatest land settlement in the area of the Moorabool Shire.<sup>58</sup>

Section 42 of the Amending Land Act 1865 enabled the use of lands on or adjacent to the goldfields to the advantage of the general population without interfering with the operations of miners.<sup>59</sup> Occupation at a modest rental was temporary and for no more than one year although application could be made for multiple licenses.<sup>60</sup> Section 42 of the amending Land Act of 1865 was outlined as follows:

The Governor in Council may from time to time issue licenses for any period not exceeding one year which shall entitle the holders thereof respectively to reside on or to cultivate any lands on any "gold field" within the meaning of any Act now or hereafter to be in force relative to the gold fields or lands adjacent thereto not exceeding in extent twenty acres subject to the payment of such license fee and upon such terms and conditions as shall be approved of by the Governor in Council and be set forth in such license.<sup>61</sup>

Section 42 of the amending Land Act gave an opportunity to Charles and William Vaughan, English immigrant brothers and former goldminers to make application for a license to occupy 20 acres of land each comprising part of allotment A of Section 2 in the Parish of Moorabool, west of Ballan.<sup>62</sup> The refinement of the Land Act in 1869 with the inclusion of Section 31<sup>63</sup> enabled Charles Vaughan to purchase his previously leased allotment. He also purchased the freehold to the remainder of allotment A (comprising 427 acres and 28 perches) at this time.<sup>64</sup> This land became the location of 'Llandeilo' at 1001 Old Melbourne Road, Ballan, today. Occupation of the property was continued from the 1860s by William Vaughan and later by his sons, with the existing dwelling constructed in the c.1890s.<sup>65</sup>

The originally expansive licenced runs in the Moorabool Shire were also unlocked for closer settlement in the second half of the 19<sup>th</sup> century. Most of the Parish names within with these lands were reflected in the earlier Run names. The majority of the subdivisions occurred in the 1860s and 1870s, as shown in the Parish Plans for Beremboke, Buninyong, Clarendon (Figure 2.11), Kerrit Bareet (Figure 2.12), and Warrenheip, although land continued to be subdivided into multiple allotments in the 1880s (as shown in the Parish Plans for Borhoneyghurk, Bungal and Bungeeltap), and into the early 20<sup>th</sup> century (as revealed in the Parish Plan for Korweinguboora). While the old squatter families purchased the best parts of their runs as freehold, closer settlement opened up fertile land for pursuits including grazing, cropping, shearing, timber splitting and firewood sales.<sup>66</sup>

Physical evidence of closer settlement during the second half of the 19<sup>th</sup> century is ubiquitous throughout the Moorabool Shire today. Examples include



**Figure 2.10:** Plan of the Parish of Warrenheip, 1858. See Appendix 11.01 for enlarged image.



**Figure 2.11:** Plan of the Parish of Clarendon, 1947. See Appendix 11.01 for enlarged image.

'Mayfield', 196 Lesters Road, Bungaree (Figure 2.13), established by the English Quaker, Robert Lester in 1866 (with the existing dwelling constructed before 1890);<sup>67</sup> and Oakvale Homestead, 179 Donnellans Road, Gordon (Figure 2.14), first purchased from the Crown by Robert Luke McDowell in 1864.<sup>68</sup> The substantial two storey brick Victorian George styled house seems to have been built in c.1869.<sup>69</sup>

Some homesteads survive today that are also a reflection of larger-scaled subdivisions at an early time, or subdivisions arranged between families. Emly Park Homestead, 1008 Egerton Bungeeltap Road, Bungal, represents the subdivision of the original Bungeeltap Run in May 1850, with Emly Park forming part of David Stead's Bungeeltap East Run.<sup>70</sup> The homestead was built at that time. The original Narmbool and Cargerie Runs were purchased by the Austin brothers in 1883.<sup>71</sup> This property was subsequently subdivided into two: Narmbool (being retained by Herbert Arthur Austin, who had the homestead altered at this time); and Larundel (the property of Austin Albert Austin who had the homestead built in 1887).<sup>72</sup> At the Mt Boninyong Run in 1883, the Scott brothers subdivided the station into two portions.<sup>73</sup> The original portion was retained by Robert Scott (who built a new homestead there in 1884), while the subdivided portion was occupied by Andrew Scott, who laid the foundation stone of Yuulong homestead in 1889.<sup>74</sup>

### Soldier Settlement

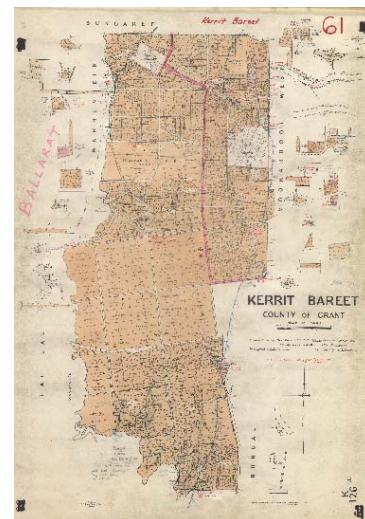
The culmination of closer settlement in the Moorabool Shire came after the two World Wars (and after World War 2 in particular), with the provision of the Soldier Settlement Scheme. Initially created prior to the cessation of the First World War under the Commonwealth Government's Repatriation and Discharged Soldier Settlement Acts, provision for assistance was given in procuring farmland for returned servicemen 'possessing the necessary aptitude and fitness.'<sup>75</sup> No details have been ascertained that reveal the creation of Soldier Settlement land in the western portion of the Moorabool Shire after the First World War. In 1919, a William Sampson Betteridge of Springbank made application for 50 acres of Crown Land at Bungaree under the Discharged Soldiers' Settlement Act for mixed farming.<sup>76</sup> His application was declined in July 1921.<sup>77</sup> At Bungaree, the lease of 62 acres of allotment 2A, Section 2A, Parish of Warrenheip by Samuel George Andrews was cancelled for non payment of instalments.<sup>78</sup> More successful was the lease taken up by Phillip Matthew Foley at Mollonghip in 1919.<sup>79</sup> He farmed 169 acres on allotment 6 of Section 16 in the Parish of Dean.<sup>80</sup>

By the end of the Second World War, Victorian land settlement legislation gave the State Government the power 'to set apart Crown land for settlement and compulsorily to acquire freehold land.'<sup>81</sup> Administered by the Victorian Soldier Settlement Commission, its Chairman, H.L. Simpson, gave an insight into the potential benefits of the Scheme in 1944-45:

Rehabilitation of ex-servicemen on the land fulfils a twofold national responsibility. It brings a more intense utilisation of our soils in those relatively small areas in our vast continent, where increased production is possible – it also fulfils a promise made to those who defended our land and its wealth in a time of extreme danger.

To those who may travel the Victorian countryside, the impetus given to production by those ex-servicemen and their young families who have already obtained holdings, is readily apparent.<sup>82</sup>

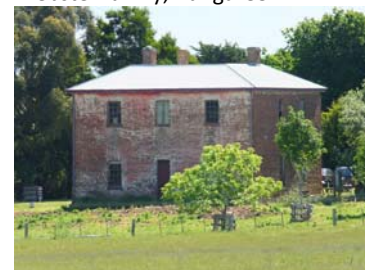
In the Moorabool Shire, land was acquired from the Beremboke, Ingliston and



**Figure 2.12:** Plan of the Parish of Kerit Bareet, January 1946. See Appendix 11.01 for enlarged image.



**Figure 2.13:** 'Mayfield', 196 Lesters Road, Bungaree, 1890. Source: Webster family, Bungaree.



**Figure 2.14:** 'Oakvale', 179 Donnellans Rd, Gordon, 2014. Source: David Rowe.

Larundel Estates (Figures 2.15-17). The portions of land were excised for Soldier Settlement between 1949 and 1955. By 1989, only one original soldier settler in the Beremboke Estate had continued possession of the land.<sup>83</sup>

## 2.4 The Irish Catholic Settlers

While the open grazing country that defines much of the Moorabool Shire today engenders the Anglo-Scottish roots of the early squatters,<sup>84</sup> the towns and surrounds of Bungaree, Millbrook, Navigators, Gordon, Warrenheip and particularly Dunnstown, are in part a unique embodiment of the agricultural and social fabric of the Irish Catholics who settled there from the late 1850s and early 1860s. While there was a strong presence of Anglicans and Methodists at Bungaree and Millbrook, the region was affectionately referred to as “Little Ireland”.<sup>85</sup>

The onset of the Land Selection Acts of the 1860s provided opportunities for the Irish Catholic immigrants in the area. They had come initially in search of gold or to construct the Geelong to Ballarat railway, but instead through toiling the land, they re-established a familiar way of life. As Chris McConville in *Croppies Celts and Catholics* briefly explains:

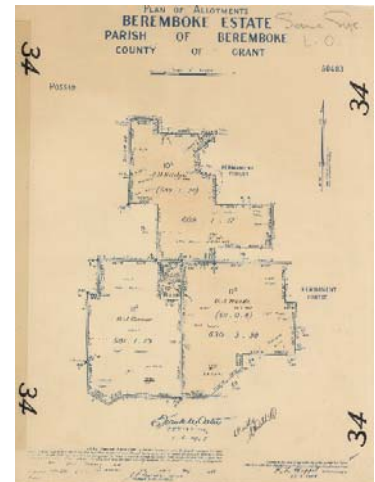
During the 1860s to 1870s, when the bulk of the Australian Irish arrived here, they made for farmlets and villages away from the city. They established churches, schools and social clubs throughout rural Australia, and returned to the rural work which had sustained them in Ireland itself.<sup>86</sup>

Dianne Cahir in *Spuds, Saints and Scholars* provides a brief connection between the “Little Ireland” in the Moorabool Shire and Ireland itself:

The gentle undulating lands patch-worked with chocolate soil; lush grassy fields, narrow lanes, untidy hedges, yellow-flowering gorse bushes and rows of ripening potato crops evoke images of an Irish landscape. The resemblance between the landscape surrounding the rural town of Dunnstown and the rural landscape of Ireland is unmistakable ... Like Dunnstown, the towns of Bungaree, Koroit, Kilmore and Killarney had a high concentration of Irish emigrant settlers. The landscapes in these areas also bear a striking resemblance to Ireland.<sup>87</sup>

While Cahir also claims that ‘at the time of Irish settlement [the land] did not resemble “spud” country’<sup>88</sup> given its timbered nature, a noticeable proportion of this forested land around Mt Warrenheip had been cleared as a consequence of the saw milling industry that flourished on the back of the gold boom. The land therefore gave the potential for a viable agricultural industry. Although potatoes were certainly not the only crop grown in the region (see Historic Theme 4 for further details), the area had soon become well known for this agricultural resource and its Irish associations. In an article entitled ‘Impressions of Ballarat’ in *The Argus* for 31 March 1883, the reporter described the landscape and the Irish connections:

Now this is one of the most wonderful things which I have known the Irish race to do. As a rule its members are not pioneers ... But in the early days of Ballarat many Irishmen were to the fore, and there the land hunger of the Celtic race appears to have seized them. They abandoned the brilliant uncertainties of mining, took up selections in Bungaree Forest, lived first in tents and bark huts, cleared a piece of ground, and planted the national fruit – the potato; hauled the timber to the mines for pit wood little by little cut down all the trees and fenced in their



**Figure 2.15:** Plan of Allotments of the Beremboke Estate, 1955. See Appendix 11.01 for enlarged image.



**Figure 2.16:** Plan of the Ingliston Estate, 1964. See Appendix 11.01 for enlarged image.



**Figure 2.17:** Plan of the Larundel Estate, 1955. See Appendix 11.01 for enlarged image.

selections, and now – now there are hundreds of happy homesteads in the midst of small farms which produce wheat and potatoes – each man is prosperous, free from debt, owning the land he tills and lives on.<sup>89</sup>

In 1891, *The Advocate* described the Bungaree Shire and the prevalence of an Irish population:

Bungaree Shire starts east of Ballarat, and extends along the Melb-road to the Moorabool Creek 12 miles, and the northern boundary is the Great Dividing Range 8 to 9 miles distant. This small tract of country is the most densely peopled of any farming district. It has no less than 537 cultivators, fully 90% being of the Irish race. The farms now are generally 80 acres ... Thirty years ago it was one of the densest forests in Victoria.<sup>90</sup>

Ten years later in 1901, the Bungaree area was promoted as ‘wonderfully productive “potato country”’.<sup>91</sup>

Aside from the visual transformation of the bush into agricultural farmland, the Gordon, Bungaree and Warrenheip region (including other northern parts such as Clarkes Hill, Claretown and Springbank) are a social embodiment of the pre-eminence of 19<sup>th</sup> and early 20<sup>th</sup> century Irish Catholic culture. In 1857, religious denominations in the District of Warrenheip were: Church of England and other Protestants – 266; Roman Catholic – 116, other Catholic (not defined) – 19; Scots Church and Presbyterian – 142; and Wesleyan – 41. Just four years later in 1861, the Roman Catholic population had increased to 521 persons.<sup>92</sup>

The strong Irish Catholic community of this part of the Shire is embodied in the towns, outlying centres, and buildings which reflect 19<sup>th</sup> and 20<sup>th</sup> century Roman Catholic faith and lifestyles. Both the townships of Bungaree and Dunnstown were never officially gazetted as such, and both developed informally in the early 1860s as a response to the needs of the fledgling Irish settlers (further details on the history of the towns is given as Historic Theme 6).<sup>93</sup>

The distinctive Irish Catholic social indicators of the Bungaree – Millbrook – Dunnstown – Warrenheip – Gordon - Clarkes Hill - area came in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, being physically manifested in the churches, convents, schools and hotels that survive today.<sup>94</sup> At Bungaree, these buildings include St. Michael’s Church (built 1910, having replaced a chapel constructed in 1878), St. Michael’s Presbytery (built 1900 with additions in 1910), St. Michael’s Convent (built 1923) (Figure 2.19) and St. Michael’s School (built 1925-26), all located in the one precinct.<sup>95</sup> At Gordon, St. Patrick’s Church was constructed in 1875 (Figure 2.20), while the neighbouring St. Patrick’s Presbytery and School were erected in 1914 and 1930 respectively.<sup>96</sup> At Dunnstown, there is St. Brendan’s Church (built 1905) and the neighbouring Our Lady of Fatima School (built in 1952), while opposite is the Shamrock Hotel (built 1905). The Convent, built for the Sisters of St. Joseph in 1891,<sup>97</sup> does not appear to have survived (Figure 2.21). More isolated, rural Roman Catholic outposts include St. Peter’s Church (built 1900) and St. Mary’s School (built 1946) at Clarke’s Hill, and St. Michael’s Church (built 1900), former St. Michael’s Convent (built c.1900) and St. Michael’s School (built 1932) at Springbank.

The Irish Catholic fondness for horse racing is also physically embodied in this part of the Moorabool Shire. Racecourses were established at Lal Lal and Bungaree and railway sidings to the courses were purpose-built in the second half of the 19<sup>th</sup> century.<sup>98</sup> At Bungaree, race meetings were first held on St. Patrick’s Day, 17 March 1864 on John Whelan’s heavily timbered paddock.<sup>99</sup> In



**Figure 2.18:** Potato crop of A.P. Murphy and sons, Dunnstown, 1958. Source: Cahir, *Spuds, Saints & Scholars*, p.20.



**Figure 2.19:** St. Michael’s Convent, Bungaree, 1924. Source: *The Advocate*, 6 March 1924, p.35.



**Figure 2.20:** St. Patrick’s Roman Catholic Church, Gordon, 1868-81. Source: John Collins, La Trobe Picture Collection, State Library of Victoria, image jc008641.



August that year, a temporary reservation was created for a new racecourse<sup>100</sup> (Figure 2.22). By the early 1880s, a committee was formed to organise annual sports meetings at Bungaree in an effort of raising funds in aid of the four Roman Catholics schools at Bungaree, Dunnstown, Navigators and Leigh Creek.<sup>101</sup> These Sport Demonstrations were 'the grandest social outing for the whole district.'<sup>102</sup> A permanent racing site was reserved in 1896.<sup>103</sup> Given the popularity of these events, the local Parish Priest, Father Daniel Devane and the Parliamentarian, 'Ned' Murphy proposed a direct branch rail line to the course from Bungaree Railway Station.<sup>104</sup> After much controversy that brought down the Victorian Government, the branch line was constructed for the Boxing Day Demonstration in 1900 (further details are given in Historic Theme 9).<sup>105</sup> Archaeological evidence of the this 19<sup>th</sup> and early 20<sup>th</sup> century social infrastructure is manifested in ruins of the former grandstand at the former racecourse and in the remnants of the racecourse railway siding.



**Figure 2.21:** Former Sisters of St. Joseph Convent, Dunnstown, n.d. Source: Cahir, *Spuds, Saints & Scholars*, p.33.



**Figure 2.22:** Racecourse grandstand and saddling paddock, Bungaree, 1950. Source: Cauchi & Guiney, *The Bungaree Racecourse Railway*, p. 27.

- 1 'The Kulin People of Victoria', brochure at [http://www.parkweb.vic.gov.au/resources/04\\_1391.pdf](http://www.parkweb.vic.gov.au/resources/04_1391.pdf).
- 2 Ibid.
- 3 'Victorian Aboriginal Peoples', brochure at [http://www.parkweb.vic.gov.au/resources/04\\_1391.pdf](http://www.parkweb.vic.gov.au/resources/04_1391.pdf).
- 4 'Peoples, Cultures, Communities & Organisations' at [http://www.speakingoftheways.net/people/watha\\_wurrung.php](http://www.speakingoftheways.net/people/watha_wurrung.php).
- 5 I.D. Clark, *Aboriginal Languages and Clans: An historical atlas of western and central Victoria*, Dept of Geography & Environmental Science, Monash University, Melbourne, c.1990.
- 6 'The Kulin People of Victoria', op.cit.
- 7 R.B. Smyth, *The Aborigines of Victoria: with notes relating to the habits of the natives of other parts of Australia and Tasmania*, Government Printer, Melbourne, 1878, p.194. Smyth states that the native names he listed were 'furnished by the Surveyor-General of the Colony'.
- 8 *Buninyong & District Historical Society Inc. Newsletter*, June 2008.
- 9 'Peoples, Cultures, Communities & Organisations', op.cit.
- 10 D. Garden, *Victoria: A History*, Nelsen, Melbourne, 1984, p.58.
- 11 *Trespassers and Intruders: The Port Phillip Association and the Founding of Melbourne*, Library Council of Victoria, Melbourne, 1982.
- 12 K. James, *Aborigines in the Werribee District*, Werribee District Historical Society, Werribee, 1978, p. 31.
- 13 S. Boland, 'The History of the Brisbane Ranges National Park: An Historical exploration of land utilisation in the area which is now incorporated in the Brisbane Ranges National Park', B.A. Thesis, History Faculty, Monash University, 1992, p.20.
- 14 *Trespassers and Intruders*, op.cit.
- 15 W. Bate, *Lucky City, The First Generation at Ballarat: 1851-1901*, Melbourne University Press, Carlton, 1978, p.3.
- 16 P.M. Griffiths, *Three Times Blest: A History of Buninyong and District 1837-1901*, Buninyong & District Historical Society, Buninyong, 1988, p.4.
- 17 T.F. Bride, *Letters from Victorian Pioneers*, Lloyd O'Neil for Currey O'Neil, South Yarra, 1983, p.149.
- 18 Boland, op.cit., p.21.
- 19 Ibid.
- 20 Ibid.
- 21 Ibid.
- 22 Ibid., p.23.
- 23 See Smyth, op.cit. & Bacchus Marsh Visitor Information Centre online at <http://www.discoverbacchusmarsh.org>.
- 24 See Griffiths, op.cit., p.1 & M. Cannon (ed.), *Historical Records of Victoria, Foundation Series – Crown Lands & Survey*, vol 5., Victorian Government Printing Office Melbourne 1981.
- 25 Griffiths, op.cit.
- 26 Ibid. It is possible that D'Arcy may have climbed Mt Buninyong at some earlier stage.
- 27 Ibid., p.2.

- 28 *Ibid.*
- 29 *Ibid.*, p.1.
- 30 R. Spreadborough & H. Anderson, *Victorian Squatters*, Red Rooster Press, 1983, p.88.
- 31 *Ibid.* & Griffiths, *op.cit.*, p.3.
- 32 A. Henderson, *Early Pioneer Families of Victoria and Riverina: A Genealogical and Biographical Record*, vol.1, McCarron Bird & Co., Melbourne, 1936, p.391.
- 33 *Ibid.*
- 34 K.R. von Stieglitz, *Emma Von Stieglitz: Her Port Phillip & Victorian Album*, Fullers Bookshop, Hobart, 1964.
- 35 *Ibid.*
- 36 *Ibid.*
- 37 *Ibid.*
- 38 R.V. Billis & A.S. Kenyon, *Pastoral Pioneers of Port Phillip*, 2<sup>nd</sup> edn., Stockland Press Pty Ltd, Melbourne, 1974, p.170.
- 39 Griffiths, *op.cit.*, p.4. See also J.L. Turner (ed.), *The Walsh Papers: Memoirs of the Early Settlement of Western Victoria and, in Particular, Ballan Shire: 1830-1875, written and compiled by James Henry Walsh (1863-1939) of Ballan*, James Laurence Turner, 1985, p.i.
- 40 See Billis & Kenyon, *op.cit.* & Spreadborough & Anderson, *op.cit.*, for further details.
- 41 *Ibid.*
- 42 June Huggins, May 2010, claims that George Gordon held Borambeta at an early time. This needs further investigation.
- 43 June Huggins, May 2010, claims that Egerton took up the Bungal Run in 1838, not 1847. This needs further investigation.
- 44 Billis & Kenyon, *op.cit.*, p.24.
- 45 H.G. Turner, *A History of the Colony of Victoria*, Heritage Publications, Melbourne, 1973, p.205.
- 46 *Ibid.*, p.64.
- 47 *Ibid.* & Billis & Kenyon, *op.cit.*, pp.10-11.
- 48 Griffiths, *op.cit.*, p.33.
- 49 E. Nathan, *Lost Waters: A History of a Troubled Catchment*, Melbourne University Press, Carlton, 2007, p.21.
- 50 *Ibid.*
- 51 P. Nelson & L. Alves, *Lands Guide: a guide to finding records of Crown land at Public Record Office Victoria*, Public Record Office Victoria in association with Gould Genealogy and History, Melbourne, 2009, pp.197-198.
- 52 Nathan, *op.cit.*
- 53 Bate, *op.cit.*, pp.119-120.
- 54 See heritage citation YEN014, 'Former Ryan Family Farm', 91 Ryans Road, Millbrook.
- 55 *Ibid.*
- 56 *Ibid.*
- 57 *Ibid.*
- 58 Nathan, *op.cit.*, p.22, 113. For more general details on the impacts of these land acts, see T. Dingle, *The Victorians – Settling*, Fairfax, Syme & Weldon, McMahan's Point, 1984.
- 59 'Register of Applications, All Districts, Section 42, Amending Land Act 1865' series description for Series VPRS 14140, PROV online catalogue, August 2015.
- 60 *Ibid.*
- 61 Parliament of Victoria, Amending Land Act, clause 42, 23 March 1865, p.44, at [http://www.austlii.edu.au/au/legis/vic/hist\\_act/tala1865137.pdf](http://www.austlii.edu.au/au/legis/vic/hist_act/tala1865137.pdf)
- 62 See heritage citation GOR009, 'Llandeilo', 1001 Old Melbourne Road, Ballan.
- 63 See Series VPRS 439, Land Section files, Land Act 1869, overview, PROV.
- 64 Heritage Citation GOR009 *op.cit.*
- 65 *Ibid.*
- 66 Griffiths, *op.cit.*, p.68.
- 67 See heritage citation BRE031, 'Mayfield', 196 Lesters Road, Bungaree.
- 68 See heritage citation GOR016, 'Oakvale', 179 Donnellans Road, Gordon.
- 69 *Ibid.*
- 70 Spreadborough & Anderson, *op.cit.*, p.90 & D.D. Fraser & J.B. Ranken (eds.), *Centenary of the Shire of Ballan 1862-1962*, Shire of Ballan, Ballan, 1962, p.17.
- 71 Griffiths, *op.cit.*, p.121.
- 72 *Ibid.*, p.122.
- 73 *Ibid.*
- 74 *Ibid.*
- 75 Authentic Heritage Services Pty Ltd, 'Survey of Victoria's Veteran-Related Heritage: Volume 1 – the Report, prepared for the Veterans' Unit of the Department of Planning & Community Development, August 2008, p.91.
- 76 See Application for Qualification Certificate to Apply for Crown Land, signed by William Betteridge on 11 September 1919, Betteridge's Declaration by Applicant, Certificate of Qualification to apply for Land, 17 October 1919 and Letter of Support by the Secretary of the Shire of Ballan, 11 October 1919 in VPRS 5357/2524, PROV.
- 77 *Ibid.*
- 78 S.G. Andrews, Soldier Settlement records, VPRS 5714/P0, Unit 111, file 1053/12.

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- 79 P.H. Foley, Soldier Settlement records, VPRS 5714/P0, Unit 1435, file 3530/86.6.
- 80 Ibid.
- 81 R. Smallwood, *Hard to Go Bung: World War II Soldier Settlement in Victoria 1945-1962*, Hyland House, South Yarra, 1992, p.25.
- 82 Ibid., p.35.
- 83 *A Pictorial History of the Shire of Ballan*, Ballan Shire Historical Society, Ballan, 1989, p.10. According to Fraser and Ranken, *op.cit.*, pp.77-78, negotiations for the purchase of the Beremboke property from the Estate of Mrs Knox were advanced in 1948. Subdivision of the Beremboke Estate into three lots was completed in April 1949. The Larundel Soldier Settlement subdivision commenced in February 1952. It was in 1955 when the owners of the Ingliston Estate offered 5100 acres of land for auction. This land was acquired by the Soldier Settlement Commission and the official commencement of the settlement occurred on 27 February 1957.
- 84 The Anglo-Scottish character is further distinguished in the dry stone walls forming the boundaries to paddocks in the Clarendon and Buninyong areas, and in other parts of the Parish of Clarendon.
- 85 Griffiths, *op.cit.*, p.73 & D. Cahir, *Spuds, Saints & Scholars: Irish Settlement & the Development of Catholicity in Dunnstown*, Dianne Cahir, 1999, p.3.
- 86 C. McConville, *Croppies Celts & Catholics: The Irish in Australia*, Edward Arnold Australia Pty Ltd, Caulfield East, 1987, pp. 47-48.
- 87 Cahir, *op.cit.*, p.6.
- 88 Ibid., p.10.
- 89 'Impressions of Ballarat' no. II by "The Vagabond" in *The Argus*, 31 March 1883, p.13.
- 90 *The Advocate*, 14 February 1891, p.22.
- 91 *Ballarat and District in 1901: a concise history of its rise, progress and present prosperity in its mining, engineering, agriculture, art trade and manufactures*, Periodicals Publishing Co., Melbourne, 1901.
- 92 Cahir, *op.cit.*, p.11.
- 93 It is recognised that the earliest-surviving church in Bungaree, St. John's, was built in 1866 to serve the local Anglican population. This and other social characteristics that contribute to the character and appearance of the township today are discussed in Theme 8.
- 94 Construction dates of some of the buildings outlined have been taken from *The Advocate*, Cahir,*op.cit.*, and plaques and foundation stones on the buildings, unless otherwise referenced.
- 95 See heritage citation BRE005-008 'St. Michael's Catholic Church Complex', 186 Bungaree Wallace Road, Bungaree.
- 96 See heritage citations GOR012 & 008 'St. Patrick's Catholic Church & Presbytery' and GOR013 'St. Patrick's Catholic School & Convent', Bungaree.
- 97 Cahir, *op.cit.*, p.33.
- 98 M. Cauchi & M. Guiney, *The Bungaree Racecourse Railway*, Australian Railway Historical Society Victorian Division, Melbourne, 2009, p.3.
- 99 Ibid.
- 100 Ibid.
- 101 Ibid.
- 102 Cahir, *op.cit.*, p.50.
- 103 Cauchi & Guiney, *op.cit.*, p.4.
- 104 Cahir, *op.cit.*
- 105 Cauchi & Guiney, *op.cit.*, p. 16. The construction of the branch line had not been completely finished for Boxing Day, 1900.

### 3. Transport & Communications

#### 3.1 Establishing Early Roads

The earliest tracks and roads in the Moorabool Shire were established soon after the arrival of the squatters from 1837, apparently by the squatters themselves.<sup>1</sup> The tracks and roads appear to have provided basic access throughout the region, the main routes being to the fledgling settlements of Melbourne (the tracks running between Buninyong and Ballan, and further east to Bacchus Marsh) and to Geelong (from Buninyong). Ultimately, these routes lead to Portland Bay. The general locations of these roads are shown on A.J. Skene's Map of the District of Geelong in 1845 (Figure 3.01).

Buninyong was established in 1841 as a result of the convergence of these and other roads.<sup>2</sup> To the west, they led to Portland Bay (the earliest settlement in Victoria) and to the Pyrenees in the north-west. At this time, Ballarat's goldfields were yet to be discovered. Travelling throughout the region in early 1840, the Chief Protector of Aborigines, G.A. Robinson, described the road from Stieglitz's Ballan Run to Cowie and Stead's Bungeeltap Run, to the east of the present day Ballan township. He stated:

Stieglitz [Ballan Run of Robert von Stieglitz] is in the high country. Continued our journey by road. Excellent road, hard and well defined and level. The country was a level track ... The road about S. [sic.] angle after 4 miles declined or descended slightly. At 7 mile came to Cowie and Stead's ... the road to this part, 7 miles from Stieglitz [Ballan Run], is hard and in excellent condition. In wet weather is difficult to cross the marsh for carts.<sup>3</sup>

This road appears to be the Ballan Egerton Road today, as the northern extremities of the Bungeeltap Run originally included Mt Egerton. While Robinson may have remarked that the road was 'excellent', he was travelling at the height of summer. Inclement and wet weather would have created access difficulties in these early years, as would have river and creek crossings without bridges. Indeed, Robinson remarked that crossing the Werribee River was a 'great impediment to settlers.'<sup>4</sup>

#### The Main Roads

##### Melbourne to Ballarat (Ballan to Ballarat section)

The township of Ballan became a strategic stopping place on the road between Melbourne and Buninyong and Ballarat (Figure 3.02). The first substantial building appears to have been the Werribee Hunt Hotel, established in 1848 to cater for the regular, passing trade.<sup>5</sup> This building also served as the Melbourne-Portland Bay mail horse change-over station.<sup>6</sup> It was not until after the discovery of gold in 1851 when improvements were first made to this road. In May 1857, tenders were for the construction of a portion of the Melbourne and Ballarat Road 'to the eastern boundary of the township of Ballan,'<sup>7</sup> indicating that the new road from Melbourne had finally reached Ballan.

The gold rushes necessitated the construction of new roads from Melbourne to Ballarat from the 1850s. Yet, the route between Melbourne and Ballarat via Geelong was used by mail, supplies and gold escorts until the road between Keilor and Bacchus Marsh was upgraded by 1854.<sup>8</sup> In the Moorabool Shire, there was originally the 'south' road and by the early 1860s, the 'north' road. As for the 'south' road, Jack Toohey in *On the Eastern Fringe* explains:

The roads between the seaboard town of Melbourne and the diggings were nothing more than dirt tracks through the bush. They were described by early travellers as dust bowls in summer and bog-holes in



**Figure 3.01:** A.J. Skene, Map of the District of Geelong, 1845. See Appendix 11.01 for enlarged image.



**Figure 3.02:** Plan of the Village of Ballan, 1850, showing the road to Buninyong to the west (left). See Appendix 11.01 for enlarged image (Figure 1.11).



winter. The main road out of Melbourne pushed out in a northwesterly direction towards Bendigo and Ballarat. After crossing the Maribyrnong River, the track forked with one trail continuing on in the direction of Forest Creek and the other towards Ballarat crossing the Melton Plains and heading towards Myrniong.

After climbing the Myrniong Escarpment, travellers would sight Mt. Warrenheip standing like a beacon some miles ahead. Mt. Warrenheip was bypassed via its southern foothills where we are told they took refreshment from a spring with gushing waters. It has been said that the track, east of where Gordon stands today, was up to two miles wide as travellers sought dry ground. This track went straight through the middle of George Gordon's Borambetta Station ... The track, later named the old Melbourne Road, reached Ballarat on a route where Eureka Street is today.<sup>9</sup>



**Figure 3.03:** East Ballan showing road and bridge, c.1888-1912. Source: *A Pictorial History of the Shire of Ballan*, p.79.

Altogether, this route extended from Ballan through the townships of Millbrook (established as the town of Moorabool Creek in 1855) and Warrenheip (surveyed in 1862).<sup>10</sup> Throughout the 1860s, numerous improvements and maintenance works were carried out (these were also undertaken for the other early roads in the Shire).<sup>11</sup> These improvements including metalling the roads. Mud was scraped from the road and blue metal carted in barrows was laid and spread.<sup>12</sup> Prior to this process, stone was usually laid in heaps along the sides of the roads and broken by hand.<sup>13</sup> By 1865, the road was officially considered a highway and the *Victoria Government Gazette* from this time included occasional notices regarding 'obstructions' to it. On 17 February 1865 for example, the *Gazette* declared:

Whereas a building, together with the adjoining fences, etc., belong to or occupied by, or said to belong to or be occupied by one Rozinskie at Gordon, on the Melbourne to Ballarat road, are erected on the said road within the limits of the said road: Notice is hereby given that the aforesaid obstructions to the said road must be removed within ninety days after the publication of this notice.<sup>14</sup>

As for the 'north' road, this came a few years later. As Toohey further explains:

The area was later subdivided and roads surveyed. Another road built at Gordon ran towards Ballarat a few miles north of the old road and was known as the New Melbourne Road. This road went through the newly surveyed township of Wallace and Warrenheip junction, now Bungaree, and entered Ballarat by way of Victoria Street.<sup>15</sup>

This and other roads were built at the instigation of the government to attract financial assistance to the country. A large number were built by a Mr Conroy, including the sections of the Melbourne to Ballarat Road at Myrniong, Ballan and Warrenheip, and the road between Bungaree and Ballarat.<sup>16</sup> This last section of road building ended in controversy and disaster for Conroy, as Toohey explains:

This section included the notorious cutting at Woodman's Hill, just east of the city of Ballarat's boundary. It was here where he struck serious trouble in finding a suitable road surface that could handle the heavy wagon traffic. To confound his problems, a strike by his employees held up work with the result that the road was not completed before the onset of the winter rains. When the road became a quagmire, Conroy logged off the cutting at both ends, effectively blocking the public's access to it.



**Figure 3.04:** Road and Bridge near Ballan, c.1888-1912. Source: *A Pictorial History of the Shire of Ballan*, p.72.

However, when the teamsters removed the logs, the condition of the road deteriorated with disastrous results. Unhappy with the situation, the Bungaree Shire informed Conroy that the work was not up to standard and refused to pay him any funds until the road was suitably upgraded. As this did not occur until many months later, the costs incurred by the contractor were too high with the result that the banks brought Conroy's venture at Woodman's Hill to an unfortunate end.<sup>17</sup>

By the 1920s, methods of sealing the Shire of Bungaree portion of the Melbourne to Ballarat Road were first considered. At this time, the road 'had a macadamised surface that consisted mainly of blue metal.'<sup>18</sup> Winter was particularly gruelling, with early model trucks plying the route and bogging at the notorious section of Ryan's Hill.<sup>19</sup> A delegate was sent to the United States to investigate a new method of sealing road surfaces known as 'bituminous seal'.<sup>20</sup> This culminated in the construction of the first section of the new Great Western Highway in 1926.<sup>21</sup> In March of that year, the stretch of highway within the Shire of Bungaree between Torpeys Lane and the Moorabool River was in progress. A newspaper article gave the following description of an official inspection of the works at this time:

... the Bungaree Shire councillors, at the invitation of the engineer in charge, Mr L.S. Vernon, motored to the place after lunch, with a view of inspecting it [the road]. The cars were able to test the unmade road as against the made, and the pleasure of a smooth run for a mile or two over the latter was keenly appreciated.<sup>22</sup>

The Melbourne to Ballarat Road, renamed the Western Highway by the mid 1940s, was the first sealed section of road in this part of the Moorabool Shire.<sup>23</sup>

The most dramatic development in road construction in the Moorabool Shire occurred from the mid 1960s, when planning first commenced for the Western Highway Bypass Project. This project involved the construction of a freeway (to be known as the Western Freeway). The Gordon section opened in May 1972 (Figure 3.05),<sup>24</sup> while the Ballan section was completed in June 1978.<sup>25</sup> The Country Roads Board's invitation to the opening of the Ballan Section proudly stated:

Building the Ballan section of the Western Freeway has involved the construction of 8.4 kilometres of four lane divided freeway with associated structures and access roads.

The route passes north of the Ballan township and links the already completed Pykes Creek and Gordon sections of the Western Freeway.

The work was carried out by the Ballarat Division of the Country Roads Board, and financed from Commonwealth funds for National Highways.

The Ballan section is a further link in providing a four lane divided road from Melbourne to Ballarat.<sup>26</sup>



**Figure 3.05:** Western Highway – Gordon Bypass, 1972. Source: *A Pictorial History of the Shire of Ballan*, p.147.

### **Melbourne to Buninyong (Ballan to Buninyong section)**

Beginning from Ballan as the original route to Portland Bay, this road now comprises the Ballan Mt Egerton Road, Yendon Mt Egerton Road and the Yendon No. 2 Road. Works appear to have been carried out in 1856 to improve the Ballan to Mt Egerton portion of the road,<sup>27</sup> while in the 1860s, maintenance

occurred, including draining, forming and metalling.<sup>28</sup> Similar maintenance and improvements continued throughout the years, although in 1871 a portion of the Ballarat to Egerton Road was diverted through Archibald Fisk's Lal Lal property.<sup>29</sup>

### Geelong to Buninyong (western section)

Until late 1854, the Geelong to Buninyong Road was still largely a well-worn track. It served as the regular mail, supply and gold escort route between Melbourne and Ballarat (via Geelong). In May 1854, William Howitt gave the following description on his travels along this road:

Once out of the awful quagmire of Ballarat, we hoped to get into a tolerable road; but the whole country, for about half way to Geelong lay full of wet, and the roads in consequence were execrable ... We were glad to see that the Government was beginning to bestir itself in laying out roads and preparing to seal land along this district. As yet, however, they have only marked out the line of a great road from Ballarat to Geelong, by stubbing up the trees, and removing the trap boulders, and arranging them along each side of the road.<sup>30</sup>

So bad was the road that bullock wagons avoided using it, preferring to keep to the high ground through the bush.<sup>31</sup>

### Clarendon to Buninyong Section

Progress was soon made in the layout of the road as anticipated by Howitt. In October 1854, the Government advertised a contract for the timber planking of 5.75 miles of road near the Corduroy Bridge (at Clarendon).<sup>32</sup> This contract predated the 1855 Victorian Royal Commission on Transport's recommendation to trial the American plank roads system 'where there were good forests at hand'.<sup>33</sup> While the Ballarat road was recommended for this trial, other plank roads outside the Moorabool Shire were constructed both prior to and after the Royal Commission's findings, including Upper Plenty Road, Eltham, the road between Woodend and Carlsruhe and a road at Wangaratta.<sup>34</sup> In relation to the Geelong to Ballarat Road, it appears that the planked construction of the route extended to at least Scotsburn, as in 1858, John Davidson was awarded the tender to make 2 miles and 73 chains of 'the Ballarat road, between the Corduroy and Scott's Bridges' (between Clarendon and Scotsburn).<sup>35</sup>

### Meredith to Clarendon Section

To the east of Clarendon, a plank road was also constructed in 1855. This road spanned between Meredith and Clarendon. The Assistant Engineer to the Central Roads Board, Charles Anthony Corbett Powell Wilson, was camped at Stony Rises (Elaine) and on 28 April 1855 he recorded that his survey party was making 'eleven miles of new road, six of which are plank road in the American style and the rest Macadamised'.<sup>36</sup> Overall, there were three camps of 1000 men each working on the building of the road.<sup>37</sup>

### Later Maintenance Works & Upgrades

Throughout the early 1860s, a number of tenders were called for the maintenance of the road. No references to the plank road (and particularly its maintenance) have been identified after the early 1860s. In 1868, a portion of the road to Buninyong was re-formed and metalled.<sup>38</sup>

In the 20<sup>th</sup> century, the Geelong to Ballarat Road was completely upgraded and modernised, and re-named the Midland Highway.



**Figure 3.06:** Road east of Mt Buninyong (Yendon No.2 Road), 1899. Source: La Trobe Picture Collection, State Library of Victoria, image pi005217.



**Figure 3.07:** Mt Buninyong Road, c.1890-1920. Source: La Trobe Picture Collection, State Library of Victoria, image mp014548.



**Figure 3.08:** Plank Road near Osborne Park and Scarborough, Western Australia, 1911-19. Similar plank roads were established at Clarendon. Source: State Library of Western Australia, image 011296d.

### Ballan Daylesford Road (southern section)

The earliest track between Ballan and Daylesford was created as early 1837 from Daylesford to the Great Dividing Range.<sup>39</sup> Captain Hepburn (whose run took in the township now known as Hepburn Springs) had created this 'wider road'. With the discovery of gold in the Hepburn area in the 1850s, a road link between Ballan and Daylesford was created. The Hepburn gold mines were known as the Jim Crow Diggings and by 1855 the Ballan section of the road was shown on a plan of Messrs. Atkinson and Pepper's Pre-Emptive Purchase of the Ballan Run.<sup>40</sup> Further forming, upgrading and metalling of the road occurred in the 1860s and early 1870s, at a time when the northern extremity of this route (probably outside the Moorabool Shire) was also known as the Guildford to Ballan Main Road.<sup>41</sup>

### Trentham Greendale Road (Ballan to Blackwood)

The first route laid out between Ballan and Blackwood in 1854 was informal only, consisting of trees that had been blazed.<sup>42</sup> This was a time when gold was initially discovered amongst the intricate hills and gullies in Blackwood. Little improvement had been made to the rough track in the ensuing months, as it was reported in *The Argus* on 27 July 1855 that:

Some of the roads are awful to ascend, and would almost frighten a Highlander to look at, accustomed as he may be to his Ben Lomond and Ben Nevis.<sup>43</sup>

With the population at the Blackwood diggings reaching approximately 10,000 miners by March 1855,<sup>44</sup> there was a need for an improved road between Ballan and Blackwood. Critical of the situation was Assistant Commissioner Standish in April 1855, who declared that 'the difficulty of access by the present roads, seems to me to be the chief obstacle to the prosperity and development of the Mount Blackwood Gold field.'<sup>45</sup> Works commenced on a new road in late 1856, after the *Victoria Government Gazette* called tenders for 'a new road from Ballan to Mount Blackwood, passing through Messrs. Lyon and Ferrar's pre-emptive section at Murniong.'<sup>46</sup>

The original track that had been formed was considered dangerous and unsatisfactory, as outlined in the *Bacchus Marsh Express* in 1869:

Here is an extremely narrow track taken along the side of an absolute mountain, and the passage of heavy goods or indeed any vehicle on this road is startlingly dangerous. There is not room for two vehicles to pass each other, and how it has come about that accidents have not often happened in this place is only to be attributed to the absence of much traffic of any kind.<sup>47</sup>

The Government granted £2000 for the improvement of roads in the Blackwood district, and Cr William Shaw was successful in having £300 set aside for the construction of a bridge and part of the road to Barry's Reef.<sup>48</sup> The formalisation of a new road to Barry's Reef and beyond to the Trentham diggings in 1871<sup>49</sup> appears to have assisted in the commercial viability of the Red Hill settlement at Blackwood as a Cobb and Co. coach stop over as well as servicing miners, saw millers and farmers. In 1874, the positive results of the 'handsome new road' were claimed to provide 'a width and expansiveness about the place' at Barry's Reef.<sup>50</sup>



**Figure 3.09:** Ballan Greendale Road, possibly near Greendale, looking south, 1968. Source: La Trobe Picture Collection, State Library of Victoria, image mp020504.

## Roads at Blackwood

### Martin Street

Martin Street (main street of Red Hill), Blackwood, appears to have been named after the early publican and storekeeper, G.A. Martin. He first acquired land in the centre of Red Hill in 1859 and apparently bought gold and kept a wholesale grog store, before abruptly leaving his 'red barn-looking place' which was taken up by the Bank of Australasia.<sup>51</sup>

Martin Street remained a gravelled (and often muddy) thoroughfare until at least the 1950s. As early as 1866, the poor condition of the road was described as 'of the ugliest possible design and execution, being narrow, dirty, and imperfectly formed.'<sup>52</sup> Improvements were made in 1868, including the widening of the roadway at the intersection of Martin Street and the 'new' Golden Point Road, giving storekeepers hope that Red Hill would take the lead as the centre of population at Blackwood.<sup>53</sup> However, the wretched state of Martin Street continued throughout the 1870s and in 1875 when the Post Office was opened is was quipped that you could 'walk to the Point [Golden Point] by a cleaner road from Buckley's corner than you can to the new office' and that it was almost impossible to get to it, for mud and water; but thanks to the Shire Council, we are used to it now, though it comes rather rough on strangers.'<sup>54</sup>

Throughout the 19<sup>th</sup> and 20<sup>th</sup> centuries, the main street of Red Hill remained a gravelled thoroughfare with deep spoon drains on both sides (Figure 3.10). Properties lining the streets required bridging culverts, making access hazardous. It was not until after the 1950s when the road was asphalted and concrete kerbs and channels installed outside the commercial buildings.<sup>55</sup>

### Simmons Reef Road

By 1860, it appears that the village of Red Hill at Blackwood was connected to the goldfields settlement at Simmons Reefs by only a rough track, crossing the Lerderderg River in two locations.<sup>56</sup>

By 1865, a road to Simmons Reef had been more formally laid out, with allotments sold at the junction of the main road to Greendale and to Simmons Reef. However, the quality and state of the road soon brought criticism from local residents. Improvements were considered essential to ensure basic communication 'from the outer world to Blackwood, and from one Blackwood hamlet to another.'<sup>57</sup> In 1872, tenders were called for improvements 'on road between Red Hill and Simmons Reef.'<sup>58</sup> These improvements were essential as in November of that year the *Bacchus Marsh Express* reported that:

The road from Mr. Sawyers's, past Whipstick Gully, ought to be properly made and metalled at once. Only the other day a carter informed me that he had lost his horse from the injuries received in travelling along this road.<sup>59</sup>

It was not until 1875 when the Ballan Shire Engineer was instructed 'to survey the best line of road from Mr. Sawyers's to the Blackwood cricket ground.'<sup>60</sup> A culvert was also proposed 'to take the water into Sawyers's road [Simmons Reef Road]' in 1875.<sup>61</sup>

### Golden Point Road

In the early years, access to the centre of Red Hill from Golden Point, Blackwood, was often difficult and there were road closures. The main thoroughfare between Red Hill and Golden Point was from the south-west, adjacent to the cemetery (now addressed as 35 Byres Road). In December 1866, the Ballan Shire Council resolved to call tenders 'for road from Golden Point to Red Hill,



**Figure 3.10:** Martin Street, Red Hill, looking south, c.1900. Source: La Trobe Picture collection, State Library of Victoria, accession no. H97.272/45.

Blackwood, according to amended plan and specifications.<sup>62</sup> In late 1867, a new road was opened between Red Hill and Golden Point, as described by James Ferguson in the *Bacchus Marsh Express*:

The new road opened some months since between Red Hill and Golden Point is found to be a great benefit to all the inhabitants. It matters not whatever time you pass along, you are sure to meet some wayfarer reaping the benefit. The road is first-rate in summer, but there are some parts that will be almost impassable in winter. It will be a great oversight if the Ballan Shire Council neglect to have those bad parts made good before the winter sets in.<sup>63</sup>

The new road traversed the southern bank of the Lerderderg River valley to the west of the central Golden Point township (Figure 3.11). This 'new' Golden Point Road provided easier access to the commercial hub of Red Hill in Martin Street.

### Tolls

In an effort to boost the income of the local towns and Roads Boards, the early main roads throughout the Moorabool Shire were tolled. In the 1850s, toll gates had been established on the routes to Ballan, Buninyong and Ballarat, and included gates and gate checks at Ballan, Warrenheip and Mt Buninyong.<sup>64</sup> These gates were let by tender. The gate-keepers frequently complained about people taking circuitous routes to avoid the toll.<sup>65</sup> At Ballan in 1862 for example, the *Victoria Government Gazette* published the order 'that a check toll-gate be erected on the Jim Crow road to prevent evasion of tolls at the Ballan toll-gate on the Melbourne to Ballarat road.'<sup>66</sup> From February 1875 however, all tolls were abolished, and local councils needed to reconsider their rate revenue to supplement funds.<sup>67</sup> No surviving physical evidence of the early toll gates in the Moorabool Shire has been identified.

### Coaches

With the Ballarat gold rush in 1851 came regular mail and passenger coach services managed by a number of proprietors. As early as 1852, two innkeepers of Bacchus Marsh, Crook and Watt, had established one of the first public transport services in Victoria.<sup>68</sup>

The most popular transport firm was Cobb and Co., founded in Melbourne in 1853 by Freeman Cobb and his partners, John Peck, James Swanton and John Lambert.<sup>69</sup> By 1854, they commenced regular services from Melbourne's Criterion Hotel at 6 am Monday to Saturday, arriving in Ballarat each afternoon (Figures 3.12-13).<sup>70</sup> The service was well patronised, as in 1860 the massive 'Leviathan' coach catered for 100 passengers, while in 1873 a new coach was put on to accommodate 25 people.<sup>71</sup> By 1883, the route to Ballarat originated in Keilor Road (Sydenham), Melbourne, and took in staging posts at Melton, Bacchus Marsh, Pentland Hills, Ballan and Gordon.<sup>72</sup> At each of these staging posts, teams of horses were swapped and tired horses stabled, rested and fed. On a busy route like the Melbourne to Ballarat service, hotels were established to cater for the Cobb and Co. passenger trade (some passengers staying overnight) and for accommodating the horses. At Ballan, the earliest staging post appears to have been the Roch's Inn, while later being taken over by the Carriers Arms Hotel and then the Ballan Hotel.<sup>73</sup> At Gordon, Cheri Mars' Mount Hope Hotel adjoined the Cobb and Co. weatherboard office.<sup>74</sup> Teams were changed there while Cobb and Co. had a paddock for their horses four miles from the village on the Gordon creek.<sup>75</sup> Of these hotels associated with Cobb and Co., only the Ballan Hotel survives today.

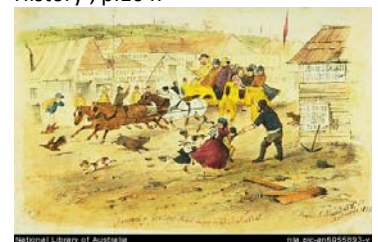
Other Cobb and Co. routes in the Moorabool Shire included the Geelong to



**Figure 3.11:** View on the 'new' Golden Point Road, looking east to the Royal Mail Hotel at Golden Point, c.1930s. Source: Blackwood & District Historical Society collection.



**Figure 3.12:** G. Lacy, 'For Ballarat', n.d. [c.1850s]. Source: D. Moloney, 'Shire of Melton Heritage Study Stage 2 – Environmental Thematic History', p.104.



**Figure 3.13:** S. Gill, Arrival of Geelong Mail, Main Road, Ballarat, 1855. Source: National Library of Australia, image an6055893-v.



Ballarat service, and the Blackwood service. Thompson's Hotel at Meredith was the staging post of the Geelong to Ballarat route in 1853.<sup>76</sup> The Blackwood service initially commenced in 1855, as outlined in a *Guide to the Gold Fields of Victoria*:

... the indefatigable Cobb and Co. have started a conveyance direct to these [Blackwood] diggings, taking the route we have indicated by the Bush Inn and the Black Forest Hotel, where it strikes through the forest in a straight line for Blackwood. Any person whose pocket can afford it should go by this opportunity.<sup>77</sup>

At the height of the Blackwood gold rush, Cobb and Co. operated a daily service between Melbourne and Blackwood, called the "Estaffe".<sup>78</sup> By 1882, after the decline of the gold in the Blackwood area, the service had been much diminished. A connecting coach at Ballan from either Melbourne or Ballarat was needed to make the journey, as there was no longer a direct service.<sup>79</sup> The Cobb and Co. booking office in Blackwood was the Family (Blackwood) Hotel.<sup>80</sup> In 1887, there was a coach house and stables at the rear,<sup>81</sup> which might also have associations with Cobb and Co. At nearby Golden Point in 1863, the Royal Mail Hotel was noted as the Cobb and Co. stage coach office (Figure 3.14).<sup>82</sup> The Blackwood Hotel and a portion of the former Royal Mail Hotel at Golden Point survive today.

The linking of the Melton end of the Melbourne to Ballarat railway line in the 1880s brought about the demise of the coach service.<sup>83</sup>

### 3.2 Building Early Bridges

#### Timber Bridges

The creation of roads as a consequence of the gold rushes in the 1850s and closer settlement from the 1860s brought with it the need for safe and efficient river crossings. Bridge building was one of the biggest tasks that faced the fledgling local government authorities in these early years.<sup>84</sup> At first and for many years, these bridges were built of timber harvested from the plentiful supply in the forests of the Shire. Several tenders for the construction of these bridges from the 1850s were given in the *Victoria Government Gazette*, a number of which being constructed nearby ever-increasing goldfields. In 1856, Barry and Ewart were contracted to build the bridge over Sutherland's Creek 'on the road from Ballan to Mount Egerton'.<sup>85</sup> A year later in 1857, a timber bridge over the Korjammnipp Creek on the road between Ballan and Mount Blackwood was constructed.<sup>86</sup> In the early 1860s, timber bridges were built on the Melbourne and Ballarat Road at East Ballan (1861) and Bungaree (1863), on the Greendale Trentham Road over Doctor's Creek (1864), at Blackwood (1862) (Figures 3.15-16) and at Morrisons (1862) (Figure 3.17).<sup>87</sup>

Numerous other timber bridges were erected throughout the Moorabool Shire in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. These included a bridge over Whipstick Creek on Simmons Reef Road (1874) and the Woodbine Bridge, Springbank in 1884.<sup>88</sup> The opening of this latter bridge was described in the *Gordon Advertiser*:

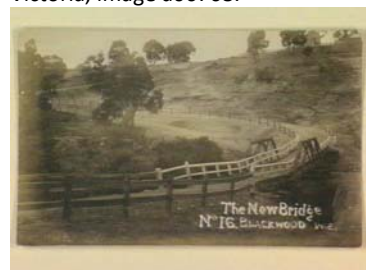
A pleasing ceremony took place at Ormond [Springbank] on Wednesday with the opening of the new bridge over the Moorabool River, a work that was urgently needed by the inhabitants of the district. The bridge (a wooden one) was constructed at the joint expense of the Bungaree and Ballan Shire Councils, under the supervision of Mr Young, the clerk of works to Ballan Shire. Mr McCulloch, clerk of works to Ballan Shire [sic] attended on behalf of Ballan Shire, Cr Colhesy & Mr Acton, clerk of works, on behalf of



**Figure 3.14:** J.C. Collins, Royal Mail Hotel, Golden Point, 1968. Source: La Trobe Picture Collection, State Library of Victoria, image jc001515.



**Figure 3.15:** 'New and Old' Bridges, Blackwood, n.d. Source: La Trobe Picture Collection, State Library of Victoria, image a06768.



**Figure 3.16:** 'The New Bridge', Blackwood, n.d. Source: State Library of Victoria, image a06769.

Bungaree Shire; contractor Mr McCusker, who carried out the work was also present. After carefully examining the work, the excellence which was greatly admired, Mrs Matthew Clark declared the bridge open for traffic, with the usual ceremony and named it Clark's WOODBINE BRIDGE, such being the name given to Mr Clark's farm adjoining. Corks were then drawn and success to the two shires, the new bridge and the fair lady who so successfully did the christening, was drunk with much enthusiasm. The health of the contractor was also drunk and that of Mr Young for the excellent manner in which the work had been carried out. The whole party then, at the invitation of Mr & Mrs Clark, adjourned to their residence to partake of a nice luncheon provided for the occasion and after doing full justice to the same and returning thanks to the fair hostess for the good things provided, all returned to their respective homes, well pleased with the day's outing.<sup>89</sup>



**Figure 3.17:** Old Government Bridge, Morrisons, c.1870. Source: A Pictorial History of the Shire of Ballan, p.41.

In 1909, a 'substantial' bridge was built at Ballan over the Werribee River at a cost of £700. It was 96 feet long and 15 feet 'on the clear'.<sup>90</sup>

Of the timber bridges built in the Moorabool Shire in the 19<sup>th</sup> and early 20<sup>th</sup> centuries, only the Portland Flat Road Bridge, Gordon (Figure 3.18), built between 1898 and 1900,<sup>91</sup> survives today. This bridge was erected to traverse the Melbourne to Ballarat Railway line to overcome concerns of the earlier level crossing 'about the danger of fast express trains meeting slow horse drawn carriages and carts'.<sup>92</sup>



**Figure 3.18:** Portland Flat Road Bridge, 2009. Source: David Rowe.

### Bluestone Bridges

Bridge building in the Moorabool Shire from the later 19<sup>th</sup> century largely involved bluestone construction. Some timber bridges may also have been built with bluestone embankments in earlier years, while other timber bridges that had deteriorated through wear and tear, weathering and flood damage, were replaced with bluestone bridges. Throughout the Bungaree and Buninyong Shires at least, the local bridge builder, Charles McCusker of 33 Russell Street, Gordon,<sup>93</sup> was responsible for a number of them. As Jack Toohey in *On the Eastern Fringe* states:

... McCusker focused his energy on bridge building. Built over local rivers and streams, many have stood the test of time. These stone and concrete bridges, erected by the use of pile-driving with buttress foundations, are still in use today with only minor repairs required.<sup>94</sup>

One such bridge built by McCusker was a replacement for an earlier timber structure was the bridge over Lal Lal Creek at Bungaree. Completed in 1891, The *Gordon Advertiser* gave the following account of the new work (Figure 3.19):

The new bridge erected by Mr McCusker over the Lal Lal Creek will be reopened for traffic before our next issue and will be a great benefit to those whose traffic has been diverted by another route. The level has been raised and the hill now has been reduced to a minimum. No accident of any kind to vehicular traffic during its erection although the temporary crossing was not very safe. The cost of the bridge is divided between the two shires and altogether the work reflects credit on the contractor.<sup>95</sup>



**Figure 3.19:** Bluestone Bridge over Lal Lal Creek, Bungaree, 2009. Source: Dennis Speilvogel.

In the early 20<sup>th</sup> century, some bluestone bridges in the western portion of the Moorabool Shire (taking in the area formerly part of the Buninyong Shire) appear to have been engineered by Charles Corbett Powell Wilson, son of C.A.C. Wilson



who, in the mid 1850s, was engineer for the construction of the plank road from Meredith.<sup>96</sup> Other bluestone and non-bluestone bridges were repaired under C.C.P. Wilson's guidance, including Payne's Bridge, Yendon-Egerton Road, Ryan's Bridge, Yendon, Murray's Bridge, Clarendon-Mt Doran Road, two bridges on the Elaine-Morrisons Road and Cahir's Bridge near the Lal Lal racecourse.<sup>97</sup> Ryan's Bridge at Yendon/Lal Lal is one of the larger bluestone road bridges remaining today (Figure 3.20).

### Concrete Bridges

C.C.P. Wilson was also responsible for the construction of concrete bridges throughout the former Buninyong, Leigh and Meredith Shires. An energetic officer, his use of concrete has been claimed to have been pioneering.<sup>98</sup> Within the Moorabool Shire, Wilson was responsible for the pre-stressed concrete bridges over the Moorabool River on the Yendon-Egerton Road and over Williamson's Creek at Clarendon.<sup>99</sup> For these and his other concrete bridges he also used recycled tramway cable purchased from Melbourne as reinforcement.<sup>100</sup> Wilson died in 1938 following 30 years of service to the Buninyong, Meredith and Leigh Shires. The *Ballarat Courier* recognised 'his amazing knowledge of the Shire, and his special ability with bridge building.'<sup>101</sup> Overall, Wilson had been responsible for the construction of 108 bridges, with 13 of them being constructed of concrete.<sup>102</sup>

### Existing Road Bridges

Today, approximately 62 road bridges are managed by the Moorabool Shire,<sup>103</sup> with a number of additional bridges falling under the jurisdiction of VicRoads. It appears that all of the early bluestone bridges have been altered to a greater or smaller extent: through the former timber structures and decks having been replaced; or through the former decks having been replaced only. There remain a larger proportion of bridges where early bluestone abutments survive, such as the bridges at Greendale (Figure 3.21).

## 3.3 The Railway Network

### Railway Lines

In 1855, the Victorian Royal Commission on Transport (which had been appointed by the Victorian Government in the previous year) gave recommendations on the required actions for removing any restrictions that would prevent the Government from building a railway network throughout the Colony.<sup>104</sup> The Commission further recommended that surveys and cost estimates be prepared for railway lines from Melbourne to Bendigo; from Melbourne towards Sydney; and from Geelong to Ballarat.<sup>105</sup>

### Geelong to Ballarat Line

It was during 1856 when a separate Railway Committee recommended that the Government raise funds for the construction of the Geelong to Ballarat railway line, at the same time as the line between Melbourne and Echuca (the Melbourne to Geelong line had already commenced as a private enterprise).<sup>106</sup> Public pressure had increased for the commencement of the Geelong to Ballarat line.

On 26 August 1858, the Governor of Victoria, Sir Henry Barkly, turned the first turf for construction to begin.<sup>107</sup> The contract for this mammoth task had been let to Evans, Merry and Co. Main depots were established at the Geelong end at Moorabool, and at the Ballarat end at Warrenheip.<sup>108</sup> While works commenced, the actual railway route was not finalised. Given the poor ground between Meredith and Clarendon, new surveys were required. Eventually, the route was confirmed, taking in the townships of Meredith, Elaine, Lal Lal, Yendon, Navigators and Warrenheip (Figure 3.22), much to the consternation of the



**Figure 3.20:** Ryan's Bridge, Lal Lal, 2009. Source: Wendy Jacobs.



**Figure 3.21:** Bridge over Dale Creek, Greendale, showing remnant bluestone abutment, 2009. Source: David Rowe.

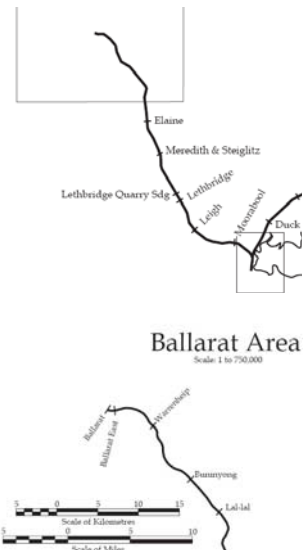
residents of Clarendon and Buninyong.<sup>109</sup>

Over 3000 men were employed to construct the railway line.<sup>110</sup> Throughout the following years, progress was laborious and slow, resulting from a number of strikes and the financial difficulties of the contractors, Evans and Merry, who transferred the responsibility for building the line to Williams, Little and Co.<sup>111</sup> In April 1861, *The Argus* gave a detailed description of the disruptions to the work, together with the progress that had been made:

It is with regret that we now proceed to disillusionate our readers, and check the pleasant anticipations to which that announcement gave birth [opening of the railway line], for it is scarcely to be hoped that even this year will see trains running from the Geelong and Melbourne and Ballarat junction to the great centre of the industry of the western districts. Various causes have brought about this untoward conclusion, not the least of which is the fact that, through some mismanagement, the material expected from England is all behind. Miles and miles of line duly formed and levelled, surmounted by a straight and comely ridge of regularly-laid blue metal, beside which are great stacks of sleepers, await the rails, which have to arrive and be properly fixed before the way can be opened.

... As our readers might have expected from our last description of the line from the junction at Geelong West to the Moorabool, that portion may be looked upon as completed, for both lines are permanently laid, and a settled aspect pervades the whole. ... The only station between the [Geelong West] junction and the Moorabool is to be erected at the Stieglitz-road crossing, which is about a mile from the Moorabool viaduct, on the Geelong side, and this will, of course, serve to connect this tolerably important agricultural district with the principal markets. ... Proceeding at the present rate, the [Moorabool] viaduct will scarcely be finished this year, but that is a matter of small consequence, considering the condition of the line near the Ballarat terminus, and, moreover, Mr. Williams, the contractor by whom the railway works are being managed, has professed himself ready, for a consideration, to so add to the staging that the bridge would be completed in four months.

... Of the line, as it extends from Meredith to Warrenheip, but little is to be noted. Cuttings occasionally through chalkbeds, which, it is said, have been paid for by Government as though they were through rock, and cuttings through rock and gritty sandstone, which, it is rumoured, were paid for at the rate of cuttings through gravel, continually succeed each other, save where embankments stretch along for many a mile. Occasionally, in spots where no eye save those of the official inspector are likely to see them, culvert heads, elaborately chiselled, peep from under the nearly-covering ballast; here and there a little bridge, fit, in point of masonry, to adorn a palace garden, spans a road only to be found on Government maps; but, except to the engineer, who calculates gradients and quantities, no point of interest presents itself till the highest point of the line is attained in No. 66 cutting, the centre of the Warrenheip depot. Near this spot, 1,400ft. above the sea, are a good many objects worth inspection. The No. 66 cutting, alluded to above, is a great work, the bed of gritty rock through which the line passes having presented unusual difficulties to the excavators. The line hereabouts is quite complete, with the exception of the rails and sleepers. The latter have been brought to the spot, but the former have yet to be delivered; and it seems a great pity that the beautifully



**Figure 3.22:** Portions of Railway Map of Victoria, 1870, showing the Geelong to Ballarat line (top) & upper portion of line in the Ballarat area (bottom). See Appendix 11.01 for larger image.

level layer of blue metal, which is in perfect readiness for the permanent way, should be allowed to remain month after month in exactly the same condition ... Beyond all question, the section of the work extending from Meredith to Ballarat is a model of workmanship, and likely to be a standing example of how well a thing can be done – leaving expense out of the question – for very many years.<sup>112</sup>

On 10 April 1862, the railway line was officially opened by the Governor of Victoria, Sir Henry Barkly.<sup>113</sup> A special train had carried Councillors and passengers from Ballarat in the morning. However, all did not go completely to plan, as the train was delayed for half an hour at the Caledonian Bridge as it had difficulty climbing the steep gradient to Warrenheip.<sup>114</sup> Firewood had been exhausted by the time it reached Meredith, which caused another delay.<sup>115</sup> Eventually, the train arrived at Geelong 4.25 hours after leaving Ballarat, where the Governor boarded, the train returning to Ballarat by 2.45 pm.<sup>116</sup> The day had been declared a public holiday in Ballarat and it was celebrated with a public dinner at the Ballarat Mechanics Institute.<sup>117</sup>

### Melbourne to Ballarat Line

#### Warrenheip to Gordon

A direct 'light' rail line between Melbourne and Ballarat was to be built in stages. Initially, in 1879, a branch line was built from Warrenheip to Gordon (then known as Gordons) (Figure 3.23).<sup>118</sup> The 12.87 miles of rail line to Gordon, built by King and Co., was opened on 7 May 1879.<sup>119</sup> This line serviced the townships of Dunnstown, Gordon, Bungaree, Millbrook and Wallace. While the line provided a more efficient means of passenger transport to Ballarat, its importance lay in the transportation of harvests from the district's mining, timber and particularly agricultural industries. Even a private siding was established at Brind's Distillery, Dunnstown, to facilitate 'the easy transmission of goods to any part of the Commonwealth'.<sup>120</sup> Eddie Keeble in *Bungaree 1910-1920: Reflections on Farming Pursuits and Family Life* gives an account of the value of the railway in the area in the early 20<sup>th</sup> century:

Rail transport was the only means whereby the huge production of the area could be trans-shipped. On a busy day, during the potato harvest, it was possible for one hundred tons of potatoes to be shipped from Bungaree rail station. Imagine the man power and manual handling of that quantity from the digging, bagging, loading on the farm and loading on rail trucks. Official rail dockets were issued for receipt and despatch of items of freight, parcels and truck consignments. Visualise the activity around the railway environs.

... Prior to the busy potato season the grains were loaded directly on to rail trucks and covered with heavy tarpaulins, provided for the purpose. The transfer of grain and potatoes from wagon to rail truck was across the shoulders, behind the neck. A bag hook, gripped by hand, greatly assisted the positioning of the bag in the loading process.

Rail traffic was not all outward. Inward traffic consisted of supplies of superphosphate for the sowing of hay, grain and potato crops, jute sacks into which the grain and potatoes were placed, twine for the binding of hay sheaves and sewing of bags. Every item in the grocery stores arrived by rail – flour, sugar, all grocery items, hardware items, footwear, bran, pollard and kerosene packed in two four gallon tins in a wooden case.

The rail was the life blood of Bungaree ... Items of farm machinery also



**Figure 3.23:** Portion of Railway Map of Victoria, 1880, showing the Warrenheip to Gordon line. Source: A. Waugh, Victorian Railway Maps – Victorian Railway Resources at <http://www.vrhistory.com/>.

arrived by rail truck and often the manually operated lifting crane would be used to unload same.<sup>121</sup>

At Wallace, George Holden, manager of Holden's chaff cutting, grain crushing and hydraulic pressing works, negotiated with the Victorian Railways the construction of a chaff siding in 1892, near his chaff works.<sup>122</sup> This siding was open to traffic in 1893. By the time of Holden's death in 1938, the chaff mill was defunct and local farmers expressed little interest in the use of the railway siding.<sup>123</sup>

#### Gordon to Ballan

The second leg of the 'light' line between Gordon and Ballan commenced on 12 February 1886, when Lewis, Roberts and Glover were awarded the contract for the work.<sup>124</sup> The line from Gordon to Ballan was opened to passengers on 22 December 1886<sup>125</sup> (Figure 3.24). It was celebrated with an official opening hosted by the Ballan Shire Council and invited guests including the Victorian Ministry, members of Parliament and Railway Commissioners.<sup>126</sup> A banquet was held at the Ballan Town Hall, prepared by a Mr J. Reid.<sup>127</sup>

The 7.5 miles of rail line between Gordon and Ballan also included the construction of 15 rail bridges.<sup>128</sup> On 11 January 1887, the line was opened for goods transport.<sup>129</sup>

#### Bacchus Marsh to Ballan

The third leg in the Melbourne to Ballarat rail line in the Moorabool Shire was the Bacchus Marsh to Ballan line. In 1887, B. Bastings and Co. of Sydney was awarded the contract for the work.<sup>130</sup> The *Ballarat Courier* gave the following brief description of the impending works:

It would seem that there will be a very heavy task ahead of the successful tenderer for the railway connection between Bacchus Marsh and Ballan. It is the last link in the Ballarat-Melbourne connection and the building of the line will entail the building up of 1,250,000 cubic feet of earthworks, 16 bridges including one high one, and 48 culverts.<sup>131</sup>

The last of the rail was laid for the line on 23 July 1889 and the line was opened for passengers by 4 December of that year.<sup>132</sup> Importantly, the opening of this section of the line not only opened up Melbourne to Ballarat with a more direct railway route, but was a critical link in the Adelaide-Melbourne-Sydney rail connection. While the Geelong to Ballarat line had connected Victorians to Adelaide from 1887, the opening of Melbourne to Ballarat line in 1889 brought about this new connection via Serviceton.<sup>133</sup> The rail route became known as the Serviceton line.<sup>134</sup>

#### Racecourse Branch Lines

##### Lal Lal Racecourse Line

Lal Lal and Bungaree were the locations of important horse race meetings as early as the 1860s. The Lal Lal Turf Club was established in 1873 at Brophy's Hotel, Ballarat, the first race meeting being in 1874.<sup>135</sup> Subsequent race meetings proved to be a great success with the citizens of Ballarat who would commute to the Lal Lal races on New Year's Day and the Queen's Birthday.<sup>136</sup> So successful were the races that the Lal Lal Turf Club agitated for a special branch railway to be built from the Ballarat to Geelong line.<sup>137</sup> A flying survey for the route of the branch railway line was made in 1882.<sup>138</sup> A deputation of Turf Club members met with Mr Rees, M.L.A. and the Acting Commissioner of Railways, Mr Graves, in June 1882, requesting consideration of another route.<sup>139</sup> The route



**Figure 3.24:** Portion of Railway Map of Victoria, 1890, showing the Melbourne to Ballarat line which included Ballan. Source: A. Waugh, Victorian Railway Maps – Victorian Railway Resources at <http://www.vrhistory.com/>.



**Figure 3.25:** Railway Workers on the line at Ingliston, late 1880s. Source: *A Pictorial History of the Shire of Ballan*, p.47.

was shown on the map finalised by the Victorian Railways Department by August 1885.<sup>140</sup> A contract for the construction of the line was awarded to Chappel and King and the line opened for the New Year's Day races on 1 January 1886, with 8000 return tickets sold.<sup>141</sup> While the line might have made the commute to the Lal Lal races easier, the method of transport was not salubrious: the large numbers of race goers were conveyed to the races from Lal Lal Station in rail cattle trucks.<sup>142</sup>

### **Bungaree Racecourse Line**

With the success of the annual Sports Demonstrations at the Bungaree Racecourse on Boxing Day organised by the local Roman Catholic community at Bungaree from the 1880s, came the impetus for a branch railway line to transport the patrons. Horse racing was an important sport in the local district and was well attended by the local Irish Catholic population. Not surprisingly therefore, the Boxing Day event at Bungaree subsequently grew in stature and popularity beyond the local area. Reaching the race course for a large number of people posed a number of difficulties and considerable organisation was required to ensure a successful event. As Mark Cauchi and Michael Guiney in *The Bungaree Racecourse Railway* outline:

People travelled to the Racecourse Reserve from all over the district, either by a variety of horse-drawn transport, bullock dray or by train from Ballarat and intermediate stations to the Bungaree station followed by a 2-mile walk to the reserve. For the meeting held in 1896, the number of special trains scheduled from Ballarat had been reduced to two trains each way, augmented with the one regular service. It appears that the racing club played a significant role in the technical organisation of this meeting, the club having arranged for cabs to meet each train at Bungaree station to convey passengers to its racecourse. Another special train was run from Melbourne and was available to transport patrons from the city as well as the intermediate stations between Bungaree and Bacchus Marsh. The direct line from Melbourne via Bacchus Marsh had been opened for through traffic on 4 December 1889.<sup>143</sup>

The transport problem led to a number of interested parties including the Bungaree Reserve Management Committee, the Bungaree Shire President and Councillors, the Bungaree Sports Meeting Committee, the Bungaree Turf Club, and the local member for Warrenheip, Edward Murphy MLA, to lobby the Victorian Government for the building of a railway siding near the racecourse reserve.<sup>144</sup> As an established member of the Bungaree Roman Catholic Sports Committee, Edward Murphy and his parliamentarian-colleague William Anderson introduced a combined deputation from the Bungaree Shire Council and the Bungaree Turf Club to the Minister of Railways on 27 January 1897, for the building of the racecourse railway siding at Bungaree.<sup>145</sup> Such a deputation initially fell on deaf ears, but three months later during a visit to Ballarat, the Minister promised a survey for the proposed line.<sup>146</sup> Referred to the Engineer in Chief of the Railway Construction Branch, Board of Land and Works, a flying survey and report were prepared by 23 April 1897.<sup>147</sup>

On 14 July 1897, Edward Murphy introduced a Private Members' Bill to the Legislative Assembly of the Victorian Parliament as a consequence of the preliminary survey and report. The purpose of the Bill was to establish a construction trust to be known as the Bungaree Railway Trust whose function was to obtain funds to acquire the necessary land for the building of the line.<sup>148</sup> This Bill became embroiled in political controversy as it was introduced into the Victorian Legislative Council on the same day as its second reading, apparently



rushing the parliamentary process.<sup>149</sup> News of the hotly contested political debate spread beyond State boundaries given the fact that while the Government opposed the financing of the line, it had been passed by the Upper House. Even the Christmas Day edition of *The Mercury* in Hobart in 1897 gave a jovial if not overly positive account of the political upheaval and the proposed railway line:

Parliament has drifted late the quiet harbour of recess, and the State ship now lazily swings to the tide with sails unbent and all the crew off on a holiday. It was, indeed, a drifting match right up to the end of the cruise, though at the last moment a slight breeze sprang up when, at the instance of Mr. E. Murphy, the “janial” member for Warrenheip, a Bungaree Racecourse Railway Bill was rushed through despite Ministerial opposition and in the teeth of the Premier’s protest. On the very best showing it will, if it is ever constructed, be a losing concern, and considering the state of our railway finances that alone should have settled the matter. But the Assembly passed the bill in the belief that the Council would veto it; only the Council declined to save the Assembly from itself, and has left it to get out of its own difficulty its own way. The matter was looked upon as a good joke, but the Premier still holds the joker up his sleeve, for another bill will have to be passed authorising construction before the line can be built, and Parliament will also have to sanction the expenditure of loan money for the purpose. The chance of it doing this is rather remote, because Mr. Mathieson, the General Manager of Railways, gave these political railway constructionists a rather rude shock the other day. The Railway Committee decided to recommended the laying down of another hopelessly non-paying line from Fern Tree Gully to Gembrook, and Mr. Mathieson wrote pointing out that if it were built he could only take it over on Parliament agreeing to pass on annual vote making good the loss on the line. Seeing that he is now trying to reduce the great railway deficit by shutting up non-paying lines this is only right and reasonable; but it has nevertheless brought the committee up with a round turn. He is sure to make the same move in the Bungaree business, and as it is certain to bring the Assembly to its senses, Mr. Murphy will have to content himself with a barren victory.<sup>150</sup>

Yet, Edward Murphy was far from being beaten on this issue. With the *Bungaree Junction to Race-course Reserve Railway Act 1897* (No. 1540) having been given Royal Assent on 21 December 1897, he again pursued the construction of the line in Parliament on 5 September 1898.<sup>151</sup> Eventually, the Minister of Railways relented and persuaded the Cabinet to accept a set of conditions that were financially favourable to the Department to allow the building of the line to proceed (Figures 3.26-27).<sup>152</sup> A change of Government on 5 December 1899 brought with it a new Minister of Railways who promised to carry out a permanent survey for the line and to incorporate the necessary funds into the next Railway Loan Application Bill.<sup>153</sup> This Bill was eventually passed by the Legislative Assembly and given Royal Assent on 17 October 1900.<sup>154</sup> The Board of Land and Works (Railway Construction Branch) commenced construction of the line in November 1900, with the works open from the Annual Sports Demonstration on 26 December 1900.<sup>155</sup> Tragically, Edward Murphy was not able to realise the fruits of his success, he died prior to the completion of the works.<sup>156</sup>



**Figure 3.26:** J. Bailing, Railway Construction Plan prepared from the Permanent Survey, October 1900. See Appendix 11.01 for larger image.



**Figure 3.27:** Bungaree Racecourse platform, 13 May 1940. Source: Cauchi & Guiney, *The Bungaree Racecourse Railway*, p. 28.

### Melbourne to Ballarat Fast Train Line

Since 2006, a 64-minute express train known as VLocity has operated between Melbourne and Ballarat.<sup>157</sup> The train, which reaches speeds of up to 160 km/h, required updated rail tracks and bridges as part of the Victorian Government's Regional Fast Rail project.<sup>158</sup>

### Railway Bridges

Critical to the success of the railway network on the Geelong to Ballarat and Melbourne to Ballarat lines was the construction of viaducts, bridges and culverts to traverse the myriad rivers, creeks and gullies within the Shire. By far the largest bridge to have been erected on the Geelong to Ballarat line was the Moorabool Viaduct within the City of Greater Geelong, built in 1862.<sup>159</sup> Within the Moorabool Shire, a number of bluestone bridges and culverts were erected between 1858 and 1862. These structures survive today, including those at Elaine (built in 1859) (Figure 3.28) and Navigators (built 1860).

Of the Melbourne to Ballarat line, one of the largest crossings was the Ingliston Viaduct at Ingliston, built by 1889 (Figure 3.29).<sup>160</sup> This trussed timber bridge was replaced in the 20<sup>th</sup> century by a new bridge of open trussed steel pylons to service the fast train network. A new bridge constructed by 2005 for this network is at Peerwur near Millbrook, over the Lal Lal Creek (Figure 3.30).

### Railway Stations

Servicing the management of the railway network and passengers were a series of railway stations built in the towns and centres along the two main routes. On the Geelong to Ballarat line, substantial bluestone stations with associated buildings and platforms were constructed from early 1862 at Lal Lal and Buninyong (Yendon) (Figures 3.31-32).<sup>161</sup> It took another 12 years for a station to be built at Elaine by 1874, and only after a deputation of members of the district met with C.E. Jones, Hon. Commissioner of Railways in c.1869.<sup>162</sup> Of these early stations on the Geelong to Ballarat line, only the Lal Lal Station, together with nearby water tower and dam off-take remain.

On the Melbourne to Ballarat line, passengers had to contend with all types of weather and small timber sheds for the sale of tickets during the initial months of the opening of the first leg between Warrenheip and Gordon. In September 1879, the Editor of *The Argus* newspaper was critical of the state of affairs:

The total want of accommodation for the large and increasing passenger and goods traffic on the Gordons line of railway is simply disgraceful. That this is a truthful statement I think will be granted when the following facts are perused:-

The Gordons station lies about midway between the towns of Gordons and Egerton, which are about six miles apart. This station consists simply of a raised mound of earth, covered by loose quartz tailings. There is on it a small wooden box for the sale of tickets, but no provision of any kind to shelter travellers from the rain and cold wind ... The railway officers have, however, two canvas tents erected for their comfort and residence within the reserve by a paternal Government, at a little distance from the mound. At the next station, Wallace, the next, Bungaree Junction, and at Dunstown [sic.], the same want of accommodation exists. No shelter – not even a mia-mia least a seat of some kind to rest on; but nothing is provided, although timber is a drug. The public, men, women, and children, have Hobson's choice, to stand or sit on the ground, whichever pleases them best.



**Figure 3.28:** J.C. Collins, Blue Bridge, Elaine, 1969-72. Source: La Trobe Picture Collection, State Library of Victoria, image jc006513.



**Figure 3.29:** Ingliston Viaduct, c.1890-1915. Source: La Trobe Picture Collection, State Library of Victoria, image ba000138.



**Figure 3.30:** Railway Bridge, Peerwur, 2009. Source: David Rowe.



**Figure 3.31:** J.C. Collins, Lal Lal Railway Station, 1972. Source: La Trobe Picture Collection, State Library of Victoria, image jc010895.

At Warrenheip, where the line junctions with the Ballarat and Geelong railway, there is an old wooden shed on one side, with shelter by a squeeze for, say, nearly 20 people. At this place the travellers from Gordons, &c., change trains, and must wait for half an hour before they can proceed on their journey. Usually there are from 30 to 40 people waiting. Should it be raining, all the women and children crowd into the shed, whilst the men button-up their coats for a soaking, walk up and down the platform, or, if the wind is from the SW., they huddle together for a little shelter on the lee side of the ticket-box or the shed.<sup>163</sup>

Within a month of this scathing attack, a contract was let to T.W. Cowely for the construction of the Gordons Railway Station on 7 November 1879.<sup>164</sup> Of unusual and probably experimental design,<sup>165</sup> the timber building was characterised by a curved roof. In 1881, the Warrenheip Station (Figure 3.33) was built in timber by T. Holyoak in a Late Victorian style.<sup>166</sup> It featured gable roof forms having decorative bargeboards. Six years later in 1887,<sup>167</sup> the Bungaree Station (Figure 3.34) was built by Pritchard and Blackwood in a Late Victorian style having a conventional gable roof form and broken back skillion platform verandah.

The most substantial of the Melbourne to Ballarat line stations in the study area was the Ballan Railway Station. Located imposingly atop a rise on the intersection of Fiskien and Atkinson Streets, the brick Late Victorian Tudor Gothic styled station building (Building 3.35) was constructed in 1889 by Parkers and Vickers.<sup>168</sup> The elongated hipped roof building was designed with a central gabled bay on the Atkinson Street façade, and a skillion platform verandah facing the railway line.

Of all the stations on the Melbourne to Ballarat line within the study area, only the Ballan and Gordon stations remain today. Archaeological evidence of the other stations, particularly those at Warrenheip and Bungaree, appears to survive.

### 3.4 Early Tram Network

A consequence of the gold rushes at Ballarat, Egerton, Morrisons and Blackwood (and elsewhere within the study area) from the early 1850s, was the great need for timber. While the timber industry is discussed in Theme 4, this burgeoning industry brought about proposals for the construction of tramways to transport the timber. Some of these tramways went no further than the drawing board and public debate, while multiple tram lines were laid out in Victoria, including several in the study area.

At the outset, the hungry Ballarat goldfields gave impetus for the need to overcome an unreliable transport system to cart the timber. In the 1850s, two timber tramways were laid: the first by the Trial Sawmills Company, which spanned 4.5 miles south and east from a depot in Main Road, Ballarat, to the sawmill located three quarters of a mile east of the Yendon Railway Station site; the second by the Warrenheip Tramway Company, which ran for 2.5 miles from a depot on Clayton Hill traversing east towards Mount Warrenheip.<sup>169</sup>

Evidence of at least three tramways associated with the timber industry survives in the study area today. One of the earliest is the narrow gauge log extraction tram line laid out in 1855 as part of Graves Saw Mill, off Frawleys Road at Leigh Creek.<sup>170</sup> Another tramline was established by the Anderson Brothers at their sawmill at Barkstead in early 1866.<sup>171</sup> The third of the Andersons' sawmills in the area, a tramway was laid out that initially spanned two miles beyond the mill. A longer tramway along the top of the Great Dividing Range had previously been



**Figure 3.32:** J.C. Collins, Buninyong (Yendon) Railway Station, 1968, prior to demolition. Source: La Trobe Picture Collection, State Library of Victoria, image jc019107.



**Figure 3.33:** Warrenheip Railway Station, c.1982, prior to demolition. Source: Ward & Donnelly, Victoria's Railway Stations: An Architectural Survey, vol.3, p.67.



**Figure 3.34:** Bungaree Railway Station, c.1920s. Source: Public Record Office Victoria, VPRS 12800 P1, H4933.



**Figure 3.35:** Ballan Railway Station, c.1900. Source: *A Pictorial History of the Shire of Ballan*, p.61.

laid out by the Anderson Brothers, to service their other mills. At Barkstead, the Anderson Brothers soon turned to steam haulage from 1873, being one of the first timber tramways in Victoria to do so.<sup>172</sup> Norman Houghton in *Timber and Gold* gives a detailed description of this transportation system:

On Anderson's logging tram east of the Barkstead mill it became evident that the horse teams found it hard going when the tramway trucks were burdened with heavy logs and this prompted Andersons to consider the use of locomotive haulage. Early in 1873 they took the first step to acquire a steam locomotive when, according to the local story, Mr John Dalziel, the mill's fitter, began building a loco from a traction engine. By March 1873 the loco was advanced enough to be put to work and was given its first trials on the seven mile log tramway.<sup>173</sup>

Around 1878, James H. Wheeler laid out a log tramway in the Wombat Forest near Simmons Reef, to provide transport for logs to his sawmill nearby on the Lerderderg River.<sup>174</sup> Today, the tramway extends approximately 800 metres along the west bank of Tram Creek. It was abandoned when the mill closed in 1898.<sup>175</sup>

At Lal Lal, are the remains of another tram line (Figure 3.37). This line is associated with the Lal Lal Iron Ore Mine, established in the mid 1870s by the Lal Lal Iron Ore Company.<sup>176</sup> The tramway was constructed to convey ore from the mine.

### 3.5 Establishing & Maintaining Communications

#### Postal and Telegraph Services

The establishment of postal and telegraph services throughout the Moorabool Shire from the mid 19<sup>th</sup> century was essential to the ongoing development of towns and rural centres. The postal service kept pace with population growth<sup>177</sup> and surviving post office buildings are a physical legacy of the growth of towns and centres at particular periods in the history of the study area. The ability to send and receive mail was essential in otherwise isolated rural communities.

Only four purpose-built post office buildings survive in the study area today. The earliest of these was the Post and Telegraph Office, 140 Inglis Street, Ballan, built in 1874 (Figure 3.38).<sup>178</sup> The current Ballan Post Office at 125 Inglis Street was built in 1911 (Figure 3.39).<sup>179</sup> At Blackwood, the Postmaster-General took up James Millyard's offer to have a timber post office built on his land at 26 Main Street in May 1875.<sup>180</sup> It was constructed by a Mr. Williamson (possibly to a design by the local architect and surveyor, E.G. Magnus).<sup>181</sup> The post office (Figure 3.40) opened in September 1875.<sup>182</sup> At Gordon, the post office at 65 Main Street (Figure 3.41) was designed by the Public Works Architect, Samuel Bindley in 1890 and built by Cheri Mars, a previous postmaster and a local publican.<sup>183</sup> Earlier, the post office savings bank had been located in Kate Daly's store at 71 Main Street, Gordon.<sup>184</sup>

In the 19<sup>th</sup> and early 20<sup>th</sup> centuries, given the rural nature of the area, post offices in the Moorabool Shire were more commonly associated with other businesses such as general stores or hotels, and in a number of cases operated from private homes as there was insufficient business to operate a purpose-built post office. Schools and railway stations also combined as the local post office in some situations.

At Clarkes Hill, Connelly's Australian Hotel and Store (Figure 3.42) functioned as the post office from 1872, while at Claretown the hotel was the post office from



**Figure 3.36:** Tramway servicing timber mill, Wombat State Forest, n.d. Source: N. Houghton, *Timber & Gold: A History of the Sawmills & Tramways of the Wombat Forest*, p.40.



**Figure 3.37:** Tram line of the Lal Lal Iron Ore Mine, n.d. Source: P. Griffiths, *Three Times Blest: A History of Buninyong & District 1837-1901*, p.98.



**Figure 3.38:** Former Post & Telegraph Office, Ballan, 1972. Source: National Archives of Australia, series B5919.



**Figure 3.39:** Ballan Post Office, c.1972. Source: National Archives of Australia, series B5919.



1875.<sup>185</sup> At Leigh Creek, the postmistress was also the local teacher,<sup>186</sup> suggesting that the post office operated from the Leigh Creek School. In the initial years from September 1862, the Lal Lal Railway Station combined as the post office until 1908. At this time it was relocated to the detached kitchen of Richard and Elizabeth Viccars at 421 Clarendon-Lal Lal Road, opposite the Railway Hotel. The post office remained at this location until 1969.

North of Lal Lal at Dunnstown, the first post office operated from Brind's Distillery in 1909, with the second location being at the railway station.<sup>187</sup> A subsequent Dunnstown Post Office was at the private home of Beth and Laurie Flynn.<sup>188</sup> This post office epitomized many rural postal services in the Shire and their social standing in the local communities is best expressed in 'The History of the Dunnstown Post Office':

In 1927 Beth and Laurie Flynn decided to move the post office up to the other end of the house so it was easier to get to. The post office was a small cream coloured room. When people came to collect their mail they went through a gate under a shelter. Then they walked up to an open window, rang a bell and collected their mail from Beth ... When the post office closed down everyone in the town gathered to celebrate all the good times.<sup>189</sup>

In the 20<sup>th</sup> century, private homes at Barry's Reef (Figure 3.43), Beremboke (Figure 3.44), Bullarook (Figure 3.45), Bullarto (Figure 3.46), Clarendon (Figure 3.47), Korobeit (Figure 3.48), Leigh Creek (Figure 3.49), Millbrook (Figure 3.50), Mount Wallace (Figure 3.51), Navigators (Figure 3.52),<sup>190</sup> Wallace (Figure 3.53) and Warrenheip (Figure 3.54) were the locations of the local postal service. At Barkstead (Figure 3.55), Bungaree (Figure 3.56) and Mt Egerton (Figure 3.57),<sup>191</sup> the post office was located at the local store, while at Claretown and Spargo Creek the hotel also operated as the post office. At a number of these locations, a small semi-detached wing served as the post office connected to the house, hotel or store.<sup>192</sup> The small buildings were often relocated to other parts of the town, such as the Post Office building at Lal Lal (Figure 3.58).

A detailed account of the opening and closing dates of the post offices in the study area, together with some information on postal staff is given in the following table.<sup>193</sup> Definitions to the abbreviations used are as follows:

- PO – Post Office.
- RS - Railway Station.
- TO - Telegraph Office.
- LPO - Licensed Post Office.
- RO - Receiving Office.
- DC – Delivery Centre.

Post Location	Office	Opening Date/s	Closing Date/s	Postmasters & Postmistresses
Ballan (1) renamed Bacchus Marsh PO 1/7/1850.		PO c.-/7/1844		1851 John HORNER 1853 – 1855 Robert B DENHOLME
Ballan (2).		PO 1/7/1850	closed 1/7/1852	1855 G SLACK (sic.) 1855 – 1874 George FLACK
Ballan (3)		PO c.-/9/1853 LPO 18/11/1993.		1875-1878 Martha McDONAGH
Ballan R.S.		TO c.1913	closed c.1917	1879-1885



**Figure 3.40:** Blackwood Post Office, n.d. Source: National Archives of Australia, series B5919.



**Figure 3.41:** Gordon Post and Telegraph Office, n.d. [before 1913]. Source: Museum Victoria online, image MM00815.



**Figure 3.42:** Connelly's Australian Hotel & Post Office, Clarks Hill, n.d. Source: *Bungaree & District Historical Society Newsletter*, no.21, April 1996, p.1.



**Figure 3.43:** Post Office, Barrys Reef, 1958. Source: National Archives of Australia, series B5919.



**Figure 3.44:** Post Office, Beremboke, 1968. Source: National Archives of Australia, series B5919.



			Margaret McDONAGH 1886 – 1887 Marianne O'SHEA 188-1900 Hannah A CHADWICK
Ballanee renamed Blakeville	PO 13/11/1871		
Blakeville	PO 12/8/1872	closed 31/3/1964	
Balliang	RO 23/3/1910 PO 9/6/1913	closed 30/9/1968	
Balliang East	RO 1/8/1911 PO c.-/1/1924	closed 24/11/1958.	
Barkstead	PO 8/2/1869	closed 30/12/1972.	
Barry's Reef	PO 1/10/1866	closed 31/8/1956.	
Beremboke	PO 1/1/1877	closed 30/11/1968.	
Bolwarra			
Bolwarrah renamed from Bolwarra	PO c.1902	closed 30/10/1971.	
Bullarook.	PO 1/3/1861	closed 31/12/1973	
Bullarto (1)	PO 1/9/1874	closed 1/4/1893.	
Bullarto (2) Renamed from Bullarto R.S	PO c.1902	closed c.1910	
Bullarto (3)	TO c.1913 PO c.1915	closed c.1917.	
Bullarto (4) Renamed from Bullarto R.S	PO 1/5/1967	closed 31/7/1971	
Bullarto R.S. (1) renamed Bullarto	PO 1/3/1884 PO c.1902		
Bullarto R.S. (2) renamed Bullarto	TO c.1910 PO c.1911 PO 1/5/1967		
Bullarto South (1)	PO 1/3/1884	closed c.1884.	
Bullarto South (2)	RO 15/1/1912 PO 1/1/1927	closed 18/1/1974.	
Mount Blackwood (1) renamed Blackwood	PO 22/9/1855 PO 22/11/1921.  RH 13/9/1875		1855 W S TOWNES 1856 Thomas MASON 1856 - 1864 Thomas EDWARDS 1865
Mount Blackwood Receiving House			



**Figure 3.45:** Post Office, Bullarook, c.1971. Source: National Archives of Australia, series B5919.



**Figure 3.46:** Post Office, Bullarto, 1968. Source: National Archives of Australia, series B5919.



**Figure 3.47:** Post Office, Clarendon, 1968. Source: Buninyong & District Historical Society.



**Figure 3.48:** Post Office, Korobeit, 1972. Source: National Archives of Australia, series B5919.



**Figure 3.49:** Post Office, Leigh Creek, n.d. Source: National Archives of Australia, series B5919.

renamed Mount Blackwood RO 22/11/1921.	RO 22/11/1921	closed 11/6/1927.	Mrs E EDWARDS 1866-1868 William CANDAGE (Mrs E Edwards remarried Mr Candage) 1869-1874 J F HANSEN 1875-1882 Emma L HANSEN 1883-1885 Elizabeth J COOPER 1886-1887 Margaret MALCOLM 1888-1890 Rose HUNT [1889 name changed from Golden Point - E HANSEN to Julia Selina LOISELEUR] 1891 Margaret Ballantyne GILCHRIST 1892 Louisa Jane BUCHANAN 1893-1914 unknown 1915 S McPHERSON / A BYERS (sub PO) 1922 Mrs L McPHERSON 1924 Mrs Winifred PERRY 1927 – 1939 Miss N R CANN (then married 1934 as Mrs N MATHESON) 1939 Mrs Edith COLLINS 1945 Henry LORD 1947 John ARCHER 1948 Beatrice FERGUSON 1950 Lloyd Samuel WRIGHT 1953 Mrs Rita MOODY 1954 Francis William GRIFFIN 1957 R A ALLEN 1959 Edmund R CATON 1960 Mrs E HANSFORD 1961 Thomas Patrick DOYLE 1962 Nancy W FOX 1964 Mrs Mary Jones 1964 Miss Doris McEACHERN 1968 Mrs Frieda
Mount Blackwood (2) Renamed from Mount Blackwood Receiving House	PO 22/11/1921 LPO 20/7/1993		
Blackwood (2) Renamed from Mount Blackwood			



**Figure 3.50** Post Office, Millbrook, comprising the small gabled building attached to the house (right), n.d. Source: National Archives of Australia, series B5919.



**Figure 3.51:** Post Office, Mt Wallace, c.1965. Source: National Archives of Australia, series B5919.



**Figure 3.52:** Post Office, Navigators, 1968. Source: National Archives of Australia, series B5919.



**Figure 3.53:** Post Office, Wallace, n.d. Source: National Archives of Australia, series B5919.



**Figure 3.54:** Post Office, Warrenheip, 1968. Source: National Archives of Australia, series B5919.

			RYAN 1973 Mrs Robins EVANS
Blackwood (1)	TO c.1910	closed c.1910.	
Bolwarra (1) Renamed from Devil's Creek renamed Bolwarrah PO c.1902.	PO 21/4/1875  RO c.1902 RO 9/8/1907		
Bolwarra (2) renamed Allestree			
Bacchus Marsh Renamed from Ballan	PO 1/7/1850.		
Bacchus Marsh Delivery Centre	DC 1/7/1992	closed c.1995.	
Bacchus Marsh R.S.	TO c.1910	closed c.1955	
Bacchus Marsh Racecourse	TO c.1935	closed c.1955.	
Bunding	PO 10/6/1886 RO 15/7/1919 PO 1/7/1927	closed 30/9/1969.	1886 - 1888 Isabella GUNSSER 1889 – 1892 Margaret GUNSSER 1892 - 1895 Isabella GUNSSER (now Mrs I CUNNINGHAM) 1895 – 1896 Margaret GUNSSER 1896 - 1897 Edwin GUNSSER [acting] (Margaret on leave) 1897 - 1898 Margaret GUNSSER 1898 – 1899 Mary Jane WITNISH 1899- Alice E CLEAVER
Bungaree This post office was first established by Thomas Chalmers and then operated by Patrick O'Day from the late 19 <sup>th</sup> century. <sup>194</sup> The Post Office was relocated to the Bungaree Railway	PO 1/8/1863 LPO 1/6/1994.	closed c.1916.  closed c.1940.	



**Figure 3.55:** Store and Post Office, Barkstead, 1968. Source: National Archives of Australia, series B5919.



**Figure 3.56:** Store and Post Office, Bungaree, 1968. Source: National Archives of Australia, series B5919.



**Figure 3.57:** Post Office, Mt. Egerton, c.1941. Source: National Archives of Australia, series B5919. According to June Huggins (May 2010), this building was originally a bank.



**Figure 3.58:** Post Office, Lal Lal, 1968. Source: National Archives of Australia, series B5919.

Station in 1895. <sup>195</sup>			
Bungaree R.S.	TO c.1911		
Bungaree Racecourse	TO c.1933		
Bungaree Springs renamed Glenpark	PO 1/4/1870 PO 4/12/1871.		
Buninyong Renamed from Bunnenyong PO 17/1/1859	LPO 3/6/1993.  PO 5/9/1862		
Buninyong R.S. (1) renamed Yendon PO 1/9/1876.	TO c.1910	closed c.1915.	
Buninyong R.S. (2)			
Cargarie	PO 15/1/1868 RO 1/8/1917 PO 1/7/1927	closed 17/11/1930	
Claretown	RO c.1902 PO 1/7/1927	closed 30/3/1963.	
Clarke's Hill	PO 1/1/1872 RO c.1909 PO c.1924	closed 31/1/1968.	
Corduroy Bridge - renamed Clarendon Clarendon	PO 5/11/1857  PO c.1858	closed 30/11/1976.	
Dolly's Creek	PO 1/1/1865	closed 15/3/1884.	
Dunnstown R.S.	PO 19/7/1909.	closed c.1916	
Dunnstown Renamed from Dunn's Town R.S.	TO c.1911	closed 11/4/1980	
Durham Lead	PO 10/8/1863	closed 14/5/1976.	
Mount Doran (1) renamed Elaine PO 24/6/1872.	PO 1/3/1859		
Mount Doran (2) Renamed from Elaine PO	23/10/1877	closed 31/12/1930.	
Elaine (1) Renamed from Mount Doran PO 24/6/1872			
Elaine R.S. renamed Elaine PO 23/10/1877.	PO 14/4/1873  LPO 26/10/1993		
Elaine (2) Renamed from Elaine R.S. PO			

23/10/1877 Golden Point	PO 10/10/1864	closed c.1935.	1864 -1869 William HOPPER Jnr 1870 - 1883 Elizabeth HOPPER 1886 Elizabeth SAFE 1886 Mary SAFE 1888 -1895 Ninian ROBB 1896 Catherine ROBB 1895-1899 Mrs LOISELEUR
Gordon's renamed Gordon PO c.1887.  Gordon Renamed from Gordon's PO c.1887  Gordon R.S.	PO 1/7/1858  LPO 2/12/1993.  TO c.1910	   closed c.1916.	
Greendale	PO 1/1/1867	closed 30/6/1965.	1867-1869 George Henry ROBERTS 1877 John MITCHELL 1870-1874 M CASSIDY 1875-1880 G WILLIAMS 1881-1882 J MITCHELL 1883-1886 E PARKINSON 1886 Mary O'BRIEN 1895-1899 Mrs O'BRIEN
Grenville	PO 1/2/1866	closed 31/7/1963.	
Ingliston	PO 1/3/1890	closed 30/10/1954	
Korobeit (1)  Korobeit (2)	PO 1/4/1891  PO 7/9/1903 RO 19/7/1905 PO 1/7/1927	closed 6/8/1902   closed 31/12/1961.	1891 new office – Patrick CARROLL
Korweinguboora	PO 8/11/1878	closed 11/11/1972.	1878-1879 Thomas WOOD 1880-1898 T STEWART 1898 Annie BERRY
Lal Lal (1) Lal Lal (2) Lal Lal R.S.	PO 18/7/1863 TO c.1910 TO c.1912	closed 11/3/1969 closed c.1911. closed c.1916	1864 – 1866 Burton GRAVE 1866 -1870 J HALL 1871-1878 C H ORR 1879-1883 N McCANN



			1884 – 1886 A CROW 1887 -1890 Thomas WILLIAMSON 1890 – Emil Auguste F BERBBING 1890 John G LAVERY 1890 – 1896 John BARTER 1896 -1897 William KITSON 1897-1899 R J MITCHELL 1899 W ROBINSON 1913 – 1916 Richard VICCARS 1917 Mrs E VICCARS 1958 - Jan 1969 Mr E VICCARS Feb 1969 – Mar 1969 Mrs L D MATTHEWS
Leigh Creek	PO 4/3/1865	closed 31/7/1979.	1865 – 1875 John MONGOVAN 1876-1887 John BYRNE 1887-1889 Mary BYRNE 1889-1890 Bridget LEE 1890-1899 Margaret DUFFY
Moorabool Creek renamed Millbrook PO 1/8/1879.  Millbrook.  Millbrook R.S.	PO 9/11/1868  TO 8/10/1910 PO c.1915	closed 31/7/1985  closed c.1916.	
Moorabool Goldfields	PO 15/10/1858	closed 1/7/1859.	
Morrison's Diggings renamed Morrison's  Morrison's Renamed from Morrison's Diggings renamed Morrison	PO 1/7/1859 PO c.-/4/1877.  PO c.-/4/1877  PO c.1888.	closed 8/7/1892.	1860 – 1874 G B SILVERSTER 1875 – 1884 Thomas ANDERSON 1884 – 1890 Victoria TULE/TEELE? 1890 -1891 Margaret LAVERY 1891-1894 Annie Jane TEELE 1894 Annie Louisa PARKINSON
Riverside (Figure 3.59)	PO 8/7/1892	closed 31/8/1953.	



**Figure 3.59:** Post Office, Lower Morrisons (Riverside), c.1890s. Source: *A Pictorial History of the Shire of Ballan*, p.64.

Morrison (2) Renamed from Riverside			
Mount Egerton	PO 1/2/1856.	closed 30/7/1993	
Mount Wallace	PO 1/9/1871	closed 30/10/1965.	
Myrniong Renamed from Pentland Hills	PO 26/1/1872	closed 30/9/1970.	
Navigators (1)	PO 15/7/1889	closed 30/6/1976.	
Navigators (2)	TO c.1915	closed 12/5/1941.	
Navigators R.S.	PO c.1943	closed c.1948.	
Newlyn (1) renamed Newlyn North PO 1/2/1915.	PO 10/9/1864		
Newlyn (2) Renamed from Newlyn R.S. PO 1/2/1915 closed 30/4/1976.			
Newlyn North Renamed from Newlyn PO 1/2/1915 LPO 12/10/1993.			
Newlyn R.S. PO 20/11/1889 renamed Newlyn PO 1/2/1915.			
Parwan R.S. renamed Parwan	PO 1/9/1886		
Parwan.	PO 1/7/1914.	closed 30/4/1962	
Pootilla	PO 1/8/1878	closed 31/3/1971.	1878 -1882 John GODDEN 1883 – 1899 W MANLEY
Pyke's Creek	RO 1/4/1909	closed 8/7/1911	
Red Hill	PO 1/8/1871	closed 30/6/1982.	1895-1899 Miss Louisa BUCHANAN
Rowsley (1)	PO 12/5/1890	closed 30/4/1962.	
Rowsley (2)	TO 1/1/1946	closed c.1950.	
Scott's Marsh renamed Scotsburn	PO 9/8/1880	closed 30/4/1971	
Scotsburn	PO 1/11/1889		

Renamed from Scott's Marsh			
Simmons' Reef	PO 18/2/1876	closed 17/4/1900.	1876 - 1899 Matthew Rogers
Spargo Creek	RO c.1902 PO 1/7/1927	closed 31/1/1970	
Springbank	PO 1/9/1875	closed 31/12/1966.	1875 -1876 E FUREY 1877-1881 M DELAHUNTY 1882-1885 W RYAN 1885-1889 C O'BRIEN 1889-1894 Timothy RYAN 1894-1896 Robert McCLELLAND 1896-1899 Catherine O'BRIEN
Wallace Wallace R.S	PO 2/2/1885 TO c.1911	closed 26/2/1993. closed c.1916.	
Warrenheip	PO 1/1/1859	closed 29/4/1988.	
Wattle Flat	RO c.1902 PO 1/7/1927	closed 31/10/1962.	
Yendon Renamed from Buninyong R.S.	PO 1/9/1876	closed 8/7/1978	

### Newspaper Production

An important means of communication from the 19<sup>th</sup> century, particularly after the arrival of the railway throughout the Shire has been newspaper production. Numerous newspaper operations were established in Ballarat and Melbourne, which provided news to locals in the Moorabool Shire. Eddie Keeble gives the following account of newspaper availability in Bungaree in the early 20<sup>th</sup> century:

The Ballarat newspapers, "The Courier" and "The Star", and "The Argus" and "The Age", Melbourne newspapers, were available daily at the grocers. Cost was one penny. Wednesday of each week the Melbourne based "Weekly Times" and "the Australasian" were available at the local stores. Both publications catered for the man on the land. At approximately 10 p.m. on Saturday night, "the Sporting Globe" arrived by passenger train with the sporting results of the week. Ballarat's own weekly sporting news arrived on the streets on Saturday night under the title "The Evening Echo".<sup>196</sup>

More locally, newspapers included the Ballan and Blackwood Reporter (from 1872), Gordon, Egerton and Blakeville Advertiser (from 1873), Gordon, Egerton and Ballan Advertiser (1882-1921), Gordon Advertiser (from 1921), Ballan Times (1890-1966), Ballan Weekly News (from 1966), Meredith Sentinel & Steiglitz Miner (1893-1912), and the Buninyong Telegraph 1854-1908.<sup>197</sup>

Physical evidence of local newspaper production remains at Gordon and Ballan. A gabled timber outbuilding at 71 Main Street, Gordon is the remnants of the double gabled store built at the front of the property in c.1871 for Thomas Woodman, then owner of the adjacent Freemason's Hotel.<sup>198</sup> In 1898, the



**Figure 3.60:** Gordon Advertiser Office, 71 Main Street, Gordon, and portrait of P.F. Sullivan, c.1898. The western (right) portion of the building is the surviving outbuilding to the east of the dwelling today. Source: *The Settler: Official Quarterly Newsletter of the Ballan Historical Society*, vol. 7, no.4, December 2003.

building became the office of the Gordon Advertiser newspaper under the proprietorship of Patrick Francis Sullivan (Figure 3.60).<sup>199</sup> At Ballan, Phillip Spencer, purchased The Ballan Times business and had erected 'a new and commodious premises opposite the Commercial Hotel'<sup>200</sup> (Figure 3.61).

### Radio Communication

#### Beam Wireless Station, Fiskville

In 1921, Prime Minister Hughes attended the Imperial Conference in London.<sup>201</sup> He took with him the foundation director, and general and technical manager of the Amalgamated Wireless Australasia Ltd (AWA), Ernest Thomas Fisk.<sup>202</sup> He had promoted the idea of direct communication within the Empire: between Britain and its Dominions, an idea that Hughes resolved was superior to the recommendation of the Imperial Wireless Committee for a link by short distance relays.<sup>203</sup> In 1922, the Australian Government commissioned A.W.A. to create a Beam Wireless service.<sup>204</sup> In doing so, the Government boosted the company's capital and became its majority shareholder, and undercut the cable companies.

In 1925, a site to the south of Ballan had been chosen as a beam wireless transmitting station, while a site at Rockbank had been selected for the receiving station. By January 1926, two of the steel masts for the beam wireless aerials had been completed (Figure 3.62) and the powerhouse and instrument room were in process of construction.<sup>205</sup> Overall, a small village was created to accommodate the operators of the station (Figure 3.63). On 13 April 1926, *The Argus* gave a description of the works nearing completion:

About half-way between [blank] and Ballan, a few miles south of the Ballarat railway line, a small village is rapidly springing into existence at the foot of the six giant steel towers of the Australian "beam" wireless transmitting station. The main building work at the station itself is almost completed, and the first part of the machinery for the beam transmitter is being installed. Although no date for the completion of the station has yet been fixed, it will probably be ready for operation by August, and tests may be carried out before that date.

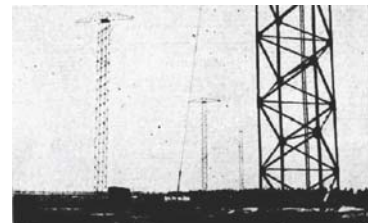
The latest devices in modern wireless engineering practice are being incorporated at the Ballan station. The station itself represents a radical departure from the accepted standards of two years ago, the main difference between the Ballan station and less modern transoceanic wireless stations in other parts of the world being that a very short wave length, probably less than 40 metres, will be used at the Ballan station, whereas most other long-distance commercial stations employ wave lengths of more than 10,000 metres. The use of the short wave at Ballan makes possible the concentration of the signals being emitted into a relatively narrow beam, whereas the radiation from long wave stations is diffused uniformly round the transmitting aerial. The short wave used also makes possible other important economies ... The Ballan station, when completed, will really consist of two separate transmitters, one for communication direct with England and one for working with Canada.

All the electric current for working the transmitters and for domestic purposes in the cottages of the station staff will be generated at the station. In the powerhouse which is already completed, three large engines are being installed. Each being capable of generating 150 horse power and each will drive a 95-kilowatt generator ...

Special attention is being given to the comfort of the resident staff at



**Figure 3.61:** Ballan Times building (left) and Spencer's dwelling (right), n.d. Standing is Phillip Spencer (left) and his assistant, Jack Cooper (right). Source: Ballan Shire Historical Society collection.



**Figure 3.62:** Beam Wireless Aerials under construction, 1926. Source: *Sydney Morning Herald*, 20 January 1926, p.20.



**Figure 3.63:** Beam Wireless Station buildings, Ballan, c.1927. Source: *A Pictorial History of the Shire of Ballan*, p.101.

the Ballan station. All the houses for the staff are being built together in one corner of the 100-acre allotment on which the station is being established. They will be roomy and comfortable, and each will be fitted with electric light and water and sewerage reticulation will be provided. A large amusement hall, billiard rooms, and other recreation facilities will be provided. The work of erecting the houses has been begun.<sup>206</sup>

The layout and design of the Ballan village may have been the work of J.S. Murdoch, Chief Architect and Director-General of the Commonwealth Department of Works and Railways.<sup>207</sup> Virtually identical to the Rockbank Beam Wireless Receiving Station built at the same time as the Ballan Station, it was characterised by a central drive flanked by open grassed areas, the centrepiece being the main staff recreation and administration building that was flanked by four modest interwar Bungalows of similar construction. All the buildings were designed in an interwar eclectic Georgian and Mission Revival idiom of rendered brickwork and terracotta tiled roofs. The central administration block was especially identified by a central, elaborate arched portico and carriage way flanked by minor pedestrian arches. At the rear and distant from the administration block and cottages was the double gabled powerhouse (Figure 3.64). It was of a considerably more Commonwealth Vernacular design and similar to the Kingston Powerhouse, Canberra, built several years earlier.



**Figure 3.64:** Beam Wireless Station Powerhouse, Ballan, c.1927. Source: *A Pictorial History of the Shire of Ballan*, p.101.

With the developments in modern technology throughout the 20<sup>th</sup> century, the beam service offered at Ballan and Rockbank was eventually superseded. Both stations closed in May 1969.<sup>208</sup> The former Ballan Station is extant and is now a Country Fire Authority Training facility. The area within which the Beam Wireless Station is located was renamed Fiskville, after Sir Ernest Fisk.

- 1 G. Presland (ed.), *Journals of George August Robinson January – March 1840* in *Records of the Victorian Archaeological Survey*, No. 7, 2<sup>nd</sup> edn., 1977, p.44. For example, Robinson outlined that Stieglitz had said ‘that Captain Hepburn had made a wider road from his place to the ranges.’
- 2 P.M. Griffiths, *Three Times Blest: A History of Buninyong and District 1837-1901*, Buninyong & District Historical Society, Buninyong, 1988, p.7.
- 3 Presland, *op.cit.*
- 4 *Ibid.*, p.40.
- 5 D.D. Fraser & J.B. Ranken (eds.), *Centenary of the Shire of Ballan 1862-1962*, Shire of Ballan, Ballan, 1962, p.20.
- 6 *A Pictorial History of the Shire of Ballan*, Ballan Shire Historical Society, Ballan, 1989, p.19.
- 7 *Victoria Government Gazette*, 1 May 1857, p.733.
- 8 D. Moloney, ‘Shire of Melton Heritage Study Stage 2: The Environmental Thematic History’, vol.2, prepared for the Shire of Melton, May 2007, p.103.
- 9 J. Toohey, *On the Eastern Fringe: Recollections & Stories on the Settlement & Farming Histories in the Bungaree, Wallace, Bolwarrah & Gordon Districts*, Jack Toohey, 2005, pp.99-100.
- 10 E. Nathan, *Lost Waters: A History of a Troubled Catchment*, Melbourne University Press, Carlton, 2007, p.116
- 11 The *Victoria Government Gazette* makes numerous references to road maintenance in the 1860s.
- 12 *Bungaree & District Historical Society Newsletter*, no.2, November 1990, p.3, citing notes written many years previous by Mrs Margaret Taylor, 91 years of age and resident at Bungaree.
- 13 *Ibid.*
- 14 *Victoria Government Gazette*, 17 February 1865, p.438.
- 15 Toohey, *op.cit.*, p.100.
- 16 *Ibid.*, p.107.
- 17 *Ibid.*, p.108.
- 18 *Ibid.*, p.109.
- 19 *Ibid.*
- 20 *Ibid.*
- 21 *Bungaree & District Historical Society Newsletter*, no.31, February 1999, p.3, with newspaper clipping dated 26 March 1926 included (newspaper not given).
- 22 *Ibid.*
- 23 Toohey, *op.cit.*



- 24 *A Pictorial History of the Shire of Ballan, op.cit.*, p.147.  
 25 *Ibid.*, p.154.  
 26 *Ibid.*  
 27 *Victoria Government Gazette*, 25 July 1856, p.1214.  
 28 *Ibid.*, 23 April 1869, p.657.  
 29 *Ibid.*, 18 August 1871, p.1350.  
 30 A. Beggs Sunter, 'History of Clarendon', manuscript, Buninyong & District Historical Society, 1988, pp.2-3, citing Howitt.  
 31 *Ibid.*, p.3.  
 32 *Ibid.*  
 33 *Ibid.*  
 34 *Ibid.* & *Victoria Government Gazette*, 28 November & 5 December 1854, p.2758 & 2773, 4 April 1856, p.612 & 16 May 1856, p.860.  
 35 *Victoria Government Gazette*, 12 January 1858, p.68.  
 36 A. Beggs Sunter, 'C.C.P. Wilson and His Bridges', manuscript, Buninyong & District Historical Society, n.d.  
 37 *Ibid.*  
 38 *Victoria Government Gazette*, 7 April 1868, p.744.  
 39 Presland, *op.cit.*, p.44.  
 40 Plan of Messrs Atkinson & Pepper's Pre-Emptive Purchase, 1855, Public Record Office Victoria, map PR B/1. However, this plan incorrectly shows a south-easterly direction for the road, instead of a northerly direction.  
 41 *Victoria Government Gazette*, 9 July 1869, p.1015 & 6 April 1871, p.525.  
 42 A.J. Buckingham & M.F. Hitchcock, *Aspects of Early Blackwood – The Goldfield, The Landmarks, The Pioneers*, Blackwood Publishing, Blackwood, 5<sup>th</sup> printing, 2002, p.4.  
 43 *The Argus*, 27 July 1855, p.5.  
 44 Buckingham & Hitchcock, *op.cit.*, p.9.  
 45 *Ibid.*, p.10.  
 46 *Victoria Government Gazette*, 4 November 1856, p.1861.  
 47 *Bacchus Marsh Express*, 17 April 1869, p.3.  
 48 W. Shaw, 'Blackwood Reminiscences' in the *Bacchus Marsh Express*, 3 March 1906, p.4.  
 49 *Victoria Government Gazette*, no. 75, 24 November 1871, p.2077.  
 50 *Bacchus Marsh Express*, 7 November 1874, p.3. See also *Victoria Government Gazette*, 24 April 1874, p.777 & 31 December 1874, p.2297.  
 51 See Plan of the Parish of Blackwood, sheet 4, VPRS 16171 PROV and J. Ferguson, Letter to the Editor, *Bacchus Marsh Express*, 8 May 1875, p.3.  
 52 *Ibid.*, 17 April 1869, p.3.  
 53 *Ibid.*  
 54 *Ibid.*, 11 September 1875.  
 55 This appears to have been carried out by 1966 as a photograph at this time of the Blackwood Hotel seems to show an asphalt surface.  
 56 See T. Nixon, Assistant Surveyor, The Township of Blackwood, 27 September 1860. Source: VPRS 440 Unit 204, PROV.  
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 58 *Ibid.*, 20 January 1872, p.2.  
 59 *Ibid.*, 9 November 1872, p.3.  
 60 *Ibid.*, 6 February 1870.  
 61 *Ibid.*, 13 March 1875, p.4.  
 62 *Ibid.*, 8 December 1866, p.3.  
 63 *Ibid.*, 25 February 1868, p.3.  
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 75 Fraser & Ranken, *op.cit.*, p.41.  
 76 Beggs Sunter, 'History of Clarendon', *op.cit.*

- 77 Buckingham & Hitchcock, *op.cit.*, p.10.  
 78 *Ibid.*, p.14.  
 79 'With the Horses Hot & Steamy', *op.cit.*, p.6.  
 80 Buckingham & Hitchcock, *op.cit.*, p.38.  
 81 *Ibid.*  
 82 *Ibid.*, p.55.  
 83 Moloney, *op.cit.*  
 84 Beggs Sunter, 'C.C.P. Wilson', *op.cit.*, p.1.  
 85 *Victoria Government Gazette*, 25 July 1856, p.1214.  
 86 *Ibid.*, 28 July 1857, p.1403.  
 87 *Victoria Government Gazette*, 18 June 1861, p.1180, 23 December 1862, p.2650, 5 June 1863, p.1255, 8 April 1864, p.845, 31 December 1862, p.2740 & 24 April 1874, p.777.  
 88 *Ibid.*, 24 April 1874, p.777 & J. Huggins typescript of the *Gordon Advertiser*, 26 July 1884, Ballan Shire Historical Society.  
 89 *Ibid.*  
 90 *The Advocate*, 8 May 1909, p.29.  
 91 'Portland Flat Road Bridge', Victorian Heritage Register online, 21 February 2010, H2054.  
 92 *Ibid.*  
 93 See heritage citation BOR019, 33 Russell Street, Gordon.  
 94 Toohey, *op.cit.*  
 95 *Bungaree & District Historical Society Newsletter*, no. 50, March 2005, p.7, citing the *Gordon Advertiser*, 13 March 1891.  
 96 Beggs Sunter, 'C.C. P. Wilson', *op.cit.*  
 97 *Ibid.*  
 98 *Ibid.*  
 99 *Ibid.*  
 100 *Ibid.*  
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 102 P.F.B. Alsop, 'The Shelford Bridge' in *The Investigator: Magazine of the Geelong Historical Society*, December 1974, p.130. Yet, Derek Beaurepaire in *The Stepping Stone: a history of the Shire of Bannockburn*, 1995, p.185 claims that Wilson was responsible for 245 timber bridges and 73 steel and concrete bridges in the area.  
 103 Moorabool Shire Illustrated Bridge Register, internal manuscript, Moorabool Shire Council, has a total of 62 bridges listed within the municipality.  
 104 Griffiths, *op.cit.*, p.52.  
 105 *Ibid.*  
 106 *Ibid.*  
 107 *Ibid.*, pp.52-53.  
 108 *Ibid.* & 'Final Returns on Line Contracts Filed at Cashiers' & Appendix No. 29 'Statement Showing Dates of Opening and Length in Miles of the Different Sections of the Victorian Railways', 1919, pp.86-90, *Commonwealth Parliamentary Papers*, 1929, National Archives of Australia.  
 109 Griffiths, *op.cit.* & Victorian Railway Maps 1860-2000 at <http://www.vrhistory.com>.  
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 111 *Ibid.*  
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 113 *The Argus*, 10 April 1862.  
 114 Griffiths, *op.cit.*, p.53.  
 115 *Ibid.*  
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 121 E. Keeble, 'Bungaree 1910-1929: Reflections on Farming Pursuits & Family Life', Adair Bookkeeping Service, 1994, pp.14-15.  
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 123 *Ibid.*  
 124 A. Waugh, 'Ballan – Llandeilo' in *Victorian Signalling Histories*, no.90, version 1.0, September 2005, p.1.  
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- 131 *A Pictorial History of the Shire of Ballan, op.cit.*, p.47, citing the *Ballarat Courier*, August 1887.
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- 136 *The Argus* newspaper provides a number of references to race meetings at Lal Lal on New Years Day and the Queen's Birthday.
- 137 Nathan, *op.cit.*
- 138 *The Argus*, 1 June 1882, p.10.
- 139 *Ibid.*
- 140 See Victorian Railways Map, 'Lal Lal Racecourse Line', August 1885, State Library of Victoria maps and plans collection.
- 141 'Final Returns on the Line Contracts Filed at Cashiers', *op.cit.*, *Victoria Government Gazette*, 25 September 1885, p.2679 & Appendix No. 29, *op.cit.* Beggs Sunter, *op.cit.*, claims that the railway line opened in 1884.
- 142 Nathan, *op.cit.*
- 143 M. Cauchi & M. Guiney, *The Bungaree Racecourse Railway*, Australian Railway Historical Society Victorian Division, Melbourne 2009, p.4.
- 144 *Ibid.*, pp.4-5.
- 145 *Ibid.*, p.5.
- 146 *Ibid.*
- 147 *Ibid.*
- 148 *Ibid.*, p.8.
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- 150 *The Mercy* (Hobart), 25 December 1897, p.1.
- 151 Cauchi & Guiney, *op.cit.*, p.9.
- 152 *Ibid.*, p.10.
- 153 *Ibid.*
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- 157 'Ballarat, Victoria' and 'Regional Fast Rail Project' at Wikipedia, online encyclopedia, 27 February 2010.
- 158 *Ibid.*
- 159 'Moorabool Viaduct', Victorian Heritage Register online, 27 February 2010, H1105.
- 160 This was the year the line was opened, so the viaduct had to have been built by this time.
- 161 Griffiths, *op.cit.* & Ward & Donnelly, *op.cit.*
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- 163 *The Argus*, 10 September 1879, p.11.
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- 180 See heritage citation for the Martin Street Blackwood Heritage Precinct for further details.
- 181 *Ibid.*
- 182 *Ibid.*
- 183 See heritage citation GOR030, 65 Main Street, Gordon, for further details.
- 184 *Ibid.*

- 185 See historical details on Post Offices in Victoria at Premier Postal Auctions Pty Ltd, <https://www.premierspostal.com> and *Bungaree & District Historical Society Newsletter*, no.21, April 1996, p.1 & National Archives of Australia photographs, series B5919, Melbourne.
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- 187 'Lal Lal Post Office' file, National Archives of Australia series B5846, Melbourne & 'History of Dunnstown' at [http://www.sbdunnstown.catholic.edu.au/Dunnstown/Post\\_Office.htm](http://www.sbdunnstown.catholic.edu.au/Dunnstown/Post_Office.htm).
- 188 Ibid.
- 189 Ibid.
- 190 The dwelling at Navigators was originally a hotel.
- 191 Further investigation in Stage 2 of the heritage study needs to be carried out in relation to the history of the Mt Egerton Post Office, as June Huggins (May 2010) states that the photograph given as Figure 3.55 from the National Archives of Australia shows the former bank, not the former Post Office.
- 192 This information is based on historical photos in series B5919, National Archives of Australia, Melbourne.
- 193 Information in the table has been taken from the Premier Postal Auctions Pty Ltd website, op.cit., and post office files at the National Archives of Australia, series B5846.
- 194 Chalmers is identified as the owner of the post office in *The Star*, 10 January 1866, p.2. O'Day was listed as the owner of the post office in the *The Age*, 10 March 1896, p.6.
- 195 R. Huggins, Transcript of the *Gordon Advertiser*, 6 September 1895 in 'Excerpts from the Gordon Advertiser', manuscript, Bungaree and District Historical Society collection.
- 196 Keeble, op.cit., p.14.
- 197 Information extrapolated from National Library of Australia catalogue and Central Highlands Regional Library Corporation website.
- 198 See heritage citation GOR034, 71 Main Street, Gordon, for further details.
- 199 Ibid.
- 200 See heritage citation BA043 & 075, 152 Inglis Street, Ballan, for further details.
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- 205 *Sydney Morning Herald*, 20 January 1926, p.20.
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- 207 The designs of both the Ballan and Rockbank Stations have affinities with other work by J.S. Murdoch. See D. Rowe, 'Building a National Image: The Architecture of John Smith Murdoch, Australia's First Commonwealth Government Architect', PhD (Architecture) Thesis, Deakin University, 1997. See also D. Moloney, D. Rowe & P. Jellie, 'Shire of Melton Heritage Study Stage 2', vol.5, prepared for the Shire of Melton, pp. 191-194.
- 208 Ibid., p.190.

#### 4. Transforming & Managing Land & Natural Resources

The arrival of the squatters to the Moorabool Shire from the late 1830s brought about the first wave of land transformation based around farming and agriculture. In particular, sheep and cattle grazing was the principal purpose of establishing the numerous Runs. With the unlocking of the lands as a consequence of the Land Acts of the 1860s came a multitude of agricultural industries including cereal and potato cropping, viticulture, market gardens and orchards, mixed farming and dairying. Together, these industries have formed the backbone to the rural development in the Shire today.

Other natural resources – and especially gold – created both an extraordinary transformation of the environment and a population explosion. The gold diggings contributed much to the economic progress in the Shire for a short period from the 1850s. Other secondary industries flourished as a consequence, particularly the timber industry as the hungry goldfields required much of this natural resource. Other natural resources that were exploited were iron ore and lignite at Lal Lal and Mt Egerton.

With the population boom within and outside the Moorabool Shire from the 19<sup>th</sup> century and because of the natural valleys, rivers and waterways, came the construction of water supplies for both specific local and especially wider consumption: at Geelong and Ballarat.

##### 4.1 Farming & Agriculture

###### Sheep Grazing

The earliest farming activity in the study area of the Moorabool Shire was dominated by sheep grazing. In 1849, over 99,500 sheep were being grazed at the numerous leased Runs.<sup>1</sup> The Run with the largest number of sheep was Glenmore with a herd of 20,000, the second-largest being Bunjeeltap with 18,000 sheep.<sup>2</sup> The smallest herds were at Hunterston with 1,500 sheep and Warreneep with 2,000 sheep.<sup>3</sup>

Sheep grazing continued to be a strong farming pursuit in the Moorabool Shire after the unlocking of the lands for closer settlement in the 1860s. Even where farms were primarily established for other purposes, such as Isaac Westcott's 'Lal Lal Gardens' at Millbrook that produced fruit for jam and vegetables for the Ballarat market, the grazing of pedigree sheep was an important part of farm life.<sup>4</sup> Sheep grazing was also mixed with crop growing on some properties, including the farm of Patrick Linane and his sons, Patrick junior, William and James at 634 Bungaree Wallace Road, Wallace, first established in 1882.<sup>5</sup>

The importance of sheep grazing in the Ballan area towards the end of the 19<sup>th</sup> century is reflected in the construction of the sheep and cattle yards at the Ballan Railway Station in 1889.<sup>6</sup> From this location, sheep continued to be transported throughout the 20<sup>th</sup> century to the Newmarket sales.<sup>7</sup> Clearing sales in the 1940s often comprised the sale of thousands of sheep, such as the sale of 2,700 ewes and lambs, a crossbred ewe and wether weaners in 1944,<sup>8</sup> giving further evidence of the importance of this farming pursuit in the 20<sup>th</sup> century. The theft of 1,087 sheep in 1951 from the property of Mr C.W. Miller, 10 miles from Ballan,<sup>9</sup> also highlights the continued sheep grazing activity in the area.

Aside from the surviving sheep farms in the Shire today, mid 19<sup>th</sup> century agricultural buildings, such as the stables at Bunjeeltap Homestead (Figure 4.01) and the woolshed (Figure 4.02) stables (Figure 4.03) and other outbuildings at Ballanee are physical legacies of this early agricultural activity. The timber woolshed, originally built as part of L.A. Fairbairn's Spreydon Homestead,<sup>10</sup> 270 Ballan Daylesford Road, Bunding, is another example of this activity.



**Figure 4.01:** J. Collins, Stables, Bunjeeltap Homestead, 1965. Source: La Trobe Picture Collection, State Library of Victoria, image jc000709.

### Cattle Grazing

Cattle were grazed in substantially less numbers than sheep in the mid 19<sup>th</sup> century. In 1849 there was a total of approximately 5,480 cattle, with only three Runs completely devoted to cattle grazing: Boorambita (1,000 cattle); Lal Lal (1,500) cattle and Mt Boninyong (600 cattle).<sup>11</sup> At Lal Lal, Fiskin's herd ran wild in the forest around Mt Warrenheip and it 'was used to supply the nearby mining communities.'<sup>12</sup> Physical evidence of these cattle grazing and other farming pursuits include in the stables and outbuildings at Boninyong Homestead, Scotsburn (Figure 4.04) and at Lal Lal Homestead, Lal Lal (Figure 4.05).

Cattle fattening continued into the 20<sup>th</sup> century. Before 1901, the butchering firm of Heinz Brothers, Ballarat, had established a cattle fattening farm at Bungaree (Figure 4.06). No details of the specific location of this farm (and whether any fabric survives) are known.

In later years during the Second World War of the 1940s, cattle fattening was an important component of farm life in the Bungaree, Springbank, Wallace and Millbrook areas. As Jack Toohey in *On the Eastern Fringe* explains:

My brother and I decided to run beef cattle and over the years we would have fattened many thousands of bullocks that helped in some small way to satisfy the needs of the armed forces. The bullocks were mainly from cold climates of Victoria.<sup>13</sup>

J.P and J.V. Toohey were synonymous with bullock fattening from the 1940s, with mainly Herefords being purchased in the early spring months and sold at Ballarat and Newmarket during the autumn months.<sup>14</sup> Many other graziers were involved in this venture, the young bullocks coming from the Gippsland mountain districts including Omeo and Ensay, and from Bairnsdale (Figure 4.07) and the north eastern regions around Mansfield.<sup>15</sup> The cattle fattening ventures came to an end in 1978 with the crash of the beef market after the withdrawal of buyers for the Japanese market.<sup>16</sup>

The beef industry in the area brought with it the need for other infrastructure. At Ballan for example, cattle yards were erected at the south-western corner of Inglis and Cowie Streets in 1856.<sup>17</sup> In the 1870s, cattle yards were established behind the Commercial Hotel at 153 Inglis Street (Figure 4.08).<sup>18</sup> Sales were held monthly. In 1886, 9 acres of land at the corner of Atkinson and Cowie Streets were reserved for the Ballan Agricultural and Pastoral Society for cattle yards and show grounds purposes (Figure 4.09). At Wallace, the sheep and cattle yards (built in 1891<sup>19</sup>) were put to good use in the 1940s.<sup>20</sup> The cattle yards at Ballan and Wallace have subsequently been removed.

### Dairying

As early as the 1850s with the onset of the gold rushes, dairying formed another part of the agricultural landscape of the Shire. At the Peereweerh Run (now the Millbook, Bungaree, Bullarook and Pootilla districts) for example, Henry Bacchus is known to have 'profited from the mining communities' by operating a successful dairy.<sup>21</sup>

There was resurgence in dairy farming in the Ballan, Bungaree, Millbrook, Egerton and Wallace districts towards the late 19<sup>th</sup> century. Factors that that influenced dairying at this time included the drop in wheat growing as a consequence of unsustainable local conditions<sup>22</sup> and the movement of the wheat frontier north of the Divide.<sup>23</sup> Being distant from Melbourne, milk had to be turned into butter if it was to reach market in an edible condition.<sup>24</sup> More locally



**Figure 4.02:** J. Collins, Woolshed, Ballanee Homestead, 1969. Source: La Trobe Picture Collection, State Library of Victoria, image jc000702.



**Figure 4.03:** J. Collins, Stables, Ballanee Homestead, 1969. Source: La Trobe Picture Collection, State Library of Victoria, image jc000704.



**Figure 4.04:** J. Collins, Stables, Boninyong Homestead, Scotsburn, c.1965-83. Source: La Trobe Picture Collection, State Library of Victoria, image jc015022.



**Figure 4.05:** J. Collins, Stables, Lal Lal Homestead, 1965. Source: La Trobe Picture Collection, State Library of Victoria, image jc019103.



**Figure 4.06:** Heinz Bros. Cattle Fattening Farm, Bungaree, 1901. Source: *Ballarat & District in 1901*, plate 343.



however, milk, butter and cheese were essential food stuffs for farmers and their families.<sup>25</sup> Until the 1880s, the production of butter was a very localised farming activity. Tony Dingle in *The Victorians: Settling*, gives a basic account of the process:

Butter-making techniques were simple, traditional and laborious. Milking was done in primitive shelters with earthen floors which became a dung-strewn quagmire in wet weather. Under these conditions even experts struggled to milk more than four cows an hour. Milk was then taken to the dairy, usually a more substantial building but still with a bacteria-harboring earthen floor, poured into large shallow pans and left to settle for thirty-six hours. Once the cream had risen to the top it was skimmed off with a flat piece of perforated metal and placed in the butter churn. After half an hour or more of vigorous cranking of the churn handle (which became progressively harder to turn as the butter began to form), the butter was worked to squeeze out the whey. It was then shaped and salted, lightly if it was to be sold locally, but more heavily if destined for Melbourne and would not be eaten for several weeks.<sup>26</sup>

Evidence of the home-made butter-making process is identified in the remaining dairy buildings in the Shire, including the bluestone Springbank dairy at Mt Egerton (Figure 4.10). This building was originally part of the dairy and grazing farm of David Wilson who became widely prominent for his butter and cheese making from the 1870s and 1880s.<sup>27</sup> Further details of Wilson's highly significant contribution to the Victorian dairy industry are given in Theme 5.

In 1901-02, there were 150 dairymen and dairywomen in the Ballan Shire, including 32 dairies at Ballan, Ballark, Beremboke, Bungal (near Morrisons), Bungeeltap, Doctors Creek, Gordon, Greendale, Ingliston, Korweinguboora, Mount Egerton, Mount Wallace and Myrniong.<sup>28</sup> In 1905, the Milk and Dairy Supervision Act was introduced, requiring every dairyman, to apply to the local authority for registration.<sup>29</sup> This appears to have raised the standards in dairy milking practices and in the construction of farm dairies.

An example of a farm dairy that appears to have been constructed during this period is the hipped roofed brick and weatherboard structure on the Ballan-Egerton Road at Mt Egerton. It seems to have been built between 1902 and 1905 for Eugene Cantwell on the family farm known as 'The Pines'.<sup>30</sup> Also at Ballan, the 'old' and 'new' milking sheds on P.W. Pung's farm were illustrated in the *Journal of Agriculture* (Figures 4.11-12) to show 'the bare requirements of the Milk and Dairy Supervision Act concerning milking sheds on small dairy farms' that 'may be effected at nominal cost.'<sup>31</sup> The Dairy Supervisor, E.G. Morris, reported that:

Little need be said regarding the old building; a glance at the photograph will suffice to show the state of things that existed generally. Not only is the state of the shed in evidence, but that of the yard also, which is low-lying and without even a natural drainage. But in and about the new building, a different state of things exists. There is seen a neat, comfortable shed, sheltering milkers from the rough weather, and with a well drained, impervious floor – a shed that meets all the requirements of the dairy farmer in a small way, for milking purposes.<sup>32</sup>

In 1925, there were 61,549 cow-keepers in the state.<sup>33</sup> By far the majority of butter made at this time was in factories, with 95,454,295 lbs. made in factories



**Figure 4.07:** Joe Toohey, Jack Toohey, Alan Crawford, Jack Besermes, Jim Toohey & Dan Toohey (left to right) at the Bairnsdale Cattle Yards, c.1940. Source: J. Toohey, *On the Eastern Fringe*, p.96.



**Figure 4.08:** Cattle Yards, Ballan, 1907. Source: *A Pictorial History of the Shire of Ballan*, p.69.



**Figure 4.09:** H.W. Moore, Survey Plan of former Cattle Yards & Show Grounds site, 4 December 1923. See Appendix 11.01 for an enlarged image.



**Figure 4.10:** Springbank Dairy, Mt Egerton, 1995. Source: June Huggins.



**Figure 4.11:** B.W. Pung's old milking shed, 1907. Source: *Journal of Agriculture*, 8 May 1907, p.281.

compared to 5,395,087 made on farms.<sup>34</sup> These statistics reflect the changing conditions in the manufacture of dairy produce from the private farm to the factory in the early 20<sup>th</sup> century. Another example of a local dairy built in the 20<sup>th</sup> century is Bentham, Clarendon (Figure 4.13).

### Pigs

Given a notable proportion of the properties in the Bungaree area were mixed farms, several of them kept pigs, both for private consumption and for market sales.<sup>35</sup> Demand for local pigs came from Farmer's bacon curers, Ballarat (a firm established since 1859) and from the Heinz Brothers' butchery which also had slaughter yards in the Bungaree Shire.<sup>36</sup>

### Horse Breeding

Upon his acquisition of Ballanee in 1852, Charles Hugh Lyon was one of the earliest landowners in Victoria to breed horses for the police and the Indian army.<sup>37</sup> He also introduced irrigation, farming at Ballanee for 55 years.<sup>38</sup> Lyon was the first Chairman of the Ballan District Road Board in 1862 and the first President of the Ballan Shire in 1864.<sup>39</sup>

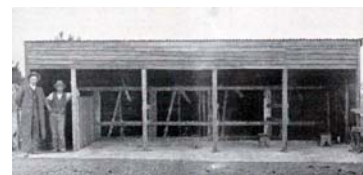
In the Ballan area from the 1880s were two highly successful horse breeders. Donald Smith Wallace, who had inherited Ballark homestead from his father in 1882 and who was a member of the Victoria Racing Club between 1881 and 1898, raced several famous horses.<sup>40</sup> Wallace bred the horse "Mentor" at Ballark homestead and was owner when this horse won the Centennial Melbourne Cup in 1888.<sup>41</sup> Soon after, Wallace purchased the horse "Carbine" for £3,000.<sup>42</sup> His most famous horse, "Carbine" won 33 races from 43 starts, including the Sydney Cup in 1889 and the Sydney and Melbourne Cups in 1890.<sup>43</sup> "Carbine" was sold to the Duke of Portland for 13,000 guineas and it has been claimed that "Carbine" 'sired one of the best stallions this country has ever known in "Wallace", his offspring winning 949 races.'<sup>44</sup> Historically associated with Wallace's horse-breeding success are the grooms' quarters at Ballark homestead (Figure 4.14).

The other famous horse breeder was J.O. Inglis of Ingliston Homestead. In 1873, Inglis purchased the favourite and winner of that year's Melbourne Cup, "Don Juan" for £525.<sup>45</sup> In 1884, Inglis had success in the Melbourne Cup with "Malua". This horse continued to race until 1889, mixing stud duties with racing.<sup>46</sup> Historical associations with Inglis's successful horse breeding pursuits survive in the existing 19<sup>th</sup> century stables outbuilding at Ingliston Homestead.

### Farmers' Commons

Farmers' Commons were established throughout the Shire to provide opportunities for farmers to graze stock for an annual licence fee. The commons also gave miners and timber workers an opportunity to be educated in animal husbandry, which was important given the closer settlement of the area into farmland from the 1860s. Not all proclamations of farmers' commons were greeted with enthusiasm by all residents, as some commons removed significant portions of grazing land from the control of the squatters.

Farmers' commons in the study area included Ballan and Ballark Common (established 1860 and surveyed in 1865) (Figure 4.15), Blackwood and Greendale Common established in 1862 comprising 4,800 acres) (Figure 4.16), Bungaree Common (established in 1861 and apparently extended in 1864) (Figure 4.17) and the Gordon Diggings Common (established in c.1860 and comprising 1,200 acres) (Figure 4.18).<sup>47</sup>



**Figure 4.12:** B.W. Pung's old milking shed, 1907. Source: *Journal of Agriculture*, 8 May 1907, p.281.



**Figure 4.13:** Dairy, Bentham, 2009. Source: W. Jacobs.



**Figure 4.14:** J. Collins' Grooms' Quarters, Ballark Homestead, 1973. Source: La Trobe Picture Collection, State Library of Victoria, image jc000684.



**Figure 4.15:** Map showing the Ballan & Ballark Farmers' Common, 1860. See Appendix 11.01 for an enlarged image.

## Agriculture

### Cereal Cropping

#### Barley

From the 1860s after a number of smaller farms had been established, the study area was well-known for its high yields of cereal crops, particularly barley, oats and wheat. In 1867, the County of Grant (within which the Moorabool Shire is located) yielded twice as much barley as potatoes, the latter crop growing in more popularity from the early 20<sup>th</sup> century.<sup>48</sup> Demand for barley and rye in the Bungaree, Dunnstown and Warrenheip areas was high due to the local brewing and distilling industries. The Warrenheip Brewery had been established in 1857 by the Irishman, James Coghlan,<sup>49</sup> while Brind's Distillery at Dunnstown commencing in the 1860s by Robert Dunn.<sup>50</sup> Further details of these industries are given in Theme 5. Barley was the second-most widely grown grain in the Bungaree district in the early 20<sup>th</sup> century,<sup>51</sup> and was also grown in other parts of the Shire, including Greendale and also at former mining centres like Gordon and Egerton.<sup>52</sup> Two varieties were grown: Cape and English barley and its cultivation times complemented the area's potato harvest, as Eddie Keeble outlines:

'... They [Cape and English barley varieties] were sown in the same manner as oats and the rate of seed and fertilizer were similar. Sowings were much later and often were in the paddock where potato crop had been harvested. It was grown solely as a grain crop. The grain was widely used, being crushed as feed for fattening of stock and suitable malting samples were keenly sought by maltsters.'<sup>53</sup>

#### Wheat & Oats

Wheat had initially been a popularly grown grain from the 1860s, combined to a lesser degree with potatoes. In the 1860s, 25,000-99,000 bushels had been produced in the Moorabool Shire area.<sup>54</sup> Oats and wheat were grown at places including Springbank (formerly known as Ormond), Millbrook, Wallace, Bungaree, Dunnstown, Gordon, Egerton, Greendale, Ballan and Warrenheip throughout the 19<sup>th</sup> and 20<sup>th</sup> centuries. At Gordon, Robert McDowell, an Irish Protestant farmer, established 'Oakvale' at 179 Donnellans Road in 1864 and it was there where he sowed wheat, oats and English grass.<sup>55</sup> At Millbrook were the Donellan brothers, John and Thomas, Irish Catholic gold miners who turned to agriculture, establishing farms in the 1860s.<sup>56</sup> In 1880 the *Bacchus Marsh Express* gave a description of their crops:

Mr. John Donelan has 155 acres on and around the Black-hill, but not all in one block; he has had 16 acres of wheat, the average of which was 40 bushels, while 14 acres of oats only gave at the rate of 30 bushels, as the caterpillars destroyed a great quantity. He has seven acres of late-sown potatoes, the stalks of which look well, but there is nothing yet at the root. Dairy farming is also carried on here. His brother, Mr. Thomas Donelan, has 148 acres; his wheat, also, averaged 40 bushels, while his oats gave 45; the latter was a splendid crop until the caterpillars visited it. He has 13 acres of potatoes, and makes a large quantity of butter.<sup>57</sup>

At Wallace, the Irish immigrant settler, John Carroll, had success in growing wheat on his 'Maryville' farm established in 1859.<sup>58</sup> In 1868, his crop was responsible for winning first prize in a winter exhibit prepared by a Mr Harrison of Ballarat at the Ballarat Agricultural and Pastoral Society's Grain Show.<sup>59</sup> The exhibit was claimed to have been 'one of the heaviest shown for some time.'<sup>60</sup>

By 1880, the wheat yield had dramatically decreased to 1,000-9,000 bushels,<sup>61</sup> although *The Argus* continued to report on wheat sowing in the Bungaree,



**Figure 4.16:** Map of the Blackwood, Greendale & Myrning Farmers' Common, 1862. See Appendix 11.01 for an enlarged image.



**Figure 4.17:** Map of the Bungaree Farmers' Common, 1861. See Appendix 11.01 for an enlarged image.



**Figure 4.18:** Gordon Diggings Common, c.1860. See Appendix 11.01 for an enlarged image.



Springbank, Wallace and Gordon areas in the early 1880s.<sup>62</sup> The rapid expansion of wheat growing activity north of the Great Divide, together with the local climate proving unsuitable for wheat brought about the production of the other cereal crops, potato growing and dairying.<sup>63</sup>

By the early 20<sup>th</sup> century, oats was the most widely grown coarse grain in the area, as every farm required sufficient sheaf hay for the needs of horse and other animals (Figure 4.19).<sup>64</sup>

### Rye

Rye was sown in small areas in the Warrenheip, Bungaree and Dunnstown districts. From the 1860s, local farmers had entered into contracts with the Distillery at Dunnstown for the supply of rye.<sup>65</sup> The collapse of the market by 1870 brought with it a stock pile of the grain and an apparent decline in production.<sup>66</sup> It continued to be sown into the early 20<sup>th</sup> century and was useful for producing green fodder for dairy cows in late summer.<sup>67</sup> It was also used by horse collar makers and as thatch on hay stacks.<sup>68</sup>

### Potatoes

While potatoes did not provide the greatest yield in agricultural production in the Bungaree, Dunnstown and Warrenheip districts in the 1860s, it was from after this time when the area became known for this farming pursuit among the Irish Catholic settlers (see Theme 2 for further details).<sup>69</sup> Potatoes were grown at Ormond (now known as Springbank), Millbrook, Wallace, Bungaree, Dunnstown and Warrenheip, the yield in mid 1884 being 3 tons per acre on average which *The Argus* declared was 'the smallest return for the past nine years.'<sup>70</sup>

At Bungaree, John Torpy established a farm in 1863 and became a highly successful potato farmer.<sup>71</sup> His method of toiling the land was described in later years:

MR JOHN TORPY, BUNGAREE

Area cultivated, 34 acres; stubble ground is fallowed, scarified, harrowed and rolled. About 20 dray-loads farm-yard manure used to the acre on portion of the crop. Plant early crop in September, main crop November. About 8cwt seed, cut, used to the acre. Beauty of Hebron, best early variety, and redskin, New Zealand pink-eye, Excelsior, and Snowflake all good for main crop.<sup>72</sup>

Torpy's hipped roofed, timber farm dwelling survives in a ruinous state in Torpys Road, Bungaree (Figure 4.20).

It was not until the decline in wheat and barley growing in the early 20<sup>th</sup> century (as a consequence of the partial demise in the local brewery and distilling industries) that the potato yields increased in the area. Following the decline of gold mining many years earlier, potatoes were also grown at Bungaree, Gordon, Millbrook and Egerton (Figure 4.21), together with cereal crops as previously outlined. Aside from the quarantining of the Bungaree area in 1911 as a result of a potato disease,<sup>73</sup> the cool climate, rich volcanic soil, abundant water supply,<sup>74</sup> easy access to rail transport (Figure 4.22) and the inherent Irish Catholic potato growing culture brought about substantial agricultural success. As Eddie Keeble explains:

Bungaree, as part of the noted Central Highlands, excelled in the production of heavy yielding, quality potatoes. Large areas were sown with the tubers which were harvested when demand peaked in winter. They were sown during October and November, in ground prepared in



**Figure 4.19:** Jack Toohey with his Slashing Binder Team Cutting Hay, n.d. Source: Toohey, *On the Eastern Fringe*, p.74.



**Figure 4.20:** John Torpy's farm dwelling, Torpys Road, Bungaree, 2009. Source: Wendy Jacobs.



**Figure 4.21:** Group pulling potatoes, Ballan district, c.1925. Source: Museum Victoria online, image MM000750.

early Spring. The growing period was through to late summer ... Potatoes grown locally were trucked interstate from the railway station.<sup>75</sup>

In the very early years of the 1900s, Patrick Joseph (Geoff) Ryan experimented with new potato crops on the family farm at 91 Ryans Road, Millbrook, first established by his father, John, in the early 1860s.<sup>76</sup> Attention was soon gained from the Department of Agriculture, the experimental plot being the focus of a lecture by the Government Inspector, as reported in *The Advocate* and *Gordon Advertiser* in June 1909:

The traveller along the main road from Gordon to Millbrook have, remarks the "Gordon Advertiser," from time to time, admired a fine crop of potatoes growing on the slopes of the famous Black Hill. Mr. P.J. Ryan, the owner, has turned a portion of the paddock into an experimental plot, and has grown several entirely new varieties, some of which promise to prove a boon to the agriculturist in search of good seed. Mr. Ryan, who intends naming the newly discovered tubers after the Dukes of England, has invited Mr. Seymour, inspector of the Department of Agriculture, to visit the scene of operations. The inspector has accepted Mr. Ryan's invitation, and has signified his intention of giving a lecture, at which every local farmer should make it a point of attending.<sup>77</sup>

The lecture at Ryan's farm took place on 9 June 1909, when 'inroads of parasitic diseases, the inferiority of the quality, and the diminishing yield' of the potato crop were being investigated by P.J. Ryan in trialling new varieties from seed.<sup>78</sup> Named after two Dukes of England<sup>79</sup>, *The Advocate* gave an outline of Ryan's experimental cultivation:

Out of the large number raised from year to year, he has selected several for more extended trial, and two or these of a high order of merit he is endeavouring to grow in sufficient quantity to enable him to place them on the market next year. These are known as "Norfolk" and "Wellington," and are the result of a cross between the Brown's River and the New Zealand Pinkeye, and despite the adverse season, both kinds are looking particularly fresh and vigorous.<sup>80</sup>

The potential for enduring prosperity from Ryan's creation of potato seedlings was outlined by G. Seymour, potato expert, in *The Journal of the Department of Agriculture*, Victoria, in 1909:

The raising of new varieties from seed, that is, the fruit or balls of the plant, has not been very successful in the past. Many attempts have been made and new varieties have been produced, but few have proved of any value. Mr. P.J. Ryan, of Millbrook, an enthusiast in the work, has, after years of patient work, succeeded in producing a number of varieties which promise satisfactory results. They are heavy croppers and have been selected for their cooking qualities. Being dark-skinned, they should prove useful sorts for export.<sup>81</sup>

For the next 21 years, Ryan's land was the location of Department of Agriculture's experiment in potato growing.<sup>82</sup> In 1941, the Department of Agriculture's experimental potato plot was transferred to the property of H.R. Higgins at Warrenheip<sup>83</sup> (Figures 4.23-24).



**Figure 4.22:** Men Loading Potatoes at Bungaree Railway Station, n.d. Source: Museum Victoria, image MM000196.



**Figure 4.23:** Experimental potato field, Warrenheip, c.1942. Source: J.T. Ramsy & G.T. Mattingley, *Potato Growing in Victoria*, Dept of Agriculture, Victoria, 1942.

### Peas

In the 1880s, peas were sown in large quantities in the Gordon, Bungaree, Springbank and Wallace districts and gave 'enormous yields.'<sup>84</sup> The crop continued to be grown into the early 20<sup>th</sup> century, although it was considered to be a risky venture as peas were susceptible to frosts and other seasonal variations.<sup>85</sup> The popularity of the crop resulted from its ability to enrich the soil with nitrogen that often provided a higher yielding crop the following year.<sup>86</sup>

### Mixed Farms

Several farms in the western region of the Moorabool Shire were diverse in the crops grown, and some also combined crop growing with grazing cattle and sheep. At Bungaree in 1868, John Tinney, a Cornish immigrant, commenced mixed farming at his 'Sunny Rise' property at 447 Bungaree Wallace Road where he grew hay, other grains and potatoes, ran sheep, horses, pigs and cattle, and operated a dairy. Further west at 145 Bungaree Wallace Road, Bungaree, George Dibbs established a farm in 1869 where he ran sheep and grew potatoes, carrots, turnips and other crops.

While sheep grazing and dairying was more common in the Ballan area in the early 20<sup>th</sup> century, Harry Vaughan of 'Llandeilo', 1001 Gordon Ballan Road, Ballan, grew experimental crops from 1908 in an effort to diversify his sheep farm. He entered the Ballan Agricultural Society's Mixed Fodder Competition at this time. A report to the Secretary of the Ballan Agricultural Society on Vaughan's crop as part of the fodder crop competition was given by H. Ross, Field Officer, in the *Journal of Agriculture*:

I beg to report that I have inspected the forage field of Mr. H. Vaughan, Ballan, who was the only competitor who entered for the prize offered by your Society. The area of the field is 5 acres and comprises maize, rape, potatoes and prairie grass. The land is of poor quality and is generally considered not to be fit for cultivation. It was ploughed this year for the first time.

Two acres were sown with maize, with the addition of ½ cwt. superphosphate, and the crop is making fair progress. A mistake has been made in sowing the maize only about 8 inches apart, thus not allowing room for any intertillage. The potatoes (snowflakes) look very well and are superior in growth to most of the crops in the district; ½ cwt. of superphosphate was used. Prairie and cow grasses have done well; it would appear that this class of soil is well suited to the growth of imported grasses and clover. Two acres were sown in October with rape and thousand headed kale; 5 lbs. rape and 35 lbs. superphosphate were used per acre. The kale is affected by blight, but the rape is making vigorous growth.

... The idea prevails amongst the local farmers that the poorer class of soil will not grow summer fodders or potatoes. With the view of determining for himself, Mr. Vaughan has carried out practical experiments in his field which have had very satisfactory results.<sup>87</sup>

The Department of Agriculture continued an interest in Vaughan's experimental crops the following year, 1910, as *The Argus* gave the following report:

An expert from the Agricultural department has visited the experimental plot at Llandeilo. He was favourably impressed with the Japanese millet. The sugar beet has not yet matured, but is looking well. The maize on the whole is not a success.<sup>88</sup>



**Figure 4.24:** Visitors at potato growing field day, Warrenheip, c.1942. Source: J.T. Ramsy & G.T. Mattingley, *Potato Growing in Victoria*, Dept of Agriculture, Victoria, 1942.



### Flax

From early 1860s, flax was grown in limited quantities, an example being Walter Barclay's leasehold in the Kerit Bareet Parish in 1863.<sup>89</sup> It was grown in considerably larger volumes during the 1940s as it was used in the manufacture of parachutes and tents as part of the war effort.<sup>90</sup> Several farmers in the Bungaree district, including the Toohey brothers (Figure 4.42) supplied the crop to a flax factory in Ballarat.<sup>91</sup>

### Viticulture

As a result of Section 47 on 'novel industries' of the Land Act of 1862, a number of small-scale market gardeners planted vines.<sup>92</sup> In the Moorabool Shire, only two vineyards were recorded in 1863, those being in the Parish of Clarendon and established by Frederick Love and William Stepands [sic.] for wine and cider production.<sup>93</sup> These vineyards do not appear to have survived long, and it is not known whether they were devastated by the phylloxera vastatrix virus that destroyed many vineyards in Victoria (including the Geelong area) in 1877.<sup>94</sup>

### Tobacco

Other short-lived 'novel industries' included the tobacco plantations. In 1863, they had been grown in the Kerit Bareet and Warrenheip Parishes by James Robinson, David Paine, John Henry Smith and Walter Barclay.<sup>95</sup>

### Market Gardens & Orchards

More widespread in the Moorabool Shire as a consequence of the novel industries clause was the establishment of market gardens and orchards. In 1863, orchards had been established in the Warrenheip, Kerit Bareet and Clarendon Parishes by George Sherwood (dried produce of prunes and almonds), James Robison (produce for cider and dried apples), William Stepands [sic.] (orchard for wine, cider and perry), David Paine (cider and apple production), and Thomas Diggins and James Farley (both establishing mulberry plantations for the rearing of silkworms).<sup>96</sup>

A successful market garden and orchard in the Moorabool Shire where physical evidence partially survives in the farm buildings and remnant plantings is Isaac Westcott's 'Lal Lal Gardens' at 10 Henessys Road, Millbrook (Figure 4.26). It was established in 1861 on 154 acres.<sup>97</sup> Loads of produce were taken to the Melbourne and Ballarat markets on a daily basis as outlined in the diary of farm hand, Joseph Jenkins:

Continuing to take rhubarb to Ballarat daily: two people engaged pulling them and three tying them in bundles. Seven workers pick gooseberries and they collect, 1,000 quarts today. The cherries are also ripe, and many tons hang from the trees. A wagon, heavy laden with rhubarb, gooseberries, cherries and currants, starts for the Melbourne market at 3pm and will not arrive there before the morning.<sup>98</sup>

Each season, tons of jam was also produced in a small brick building on the property and despatched to Ballarat.<sup>99</sup>

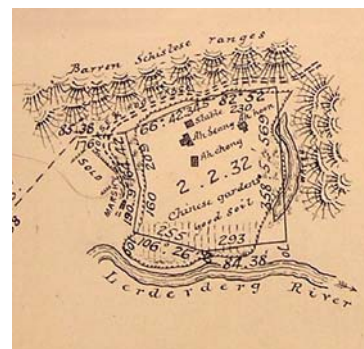
At Blackwood during the gold rush, a Chinese Market Garden (Figure 4.27) was established in 1866-67 by Ah Shung, Ah Tung and Ah How on two acres of low lying ground adjacent to the Lerderderg River bank at Ballan Flat.<sup>100</sup> The garden supplied vegetables for Blackwood and Barrys Reef for 20 years.<sup>101</sup> The land was taken over and transformed into a sports ground in 1889.<sup>102</sup> All that remains of the Chinese market garden are remnants of stone walls where the dwellings of



**Figure 4.24:** Toohey Brothers, Bungaree, cutting flax, 1942. Source: J. Toohey, *On the Eastern Fringe*, p.92.



**Figure 4.26:** Former Lal Lal Gardens, Millbrook, 2009. Source: Wendy Jacobs.



**Figure 4.27:** Plan of Chinese Market Garden, Blackwood, 1882. See Appendix 11.01 for an enlarged image.

the Chinese once stood.<sup>103</sup>

### Nurseries

#### Warrenheip Nursery

In early 1860, the Scottish nurseryman, Thomas Lang (1815-1896) established a nursery on 20 acres of land at Warrenheip on the western foothill of Mount Warrenheip.<sup>104</sup> Known as the Warrenheip Nursery, it was an expansion of Lang's nursery first established as a seed store and nursery in Main Street, Ballarat East, in 1856 (which he relocated to Eyre Street in 1857).<sup>105</sup> From 1862, Lang imported living plants from London in the revolutionary invention known as the Wardian case (a small-sized version of an open-roofed greenhouse), enabling specimens to survive twelve months without water or fresh air.<sup>106</sup> By 1870, Lang had 'brought almost a million living trees, shrubs and vegetables to Victoria', propagating them at his Warrenheip Nursery.<sup>107</sup>

Lang's nursery at Warrenheip had modest beginnings. *The Star* (Ballarat) newspaper gave the following account in May 1860:

Among the novelties of Main Road frontages near the Bridge ... we may note the new nursery garden prepared by Mr Thos. Lang, horticulturist and seedsman, on the late site of Brun's hotel. Mr Lang has at great expense laid the area in question with the choicest loam, which, mixed with sand, affords the best soil for the free growth of flowers and plants. Already several shrubs have been planted, and we look forward to the time when the whole place will be radiant in all the beauties of rare flowers and shrubs.<sup>108</sup>

Just eight years later, Lang had increased his holdings and had cultivated 23 acres with 'a very extensive and choice collection of fruit trees', with 'no waste ground observable.'<sup>109</sup> The site included 'the finest specimen of *Wellingtonia gigantea* to be found in this colony.'<sup>110</sup> Other stock included conifers and numerous Mountain Ash, Turkey Oak, English Oak, Sycamore, Ash, Poplar, Plane, and Pine trees.<sup>111</sup>

Further expansion had occurred by 1874, the nursery then comprising over 40 acres, with a road separating the allotments.<sup>112</sup> In 1880, Lang sold his Warrenheip Nursery to Sebastian Rennie (Lang's long-time manager), who continued to carry out business under the name of Thomas Lang, Rennie, and Co.<sup>113</sup> Ten years later in 1890, Rennie sold what then called his 'small farm' to William Kenna, a farmer and brewer.<sup>114</sup> On Kenna's death in 1910, the nursery no longer existed. The land was described as having no improvements other than fencing.<sup>115</sup>

#### Doveton's Nursey

By 1901, Doveton's Nursery of Ballarat had also established a market garden at Clarkes Hill. There, 'all kinds of agricultural and garden seeds' were grown, 'as well as a large quantity of fruit and forest trees.'<sup>116</sup> In 1910, an experimental orchard at Blakeville had also been approved by the Minister for Agriculture 'upon the condition that the residents provide an acre of suitable land securely fenced in, and select a suitable man for the work of planting the trees which they will supply.'<sup>117</sup>

#### Physical Evidence of the 19<sup>th</sup> & 20<sup>th</sup> Century Farms

Today, a legacy of 19<sup>th</sup> and 20<sup>th</sup> century farming is identified in the numerous farming landscapes throughout the Shire, in the outlying homes and particularly in the farm buildings. Examples of these rural farms include 'Moorabool Lodge' at 570 Linehams Road, Bolwarrah; stone outbuilding at 6301 Midland Highway,



**Figure 4.27a:** The Ballarat & Ballarat East Water Supply Geological Survey of Country in the Parishes of Bungaree & Warrenheip, 1870, showing the location of the Lang's Nursery. See Appendix 11.01 for enlarged image.

Clarendon; timber outbuildings in Denherts Road, Gordon; and the brick stables at 4 Erin Court, Wallace (originally part of John Carroll's 'Maryville' farm) and at 9221 Western Highway, Leigh Creek (Figure 4.28). Remnant early farm machinery dotting some paddocks, such as the maize crate and conveyer at Dunnstown (Figure 4.29) provide a tangible legacy of 19<sup>th</sup> and early 20<sup>th</sup> century farming practices.

Of importance are the legacies of later 19<sup>th</sup> and early 20<sup>th</sup> century and second generation farming properties, with farms established by newcomers to the Shire, or continued by the children of pioneer farmers. At Ballan, James Shaw took over the Tregothnan and Stirling Park farms of his father, William Shaw, J.P., in c.1914.<sup>118</sup> Both farms grazed merinos.<sup>119</sup> At 64 Torpys Road, Bungaree, 'Clare Place' was established by Thomas Francis Torpy, son of the farmer pioneer, John Torpy, in 1908.<sup>120</sup> He had the existing dwelling built and with his brother, Daniel, he continued crop farming as well as training horses.<sup>121</sup> It was also at Bungaree where the Trigg brothers, William and Charles, purchased the property of William Smith in two separate allotments in 1899.<sup>122</sup> They commenced farming following the occupation of their father, John, of Bungaree. Charles Trigg built the existing timber dwelling at 100 Murphys Road, Bungaree, in c.1899.<sup>123</sup> Nearby at 535-537 Bungaree Wallace Road, William Grigg and his sons, David and Arthur, commenced farming in 1908 (Figures 4.30-31).<sup>124</sup> The Late Victorian style dwelling on the property (535 Bungaree Wallace Road) was built in c.1912 for David Grigg, while the Victorian style dwelling at 537 Bungaree Wallace Road was relocated to the site before 1949 for David Grigg's son, David Ernest Grigg.<sup>125</sup> At Millbrook, James and Minnie Sullivan established 'The Pines' farm at 52 Sullivans Road in c.1896, on land that had earlier been part of a larger landholding of James Sullivan's father, Edmund.<sup>126</sup> It was also in the 1890s when Mark Ellwood commenced farming at 97 Westcotts Road, Wallace. He had the existing dwelling constructed in 1892-93.<sup>127</sup>

Physical evidence of farming in the central and western portions of the Moorabool Shire is also found in the numerous dry stone walls. The walls contribute to the rural landscapes at Clarendon (Figure 4.32), Elaine, Scotsburn, Bungaree and Dunnstown.

#### 4.2 Gold Mining<sup>128</sup>

By far the most rapid increase in population in the Moorabool Shire came with the discovery of goldfields at Blackwood, Barrys Reef, Simmons Reef, Gordon, Mt Egerton, Mt Doran, Dolly's Creek, Morrisons and Elaine from the early 1850s. These goldfields were broadly located in an auriferous run of country known as the Stieglitz-Maldon belt.<sup>129</sup> By 1859, all the goldfields in Victoria had been geographically divided and mapped according to Mining Districts and Divisions within these Districts. The gold mines in the Moorabool Shire formed part of the Ballarat District that was subdivided into six divisions including Blackwood, Gordon and Steiglitz (Figure 4.33). The number, boundaries and names of the divisions in the Ballarat District changed a number of times in the 19<sup>th</sup> and 20<sup>th</sup> centuries.<sup>130</sup> By 1890, there were 10 divisions in the district but this number had decreased to six by 1917.<sup>131</sup>

##### Blackwood Division

The area of this division was earliest described in the *Victoria Government Gazette*:

Commencing at the junction of the Djerriwarrah Creek and the River Werribee; thence by that creek to its source near Mount Bullancrook; thence by the Bullancrook range and the main dividing range to the most western source of the River Werribee; thence by the range



**Figure 4.28:** Brick stables, Western Highway, Leigh Creek, 2009. Source: Wendy Jacobs.



**Figure 4.29:** Maize crate & conveyor, Dunnstown, 2009. Source: Dianne Cahir.



**Figure 4.30:** Threshing day, Grigg brothers farm, 1936. Source: Heather Trigg, Bungaree.



**Figure 4.31:** Dave Grigg harvesting at 535-537 Bungaree Wallace Road, Bungaree, n.d. Source: Heather Trigg, Bungaree.



**Figure 4.32:** Detail of Dry Stone Wall, Clarendon, 2009. Source: David Rowe.

separating the waters of the Rivers Moorabool and Werribee and a line east to Ballan; and thence by the River Werribee to the commencing point.<sup>132</sup>

Gold had been first discovered in the Blackwood area as early 1851, when Dr Bacchus reported in *The Argus* of gold having been found in the Lerderderg River. Nothing came of this early find because of the difficult mountainous terrain in which the discovery was made.

In 1854, Edward Hill was induced to prospect at Mt Blackwood from reading a course of lectures delivered in England in 1851 at the Society of Arts on the Goldfields of Australia.<sup>133</sup> Meanwhile, in November 1854, two men from East Ballan, Harry Athorn and Harry Hider had been attempting to locate six lost bullocks in the area now known as Golden Point when they saw water-worn gold in the bottom the creek. By January 1855, Hill had reached Blackwood and it was at this time when he first found gold, prospecting about the Ranges.<sup>134</sup>

By June 1855, news of Hill's discoveries at Red Hill, Blackwood, witnessed a large gold rush along the course of the Lerderderg River and its tributaries. In September 1855 there were 13,000 diggers on the field, working on the alluvial gold locations at Golden Point, Nuggetty Gully, Long Gully, Yankee Gully, Frenchman's Gully and Dead Horse Gully. Two townships were established at Red Hill and Golden Point. A correspondent to *The Argus* described the landscape and the conditions of the goldfields on 25 September 1855 as follows:

In the first place, it is certainly a very mountainous one, consisting entirely of a continuous series of precipitous ranges, generally running as near as may be, north and south, covered by a dense forest of trees and numerous perennial plants and shrubberies. Golden Point, where the Government Camp is located, and where a township is in process of being surveyed in allotments, is situated on a large sloping bank, close upon the main creek. On either side it is hemmed in, east and west, by very steep ranges. Further up the main creek, about a mile or so, is the celebrated Red Hill, where a considerable quantity of gold has been obtained. Both at the Red Hill and Golden Point, from the want or utter absence of anything in the shape of sanitary regulations or preconceived arrangements for that important object, an intolerable stench salutes the nostrils of the passers-by; and from the same unfortunate cause, one may easily predicate that when summer comes on death and the doctor will be actively engaged among the inhabitants of those two abominably filthy spots. At the Red Hill, the main creek is divided into two important tributaries, one coming down from the Yankee's or Acre's Quartz Mining Reef, and the other from Simmons's Reef, numerous other smaller tributaries running into them, along the high ridges overlooking the Yankee Creek tributary.<sup>135</sup>

By the end of 1856, the bulk of the mining population that had converged on the Blackwood field had left for the Fiery Creek diggings. Less than one tenth of the digger population stayed on at Blackwood as little new alluvial ground was to be discovered. Alluvial mining was almost exclusively focussed on the bed of the Lerderderg River, which were repeatedly sluiced using sluice boxes, pumps and water wheels. Puddling, common on some Victorian goldfields, was a rare practice in the Blackwood district. In October 1859, there were only two horse-driven puddlers in operation and their numbers never exceeded five.

Towards the end of the Blackwood rush from the mid 1850s, two new lines of reefs were worked: Trewheela or Barrys, and Yankee or Union. The working of



**Figure 4.33:** Map of the Mining District of Ballarat, 25 June 1859. See Appendix 11.01 for enlarged image.



**Figure 4.34:** Sluicing at the Blackwood goldfields, n.d. Source: Buckingham & Hitchcock, *Aspects of Early Blackwood*, p.16.



Barrys Reef (Figure 4.35) led to the survey of the township of Bayup (later named Barrys Reef). This reef proved to be rich on and near the surface, and with the Simmons and Johnstons Reefs discovered in 1858, it was unpredictable and difficult to work. Away from Blackwood during the late 1850s were other successful Reefs: the Snake Gully line, Hit and Miss Reef and the Garibaldi line.

Co-operative companies established and funded by working miners were responsible for the first period of quartz mining at Blackwood. These small companies mainly tunnelled into the hills from the creek bed and dropped shafts from their adits. Some of the tunnels were driven for great distances, such as the tunnel excavated by the Egerton Company to intersect with the Annie Laurie Reef at Barrys Reef, spanning 2,300 feet. Most of the shafts dropped by the companies never went far below the water level. Small crushing mills were also erected for quartz mining, powered by steam or water. In July 1859, there were 17 companies operating crushing mills, with 13 powered by water and 4 by steam. The water to drive the wheels was delivered by races from the nearest, most reliable water course. Evidence of these operations exists today in the remnant tunnels and water races throughout the area.

From c.1868 came the first and only mining investment spree at Blackwood. This appears to have been caused by a stock pile of large reserve of ore resulting from a lack of water needed to turn the water wheels, and from an influx of outside capital from Clunes and Ballarat. One hundred mining leases were taken up in a twelve month period. Four public companies were the flagships of the investment spree: the Clunes and Black, Trojan and Union companies on the Yankee line of reefs, and the Sultan Company on Barrys Reef. One of the more successful of these companies was the Sultan Company at Barrys Reef (Figure 4.35). Mining operations lasted for around 10 years and it was the district's largest employer of mining labour. The other public companies failed to become profitable and it was the small co-operative companies that maintained the industry in the area. In the early 1870s, plant was upgraded by a number of these companies, including the Simmons Reef, Koh-i-Noor, Imperial and Lerderderg operations.

It was also during the early 1870s when two new auriferous reefs were opened at Wrights Reef (five miles south of Blackwood) and Browns Reef (approximately eight miles south-west of Blackwood and six miles north of Ballan). This latter reef created a small mining boom that led in part to the creation of the Blakeville township. Only a few minor reefs were discovered, the most significant being Ashton's Freehold in 1872. Both reefs were worked by the Red White and Blue and North Britain companies that worked Wrights Reef while Browns Reef was worked by Undaunted. The North Britain Company became the most prominent mine in the district in the 1880s.

After the very poor productivity of the public companies in the 1870s in the Blackwood area there followed a minor revival. It began in September 1881 when the registrar reported that the steam engines and plant that had been removed were replaced or again brought into the district. One of the newly equipped mines was the Simmons Reef Amalgamated Company whose plans included the construction of a large reservoir to hold approximately 109,000,000 gallons. These plans were unable to be funded and the venture failed. Yet, new plant was installed at the New Sultan, new North Britain, Countess and New Cosmos companies. None of the mining operations of these companies was able to match those worked by the old Sultan Company. From the 1890s onwards, the Blackwood district rarely featured in mining reports, except for the occasional description on the work of a few small co-operative prospecting parties. In attempting to help local prospectors, the government installed a small



**Figure 4.35:** Barrys Reef, 1877, showing the Sultan Mine in operation in the background. Source: La Trobe Picture Collection, State Library of Victoria, image b24412.



**Figure 4.36:** Joseph Hills' Battery, Simmons Reef, n.d. Source *A Pictorial History of the Shire of Ballan*, p.58.

crushing battery at Blakeville in 1907.

Simultaneous to the demise in quartz mining were attempts at deep lead mining. In 1884, several companies were prospecting for deep alluviums at Green Hill. A small boom was sparked the following year when the North Benedetti Company discovered an auriferous drift. A dam was built across the Green Hill Creek and a tramway from its tunnel and a puddler installed, but it does not appear to have been mined profitably and North Benedetti Company and neighbouring companies were not to feature in mining reports after 1887.

In the early twentieth century, little activity was experienced on the Blackwood reefs. A few individual prospectors, often assisted by government prospecting grants, worked the area. Yet in 1918, some large bodies of payable ore were worked at the Yankee mine by a co-operative party. This and the work of the Countess Company (which sunk a main shaft 108 feet) were to be short-lived.

Physical evidence of gold mining activity in the Blackwood district exists today. For example, the Benedetti Deep Lead Mine, south of Greenhills; New Sultan Reef Mine, Barrys Reef; Crown Company, Simmons Reef; Yankee Creek Alluvial Workings, Blackwood; Trojan Mine, Blackwood; Yankee Big Reef Workings, Blackwood; and the Countess Company, north of Barrys Reef, are mines and workings identified either by mullock heaps, dams, exposed open cuts, platforms, open shafts, tunnels, puddlers, and water races. A stone boiler base as part of the New Sultan Reef Mine also survives.

### Gordon Division

The first goldfield of the Gordon Mining Division was at Mt Egerton discovered by a party of Ballarat miners led by George Grell in 1853. Twelve months later in 1854 was the first rush, with miners extracting gold from one long line of quartz reefs and carrying out some shallow alluvial mining along the several gullies that drained west and east from the line of reefs. These reefs were known as All Nationals Gulley and West Gulley. Later shallow alluvial ground was opened at Cobbler's, Greenhill and Mount's gullies. The crown of Mt Egerton was worked for gold where a quartz reef was uncovered, known later as the Mt Egerton Goldmine.<sup>136</sup>

In September 1855, *The Argus* gave a description of the Mt Egerton field:

The diggings here are at present of limited extent, but new quartz reefs have lately been struck, branching from the main reef, which promises well. New diggings, I am also informed, have been commenced about two miles nearer Egerton station, but with what success I at present could not learn. The majority of the diggers on the Mount are doing well, - those of them who have struck the auriferous quartz reef. It is expected that these claims will turn out immensely rich. Large quantities of auriferous quartz are piled up round the various lucky holes, which will take an incredible time to be crushed. In fact some of the diggers calculate upon their claims occupying them for two or three years, and some of the more sanguine question the probability of the claims ever being worked out.<sup>137</sup>

This reef was worked for 10 years by small parties of miners.<sup>138</sup> By 1856 as a result of the rush, the population of Mt Egerton had increased to 600 people.

Nearby at Gordon, gold was found in 1853 by Robert Evans, a kangaroo trapper from Borambeta Station. A mine near the present Primary School took its name from him, known as Kangaroo Bob, which opened in May 1858. This led to a rush



of 300 people by July 1858. Both discoveries at Mt Egerton and Gordon led to the Mt Egerton-Gordon line of reefs becoming known as the one field.

By the mid 1850s, there were 25 crushing machines operating at Mt Egerton as quartz mining constituted the main industry. A combination of hand, horse and steam powered devices, the dash for rapid profits on both fields saw most of the early quartz working abandoned by 1858-59.

From 1859, large companies working large leases exploited the abandoned reefs through efficient steam-powered mining and crushing machinery. In early 1860, Mt Egerton, and in particular the Big Hill section of the reef, was occupied by four companies, with another two companies, Kangaroo Bob and Parker's, working the Gordon field. They were soon met by the Rose Company on Little Hill Reef at Egerton, but despite the latest investments in machinery, and the sinking of shafts, brought about poor crushings and spelt disaster and a lack of confidence. By 1863, quartz mining was confined to Parker's Reef Company and particularly to the Egerton Quartz Mining Company.

More successful in the 1860s was alluvial mining. Puddling was especially successful on All National Gully at Egerton where at least one steam powered plant operated for several years. Considerably less successful at this time was deep lead mining.

In the late 1860s there was a revival of confidence given the steady yields by the Egerton Company, while another company, the Black Horse at Egerton, also produced good gold. By 1868, a large area of ground had been taken up from Egerton to Parker's, Kangaroo Bob and Hicks reefs at Gordon. This brought with it the formation of new companies: the Flying Scud, North Egerton, Prince of Wales, Hicks Reef, Victoria, Kangaroo Bob, Ercildoune, Emu and Greeds Reef. Steam powered mining and crushing machinery was employed.

By late 1870, there had been a dramatic decline in mining, as only the Egerton Company appears to have been operating. The late 1870s witnessed the rise of two new companies: New Black Horse at Egerton and Parker's United at Gordon. They equalled the success of the Egerton Company and had very large crushing plants.

In the early 1880s there was a small mining boom brought on by the success of the Egerton, New Black Horse and Parker's United companies. New machinery was installed, yet the three established companies continued to dominate throughout the decade of the 1880s. During this period, the Egerton Company paid out £300,000 in dividends and the Black Horse obtained £460,000 worth of gold and paid out £178,000 in dividends.

Such success came to an abrupt end in the 1890s as the Egerton-Gordon field produced little gold. By the turn of the century, only the Black Horse Company was continuing prospecting and eventually, unable to sustain the cost of operations, it closed leaving only a few small prospecting parties to continue the search for gold in the ensuing years. A brief revival as a consequence of the Great Depression in the 1930s witnessed the discovery of further gold in the Gordon Gold Reef (Figure 4.39). Crushed at the Egerton State Battery, Daniel Toohey's yield was 356 ounces of gold. The Gordon Gold Company became Victoria's biggest gold producer in 1936, with an annual total of 7,857 ounces. This success was to be short-lived as the company closed in 1939.

The Gordon Gold Mine, Gordon; New Black Horse Mine, Mt Egerton; and the Mt Egerton Government Battery are examples of the legacy of gold mining in the



**Figure 4.37:** Learmonth's Claim, south shaft, Mt Egerton, *Illustrated Australian News*, 1869. Source: La Trobe Picture Collection, State Library of Victoria, image mp001534.



**Figure 4.38:** Learmonth's Claim, section drawing showing putting in a shot & clearing a reading, *Illustrated Australian News*, 1869. Source: La Trobe Picture Collection, State Library of Victoria, image mp001536.



**Figure 4.39:** Gordon Gold Mine, 1938. Source: *A Pictorial History of the Shire of Ballan*, p.116.

Gordon Division. Mullock heaps, concrete foundations, cyanide vats and mining machinery foundations (Figure 4.40) represent some of the archaeological remnants of the mining era, as does the Government Battery building constructed in 1912 (Figure 4.41).

### Steiglitz Division

The Morrissions, Dolly's Creek, Lal Lal and Mt Doran goldfields formed part of the Steiglitz Mining Division. This Division was earliest described in the Victoria Government Gazette:

Commencing at the western source of the Lal-lal Rivulet; thence southerly by the Lal-lal Rivulet about eleven and a half miles; thence by a line bearing south about three and a half miles to Williamson's Creek; thence by Williamson's Creek and the River Yarrowee to the town of Shelford; thence by a line north-easterly to a point on the River Moorabool, one mile north of the town of Lethbridge; thence east six miles; thence north to the Anyche Youang hills; thence by the range to the Little River; thence by the Little River to its junction with its main tributary; thence by a line north-easterly to the junction of the Djerriwarrh Creek and the River Werribee; thence by the River Werribee to Ballan; thence by a line west to the range separating the waters of the rivers Werribee and Moorabool; thence by that range and the main dividing range to the commencing point aforesaid.<sup>139</sup>

It was as early as 1851 when gold was discovered along the Moorabool River near Morrison's Station.<sup>140</sup> While A.S. Wilson and William Malkin both applied to the rewards Board in 1864, they were unsuccessful in convincing the Board that they were the original discoverers of this field.<sup>141</sup> In 1856, a newspaper report mentioned that a new goldfield had been opened but that it was not payable. This soon changed with the focus being on alluvial mining. In April 1857, people immediately began moving to the Dolly's Creek goldfield.<sup>142</sup> By 1858, miners at Morrissions and nearby Tea Tree Creek were tunnelling under the basalt along the western bank of the Moorabool. By 1859 attention again turned to Dolly's Creek,<sup>143</sup> with the discovery of a reef running from Campbell's to Brown's Hill. Adjoining the Dolly's Creek field was the Elaine-Mt Doran field (Figure 4.42). By early 1861, this latter field at Mt Doran had a sufficient population to organise a successful race meeting, even though the goldfields at Dolly's Creek had been described as 'a poor man's field.' It was only suited to individuals or small parties of miners and produced comparatively small yields. As a poor alluvial field, Susan Lawrence in *Dolly's Creek: An Archaeology of a Victorian Goldfields Community* states that 'it did little to attract major capital investment or to inspire confidence in a long-term future.'<sup>144</sup> By the early 1860s, the Chinese miners on the field were working the auriferous deposits that covered the hills to a depth of four feet. The material was mainly treated in sluice boxes, although five puddling machines were recorded on the field. In September 1862, there was another influx of miners as a result of new finds through deep sinking. As *The Argus* described:

A number of Ballarat miners have taken up claims at Morrison's diggings, on the Moorabool, and are about to try deep sinking on the eastern side of that river, as yet untouched. The extension of operations at this last place is due to the very good prospects obtained from a deep shaft just put down by one of the companies, though not bottomed as yet.<sup>145</sup>

The early 1860s brought about a shortage of water to service the Mt Doran-Elaine and Dolly's Creek/Morrissions fields. A party of individuals combined to



**Figure 4.40:** Remains of brick mounting engine bed for New Blackhorse Mine, Mt Egerton, 2009. Source: June Huggins.



**Figure 4.41:** Mt Egerton Government Battery, 2009. Source: Wendy Jacobs.



**Figure 4.42:** The Whim at the Lewis mine on the Elaine-Mt Doran Diggings, c.1860. Source: P. Griffiths, *Three Times Blest*, p.66.

form the Lal Lal Waterworks Association as a limited liability company. Its aims and operations were described in the *Mining Record* for October 1863:

Leave for fifteen years ... has been granted by the Government, entitling the company to take and divert the waters of the Moorabool and Lal Lal rivers at certain points, and giving it sole right over tributaries, gullies and entire watershed of the district traversed by the various races, from the points of commencement on the Moorabool and Lal Lal to the Tea Tree Diggings; with the privilege of extending their works to any other diggings, should it be found requisite or expedient at any time to do so.

A large race five feet wide and two feet deep, crossing the Geelong and Ballarat railway twice, once at Lal Lal and again at Mount Doran, has been cut from this [Lal Lal homestead] reservoir to the Dolly's Creek gold-field, in which locality several branch races have been constructed, conveying the water to various parts of the diggings for sluicing purposes. In the vicinity of Lal Lal it was found necessary to tunnel through a small hill for the length of fifteen chains. In the neighbourhood of Dolly's Creek there is a distributing dam, supplied by the race from the main reservoir of Lal Lal. The extension of the works to Morrison's and Tea Tree gold-fields has just been completed; and another extension in a different direction, by a race from the distributing dam near Dolly's Creek to the Charcoal Ranges, lying to the north of Dolly's, will be finished in the course of a few days. ... With the natural facilities the country affords, in all directions, for storing water, and with its commanding elevation, the Lal Lal Waterworks will, not unlikely, prove ultimately but the nucleus of a much larger undertaking, and may be the means of indirectly promoting the mineral exploration of a very large district coming within its range.<sup>146</sup>

Gold was discovered about 2 ½ miles east of the Lal Lal railway station at Lal Lal in 1864 by George Hall.<sup>147</sup> This brought about a rush of around 300 diggers in 1866 in the 'low stringy bark ranges skirting the flat country in the direction of Mount Egerton.'<sup>148</sup> The number of miners had dwindled to 50-60 by late November 1866. Two dams held by Messrs. Hooley and David, and a Mr Filey, were utilised by miners for a fee.<sup>149</sup> A few diggers took the trouble 'to cart the dirt a distance of 2 ½ miles to the Lal Lal Water Company's race, where an additional charge of ten shillings per sluice-head for water has to be incurred.'<sup>150</sup> While the ground was considered to be 'very remunerative', the lengthy distance to water and the dry season was anticipated to 'materially affect the operations of those who are even now the best off.'<sup>151</sup>

By 1866, alluvial mining at Dolly's Creek was in decline, with most of the easily-won auriferous material having been treated. The mining register at this time revealed that the field was almost deserted save for one small party of Chinese miners. There was a revival in the mid 1870s when there was a depression in local quartz mining. In 1879, David Morrison had established a water scheme for sluicing and crushing and in 1883 the Happy Dinah Company erected a 5-head battery. This renewed activity was to be brief and did not induce any further large scale mining.

In 1910, the Mt Doran field again held the promise of big finds. *The Argus* described the developments as follows:

In the Mount Doran district, a little south of Egerton, some attention is being paid to prospecting. The neighbouring ranges contain numerous

quartz reefs and leaders, which for some years have remained untouched. One promising venture, the Comet shaft, has been sunk to a depth of 70ft., and all the stone sent treated by the present party has been payable. Jane Brothers have opened up the old Glencoe line of reef at a point about one mile north of the shaft. Here also all the stone crushed was payable.<sup>152</sup>

Today, evidence of the mining activities is identified in the myriad water races, including the large Lal Lal race. There are a number of stone fire places and scatters of domestic artefacts in the Dollys Creek and Morrisons fields, while at the Champion Hill Reef Workings are represented by a line of open shafts, stone fireplace and a benched track. The Borhoneyghurk Company's mining activities at Morrisons are also identified in the tailings dump, and the battery with a bench platform containing a stone engine bed capped with a solid bed of basalt blocks.<sup>153</sup>

### 4.3 Exploiting Other Natural Resources

#### Timber Industry

The gold boom brought with it an insatiable appetite for timber as this material was vital for lining mine shafts and constructing water races, building shelters; steam boilers for heating, warmth, cooking; and for erecting infrastructure. A large number of saw mills were established to meet the much-needed demand for timber.

#### Saw Mills in the Moorabool Shire

In Victoria by 1855, there were 30 operational sawmills, this number doubling to 64 mills in 1860 and to 127 by 1870.<sup>154</sup> The boom in the 1880s led to a further rapid increase to 323 sawmills by 1889.<sup>155</sup> The Moorabool Shire was the location of over 35 of these mills: in the Bullarook Forest; Warrenheip, Gordon and Egerton; at Bullarto and Blakeville; and at Blackwood.<sup>156</sup> More specifically at Warrenheip/Leigh Creek, they included the mill of Graves; at Barkstead, the mills of Anderson and O'Hehir; at Blakeville, the mills of Hyatt and McGie; at Bolwarrah, the Band of Hope and Crowley mills and the mills of Haytt, Crowley and Cottee; at Bungaree, Witnish's Mill; at Gordon, the Blake and Costin saw mills, at Clarkes Hill, the Clark mill; at Springbank, the Corcoran Brothers saw mill; at Korweinguboora, the O'Hehir, Clark, Wood and Crowley mills; the Hyatt mills at Spargo Creek; and the Wightman and Hall and Orr sawmills at Barrys Reef and Blackwood.<sup>157</sup>



**Figure 4.43:** J. Wiggleworth, Plan of the Bullarook State Forest showing locations of saw mills, n.d. See Appendix 11.01 for enlarged image.

#### Some Saw Mills & Their Owners

##### Anderson Brothers

James, John and Robert Anderson from Scotland established their first sawpit in 1856, about one mile east of Dean (outside the Moorabool Shire).<sup>158</sup> In 1858, having abandoned their original pit, they selected another site approximately one mile south of Dean on the track to Ballarat.<sup>159</sup> A second mill was established south-east of Dean and was considerably larger, being capable of cutting 16,000 feet a day.<sup>160</sup> Yields were more efficiently transported through the construction of tramway systems (see Theme 3). The Anderson Brothers' third mill was established in early 1866 at Barkstead.<sup>161</sup> It was a giant mill, which cut 100,000 feet of timber a week. It employed 60 men, with 60 bullocks and many horses used to drag the logs to the tramway.<sup>162</sup> By the 1880s, the Anderson Brothers had finally cut themselves out of business.<sup>163</sup> Another reason for their demise was a long and protracted legal battle over mill rights with their rival, Thomas Crowley. The latter won the battle, apparently with parliamentary support.<sup>164</sup>

##### Henry Clark

An early resident of Bungaree, Henry Clark, purchased 600 acres of timbered

land in 1858 at the head of Adekate Creek, just south of Dean and in the following year he built a sawmill on the site.<sup>165</sup> He soon established another mill five miles to the south of the Ballarat-Daylesford Road that was known as Clark's Warrenheip mill.<sup>166</sup> This mill operated for 2 years before succumbing to fire.<sup>167</sup> At Bullarook, Clark purchased the American Sawmill which was renamed the Border Sawmill.<sup>168</sup> It was described as being 'a small wooden building, about sixty square feet, which supported the others in the form of sheds upon each side.'<sup>169</sup> With the provision of a tramway, Clark intensively logged the Musk Creek area. In 1869, the mill was destroyed by fire and so Clark returned to his first sawmill site and rebuilt his mill there (known as the Jowerky Jowerk mill).<sup>170</sup> It too was destroyed by fire in 1872 and with most of the timber cleared from Clark's 600 acres, he established a mill on the racecourse paddock at Bungaree (now the football ground), known as Clark's mill.<sup>171</sup> The area was soon cut out and by April 1873 the mill had closed.<sup>172</sup>

### Corcoran Brothers

The brothers Michael and Thomas Corcoran established a sawmill on the banks of the West Moorabool River in late 1861, approximately 3 miles north-west of Wallace.<sup>173</sup> Known as the Ormond Sawmill, it was very successful and substantial, as *The Argus* described it in 1860 as '... extensive and turning out a large quantity of sawn timber daily.'<sup>174</sup> In 1871, the mill closed and the plant sold.<sup>175</sup>

### Thomas Crowley

In c.1860, Thomas Crowley established a mill on a tributary of the Eastern Moorabool River at Bolwarrah. By 1872 with Patrick Fitzpatrick, he had established a second mill on Spargo Creek at its junction with the Werribee River.<sup>176</sup> This mill produced 6,000 feet of sawn timber daily.<sup>177</sup> It was at this site that Crowley and Fitzpatrick became involved in their dispute with the Anderson Brothers in 1876.<sup>178</sup> In successfully winning this dispute, Crowley and Fitzpatrick obtained an exclusive timber reserve taking in the main dividing ridge separating the heads of the Werribee and Lerderderg Rivers, upon where they erected another mill.<sup>179</sup> By 1890, Crowley's mills had closed.<sup>180</sup>

### George Graves

In 1855, the former goldminer, George Graves, established a sawmill on the north side of Mt Warrenheip.<sup>181</sup> In the ensuing years, he relocated the mill to the end of his tramline to maximise the local springwater. This mill reached a capacity of 10,000 feet of timber a day and 30 men were employed there.<sup>182</sup> Exhausting his timber supplies in 1859-60, Graves moved his operations northwards into the Bullarook forest where he built the Bullarook Sawmill.<sup>183</sup> With Thomas Fraser, he also built another mill that was destroyed by fire in 1862.<sup>184</sup> By 1879, Graves had dissolved his partnership with Fraser.<sup>185</sup>

### Henry McGie

The first mill established by Henry McGie was in 1853 at Buninyong. In c.1856, he relocated his operations to Warrenheip where he entered into partnership with George Graves.<sup>186</sup> In the Wombat Forest in 1865, he constructed a mill on the Moorabool River in the location of the now Korweinguboora Reservoir (it closed in 1883).<sup>187</sup> Around 1870, McGie built another mill at Green Hills, south of Blackwood. It employed 20 men and was sold to Robert Hall in 1874.<sup>188</sup> Another mill operated by McGie in the 1880s included the mill formerly owned by Henry Costin located on a tributary of the Werribee River.<sup>189</sup> McGie retired in 1893 and upon his death in 1895 he was described as the 'father of Victorian sawmilling'.<sup>190</sup>



**Figure 4.44:** McGie's Sawmill, c.1870, unknown location. Source: N. Houghton, *Timber and Gold*, p.35.

### Edward Blake

One of the more enterprising saw millers was Edward Blake.<sup>191</sup> In c.1856, he established a sawmill north of Gordon having purchased the leasehold of the Borambeta estate from George Gordon.<sup>192</sup> This was at a time when Blake also held mining interests, having set up a foundry and two quartz crushing machines.<sup>193</sup> In c.1864, Blake opened his second sawmill in the bush on Korweinguboor Creek, eight miles north-west of Ballan.<sup>194</sup> This large mill employed approximately 40 men, with five jinkers used in log haulage to the mill and carting the sawn timber to Ballarat and Melbourne by wagons.<sup>195</sup> In c.1868-70, Blake established another mill in the area known as Starlight, while yet another built in 1879 on the Koruamunip Creek was known as Paradise.<sup>196</sup> This mill produced 6,000-7,000 feet of timber a day. With a sufficient population working or associated with his mills and the adjacent gold mine, Blake established the small settlement of Blakeville in the 1870s.<sup>197</sup> He resided there until c.1891 when it relocated to his newly-built dwelling at 59 Steiglitz Street, Ballan.<sup>198</sup>

### Henry Costin

In c.1857, Henry Costin established a small sawmill at Mt Egerton. He later relocated to Gordon where another sawmill along the small creek at the western end of the town was built. In 1880, Costin left Gordon, moving to the Otways that were then a rich, untapped timber resource.

### O'Hehir Family

Later sawmillers in the Moorabool Shire were members of the O'Hehir family. Originally from Upper Pakenham, the family moved to the Wombat Forest in 1917 where a partnership was made with Edward Frith of Bullarto.<sup>199</sup> A mill was built near the railway station in 1925 and in 1934 George O'Hehir expanded on his own account, with mills at Blakeville, Barkstead and Korweinguboor.<sup>200</sup> The O'Hehir family's Barkstead mills closed after the Second World War, with the Korweinguboor plant being sold to Dalziel Brothers in 1956.<sup>201</sup>

### Timber Transportation & Methods of Operation

Bullocks hauling wagons was the first method of transporting the timber initially to Ballarat from the 1850s and later to Melbourne.<sup>202</sup> Tramways were also established as an easier and efficient method of timber carting (see Theme 3 for further details). The opening of the railway line from Warrenheip to Gordon in 1879 and later to Ballan in 1886 meant that Ballan and Wallace became the major loading stations of timber from the Wombat forest at the height of the boom.<sup>203</sup>

The 19<sup>th</sup> century mills in the Moorabool Shire area were powered by steam engines. The first in the Ballarat district to employ this method of power was the Trial Sawmill at Mt Warrenheip in 1854.<sup>204</sup> Two other sawmills also operated from Mt Warrenheip in the 1850s. Norman Houghton in *Timber and Gold* gives an account of the milling process:

Trees for the mill were felled by axe and cross cut saw and usually sawn into two or three manageable sections. Horse and bullock teams were used to haul the logs along the ground or in jinkers. Mechanical haulage of logs was not then in use in the bush so the easily accessible logs on the high ground were taken first and the gullies left until the miller had no other source to draw on. Logs were extracted from the deeper gullies by means of animal power, block and tackle and cutting the logs into more than the normal number of sections.<sup>205</sup>



### Saw Milling Communities

The mill sites tended to follow the timber supply which meant that each mill became a small community that was often served by a post office, school and store.<sup>206</sup> Melbourne and local newspapers gave a range of descriptions of many of the mills. Henry Clark's Borders Saw Mill had 200 people living and working at the mill site in the 1860s and was described as follows:

The mill was the centre of operations surrounded by a number of supporting trade workshops, a hotel, a school, and an evolving jumble of huts and houses with gardens and livestock.<sup>207</sup>

At the Corcoran brothers' Ormond mill, Springbank, *The Argus* described the village that had been established there in 1860:

Nearby [the mill] are the houses and huts of the men employed and dwellings of those who lived by supplying the workers with their wants. A post office and store, a hotel, a bakery and a large eating-house are now in existence and it is hoped to build a school and church in the near future.<sup>208</sup>

Possibly the most visible legacy of these sawmilling communities is Blakeville. In the 1870s it had a population of approximately 300 residents who were 'served by a school, hotel, store, post office and mechanics Institute.'<sup>209</sup> Today, the school, mechanics institute, former Methodist church and a small number of dwellings and saw mill sites still exist.

### Other Mining Operations

#### Iron Ore Mine, Lal Lal

Another important extractive industry in the Moorabool Shire from the 19<sup>th</sup> century was the iron ore mine at Lal Lal (Figure 4.45). In 1857, the first iron ore was mined in the area, with later mining taking place nearer the river.<sup>210</sup> With Ballarat having become an enterprising engineering centre requiring large quantities of pig iron to supply the numerous foundries by the 1870s, came a need for more iron ore mining at Lal Lal.<sup>211</sup> In 1874, the Lal Lal Iron Ore Company was registered, with a Mr Swifte appointed as manager.<sup>212</sup> In 1875, the first smelter was officially opened by the Chief Secretary of Victoria, Graham Berry,<sup>213</sup> becoming Victoria's first and only attempt at mining and smelting iron ore.<sup>214</sup> In 1880, a new furnace was built using locally quarried stone lined with fire bricks imported from England. The first iron was drawn off the furnace in March 1881.<sup>215</sup> By the late 1880s, production at the Lal Lal mine had dwindled as a consequence of the falling price of imported pig iron from England as ships ballast.<sup>216</sup> Furthermore, the need for lime from Geelong brought increased costs.<sup>217</sup> Production at the mine ceased in 1890 and in July 1891 *The Courier* advertised an auction of the Company's lease, machinery and tools, and the right to run the tramway over private property for two years.<sup>218</sup> Evidence of the iron ore mining and smelting operations is identified today in the blast furnace, flue, machinery foundations and tramway bed, mine workings and a number of archaeological relics and deposits.<sup>219</sup>



**Figure 4.45:** Iron Ore Mine, Lal Lal, n.d. Source: P. Griffiths, *Three Times Blest*, p.98.

#### Lal Lal Coal Mine

During the gold rush near Lal Lal in the late 1850s, James Ralph discovered a layer of lignite amongst the other coloured clays.<sup>220</sup> Ralph subsequently formed a company known as the Victorian Lignite Company (Figure 4.46) and in 1863 the lignite product was sold in Melbourne, Geelong and Ballarat.<sup>221</sup> As lignite had become unpopular as a fuel by 1880, the lease of the mine was taken over by a Melbourne company whereby the product was used 'in the manufacture of an excellent deodorant and in the preparation of fertilizer for agricultural use.'<sup>222</sup>

The mine initially closed in 1892 before being reopened in 1914 by the Victorian Central Coal and Iron Mining Company.<sup>223</sup> It closed again in 1920.<sup>224</sup> Mining by the open cut method was carried out from the early 20<sup>th</sup> century, the mine remaining operational until around 1957.<sup>225</sup>

### Clay

In 1862, Charles Knight established the first local brickworks at Lal Lal (Figure 4.47).<sup>226</sup> He made bricks at the site while his wife conducted a hotel and store.<sup>227</sup> Knight's Brickworks supplied bricks for the construction of buildings in the local and broader area, including bricks for the Lal Lal School and Clarendon Church.<sup>228</sup> Kaolin (also known as china clay) was extracted at Lal Lal for the making of bricks and pottery. Kaolin from Lal Lal was used by the Ballarat Mill of Associated Pulp and Paper Mills for the production of high quality printer paper from 1950.<sup>229</sup> It had also been used for the production of stoneware sewerage pipes in Ballarat and Lal Lal by Martin's Stoneware Pipes Ltd.<sup>230</sup>

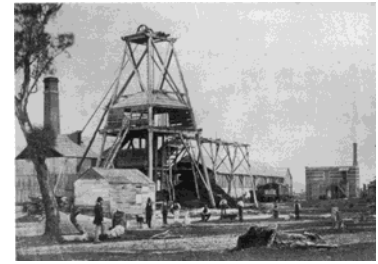
Knight appears to have worked in the business with his brother, Andrew<sup>231</sup> before he was joined by his son, Charles, and stepson, Richard Viccars.<sup>232</sup> Ted Enright also worked at the brickworks prior to its closure in 1898.<sup>233</sup> The Enright family owned land and a dwelling off Parkers Road, adjoining the Knight's Brickworks site.<sup>234</sup> Richard Viccars re-established the Lal Lal Brickworks in 1913 and it was reported in the *Gordon, Egerton and Ballan Advertiser* in 1914:

Now a large brick and pottery works has been established. Beneath the chimney stack many thousands of fire bricks have already been made. On the property, which consists of 47 acres of land are deposits of silica, alumina, kaolin, and pottery clays, which are eminently suited for producing the finest fire-clay goods. For some 49 years past fire bricks have been produced from the various deposits, but the machinery was old fashioned. There are now two brick kilns, which have a total capacity of 36,000, whilst the flooring capacity (which is well-roofed) is 50,000 bricks.<sup>235</sup>

There was such anticipation for successful operations. With W.E. Russell manager in 1915, the *Gordon, Egerton and Ballan Advertiser* boasted that 'there is a great future ahead of the Lal Lal Brick Works.'<sup>236</sup> However, by 1918 'the works had been idle owing to the high cost of fuel and other causes, brought about by the war.'<sup>237</sup>

Nearby Knight's Brickworks from c.1890 was the property of August (Otto) Edward Steinkraus, a German potter.<sup>238</sup> He seems to have built the existing brick dwelling at 391 Clarendon-Lal Lal Road as well as a brick kiln using bricks from the neighbouring brickworks.<sup>239</sup> In 1896-97, the Buninyong Shire Rate Books listed Steinkraus' premises as 'pottery and land' with a net annual value of £8.<sup>240</sup> It was from here where he fashioned ceramics and terra cotta ware from the locally mined kaoline clays.<sup>241</sup> The kiln was situated along the western boundary fence closer to Parkers Road (there is no immediate evidence of the kiln today).<sup>242</sup> It appears that Steinkraus hawked his products around the district.<sup>243</sup> In Ballarat, he established wood-fired kilns known as the Eureka Potteries nearby the site of the Eureka Stockade.<sup>244</sup>

Another kaolin mine was established in 1939 at Mt Egerton, after the demise of the Gordon Gold Mining Company.<sup>245</sup> Two underground mines were operated by the Victoria Tile Company and the Miss M. Malone Company.<sup>246</sup> The companies continued to mine until the 1950s with noticeable success as demand often outstripped supply. Evidence of the Mt Egerton mine sites can be found north of



**Figure 4.46:** Victoria Lignite Mine Company site, Lal Lal, n.d. Source: P. Griffiths, *Three Times Blest*, p.99.



**Figure 4.47:** Knight's Brickworks, n.d. Left to Right: Charles Knight, Ted Enright, Richard Viccars Senior. Source: Pauline Holloway, Buninyong.

Trounces Lane in the remnants of the engine shed, the upper floor featuring a concrete boiler setting and mounting bed, the lower floor having three small concrete mounting beds.<sup>247</sup>

#### 4.4 Water Supplies

The Moorabool River and its tributaries and the numerous other creeks throughout the Moorabool Shire have provided an important catchment for the Ballarat, Geelong, Bacchus Marsh and local water supplies since the early 1860s. Locally, natural mineral springs serviced a number of rural centres and provide opportunities for soda factories, as outlined in Theme 2. More substantial was the development and construction of water reservoirs and associated infrastructure to cope with the need for greater amounts of water resulting from population expansion, gold mining and other associated industries that played an influential role on the need for regular and reliable water supplies. This development was often plagued by political controversy and had negative environmental impacts,<sup>248</sup> yet arguably, these impacts were outweighed by the regular supply of water to thousands of people located well beyond the Moorabool Shire's borders.

#### Ballarat Water Supply

##### Kirk's Dam

In the 1850s, Kirk's dam (Figure 4.48) was constructed in forested country immediately north-west of Leigh Creek (and outside the Moorabool Shire) for mining purposes.<sup>249</sup> In 1860, water supply for Ballarat came under the control of the Municipal Councils of Ballarat and Ballarat East and in 1862 the joint municipalities took possession of Kirk's dam as a source of water for Ballarat's town population.<sup>250</sup> Reserves of land were soon obtained from Government for future dam construction to increase water supply capacity.<sup>251</sup>



**Figure 4.48:** F. Kruger, Kirk's Dam, c.1882. Source: La Trobe Picture Collection, State Library of Victoria, image mp003334.

##### Beales & Pincott Reservoirs

The first purpose-built reservoir to have been constructed under the management of the Ballarat municipalities was Beales Reservoir at Harry Beal's Swamp, Claretown in 1863-64.<sup>252</sup> This construction was soon followed in 1867 by the building of Pincott's dam adjoining what was then known as Kirks Reservoir.<sup>253</sup>

#### Ballarat Water Supply Commission

As a result of the rapid expansion of water supply infrastructure, the Ballarat and Ballarat East Water Supply Commission was created in 1872.<sup>254</sup> Its Commissioners were made up of members of the two municipal councils of Ballarat.<sup>255</sup> The Commissioners continued management until 1880 when financial and other difficulties brought about the creation of the Ballarat Water Commission under the Water Act of 1880.<sup>256</sup> The Commission's water supply district embraced the area of approximately 27 square miles, including the City of Ballarat, Town of Ballarat East, Borough of Sebastopol and portions of the Shires of Ballarat, Bungaree and Buninyong.<sup>257</sup>

##### Wilson Reservoir

Under its management, the Commission constructed the final 19<sup>th</sup> century water infrastructure in the building of the Wilson Reservoir in 1891.<sup>258</sup> It was named after the chairman of the Water Commission, J. Noble Wilson.<sup>259</sup>

#### Capacity in 1901

In 1901, the Commission provided water for a population of approximately 45,000.<sup>260</sup> Kirks Reservoir provided an area of water of 17.5 acres, with the Pincott Reservoir 25 acres, Beales Reservoir 63.25 acres and the Wilson Reservoir 90 acres.<sup>261</sup>

### Moorabool & Devils Creek to Beales Reservoir Pipeline

In 1907 in an effort to increase Ballarat's water storage, it was decided to construct a pipeline from the west branch of the Moorabool River and Devil's Creek to carry water to the aqueduct below Beales Reservoir.<sup>262</sup> The concrete pipes were cast at G.F. Holden's Chaff Cutting, Grain Crushing and Hydraulic Press Works, Wallace (Figure 4.49).<sup>263</sup> At the end of 1908, work commenced on the pipeline. In April 1909, The *Gordon Advertiser* gave a brief report on the progress:

The work of manufacturing pipes for the Moorabool scheme is proceeding steadily. About 20 pipes are being turned out daily and only cement that passes the test is used. Notices are to be served on the property owners through his land the track will be run are being prepared by the Commission's solicitors and will probably be sent out next week.<sup>264</sup>

The ensuing months witnessed local upheaval about the pipeline construction. This was not so much the legal issue of the Commission having the right to enter land, but the damage that was caused. As the *Gordon Advertiser* claimed on 14 May 1909:

As the excavating of the canal and carting and laying of the pipes will be done in the winter, it is evident that the land will be greatly damaged ...<sup>265</sup>

While only one claim for compensation was lodged by June 1909,<sup>266</sup> there was 'considerable complaint' made by land owners by the following April 1910.<sup>267</sup> These complaints soon turned to the need for an adequate supply given the drought of 1910, as revealed in the *Gordon Advertiser*:

The question of conservation of an adequate supply of water in the Ballarat Water Comm's [sic] reservoirs to tide over the coming summer, bears a serious aspect for the dams at present are very low and it will be surprising if resort has not to be made to pumping within a very short time. This season has probably been the driest experienced for many years and unless phenomenal rains occur during the remaining months of winter, a water famine in the city and town is a certainty for next summer. While the dry season is no doubt troubling the officers with regard to water supply, the weather has proved favourable to the progress with the pipe track from the Moorabool River to Beale's. The work of laying the pipes is well advanced and if the remaining part of the winter proves wet, the supply in the dams will be considerably augmented by the water conveyed by the new pipes from the Moorabool River.<sup>268</sup>

The pipe network was constructed on a gravitation system extending for 9 km with 600 mm concrete pipe discharging into a short section of 350 mm cast iron pipe and to the aqueduct below Beales Reservoir.<sup>269</sup> The pipeline carried water for the first time in late 1910.<sup>270</sup>

### Moorabool Reservoir

The pipeline from the Moorabool to Beales Reservoir was the beginning of a larger scheme to increase water capacity. A new reservoir at Bolwarrah was proposed on land first temporarily reserved by the Ballarat Water Supply Commission in 1866. Although the commission had agreed to relinquish the land in 1873,<sup>271</sup> repossession from subsequent land owners and lease holders was



**Figure 4.49:** Transportation of recently-constructed concrete pipes, Wallace, c.1910. Source: Brazenor & Odlure, *History of the Ballarat Water Supply*.

again negotiated in 1898 when Ballarat's water supply was threatened by drought.<sup>272</sup> After a storm of protest by local residents, the local M.L.A. and chaff mill operator of Wallace, George Holden, investigated the compensation claims and prepared a report in 1902, showing the entitlement amounts of compensation he considered were applicable for each of the land occupiers.<sup>273</sup> In 1912, after receiving a report by J.S. Sharland, the decision was made by the Ballarat Water Commission to construct a new reservoir at Bolwarrah.<sup>274</sup> Further disputes with land owners ensued between 1911 and 1913, with legal action taken.<sup>275</sup> Eventually in 1913, agreement on compensation with the land owners was reached. Construction on the Moorabool Reservoir (initially known as the Bolwarrah Reservoir) commenced in 1914 by Messrs. Starr and McClelland (Figure 4.50).<sup>276</sup> On 1 February 1914, the Premier, W. Watt turned the first sod.<sup>277</sup> The reservoir was completed by June 1915, with the Bolwarrah township having relocated about one kilometre further south of its original location.<sup>278</sup>



**Figure 4.50:** Moorabool Reservoir under construction, 1914. Source: W. Bate, *Lucky City*, p.113.

#### Existing Water Supply Fabric – Ballarat Water Supply

Today all the reservoirs under the management of the former Ballarat Water Commission survive, as does other water supply infrastructure such as open channels, walls, tree plantations and buildings. At Leigh Creek, for example, there is a water channel that extends from the Pincott Reservoir, while similar channels from Beales Reservoir are identified at Bungaree (under Wades Road) and at Bullarook (under Springbank Road) (Figure 4.51). At the Moorabool Reservoir are a caretaker's lodge and substantial gardens and exotic and native trees.



**Figure 4.51:** Water Channel near Springbank Road, Bullarook, 2009. Source: David Rowe.

#### Geelong Water Supply

##### Stony Creek Reservoir

In 1862, the inadequacies of Geelong's water supply were made horribly apparent by a devastating fire that destroyed the local Geelong landmark, Singapore Terrace.<sup>279</sup> From the ashes of this disaster came a report from the experienced civil engineer, Henry O. Christopherson to the Geelong Town Council 'on the adaptability of Stony Creek, in the Brisbane Ranges, for collecting and storing water for the supply of the town of Geelong.'<sup>280</sup> Completed in 1875, problems with the embankment ensued and it was found that the Stony Creek reservoir could not completely supply Geelong's water needs as originally intended.<sup>281</sup> In 1884 in an attempt to supplement the Stony Creek reservoir and as a consequence of the strict rationing in Geelong from October 1882 when 'the town was put on "famine allowances", a pipeline was built from the Lutz Weir.<sup>282</sup> This pipeline system failed as the water was unfit for human consumption.<sup>283</sup>

#### Bolwarra Weir & Ballan Channel

With public anger growing about the water shortage in Geelong, the Victorian Government decided to construct a diversion weir (Figure 4.52) at Bolawarra north of Ballan.<sup>284</sup> Water from this supply was to be connected to Stony Creek by an open channel, known as the Ballan channel (Figure 4.53). Both the weir and channel were constructed in 1900.<sup>285</sup> The weir consisted of a masonry wall built across the river, being 18 feet high and 360 feet long.<sup>286</sup> The Ballan channel was capable of transmitting 12 million gallons of water per day.<sup>287</sup> The channel traversed a distance of 23 miles in a southern direction, taking in the Parishes of Moorabool West, Gorong, Yaloak, Bungeeltap, Ballark and Berembeke.<sup>288</sup>



**Figure 4.52:** Bolwarra Weir Wall under repair, 1916. Source: L. Edmonds, *Living By Water*, p.56.

#### Geelong Water Supply Committee & Geelong Waterworks & Sewerage Trust

In 1905, the Geelong Water Supply Committee was established to negotiate on behalf of the Geelong municipalities and the Victorian Government the purchase of the water supply system.<sup>289</sup> Two years later, the Geelong Municipal Waterworks Trust was proclaimed and it was taken over in 1910 by the newly-



enacted Geelong Waterworks and Sewerage Trust.<sup>290</sup>

### Korweinguboorra Reservoir

In September 1908, the Geelong Municipal Waterworks Trust decided to construct a new storage facility at Korweinguboorra.<sup>291</sup> In April the following year, the first contract for the works was awarded.<sup>292</sup> By June 1910, the Korweinguboorra Reservoir (Figure 4.54) had been completed and it had filled by October 1911.<sup>293</sup> It was originally built as an earthen dam across the Eastern Moorabool River.<sup>294</sup> At capacity, the reservoir originally held over 460 million gallons of water.<sup>295</sup>

### Bostock Reservoir

In 1953, the Geelong Waterworks and Sewerage Trust commenced plans to build the Bostock Reservoir, west of Ballan.<sup>296</sup> Construction of the main embankment began in September that year.<sup>297</sup> Works were completed a year later in September 1954 and the reservoir was officially opened a few months later on 15 December.<sup>298</sup> Named after a former Mayor of Geelong, the earth and rockfill dam was constructed across the Eastern Moorabool River.<sup>299</sup> It originally had a capacity of 1,640 million gallons of water. It was connected to the Moorabool system by an aqueduct being 5.5 miles in length.<sup>300</sup>

### Lal Lal Reservoir

In 1967, the West Moorabool Water Board was created to construct and manage a reservoir on the western branch of the Moorabool River at Lal Lal.<sup>301</sup> This reservoir appears to have been an extension of the dam built by the Lal Lal Waterworks Association in the early 1860s to service the Morrisons and Mt Doran-Elaine goldfields. Members of the Board included the chairmen of both the Ballarat and Geelong water authorities.<sup>302</sup> Agreement on the construction of the new dam came in February 1968 and the West Moorabool Water Board was constituted by an Act of Parliament in May of that year.<sup>303</sup> Initially known as Bungal Dam, preparatory works started in November 1968, with the official commencement of construction occurred on 5 February 1969 (Figure 4.55).<sup>304</sup> The reservoir (Figure 4.56) was officially opened on 24 November 1972.<sup>305</sup>

### Existing Geelong Water Supply

Although some of the early reservoirs appear to have been altered since their initial construction, it seems that most of the reservoirs and associated infrastructure (including the Ballan channel) survive today.

### Bacchus Marsh Water Supply

#### Pykes Creek Weir and Reservoir

In 1905, in an effort to provide the irrigation district of Bacchus Marsh with a regular water supply, the State rivers and Water Supply Commission initiated an ambitious scheme to increase the capacity of water storages in Victoria.<sup>306</sup> On the Korjamunnuip Creek at Pykes Flat, works commenced on a water reservoir in 1908.<sup>307</sup> The Pykes Creek Reservoir (Figure 4.57) was completed between 1909 and 1911.<sup>308</sup> In 1928-29, the capacity of the reservoir was increased.<sup>309</sup>

### Local Water Supplies

#### Blackwood & Simmons Reef

Local water supplies were established to service gold mines and townspeople. At Blackwood, Richard Shaw (senior) and his sons built a large dam (Figure 4.58) in the 1850s-60s above the Mineral Springs to store water for the family's gold mining operations.<sup>310</sup> The excavation work was carried out using picks, shovels and wheelbarrows. One acre in extent, the water from the dam was used for sluicing work via a number of water races.<sup>311</sup> In the later post-mining years, the dam was transformed into a lake and stocked with fish.<sup>312</sup>



**Figure 4.53:** Ballan Channel, n.d. [c.1900], location unknown. Source: L. Edmonds, *Living By Water*, p.57.



**Figure 4.54:** Korweinguboorra Reservoir, 1962. Source: La Trobe Picture Collection, State Library of Victoria, image rw003483.



**Figure 4.55:** Bungal Dam Spillway under construction, 1970. Source: La Trobe Picture Collection, State Library of Victoria, image rw009587.



**Figure 4.56:** J. Collins, Lal Lal Reservoir, 1981. Source: La Trobe Picture Collection, State Library of Victoria, image jc010896.



**Figure 4.57:** Pykes Creek Reservoir Embankment, c.1911-35. Source: La Trobe Picture Collection, State Library of Victoria, image rw003091.



In 1879, drawings were prepared by Smith and Brache for a crown dam (Figures 4.59-60) on the Lerderderg River.<sup>313</sup> The dam burst its banks in 1909. Very little of the bank survives today.<sup>314</sup>

#### Local Ballan Water Supply & the Ballan Urban Waterworks Trust

As early as 2 April 1860, the citizens of Ballan held a meeting and unanimously resolved to memorialise the Government in expediting a portion of the Werribee River adjoining the north-west portion of the township for a local water supply (Figure 4.61).<sup>315</sup> A more favourable consideration was given to increasing the height of Mr Young's Mill dam that was considered 'well situated for forming a large reservoir'.<sup>316</sup> However, the site selected by the residents of Ballan was temporarily reserved in 1866.<sup>317</sup>

On 17 February 1890, the Ballan Urban Waterworks Trust was formed.<sup>318</sup> The first Commissioners were Edward Blake (Chairman), M. Walsh, A.W. Salter, W.E. White and M.M. Mogg, with R.H. Young as Secretary.<sup>319</sup> The aim of the Trust was to obtain a regular water supply for Ballan. At first, the Trust negotiated with the Victorian Railways Department to tap into the Railway weir at the end of Kennedy's Lane, Bunding.<sup>320</sup> This arrangement continued for over 60 years.<sup>321</sup>

Immediately after the Second World War in 1945, the Trust investigated opportunities for the construction of an independent water supply for the Ballan township. At Colbrook on the Korweinguboor Creek, a reservoir was built to hold 36,000,000 gallons.<sup>322</sup> A service basin was built at the side of Mt Steiglitz. The new water supply came into operation on 21 January 1953.<sup>323</sup>

#### Greendale Water Supply

A local reservation for a water supply at Greendale was not initially supported by its residents. The Secretary of the Ballan Shire, Mr Young, wrote to the Commissioner of Crown Lands and Survey in 1868 outlining 'the great loss and inconvenience the Residents of Greendale will be put to if a small water reserve at Greendale containing about 4 acres is granted'.<sup>324</sup> However, a site immediately south of the town was temporarily reserved for watering purposes in 1870 (Figure 4.62).<sup>325</sup>

#### Other Water Reserves

Other water reserves were established at Wallace by 1872 (Figure 4.63) and at Navigators in 1874 (Figure 4.64).<sup>326</sup>

### 4.5 The Land Transformation in the Shire

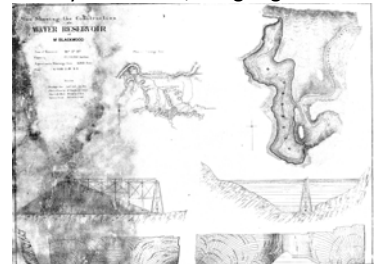
The natural environment of the Moorabool Shire was transformed as a consequence of post European settlement. Grazing, agriculture, provision of infrastructure such as roads, railways and water reservoirs, and particularly gold mining and sawmilling played important roles in this transformation.

Historical evidence and especially historical photographs of the Blackwood goldfield (Figure 4.35) show how the once natural forest areas were denuded and the soil and topography of the land substantially altered. Gullies were pock-marked with shafts and for several years after the rushes had ended, these areas resembled old battlefields.<sup>327</sup> Today, regeneration of vegetation hides much of the transformation caused by the gold workings.

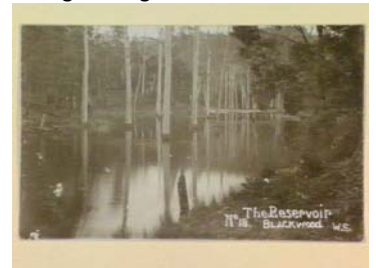
Equally substantial was the changes caused by the timber industry as a consequence of mining. In Bullarook Forest, for example, Erica Nathan in *Lost Waters: A History of a Troubled Catchment* gives a brief account of the reasons for the changes:



**Figure 4.58:** Shaw's Dam (later swimming pool), c.1940-60. Source: La Trobe Picture Collection, State Library of Victoria, image rg007727.



**Figure 4.59:** Smith & Brache, Plan Showing the Construction of a Water Reservoir at Mt Blackwood, n.d. See Appendix 11.01 for enlarged image.



**Figure 4.60:** Reservoir, Blackwood, n.d. Source: La Trobe Picture Collection, State Library of Victoria, image a06770.



**Figure 4.61:** Proposed Ballan Water Supply, 1860. See Appendix 11.01 for enlarged image.

After ten years of sustained goldmining activity and continued growth in Ballarat, Bullarook Forest assumed a more distinct, but irregular, profile. Clearings of partially harvested trees were left in the wake of mobile sawmill communities moving further east away from Ballarat into the fresh timber.<sup>328</sup>

The effects of timber milling in the Moorabool Shire were dramatic and rapid:

Ballarat consumed nearly 180,000 tons of firewood, 850,000 props, 3,000,000 lathes and 7,500,000 super feet of sawn timber reach year by the end of the 1860s. The Warrenheip forest had fallen by 1860 and the Bungaree and Dean forests were devastated by the following decade.<sup>329</sup>

During the next 20 years, the Wombat State Forest was exhausted of its timber. By the late 1890s, a Royal Commission called the area 'the ruined forest.'<sup>330</sup>

The once forested areas of the Bullarook and Bungaree districts became a patchwork of timbered and open lands that revealed a rich volcanic soil. These lands beckoned with farming potential after closer settlement from the 1860s. Grazing and cropping also played a role in the transformation of the natural state of the land. In 1877 at Wallace, for example, Joseph Jenkins described the further land clearing for grazing and cropping purposes:

I am employed in a fifteen-acre field which is being cleared of fallen trees. There are two drainers and three grubbers on the farm digging ditches and clearing scrub-land. They do not get much of a wage. They cross-cut and split three tons of timber in a day. A ton of timber is from forty feet of tree trunks. The trees here are easy to split.<sup>331</sup>

By 1889, the once forested areas of Bullarook and Bungaree resembled open farmlands. As described in *The Argus*:

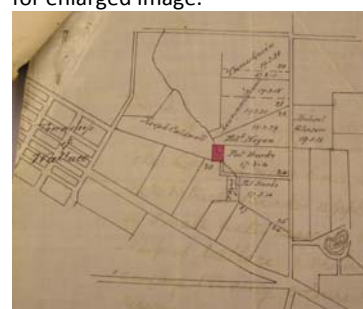
Still, we must give the Bullarook and Bungaree settler fair credit for all that he has accomplished here. He has destroyed the forest, or perhaps it would be more correct to say he has taken the forest which others have destroyed, and has made of it the best agricultural country in Australia. They are beautiful to look upon, these fat furrows sloping away from the road, and running far up the sides of Mount Warrenheip, varying in colour from a rich chocolate to deep black.<sup>332</sup>

In other parts of the Shire including Ballan, the native pastures revealed less dramatic transformation.

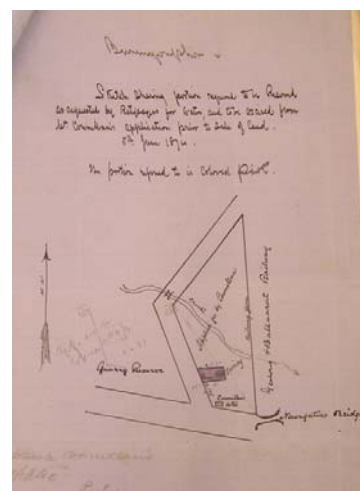
Without this transformation of the landscape, the economic and cultural development of the Shire would never have progressed. The manufacturing and other industries; the small financial and retail sector; and religious, social and recreational institutions have all helped to build the towns and rural communities and provide a sense of place. These aspects of the Shire's heritage are discussed in Themes 5-9.



**Figure 4.62:** Greendale Water Reserve, 1870. See Appendix 11.01 for enlarged image.



**Figure 4.63:** Wallace Water Reserve, 1872. See Appendix 11.01 for enlarged image.



**Figure 4.64:** Navigators Water Reserve, 1874. See Appendix 11.01 for enlarged image.

1 *The Squatters' Directory, containing A List of all the Occupants of Crown Lands, in the Intermediate and Unsettled Districts of Port Phillip, The Names, Estimated Area, and Grazing Capabilities, of their Respective Runs, with the Commissioner's*

- District in which they are situated; compiled from the Government Gazette and Arranged Alphabetically, Edward Wilson, The Argus Office, Melbourne, 1849.
- 2 *Ibid.*
- 3 *Ibid.*
- 4 J. Jenkins, *Diary of a Welsh Swagman 1869-1893*, abridged & notated by W. Evans, Sun Books Pty Ltd, South Melbourne, p.61 & 67.
- 5 See heritage citation WASL03, 634 Bungaree Wallace Road, Wallace, for further details.
- 6 *The Argus*, 15 October 1889, p.9.
- 7 *Ibid.*, 6 & 8 January 1928, p. 13 & 25 respectively.
- 8 *Ibid.*, 3 October 1944, p.12.
- 9 *Ibid.*, 27 April 1951, p.2.
- 10 *A Pictorial History of the Shire of Ballan*, Ballan Shire Historical Society, Ballan, 1989, p.76, 135.
- 11 *The Squatters' Directory*, *op.cit.*
- 12 D. Cahir, *Spuds, Saints & Scholars: Irish Settlement & the Development of Catholicity in Dunnstown*, Dianne Cahir, 1999, p.9.
- 13 J. Toohey, *On the Eastern Fringe: Recollections & Stories on the Settlement & Farming Histories in the Bungaree, Wallace, Bolwarrah & Gordon Districts*, Jack Toohey, 2005, p.92.
- 14 *Ibid.*, p.96.
- 15 *Ibid.*
- 16 *Ibid.*
- 17 *The Argus*, 4 August 1856, p.5 states that 'the next pound sale of cattle at Ballan will be held in the new and spacious yards erected for that purpose by Mr. Cooper.'
- 18 *Bacchus Marsh Express*, 26 May 1888, p.3. *A Pictorial History*, *op.cit.*, p.69 & 95 has the location of the cattle yards at both the south-western corner of Inglis and Cowie Streets (where they were known as the Gippsland and Northern Saleyards) and behind the Commercial Hotel.
- 19 *Bungaree & District Historical Society Newsletter*, no. 39, 2001, p.3, citing the *Gordon Advertiser*, 27 February 1891.
- 20 Toohey, *op.cit.*, p.93. Toohey states that in the 1940s the cattle he and his neighbours purchased from Bairnsdale were transported by train to Wallace where they were unloaded at the Wallace cattle yards.
- 21 Cahir, *op.cit.*
- 22 W. Bate, *Life After Gold: Twentieth Century Ballarat*, Melbourne University Press at the Meigunyah Press, Carlton, 1993, p.25.
- 23 T. Dingle, *The Victorians – Settling*, Fairfax, Syme & Weldon, McMahons Point, 1984, p.115.
- 24 Dingle, *op.cit.*
- 25 *Ibid.*, p.114.
- 26 *Ibid.*
- 27 J. Huggins, 'David Wilson 1831-1899: Dairy Expert to the Victorian Government', in *The Settler: Official Quarterly Newsletter of the Ballan Shire Historical Society*, vol.4, no.7, March 1997, p.3.
- 28 J. Huggins, 'Registered Dairy Keepers Shire of Ballan 1901-02' in *The Settler: Official Quarterly Newsletter of the Ballan Shire Historical Society*, vol. 4, no.7, March 1997, pp.5-7.
- 29 *Official Year Book of the Commonwealth of Australia*, no.4, 1911, pp.1118-1119.
- 30 See heritage citation BA110, Ballan Egerton Road, Mt Egerton, for further details.
- 31 E.G. Morris, 'Old and New Milking Sheds' in the *Journal of Agriculture*, 8 May 1907, pp.281-282.
- 32 *Ibid.*
- 33 A.M. Laughton, Government Statist, *Victorian Year-Book 1928-29*, H.J. Green, Government Printer, Melbourne, 1928-29, p.583.
- 34 *Ibid.*
- 35 J. Huggins, 'David Wilson', *op.cit.*, p.8.
- 36 *Ballarat and District in 1901: a concise history of its rise, progress and present prosperity in its mining, engineering, agriculture, art trade and manufactures*, Periodicals Publishing Co., Melbourne, 1901, p.122, 203.
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## 5. Building the Shire's Industries, Workforce & Entertainment Venues

The Shire's agricultural sector provided for the development of manufacturing industries based around the processing of raw materials including grains and milk products. Together with the wealth created by the gold fields, agricultural development also led to the creation of a small retail and financial industry that was largely focussed around the township of Ballan, and in the smaller gold and agricultural townships of Blackwood, Gordon, Bungaree and Wallace. At the heart of most townships and small rural centres was the hotel. It provided a meeting place for entertainment and recreation, as well as accommodation for visitors passing through. In addition, the public hall (sometimes combined with the Mechanics Institute) was also the location of local entertainment.

### 5.1 Manufacturing From Crops

#### Flour Mills

Within the study area from the mid 19<sup>th</sup> century were three flour mills whose fortunes lay in the surrounding wheat fields. The earliest was established at Ballan in 1856 for James Young of Bacchus Marsh.<sup>1</sup> Situated near the Werribee River, the mill was powered by water and was one of the first industries in the Ballan township.<sup>2</sup> On 10 July 1856, *The Argus* reported that:

We are glad to learn that Mr. James Young, the spirited and enterprising proprietor of the Border Flour Mills, Bacchus Marsh, has, in company with Messrs. A. and N. Young, entered into arrangements for the erection of a steam flour mill at Ballan. An engine and mill machinery, embracing the very latest improvements, have already been ordered and the whole will be completed and ready for the ensuing crop. This will indeed be a boon to the people of Ballan and the neighborhood. There are many thousands of acres of rich and fertile land in this district, where the want of a mill has hitherto been a great drawback. Now, however, that desideratum is about being supplied, and it is to be hoped the farmers will put in a large breadth of wheat to be ready for the starting of the mill in 1857.<sup>3</sup>

Known as the Werribee Flour Mill (Figure 5.01), the substantial three storey stone building was completed by mid 1857 when milling commenced. By September 1858, the mill premises were advertised for sale. It appears not to have sold and by 1866 the mill was operated by Nathaniel Young and Walter Duncan,<sup>4</sup> Walter Duncan sold his share of the business in 1868,<sup>5</sup> which appears to have left Young exposed to heavy debts. The Werribee Flour Mill and associated buildings and land were advertised for sale from July 1870.<sup>6</sup> It seems that the premises were acquired by Bennett and Co and by 1873 the Werribee Flour Mills was leased to Andrew Young.<sup>7</sup> Andrew Young continued the flour milling business there until the lease was taken over by William Edwards White in 1880, who worked the mill for a year before subletting it.<sup>8</sup> He later purchased the mill and by the early 20<sup>th</sup> century, White carried out a highly successful chaff milling business at the Werribee Mill, which operated 24 hours a day.<sup>9</sup> On 28 September 1909, tragedy struck when the Werribee Chaff Mill were destroyed by fire.<sup>10</sup> Remnants of the mill are still visible off Mill Park Street, Ballan.

A second mill was established at Bungaree before 1888 by Joseph Smith.<sup>11</sup> Known as the Willow Bank Flour Mills and Weighbridge,<sup>12</sup> it was located on the bank of the Lal Lal Creek at Bungaree.<sup>13</sup> In 1890 it was described as a steam flour mill driven by water power.<sup>14</sup>

The third mill was located at Elaine. It was established by Archy Kay before 1880-81,<sup>15</sup> but appears to have been closed by 1890 as it was not recorded in the *Victorian Municipal Directory* for that year.<sup>16</sup>



**Figure 5.01:** Young's Flour Mill when owned by White & Co., n.d. [c.1890]. Source: *A Pictorial History of the Shire of Ballan*, p.26.

### Breweries & Distilleries

Principal reasons for barley remaining the second-most widely grown grain in the Bungaree district in the 19<sup>th</sup> and early 20<sup>th</sup> centuries, and the steady growth of rye, were the burgeoning breweries and distilleries situated in Ballarat and more particularly within the study area. Locally in the 19<sup>th</sup> century there were three breweries: two at Warrenheip and the other at Barrys Reef. The latter was established in 1854 by George Knight and his son, brewers of London.<sup>17</sup> Situated between the two main roads leading to Ballarat and Bendigo, there was very little passing traffic and so the brewery met its demise after 1890.<sup>18</sup>

The next earliest establishment was the Warrenheip Brewery that commenced in 1857 by James Coghlan, an Irishman.<sup>19</sup> Later in partnership known as Magill and Coghlan, the Warrenheip Brewery was substantial in scale, both in operations and buildings.<sup>20</sup> By 1894, the main building was described as being 'three stories [sic.] in height, with a high ornamental tower, which, together with the numerous auxiliary buildings flanking it on every side ... occupy an area of about three acres.'<sup>21</sup> It employed 50 men and the fermentation vats held 33,000 gallons, with the cellars storing 3000 barrels.<sup>22</sup> By 1901, Magill and Coghlan's Warrenheip Brewery had been taken over by the Ballarat Brewing Company,<sup>23</sup> although it continued to be colloquially known as Coghlan's brewery.<sup>24</sup> Today, ruins of Magill and Coghlan's Brewery are a physical legacy of this once thriving operation.<sup>25</sup>

In 1887, William Kenna, also from Ireland, established another brewery at Warrenheip (Figure 5.02). He had been employed by Magill and Coghlan for some years.<sup>26</sup> In 1894, Kenna's Warrenheip Brewery was described as follows:

In the erection of the brewery, Mr. Kenna has spared no expense. All the buildings are roomy and commodious, and admirably suited for the purpose for which they were intended. Mr. Kenna's private residence stands at no great distance from the brewery premises ... The brewery itself is replete with all appliances necessary for the manufacture of pure, wholesome beer, and it is a fact which cannot be gainsaid that the beer obtained from the Warrenheip brewery cannot be excelled in that direction; in fact, it would be hard to find another industry of a similar character which is operated on a more scientifically correct and modern basis.<sup>27</sup>

Kenna's three storey brewery complex (Figure 5.02) consisted of offices, fermenting vats and a malt crushing mill on the ground floor, the first floor held immense refrigerators in which the beer was received from the boiler, while on the second floor were the mash tun and boiling vats.<sup>28</sup> There was also a main cellar and two sub-cellars.<sup>29</sup>

### Brind's Distillery

In 1864, Robert Dunn established a distillery beside a spring on the southern slopes of Mt Warrenheip at Dunnstown (Figure 5.03).<sup>30</sup> Henry Brind was appointed a director of the distillery company, with Dr Stewart, James Coghlan and Dr Wallace also directors.<sup>31</sup> In 1870, the distillery was selling its stock at only half of its capacity as a result of a decline in the market.<sup>32</sup> This caused financial difficulties with the original shareholders having lost £30,000.<sup>33</sup> The distillery was subsequently taken over by Henry Brind who created a successful enterprise.<sup>34</sup> In 1893, Brind's distillery (Figure 5.03) employed nearly one third of those working in the distillery industry in Victoria.<sup>35</sup> By 1894, it was the only pot-still whisky operation in the colony.<sup>36</sup> A description of Brind's Distillery was given in 1894 as follows:



**Figure 5.02:** Kenna's Warrenheip Brewery, n.d. Source: P. Griffiths, *Three Times Blest*, p.93.



**Figure 5.03:** Brind's Distillery, 1901. Source: *Ballarat & District in 1901*, plate 304.



The property consists of about 155 acres of rich agricultural land, upon a portion of which is erected an extensive three-storied distillery, built of bluestone, roofed with slate, extending 290 feet in length by 33 feet in width. There is also a bonded store, brick cottages (for the employees), and other conveniences. The plant is of the very latest, and consists of engine, two boilers, malt mill, mash tuns, fermenting backs, spirit vats, copper stills, and all other essentials necessary to the working of a large distillery.<sup>37</sup>

In the 1920s, the plant was taken over by Federal Distilleries Pty Ltd.<sup>38</sup> It was Victoria's last surviving example of a pots still distillery.<sup>39</sup>

### Chaff Mills

The 1880s witnessed new developments in farm machinery and technologies associated with harvesting methods. Hugh Victor McKay 'refined an earlier efficient but unreliable harvester that combined stripping and winnowing into a workable, light but strong machine that would deliver grain in bags.'<sup>40</sup> In 1885, he patented the well-known Sunshine Harvester which was originally manufactured in Ballarat.<sup>41</sup>

It was also by the end of the 1880s when mechanization had been widely adopted on Australian cropping farms which resulted in considerably larger cropping areas. In particular, mechanization had enabled wheat cropping to be transferred into the more arid areas of the Mallee, Wimmera and surrounding regions.

Part of the mechanization of the post-harvesting process was the development of Chaff Mills in Victoria from the 1860s.<sup>42</sup> Chaff (made from hay) was the main fuel for horse-drawn vehicles and farm implements in the 19<sup>th</sup> century and until the Second World War.<sup>43</sup> Chaff was one of the primary sources of food for working horses, together with oats, maize, barley and wheat.<sup>44</sup> The wide production of reapers for harvesting hay brought with it the need for chaff cutters. While mobile chaff cutting machinery was manufactured in large numbers by two Melbourne companies: John Buncle and Cliff and Bunting; Chaff Mills were also established to cater for the demands for chaff by transport companies, bakeries, dairies, breweries and other delivery agents.<sup>45</sup>

Commonly situated nearby railway lines as a cheap and efficient method of transportation of the chaff, Chaff Mills were predominantly constructed in Victoria (and particularly the region west of Melbourne, Geelong and Ballarat) from the 1880s until the 1920s. In 1884-85, Wise's *Victoria Post Office Directory* listed only 6 chaff cutters.<sup>46</sup> None of these were situated in Ballarat. By 1891-92, this list had swelled to 11 chaff cutting mills, indicating the growth in the industry.<sup>47</sup> Locally, the big demand for chaff was reflected in a newspaper article in the *Gordon Advertiser* in 1899 which declared that 'the local chaff mills are now at full pressure working night and day to supply order.'<sup>48</sup> By 1912 there were 46 chaff cutting works in Victoria.<sup>49</sup>

While the production of the motor car became more popular and affordable in the early-mid 20<sup>th</sup> century, the onset of the Second World War between 1939 and 1945 brought with it a need for chaff. Shortage of motor fuel resulted in the retention of horse drawn vehicles and farm horses.<sup>50</sup> However the period after the war witnessed a decline in chaff milling.<sup>51</sup>

### Chaff Mills at Bungaree

Before the arrival of the railway in 1879, no chaff mills existed at Bungaree.<sup>52</sup> By the close of the 19<sup>th</sup> century, chaff mills in the township were almost ubiquitous. The earliest mill appears to have been built in c.1880 and was known as the Bungaree Chaff Cutting Works<sup>53</sup> Located on land leased from the Victorian Railways Department on the east side of the railway line, it was operated by a Mr Barrie.<sup>54</sup> In 1893, *The Australasian* claimed that 'with travelling chaffcutters and a new chaffing establishment at the Junction railway siding, grain growing is likely to be a thing of the past.'<sup>55</sup> It was at this time when the business passed to Cleghorn Brothers of Ballarat.<sup>56</sup> The *Gordon Advertiser* gave the following description of the Cleghorn Brothers' changes to the mill:

Considerable improvements have been made by the new owners, which are calculated to facilitate the operations of the establishment. The engine has been re-laid, new machinery has been imported into the works and a weighbridge is to be placed in position on the North Melbourne Road. It is anticipated that all will be in readiness for work in the course of a few weeks and Messrs. Cleghorn Bros., will no doubt, receive extensive patronage from the farmers in the surrounding district.<sup>57</sup>

In the ensuing years and before 1901, the Bungaree Chaff Cutting Works were acquired by John Stewart, produce merchant of Creswick Road, Ballarat (Figures 5.04-05).<sup>58</sup> He also operated Chaff Mills at Newlyn and elsewhere. Stewart employed around 100 men at his hay pressing and chaff cutting plants, with his product sent to South Africa as feed for the Light Horses in the Boer War.<sup>59</sup> In addition, 10,000 bags of chaff were sent to Sydney each week.<sup>60</sup> Powered by a steam engine, water was drawn from an underground supply beneath the chaff mill by a large windmill that towered above the roof of the mill building.<sup>61</sup> Ownership of Stewart's mill appears to have been transferred to Keast and Co., grain and produce merchants of 208 Collins Street, Melbourne, before 1909-10.<sup>62</sup> This company was owned by William Stephen Keast, M.L.A. and John Eli Lindley.<sup>63</sup> In 1908, they were charged with adulterating their chaff with salt at Bungaree.<sup>64</sup> The charge was dismissed in the District Court.<sup>65</sup> In later years, the mill buildings were taken up by the Tinney brothers.

A second mill was established by Patrick O'Day on the Melbourne Road (and on the west side of the railway line). A butcher and storekeeper,<sup>66</sup> O'Day had built a store and dwelling in c.1873 on the land leased from the Victorian Railways Department.<sup>67</sup> He sold a large variety of groceries and other goods.<sup>68</sup> Patrick O'Day involved himself in local community life. He was elected a Councillor of the Bungaree Shire, serving several terms as President, including in 1891.<sup>69</sup> On three occasions he unsuccessfully contested for the Warrenheip seat in the Legislative Assembly. O'Day was also a well-known race house owner and was a member of the Victorian Racing Club.<sup>70</sup> Between 1920 and 1925, O'Day sold his business at Bungaree to W.J. Pearse and Co.<sup>71</sup> and he retired to Melbourne where he died in 1934.<sup>72</sup>

The ownership of the mill by W.J. Pearse and Co. was to be short-lived. In 1925, the premises were acquired by the Tinney brothers (Allan Stephen and Harry Gordon).<sup>73</sup> They also operated the store adjoining the mill formerly owned by O'Day. In 1927, a tornado swept through Bungaree and the Tinney brothers' chaff mill, 'a large building of galvanised iron was left a mass of twisted iron and splintered wood'.<sup>74</sup> (Figure 5.06). Although a new mill was soon constructed, it was destroyed by fire in 1932:

The fire broke out about 1 p.m. in the vicinity of the Engine Room,



**Figure 5.04:** Stewart's Chaff Cutting Works, Bungaree, 1901. Source: *Ballarat & District in 1901*, plate 184.



**Figure 5.05:** Stewart's Chaff Cutting Works, Bungaree, 1901. Source: *Ballarat & District in 1901*, plate 184a.



**Figure 5.06:** Tornado-damaged chaff mill owned by the Tinney brothers, 1927. Source: Bungaree History Walk online, August 2015, <http://www.bungareehistorywalk.com/top-shop.html>

where an employee was preparing to start an oil engine for the purpose of crushing grain during the afternoon. The building, which was almost entirely constructed of corrugated iron was situated on the south side of the main Ballarat Melbourne Road, about a quarter of a mile from the Bungaree railway line. The fire spread from the engine house with amazing rapidity. The interior of the large building being enveloped in flames in but a few minutes. The absence of fire fighting equipment and the proximity of the firm's store to the doomed building, prompted both Ballarat Brigades being summoned.

... When the Brigades arrived, the building had partially fallen in and beneath the iron side walls and roofing the fire raged fiercely, destroying the large quantities of produce stacked in the mill.<sup>75</sup>

Another new gabled mill building (Figure 5.07) was built following the fire, the store having been saved from the flames.<sup>76</sup>

A third Chaff Mill in central Bungaree was that owned by Alfred Rice at 'The Junction', the south west corner of Melbourne Road and Lesters Road (Figure 5.08). It was built in 1908<sup>77</sup> and it operated in conjunction with Rice's General Store that included a grocers, dairy produce, drapery and an ironmongery.<sup>78</sup> The mill was enlarged in 1910.<sup>79</sup> An advertisement in the Ballarat Courier's *Christmas Supplement* in December 1911 stated that 'wholesale orders for Chaff and Potatoes' could be 'delivered to any part of the Commonwealth.'<sup>80</sup> Rice's Chaff Mill was powered by an oil engine. Chaff was loaded on rail trucks almost daily.<sup>81</sup>

None of the Chaff Mills established in Bungaree survive today.

#### **Holden Chaff Mill, Grain Crushing & Hydraulic Hay Pressing Works, Wallace**

Possibly the earliest and most successful Chaff Milling operations was that initially established at Wallace in 1883 by Thomas Holden, a produce merchant of Geelong.<sup>82</sup> The success of the business appears in part to have been as a result of maximising the latest technology. The *Gordon Advertiser* gave a glowing report on Holden's acquisitions in 1890:

As an evidence that this district is making headway, Mr. E. [sic.] Holden, proprietor of the Wallace Chaff Mills, owing to increasing business, has gone to a large expense in erecting new and improved machinery. I visited the mills on Thursday and was courteously received by the genial proprietor who showed me over the establishment. I inspected the new machinery which is really first-class and works admirably. There is a ten inch cylinder stationary engine, two feet stroke with a continuous drop lubricator and Silver's patent governors, with steel boiler, 16 feet by 4 feet 6 inches, by Healer & Co, Atlantic Dock, Brooklyn, New York.<sup>83</sup>

From 1889, Thomas Holden's Chaff Mill operations were managed by his son, George Frederick Holden.<sup>84</sup> In 1896, G.F. Holden was elected a Councillor of the Bungaree Shire and was President in 1898.<sup>85</sup> It was also in 1896 when Holden became a Director of the Wallace Butter Factory and held the office of secretary for 12 years.<sup>86</sup> In 1900, he was elected a Member of the Legislative Assembly for the Warrenheip electorate.<sup>87</sup>

At Wallace, G.F. Holden (Figure 5.09) took full control of the business in 1897.<sup>88</sup> Like his father, G.F. Holden was committed to improving the business by exploiting the latest technology. In 1900, he imported a hydraulic hay press



**Figure 5.07:** Newly-constructed Tinney Brothers' chaff mill, 1934. The store is shown in the background. Source: T.T. Holmes collection, c/o David Rowe.



**Figure 5.08:** Rice Chaff Cutting Works, 1911. Source: *Bungaree & District Historical Society Newsletter*, no.3, April 1991, p.4.



**Figure 5.09:** G.F. Holden, n.d. Source: 'Holden, George Frederick' in *Re-Member, Parliament of Victoria* online.

from England that was capable of pressing 25 tons of hay per day.<sup>89</sup> Three years later in 1903, Holden invented and built a machine for compressing chaff. The *Ballarat Times* gave the following description of his invention:

... a ton of fodder can be compressed into a space of 40 cubic feet. The new machine, which has been subjected to extensive and severe tests at this Wallace establishment, compresses the fodder, binds it with canvas and clamps it with hoop iron, which is locked with an ingeniously contrived key. The whole of the process is automatic, and so powerful is the pressure exerted that the chaff is compressed into a solid block.<sup>90</sup>

It was at this time that Holden established the “Anchor Brand” trademark (Figure 5.10) for ‘compressed hay, chaff, bran, oats, and other cereals as fodder for horses and other cattle.’<sup>91</sup>

Holden’s Chaff Mill operations were substantial and included a number of mills and other associated buildings, stables, main residence and other dwellings and a general store that fronted onto the main road (Figures 5.11-14). The mill complex was described in *Ballarat and District in 1901* as follows:

The buildings on the ground, six in number, comprise chaff-cutting and hydraulic pressing works, fitted up with two large chaff-cutters, and two large-sized bagging machines, to grain-crushing machines, hydraulic press, and American baling press by Dederick and Co., of New York, beside sundry small machinery, all driven by a horizontal engine of 12-inch cylinder and 2ft. stroke. Another building is a grain and hay store; it contains a large lift worked from the main engine, above described. All these buildings and the general store are lighted by acetylene gas. This is also supplied to the stables, private dwelling-houses and buggy sheds, some forty-one lights being kept going ... water is laid on throughout all the buildings, supplied from a deep well and pumped up to elevated tanks which hold about 10,000 gallons. The pump is driven from the main engine by a wire rope over 300 feet in length. There is a railway siding off the main Ballarat line, which runs into the mills, and a branch leading to the grain and hay stores, the locomotives of the Railway Department doing all the necessary haulage. The buildings are situated on the main road from Ballarat to Melbourne. A general store fronts the main road, and in it a large business is done with the farmers from the surrounding districts. Mr. Holden does a very large export business of compressed fodder for South Africa and in potatoes, the produce of the district which are sent to South Australia. Everything about the premises indicates thrift, energy and enterprise.<sup>92</sup>

All that remains today of Holden’s extensive operations is the former general store and the neighbouring main residence, both appearing to have been built in 1897.<sup>93</sup>

### Other Chaff Mills

Other chaff mill operations were also established in other parts of the study area. At Dunnstown was Ivey’s Chaff Mill which appears to have commenced operations in the 1880s. It later closed temporarily and re-commenced in 1893 before being destroyed by fire.<sup>94</sup> At Ballan, Young’s Flour Mill was the location of the chaff mill operation of William Edwards White by the early 20<sup>th</sup> century.<sup>95</sup> Known as the Werribee Chaff Mills (see Figure 5.01), White carried out a highly successful chaff milling business that operated 24 hours a day.<sup>96</sup> Operations



**Figure 5.10:** Holden’s “Anchor Brand” trademark, 1903.

Source: *Victoria Government Gazette*, 11 November 1903, p.3628.



**Figure 5.11:** Holden’s Chaff Cutting, Grain Crushing & Hydraulic Pressing Works, Wallace, 1901, with loading & despatching of compressed hay onto rail trucks for shipment to South Africa for the War Office. See Appendix 11.01 for enlarged image.



**Figure 5.12:** Holden’s Chaff Cutting, Grain Crushing & Hydraulic Pressing Works, Wallace, 1901, front view from main road. See Appendix 11.01 for enlarged image.



**Figure 5.13:** Holden’s Chaff Cutting, Grain Crushing & Hydraulic Pressing Works, Wallace, 1901, view from the north-east corner. Source: *Ballarat & District in 1901*, plate 331.

came to an end on 28 September 1909 when the Werribee Chaff Mills were destroyed by fire. As reported in *The Argus*:

A destructive fire broke out in Mr. W.E. White's Werribee chaff mills shortly after midnight on Tuesday. The buildings, which consisted of a large hay shed and a four storied freestone mill, were destroyed, the origin of the fire being unknown.<sup>97</sup>

## 5.2 Dairy Production

The dairy farmer of Springbank Farm and Dairy (Figure 5.15), Mt Egerton, David Wilson, transformed the agricultural pursuit of dairy farming in Victoria into a recognised, scientifically-controlled and regulated production industry. Keenly interested in improving practices and quality control, he made a systematic study of dairying.<sup>98</sup> Not surprisingly, he was one of the first to import a De Laval cream separator for farm use, having read in a Scottish newspaper of its success in Denmark and Sweden.<sup>99</sup>

Wilson's product was eagerly sought after by Melbourne grocers.<sup>100</sup> He won major prizes at the Ballarat and Geelong shows and in 1881 he successfully exported butter to Britain.<sup>101</sup> Yet, Wilson's greatest achievement came when he was appointed State dairy expert in 1888.<sup>102</sup> He superintended the Victorian Government's model dairy at the Centennial International Exhibition and in the following year he travelled throughout northern and western Victoria with Alexander Crawford demonstrating the cream separator and instructing farmers in its operation.<sup>103</sup>

Small creameries with separators were subsequently established throughout the Shire in the 1890s as part of a broader, mechanised and regulated system of dairy production connected with butter factories. Local farmers delivered milk to these creameries for separation. At Ballan, a creamery was built in 1895 and operations commenced on 2 October that year, as outlined in *The Argus*:

Work was commenced to-day at the Ballan Creamery, when upwards of 150gal. of milk was delivered. This is considered by Mr. Anderson, the proprietor, to be a very satisfactory start, as the quantity will, of course, increase substantially as the season advances, and as the creamery becomes more widely known.<sup>104</sup>

Other creameries were established at Millbrook, Dunnstown (Figure 5.16) and Pootilla.<sup>105</sup> The anticipated success of these small operations was to be short-lived. The introduction of hand-operated cream separators made creameries redundant as the cream could be separated on the farm and sent direct to the butter factory.<sup>106</sup> The Millbrook, Dunnstown and Pootilla creameries were all advertised for sale in 1907.<sup>107</sup> The building at Dunnstown is now used as a hayshed on Kiely's farm.<sup>108</sup>

David Wilson's initiatives facilitated the transition from the hand production of butter to more commercially-driven enterprises. He prepared documentation and articles of association for co-operative factory companies<sup>109</sup> that were originally linked to the small creameries dotted around the countryside. From 1889, Wilson supervised the beginnings of Victoria's butter export industry.<sup>110</sup> This resulted from the Department of Agriculture having approved export of refrigerated butter on fast steamers bound for England.<sup>111</sup> Demand for the product, given the improved methods of co-operative factory dairy production, was the primary reason exportation had been strongly promoted by Wilson, as Tony Dingle states:



**Figure 5.14:** Holden's Chaff Cutting, Grain Crushing & Hydraulic Pressing Works, Wallace, 1901, showing a group of employees. Source: *Ballarat & District in 1901*, plate 332.



**Figure 5.15:** Springbank Dairy, Mt Egerton, 1997. Source: *The Settler*, vol.4, no.7, March 1997.



**Figure 5.16:** Creamery, Dunnstown, c.1895. Source: D. Cahir, *Spuds, Saints & Scholars*, p.19.

The British consumer was the target for this flurry of activity. He was already eating increasing amounts of Victorian wheat, but, as his income rose, he moved away from his bread-based, predominantly carbohydrate diet and began buying more expensive protein-rich foods such as meat, eggs, butter and cheese. Domestic supplies could not keep pace with demand and dairy producers in Denmark, France, Sweden and United States vied for a slice of this lucrative market. Victoria was further away than these competitors but benefited because its exportable surplus was available during the northern hemisphere autumn and winter, when butter from other sources was scarce. For once isolation in a different hemisphere was a distinct advantage to Australian farmers.<sup>112</sup>

Based on Wilson's plans and articles of association, co-operative butter factories were formed in Victoria.<sup>113</sup> The first was at Cobden which opened at the end of 1888,<sup>114</sup> followed by factories at Koroit and Allansford.<sup>115</sup> By 1890, 32 factories were operating throughout the state.<sup>116</sup>

#### Wallace, Millbrook and District Butter Factory Co. Ltd.

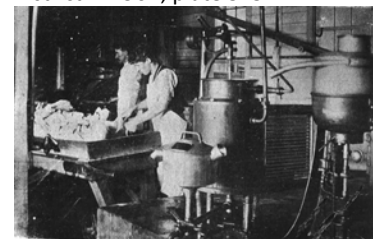
At Wallace, the Wallace, Millbrook and District Butter Factory Co. Ltd was established in 1893 (Figures 5.17-20).<sup>117</sup> The opening of the factory was the culmination of many meetings and discussions – and substantial debate about the selection of the site for the operations.<sup>118</sup> The company was initially created by 12 local farmers, the initial capital being £2,000 in £1 shares.<sup>119</sup> The inaugural Chairman of Directors was William Baird, farmer of Dunnstown.<sup>120</sup> Leading butter factories in the Western District were inspected to gain an insight into the latest developments in butter production that could be employed at the Wallace factory.<sup>121</sup> At the opening, the factory complex was described in the *Ballarat Times*:

Plans and specifications were prepared by Mr. G.K. Coutts, Jnr., architect, and a tender for the building let to Messrs Quayle and Williams, of Ballarat. The dimensions of the main building are 40ft x 25 ft, and the other accommodation includes a butter room, engine room and wash house. The floor is of cement, whilst the interior has been lined with pine. The total cost of building was £320. The contract for the machinery was let to Messrs T. Robinson and Co., of Melbourne, the cost being £413. The boiler which is of 8 h.p., was provided by Mr Cowley, of Ballarat, and the machinery is driven by a 6 h.p. engine. The machinery includes a 300 gal. Alexandra pneumatic churn (300lbs), butter worker (112lbs), large size printer and weigher, capable of weighing 600lbs per hour, and all the necessary tanks. A Babcock tester has been secured for the milk.<sup>122</sup>

By 1901, the butter factory at Wallace was doing 'a very extensive business.'<sup>123</sup> It received 437,805 gallons of milk and 1248 pounds of cream and produced 190,863 pounds of butter and 2479 pounds of cheese.<sup>124</sup> At that time, Richard Carroll was Chairman of Directors and G.F. Holden the Secretary.<sup>125</sup> In 1908, the original buildings were replaced with a more substantial brick and concrete gambrel-roofed factory (with projecting porte-cochere) (Figure 5.21).<sup>126</sup> Further expansions of the company to meet the requirements of international export markets brought about significant alterations and additions to the factory building in 1922, 1928, 1930s and in the mid-late 1940s or early 1950s.<sup>127</sup> The factory ceased manufacturing operations in 1980 and the factory complex was leased to McMahon International Foods.<sup>128</sup> Soon after, the Wallace Cheesery was established which offered the sampling of cheese, wine and honey and served meals.<sup>129</sup> On 1 June 1990, United Dairies (Cheese) Pty Ltd acquired



**Figure 5.17:** Wallace, Millbrook & District Butter Factory & Creamery, Wallace, 1901. Source: *Ballarat & District in 1901*, plate 325.



**Figure 5.18:** Wallace, Millbrook & District Butter Factory & Creamery, Wallace, 1901, separators & pasteurising plant. Source: *Ballarat & District in 1901*, plate 325.



**Figure 5.19:** Wallace, Millbrook & District Butter Factory & Creamery, Wallace, 1901, cheese-making room. Source: *Ballarat & District in 1901*, plate 325.



**Figure 5.20:** Wallace, Millbrook & District Butter Factory & Creamery, Wallace, 1901, cheese-curing room. Source: *Ballarat & District in 1901*, plate 325.



McMahon's interest in the Wallace Dairy Company and the plant was updated.<sup>130</sup> By 1993, the Wallace operations were one of few dairy factories in existence on its original site with all the early buildings in use.<sup>131</sup> The butter factory closed the following year in 1994.<sup>132</sup>

### 5.3 Other Businesses

Other manufacturing or production businesses in the study area included the Heinz. Brothers' slaughterhouses at Bungaree (discussed in Theme 4) and the Fayrefield Hats factory that operated for a brief time from 1946 from its premises at 146 Inglis Street, Ballan (now the Ballan RSL building).<sup>133</sup>

### 5.4 Commerce

The development of service towns like Ballan, mining towns (Blackwood, Gordon and Egerton), and agricultural townships such as Bungaree from the mid 19<sup>th</sup> century included the establishment of general stores, grocers, drapers and other commercial buildings to service the surrounding gold mining, or farm or timber industries. Some of the general and produce stores were associated and/or attached to other businesses, such as chaff mills the at Bungaree. In 1863, Thomas Chalmers established a store on the Melbourne Road at the corner of Lesters Road (Figure 5.22).<sup>134</sup> He ran the first Post Office at Bungaree from this location until his death in 1888.<sup>135</sup> The store was enlarged in 1910 when owned by Alfred Rice.<sup>136</sup> He 'rode a bicycle to and from the railway goods platform to keep in contact with his staff and clients' in the buying and selling of potatoes, oats, barley, peas and hay.<sup>137</sup>

Patrick O'Day operated a gabled grocery store at Bungaree from c.1873.<sup>138</sup> In 1925, it was taken over by the Tinney brothers and it became known as the 'Top Shop'.<sup>139</sup> It survives in a very altered stated today.

Commerce continued to progress into the interwar era, with a small number of shops and other commercial buildings established during this time. These stores included those built at 21 Martin Street, Blackwood; 5266 Midland Highway, Elaine; and 90 Main Street, Gordon.

Today, less than 20 purpose-built shops and stores survive in the western region of the Moorabool Shire. One reason for the loss of commercial buildings has been fluctuations in populations (particularly for gold mining towns) and natural disasters, such as the bushfire of 1916 that destroyed much of Gordon's main street (Figure 5.29).<sup>140</sup>

#### Ballan

Throughout the 19<sup>th</sup> and early 20<sup>th</sup> centuries, Inglis Street in Ballan was flanked by numerous shops (Figure 5.23). Many succumbed to removal or considerable alteration in the later 20<sup>th</sup> century, including Albert Salter's 'Hall of Commerce' at 117-199 Inglis Street (first built in c.1894-95 and extended in 1897)<sup>141</sup>, Blake's ironmongery and hardware store (demolished), and James Alford's shops and dwellings (demolished) formerly located at 162 Inglis Street. They were built in 1890 and were favourably reported in the *Bacchus Marsh Express*:

The four new shops and dwellings erected by Mr. James Alford at Ballan are now nearly completed and are all of them let, one being occupied by the owner. They are of excellent design, two shops being built together, with a brick dividing wall between, and the two dwellings are recessed at either side, after the manner of wings to a main building. This gives prominence to the shops and privacy to the dwellings, also assists lighting arrangement very materially.<sup>142</sup>



**Figure 5.21:** Wallace Millbrook & District Butter Factory, c.1926.

Source: Wallace Millbrook & District Butter Factory & Creamery, National Trust of Australia (Victoria), Victorian Heritage Database online, July 2015.



**Figure 5.22:** Chalmers' store and post office, c.1880s. Source: Bungaree & District Historical Society collection.



**Figure 5.23:** Inglis Street, Ballan, looking west showing numerous shops, 1932. See Appendix 11.01 for enlarged image.

The earliest surviving legacy of Ballan's commercial progress is 'Mossfield', 169 Inglis Street (Figure 5.24). It was built in c.1859 by J.T. Foote, carpenter and pioneer shopkeeper.<sup>143</sup> For a short period from 1870, Matthew Brown operated the Courthouse Hotel from this location.<sup>144</sup> In the 1880s, the building served as two shops (butcher shop and grain store) and a dwelling.<sup>145</sup> From 1908 until 1951, 'Mossfield' was the location of John Joseph Day's rabbit dealing and fishmongery business and dwelling.<sup>146</sup>



**Figure 5.24:** 'Mossfield', 169 Inglis St, Ballan, when J.J. Day's fishmongery, n.d. [early 20<sup>th</sup> century]. Source: Ballan Shire Historical Society collection.

Other surviving buildings of Ballan's commercial development include the shop and dwelling, 22 Fiske Street, built in c.1925-26 for Gilbert Cowan and occupied by his daughter and son in law, Ellen and Frederick Lewin;<sup>147</sup> H.R. Chambers' Red House Drapery, 130 Inglis Street (built 1913) (Figure 5.25);<sup>148</sup> the modestly-scaled former saddlery, 123 Inglis Street (built in c.1874), Ballan R.S.L. Clubroom and Bakery (formerly the Kookaburra Café and billiard room built in c.1925-26 for Vivian Cullen), 146 Inglis Street (Figure 5.26);<sup>149</sup> and the former Flack's Produce Store, 159 Inglis Street, possibly built in the 1940s.



**Figure 5.25:** Chambers Red House General Drapers Store, Inglis Street, Ballan, c.1935. Source: *A Pictorial History of the Shire of Ballan*, p.96.

### Blackwood

While several settlements comprised the goldfields district of Blackwood from the mid 1850s, including Golden Point (the earliest village), Barry's Reef and Simmons Reef, it was district's second main village, Red Hill, where commercial development endured into the 20<sup>th</sup> century. From the mid 19<sup>th</sup> century, Red Hill had a large population. A recollection of a pioneer declared that at this time 'there was a long string of stores, butchers, bakers, and other business places, lining both sides of Red Hill.'<sup>150</sup> Some of the earlier commercial buildings constructed in Martin Street included Jeremiah Cox's butcher shop in c.1859.<sup>151</sup> It was situated on the west side of Martin Street (opposite the former Post Office at 26 Martin Street). Immediately adjoining Cox's premises was a more substantial store, bakehouse and dwelling established by Ephraim Baber between c.1858 and 1865 (it was purchased by Andrew Buchanan, carpenter in 1881).<sup>152</sup> Towards the southern end of Martin Street was Alexander Decker's hay and corn, butcher shop and dwelling (named 'Blackwood House') first constructed in c.1863 at 21 Martin Street,<sup>153</sup> and nearby was Samuel Beart's store and dwelling at 25 Martin Street.



**Figure 5.26:** Cullen's Kookaburra Café, Billiard Room and Dwelling, n.d., c.1930s. Source: Ballan Shire Historical Society.

Most of the earliest commercial buildings in Martin Street (Figure 5.27) were ephemeral: the apparent rudimentary construction as well as fire causing them to be replaced. Decker's butcher shop at 21 Martin Street was first damaged by fire in 1867. New premises were constructed in 1888 and it was completely renovated and possibly a new store erected in 1895.<sup>154</sup> More tragic was the destruction of Andrew Buchanan's premises at 29 Martin Street. In 1898, Buchanan died in the fire that destroyed his store and dwelling. All that survived were some very old outhouses.<sup>155</sup>



**Figure 5.27:** Martin Street, Blackwood (Red Hill), lined with commercial buildings, c.1930. Source: Blackwood & District Historical Society collection.

Situated on sloping ground close to the road, most of the buildings were built of timber. The method and type of construction of commercial buildings in the Blackwood district was described in 1874:

Some here [Barry's Reef] have built almost in the bed of the creek, and have numerous rooms below the level of the front building line, which system of building is one of the peculiarities of all parts of Blackwood, as it is of all mountainous districts. In other places excavations have to be made in the earth and rock to let down the rear part of dwellings and shops to the street level. Considerable ingenuity has been shown in overcoming difficulties of this kind. The material used for buildings is almost universally wood, as the local bricks are not a success.<sup>156</sup>

The small boom in deep lead mining from 1885 brought with it further

commercial progress. As outlined in the *Bacchus Marsh Express* in 1894:

Business matters appear to be progressing in the district ... two shoe-makers have set up in business at Red Hill, Mr. Haines having rented portion of Mr. Thompson's premises (near the old National bank) and Mr. Burgess the premises formerly held by Mr. D. G. Stobie as a chemist's shop.<sup>157</sup>

The continued success (albeit tempered) of some local businesses at Red Hill may also have been due to the saw mills established in the Blackwood district after the height of the gold rush. These mills helped to sustain commercial life at Red Hill, and a number of the early miners became successful saw millers, including Laurence Hayden, who also contributed much to local community life.

By the turn of the century after yet another decline in mining, the commercial centre of Red Hill no longer reflected the bustle of activity of earlier years. While tourism offered some opportunities, the decline was hard-felt. In 1906, Christopher Crisp declared that 'Blackwood is very sick' and he offered some suggestions in order to recapture progress in the area.

The down turn at Blackwood also had an impact on the early building fabric, which was left in a neglected state. Buildings became dangerous and the Ballan Shire Council resolved to remove them claiming that 'the evil had been tolerated long enough'.<sup>158</sup>

Surviving 19<sup>th</sup> and early 20<sup>th</sup> century examples of Red Hill's commercial progress include the Blackwood Cobb & Co Tea Rooms, 1071 Greendale Trentham Road (built in the 1870s for Charles Gray and altered and extended in 1888 by Mrs Ann and the Misses Gribble) (Figure 5.28);<sup>159</sup> former Newsagency and Emporium, 1077 Greendale Trentham Road (built in 1866-68 for John Sawyers, newsagent);<sup>160</sup> store at 21 Martin Street (originally built by Alex Decker in 1863 and replaced with a modest gabled store in 1888, extended and altered in 1895 and again in c.1950-53);<sup>161</sup> and the adjoining store known as the Blackwood Antique Merchant at 21 Martin Street (built in c.1910 for William Anderson).<sup>162</sup>

### Gordon

Little fabric survives of the numerous commercial buildings that once lined the main street of Gordon at the height of the goldrushes in the 1860s and during the second phase of goldmining activity from the 1880s. The decline in goldmining, deterioration in building fabric and other factors led to the removal of some of Gordon's commercial buildings. Other factors included fire, as was the case in the destruction of the Parker Brothers' general store, a saddler's shop and a two storey hotel in Main Street in 1916 (Figure 5.29).<sup>163</sup> As outlined in *The Gordon, Egerton and Ballan Advertiser*:

A disastrous fire broke out early on Christmas morning in a large block of buildings in Main street, Gordon. ... The hotel, which was one of the oldest buildings in Gordon, was built by the owner, Mr Cheri Mars, who now resides in Bordeaux, in the south of France. ... The building and furniture were insured. Attached to the hotel was a billiard room, and its contents, including the billiard table, were demolished.

Parker Bros'. general store (a wooden building), which carried a very large stock, was completely destroyed. The stock and building were covered by insurance.

Adjoining the store was a saddler's shop and hairdresser's saloon,



**Figure 5.28:** 'Corner Store', 1071 Greendale Trentham Road, 1936. Source: Blackwood and District Historical Society collection.

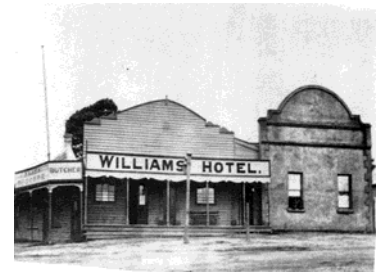


**Figure 5.29:** Main Street, Gordon, c.1900. The commercial buildings partly shown in the middle ground (left) were destroyed by fire on Christmas Day, 1916. Source: *A Pictorial History of the Shire of Ballan*, p.94.

occupied by Mr David Kohn. This building also suffered total destruction; nothing was saved.

There have been many fires in Gordon from time to time, but this is the largest and most disastrous yet experienced.<sup>164</sup>

One of the earliest surviving buildings is the former Freemasons Hotel (later known as the Williams Hotel) at 69 Main Street, erected in c.1860 for Jules Samuel Gascard and which included a butcher's shop (Figure 5.30).<sup>165</sup> At 56-60 Main Street, Dr Caesar Keiser's dwelling (built in c.1868) was extended in the early 1900s during Harriett Northey's ownership.<sup>166</sup> She operated a store at Gordon until her death in 1910.<sup>167</sup> At 82 Main Street, Timothy and Mary Clifford had a timber bakery and store constructed in c.1877.<sup>168</sup> It remained in the Clifford family ownership until 1939.<sup>169</sup> Another store and dwelling was erected in 1883 at 32 Russell Street for Samuel James Northey, a miner.<sup>170</sup> He sold a range of drapery goods, groceries, embroidery and lace, flannelettes, moleskins, under garments and hats.<sup>171</sup> At 90 Main Street, the gabled timber shop was built in c.1924 for John Gleeson and first occupied by J.J. Sterritt.<sup>172</sup>



**Figure 5.30:** Williams Hotel & Maher's Butcher Shop, 69 Main Street, n.d. [c.1915-25]. Source: June Huggins, private collection, Ballan.

### Other Locations

At Wallace, G.F. Holden's former produce store at 720 Bungaree Wallace Road (built in c.1897 as part of his chaff mill complex) survives.<sup>173</sup> Most other surviving commercial developments in the western region of the Shire were built later, including the former store and dwelling, 2782 Old Melbourne Road, Dunnstown, and the General Store at 5266 Midland Highway, Elaine.

### Banking and Insurance

#### Banks

Financial and insurance services were established to support the progress in gold mining, farming and agriculture, and commerce. By 1890, there were seven purpose-built banks in the study area, located at Ballan, Blackwood, Bungaree, Egerton, Elaine, Gordon and Yendon.<sup>174</sup> In addition, the towns were serviced by money order offices at the Ballan, Barrys Reef, Blackwood, Bungaree, Egerton, Elaine, Gordon and Morrisons post offices.<sup>175</sup>

Only four purpose-built bank buildings are known to survive in the study area and none of them continue to operate for their original purpose. The earliest is the former Commercial Bank at 157 Inglis Street, Ballan, constructed in 1867 (Figure 5.31).<sup>176</sup> Seven years later in 1874, a branch of the Bank of Australasia opened at 15 Martin Street, Blackwood (Red Hill). A more modest building than the Commercial Bank at Ballan, it had been designed by the local architect and surveyor, E.G. Magnus and erected by Messrs. Williamson and Buchanan.<sup>177</sup> The Bank of Australasia opened in December 1874,<sup>178</sup> featuring a hipped roof and adorned with decorative timber eaves (the building has subsequently experienced some alterations (Figure 5.32). At 64 Main Street, Gordon, the former London Chartered Bank (Figure 5.33) was built in 1884 to a design by the Ballarat architectural firm of E. James and Co.<sup>179</sup> in an austere brick Victorian Classical style and became the English Scottish and Australian Bank in 1921 upon amalgamation with this company.<sup>180</sup> A considerably more modest bank was the former London Bank of Australia Ltd building at Bungaree (Figure 5.34), constructed in 1911.<sup>181</sup> There were apparently other agencies of this bank at Mt Egerton and Wallace (the buildings being of very similar design and construction).<sup>182</sup> At Bungaree, the former bank building became known as the English Scottish and Australian Bank in 1921.<sup>183</sup> It was relocated to its current location at 323 Bungaree Wallace Road in 2003 and restored by the Bungaree and District Historical Society.<sup>184</sup>



**Figure 5.31:** J. Collins, Former Commercial Bank, Inglis Street, Ballan, 1963. Source: La Trobe Picture Collection, State Library of Victoria, image jc000672.



**Figure 5.32:** Partial view of the former Bank, Martin Street, Blackwood (Red Hill), n.d. [c.1900]. Source: Blackwood & District Historical Society collection.



## Insurance

At least 10 agencies of insurance companies had been established at Ballan, Bungaree, Mt Egerton and Gordon by 1890.<sup>185</sup> No physical evidence of these companies has been identified.

## 5.5 Entertaining & Socialising

### Hotels

Aside from dwellings, hotels were the earliest and most prolific building type in the study area. These buildings were critical to the early development of the fledgling townships: as accommodation houses for board and lodging; meeting rooms for public gatherings and local government business; polling centres and courts; and equally importantly, as venues for entertainment including balls, concerts, weddings and other family and community celebrations. By 1890, long after other public building infrastructure had been established in the several townships, there were well over 25 hotel buildings – a large number for such a rural area.<sup>186</sup> Today, approximately 21 hotels still exist, although a lesser number continue to operate for their original purpose.

Hotels were associated with the origins of the townships (either as service towns, stopping places or as gold mining locations) and their cultural foundations. Of the latter, most townships, including very small rural centres such as Blakeville, Clarendon, Claretown (Figure 5.35), Clarkes Hill (Figure 5.36), Elaine, Greendale, Korweinguboora, Lal Lal, Leigh Creek, Millbrook, Morrisons, Navigators and Springbank (formerly Ormond) had hotels and strong Catholic (and to a lesser degree, Anglican) populations.<sup>187</sup> The importance of the hotel to these mainly Irish Catholic communities is best expressed by Dianne Cahir in *Spuds, Saints and Scholars* who claims that 'like the Church, the pub was central to the Irish-Australian experience' and it 'provided the centre for social interaction' at Dunnstown.<sup>188</sup> There, seven hotels provided for this interaction,<sup>189</sup> with the Olive Branch and the Shamrock (built 1905) remaining today, although only the Shamrock continues to function for its original purpose.

### Ballan Hotels

The earliest and largest numbers of hotels were located at Ballan. The Werribee Hunt Hotel appears to have been the first substantial building in the town, having originally been built in 1848.<sup>190</sup> It was soon followed in 1850 by Sharrat's Carriers Arms which initially operated as a coffee house and was licensed soon after.<sup>191</sup> In 1853, the Travellers' Rest Hotel was constructed and operated by Harry Athorne, but it closed in 1863.<sup>192</sup> In 1856, the Ingliston Arms, Royal Mail and Ballan Hotels were established.<sup>193</sup> The latter (Figure 5.37), owned and operated by George Flack, a draper from London, is the only one of these mid 19<sup>th</sup> century hotels that still exists in Ballan.<sup>194</sup> Located at 136 Inglis Street, it was built in 1859-60 in a distinctive Victorian Georgian style and it is possibly the only known imported metal-clad iron hotel building in Victoria.<sup>195</sup> Major alterations and additions were carried out in 1928-30, when owned by Henry S. Jackson.<sup>196</sup>

Other hotels in Ballan included the Horse and Jockey (built 1865-67), Freemasons (closed 1892), Railway (built 1884) (Figure 5.38), Orwell (closed 1892)<sup>197</sup> and the Commercial (Figure 5.39). This latter hotel continues to operate at 153 Inglis Street. It was built in 1867-68 for William Gosling.<sup>198</sup> Substantial additions were carried out in 1873, with the building of the parapeted hipped roof west wing and a post-supported verandah. A single storey addition was constructed on the east side between 1926 and 1930 (it was refurbished in c.1956).<sup>199</sup>



**Figure 5.33:** E.S. & A. Bank, Gordon, post 1921. Source: *A Pictorial History of the Shire of Ballan*, p.94.



**Figure 5.34:** London Bank of Australia Ltd, Bungaree, 1915. Source: *Bungaree & District Historical Society Newsletter*, no.50, March 2005, p.3.



**Figure 5.35:** Hotel, Claretown, 1963. Source: National Archives of Australia, B5919.



**Figure 5.36:** Connelly's Australian Hotel, Clarkes Hill, n.d. Source: *Bungaree & District Historical Society Newsletter*, no.21, April 1996, p.1.



**Figure 5.37** Ballan Hotel, n.d. Source: *A Pictorial History of the Shire of Ballan*, p.66.

### Hotels On Transport Routes

A number of hotels were established on the road and rail routes between Geelong and Ballarat and Melbourne and Ballarat, capitalising on the passing trade by providing accommodation, meals and liquor. The earliest were the hotels at Clarendon (originally known as Corduroy Bridge), on the Geelong to Ballarat Road which served as the regular mail, supply and gold escort route between Melbourne and Ballarat (via Geelong) (see Theme 3 for further details on the history of the road). The hotels at Clarendon were the Carriers Arms Inn and the Corduroy Bridge Hotel (Figure 5.40). Both hotels had been licensed by 1855 and existed before the survey of the township of Clarendon in 1858.<sup>200</sup> On 21 September 1855, the *Geelong Advertiser* published an advertisement of the opening of the Carriers Arms:

Jones and Massey, having obtained a licence for the above mentioned inn beg to acquaint their friends and the public in general, the carrier in particular, that it will be their constant study to combine comfort and economy. Their wines and spirits will be found second to none in the colony. Nb. Good stabling.<sup>201</sup>

Only the Carriers Arms building survives today and is a private residence. Other surviving 19<sup>th</sup> century hotel buildings on main routes include those at Greendale (built as the Medway Hotel in 1874 for George Williams (Figure 5.41),<sup>202</sup> Elaine, Leigh Creek, Gordon (former Freemasons Hotel at 69 Main Street), and Yendon (former Forest Home Hotel, 13 Yendon Egerton Road). At Wallace, the Harp of Erin Hotel was located at the junction of Westcotts Road and what came to be known as Butter Factory Road. The timber building was constructed in the c1860s for James Everard.<sup>203</sup> There was also the Carriers Arms Hotel at the corner of the Spargo Creek Road and Coffey's Lane, and Rice's Hotel at the corner of the Spargo Creek and Springbank Roads.<sup>204</sup> The only surviving hotel at Wallace today is the Wallace Hotel, 741 Bungaree Wallace Road. Earlier known as the Maryville Hotel, the original building seems to have been built in 1867.<sup>205</sup> It appears that the original hotel was replaced with the existing building in 1902 for Patrick O'Neill.<sup>206</sup>

Lal Lal originally had three hotels: the Railway (on the site of the existing Lal Lal Falls Hotel first established by T.M. Capell), the Lal Lal Falls (north of the railway on the corner, established by Richard James in c.1870) (Figure 5.42) and the Shamrock and Thistle that was located near the railway water tower at the corner of Parkers and Clarendon Lal Lal Roads.<sup>207</sup> The earliest hotels were two timber shanties that were built in the early 1860s and operated by Mrs Viccars and T.M. Capell, and which received substantial business on 20 April 1869 with the land selections at Lal Lal. As described in *The Ballarat Star*:

Some 200 persons left Ballarat by the 5.50 a.m. train, and got out at Lal Lal in the cold, and there was instantly a rush to the two wooden shanties there kept as hotels by Mr Capell and Mrs Viccars respectively. The business they drove was enormous, and Capell's boy, from early morning sleepiness, was worked into wakefulness in cutting up slices of bread and beef for the hungry crowd. Pipes were lit, a set of quoits were hunted up and played on the sand, a bibulous doctor stuck a bit of blue paper on a stick and shouted for competitors in a "handicap Aunt Sally," a group of others busied themselves in firing off guns at bottles or something, others strolled off to see the falls and the land, or lounged listlessly about the dreary station grounds.<sup>208</sup>

During the construction of the railway line, two other temporary hotels were also



**Figure 5.38:** Railway Hotel, Fiske Street, Ballan, n.d. Source: Ballan Shire Historical Society collection.



**Figure 5.39:** Commercial Hotel, n.d. [c.1900]. Source: Ballan Shire Historical Society collection.



**Figure 5.40:** Corduroy Bridge Hotel, Clarendon, c.1906. Source: P. Griffiths, *Three Times Blest*, p.42.



**Figure 5.41:** J. Collins, Greendale Hotel & Store, Greendale, 1984. Source: La Trobe Picture Collection, Stage Library of Victoria, image jc008681.



**Figure 5.42:** Hotel, Lal Lal, c.1920. Source: Public Record Office Victoria, VPRS 12800 P1, H3981.



established for the railway workers.<sup>209</sup> These businesses appear to have been short-lived.

Several hotels were established at Bungaree Junction in the early years, the first being the Grand Junction Hotel in c.1863 on the south-east corner of the junction of Melbourne and Creswick Roads.<sup>210</sup> It closed in 1885 when Robert McClymont commenced business at the Morning Star Hotel (Figure 5.43). In 1865, there were five applications for publican's licenses at Bungaree by Isaac Ross of Melbourne Road (who had The Harrow Hotel), James McGrath (who had McGrath's Hotel), Simon Bentley (who had Bentley's Hotel), James Peet (who had the Bush Inn), and Seth Persse (who had the Junction Hotel).<sup>211</sup> Further north from Bungaree Junction at the intersection of Creswick and Blackswamp Roads was the Race Course Hotel (built in 1865<sup>212</sup> – the now site of a dam) and the Emerald Isle Hotel (built by 1870).<sup>213</sup> The Bridge Inn on the Melbourne Road on high ground near the west bank of the Gong Gong Creek had also been established by 1870.<sup>214</sup>

During the interwar years, new hotels were constructed, either as replacements of earlier buildings, as a consequence of changing populations and licensing regulations, or as a result of natural disasters. The latter was the reason for construction of The Bridge and Morning Star Hotels at Bungaree as the earlier hotel buildings had been substantially damaged by a tornado in 1927 (Figure 5.44).<sup>215</sup> The front portion of The Bridge Hotel (Figure 5.45), 190 Bungaree Wallace Road, appears to have been built in 1930 (as a replacement of an earlier hotel built in c.1870 and extended in 1913) for the Ballarat Brewing Company.<sup>216</sup> In the 1940s, The Bridge proprietress, Mrs J. Saunders, proclaimed that her hotel provided for 'first-class table, good accommodation for visitors and a rallying place for friends'.<sup>217</sup> At 248 Bungaree Wallace Road, the Morning Star Hotel was built in 1928 for Robert Burns McClymont, hotelkeeper and butcher.<sup>218</sup> McClymont's hospitality included 'hot and cold baths' and the provision of a family butchery where 'only the best quality meat was stocked' with 'families waited on for orders'.<sup>219</sup>

Other surviving and operating interwar hotels include the Mineral Springs Hotel at Korweinguboorra, Lal Lal Falls Hotel at Lal Lal (built in 1928 following the destruction by fire in 1922 of the earlier Railway Hotel building on the site),<sup>220</sup> and the Gordon Hotel, 92 Main Street, Gordon (built in 1936 for Mary and Frederick Tudor to a design by Buchan, Laird and Buchan, Geelong architects, in association with L.H. Vernon, Ballarat architect, having replaced the former Farmers' Arms Hotel).

### Gold Town Hotels

Greatest in number were the hotels established on the goldfields, at Blackwood, Golden Point, Barrys Reef, Gordon and Mt Egerton. In *Hotels and Hotelkeepers of the Blackwood Goldfield*, Andrew Robertson gives reasons for the large number of hotels in these areas:

When a township such as Red Hill [Blackwood] or Barry's Reef was the focus of a gold rush, the population would be made up, almost entirely, of young single men. To these people the hotel provided a centre for meeting "mates", and enjoying their company with drinking, singing and other frivolous activities. The better hotels often provided professional entertainers in their large "concert rooms", and such was the wealth of the time that many world-class singers, dancing troupes and lecturers could be attracted to the Victorian Goldfields. It was only the stabilization of goldmining towns with families that brought about the advent of the Mechanics Institute as a centre for large scale



**Figure 5.43:** McClymont's Morning Star Hotel, Bungaree, c.1900. Source: Bungaree & District Historical Society.



**Figure 5.44:** Substantially damaged Morning Star Hotel caused by the cyclone, 1927. Source: Bungaree History Walk online at <http://www.bungareehistorywalk.com/morning-star.html>



**Figure 5.45:** Bridge Hotel, Bungaree, 2009. Source: Wendy Jacobs.

community entertainment.

Because they were usually the largest and best appointed buildings in a goldfield town, the more sumptuous hotels were centres for local business transactions. Some were used as small scale Mining Exchanges where mine leases and shares were bought and sold. Many were used by Local Government authorities to collect rates, by the Judiciary to hold inquests on deaths and all by the local people to conduct business negotiations.

Built in the main street and always centrally located the big goldfield hotel was the terminus or point of call for stage coaches, whether they carried people, newspapers or mail.

The hotels lastly provided accommodation for single men whether they were local tradesmen or in the later years miners employed by the big mining companies. The rooms provided were very small and dark, their sole purpose being to provide a bed and shelter for sleeping.<sup>221</sup>

### Blackwood

By October 1855, there were over 12 hotels at Blackwood 'capable of affording every possible convenience.'<sup>222</sup> By the later 19<sup>th</sup> century there were seven hotels at Golden Point including the All Nations and Bull and Mouth Hotels in Albert Street and the Diggers Rest Inn in Camp Street.<sup>223</sup> At Red Hill, The Eastern Exchange Hotel was built by Aaron Johnson in 1856-57 at the end of Martin Street on the south bank of the Lerderderg River. Other hotels followed in this location.<sup>224</sup> Further south, Adiman Barker established the Bank Hotel in Martin Street in 1864. Other hotels to have opened at Red Hill included the Mount Blackwood, Prince of Wales, Royal, Southern Cross and the Victoria Hotels.<sup>225</sup> Several other hotels were also established at Barrys Reef and Simmon's Reef.

Of the numerous hotels that were built in the Blackwood goldfields, only two survive: the Blackwood Hotel at Blackwood and the Royal Mail Hotel at Golden Point. The earliest is the Royal Mail (Figure 5.46), built in c.1863 and at this time it was the stage coach office for Cobb and Co.<sup>226</sup> The first hotel keeper was James Millyard.<sup>227</sup> In 1878, the building was nearly destroyed by fire when most of the roof was damaged.<sup>228</sup> The hotel was delicensed in 1913.<sup>229</sup> In the later years of the 20<sup>th</sup> century, the main portion of the hotel was demolished, leaving the surviving attached residential wing. As Alan Buckingham and Margot Hitchcock in *Aspects of Early Blackwood* state, the remains of the Royal Mail Hotel stand 'as a neglected ruin of a once grand hotel – but an important link with the gold mining past of Golden Point, where the first township sprung up, and near where the first gold was discovered in Blackwood.'<sup>230</sup>



**Figure 5.46:** Royal Mail Hotel, Golden Point, 1932. Source: *The Leader*, La Trobe Picture Collection, State Library of Victoria, image b51205.

The Blackwood Hotel at 1 Golden Point Road, Red Hill (Figure 5.47), was built in 1868 by Henry Grieg for Mrs Bridge Cruise on land built in 1868 on land known as "Grime's Corner".<sup>231</sup> Known as the Family Hotel, it opened with a celebratory ball on 4 September 1868.<sup>232</sup> It was a single storey hipped roofed timber weatherboard building having a splayed corner with entrance. Another entrance fronted onto Martin Street and it was lit by a series of timber framed windows. A feature of the design was the timber eaves decoration. Known as Buckley's Hotel after Mrs Cruise's marriage to Edmond Buckley in 1869, the hotel name changed again in 1877 when it was sold to John Cann.<sup>233</sup> From this time, the hotel was known as Cann's Family Hotel and in 1899 alterations were carried out, including the construction of a return verandah.<sup>234</sup> From 1927, the business has been known as the Blackwood Hotel.<sup>235</sup>



**Figure 5.47:** J. Collins, Blackwood Hotel, 1966. Source: La Trobe Picture Collection, State Library of Victoria, image jc001525.

### Mt Egerton, Gordon and Morrisons

At Mt Egerton and Gordon, both towns accommodated 9 hotels each in 1890.<sup>236</sup> None survive at Mt Egerton today, while the substantial two storey Mount Hope Hotel, Gordon, built in 1861 for Cheri Mars, succumbed to the fire of 1916.<sup>237</sup> Today, two hotels survive at Gordon. The former Freemasons Hotel, 69 Main Street, was built in c.1860 for Jules Gascard, hotelkeeper and butcher. It was extended in 1869 and major alterations were carried out in the c.1930s.<sup>238</sup> The Gordon Hotel at 92 Main Street (Figure 5.48) was built in 1936, replacing the earlier Farmers' Arms Hotel.<sup>239</sup> At Morrisons, nothing appears to have survived of the Golden River Hotel.<sup>240</sup>



**Figure 5.48:** Gordon Hotel, Gordon, 2014. Source: David Rowe.

### Public Halls

Public halls also hosted a variety of community entertainments from the 19<sup>th</sup> century. Either built specifically for the purpose or combined with other functions including the Mechanics Institute and Free Library, these buildings gave greater opportunities for the involvement of women and children (aside from some of the hotels accommodating assembly rooms for public functions). Public halls were the locations of dances, socials, euchre tournaments, concerts, bazaars, horticultural shows, weddings, funerals and other similar activities. At Ballan (Figure 5.49), Barrys Reef, Blackwood, Dunnstown, Mt Egerton and Bungaree, the Mechanics Institute hall also served as the public hall.<sup>241</sup> As early as the 1860s, "popular readings" and performances by travelling players at the Ballan Mechanics Institute included the Lancashire Bell Ringers, Abdul Indian juggler, Wizard of the West and Barlow's Circus of dogs and monkeys.<sup>242</sup> In the 1870s, Madam Silby, phrenologist and mesmerist, and Signor Besomo, lecturer on phrenology, entertained the interested crowds.<sup>243</sup> Amusingly, dances at the Barrys Reef Mechanics Hall (Figure 5.50) were not always welcome. Apparently, the hall was built over the goldmine and 'miners below often complained about the noise when there was a dance on.'<sup>244</sup>



**Figure 5.49:** Interior, Ballan Mechanics Institute & Free Library during the Horticultural Society Show, n.d. Source: June Huggins, Ballan Shire Historical Society.



**Figure 5.50:** J. Collins, Barrys Reef Mechanics Institute Hall & Free Library, 1969 (the building has subsequently been demolished). Source: La Trobe Picture Collection, State Library of Victoria, image jc001528.

The construction of public halls was subject to meeting the requirements of the Health Act administered by the Department of Public Health. In 1891 with the building of the Yendon Hall and Free Library, for example, permission was sought 'to hold a concert to raise funds for lining the building.'<sup>245</sup> In the following month the Public Health Department sought details from the Shire of Buninyong about door openings and changes to ventilation.<sup>246</sup> A similar situation also appears to have occurred with the opening of the Wallace Hall in 1899, as it was unlined for the grand opening ball.<sup>247</sup>

Public halls were also subject to the Theatres Act, whereby licences for theatrical entertainments were required. In particular, the Theatres Act 1890 stipulated that:

... any person performing, or causing to perform any interlude, tragedy, opera, comedy, stage play, farce, burletta, melodrama, pantomime, stage dancing, tumbling or horsemanship, or owning a place in which any of the above was to be performed for a fee, was required to have the written authority or licence of the Colonial/Chief Secretary.<sup>248</sup>

Government regulations appear to have caused difficulties with some communities in the 20<sup>th</sup> century. In particular, the advent of moving pictures provided new opportunities for fundraising and became widely popular. This activity also brought on additional problems. It was as early as 1916 when war films were first shown in Ballan and after the First World War from the 1920s moving pictures were shown in other halls throughout the Shire.<sup>249</sup> At Mt Egerton in 1929, for example, the Mechanics Institute fell foul of the Department of Public Works for showing pictures as this activity was considered 'contrary to

the Regulations [as it] invalidates any insurance policy on the hall should a fire occur.<sup>250</sup> This meant that those halls showing pictures required fire proof cabins in addition to the annual payments of Theatre Act licence fees. A number of hall committees tried to seek dispensation on licence fee payments. In 1921, the Warrenheip Memorial Hall Committee claimed that concerts were only occasional to the usual entertainments and therefore questioned the need for a licence.<sup>251</sup> As late as 1982 at Barkstead, the Hall Committee sought a 50% reduction in the licence fee given that there were 'only about 20 persons in our hall here at one time' and that they had 'a struggle to carry on.'<sup>252</sup>

Public halls were also the venues for meetings of community organisations, such as the Hibernian Society, Mutual Improvement Association, Horticultural Society (Figure 5.36), Red Cross, and other community and sporting groups. Even the back stage spaces of the Mt Egerton Mechanics Institute were occupied by the local Fire Brigade after it formed in 1938.<sup>253</sup>

Today, 10 public halls and/or mechanics institute halls exist in the study area. They are located at Ballan, Blackwood, Blakeville, Bungaree, Elaine, Gordon, Lal Lal, Mt Egerton, Mt Wallace and Navigators. Generally, they continue to function as community centres. At Navigators, for example, the community hall is promoted on the Navigators Victoria website as the location for activities 'such as birthdays, weddings, fund raisers, funerals, auctions and Christmas parties.'<sup>254</sup>

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- 1 D.D. Fraser & J.B. Ranken (eds.), *Centenary of the Shire of Ballan 1862-1962*, Shire of Ballan, Ballan, 1962, p.33 states that 'Edmund Cowell who arrived in 1857, when describing the town as he first saw it, recalls that the flour mill ... was in full swing.'
  - 2 *Ibid.*
  - 3 *The Argus*, 10 July 1856, p.3.
  - 4 The earliest available reference to the partnership of Young and Duncan is on 27 October 1866 in the *Bacchus Marsh Express*, p.4.
  - 5 *Bacchus Mash Express*, 1 February 1868, p.2, 3.
  - 6 *Ibid.*, 6 August 1870, p.2. A more abbreviated article had earlier featured on 9 July 1870, p.2.
  - 7 *Ibid.*, 1 February 1873 & Ballan Shire Rate Book, 1878, VPRS 5557/PO Unit 45, PROV (Ballarat).
  - 8 *Ibid.*, 5 March 1881, p.3.

- 9 White was listed as owner of the flour mill in the Ballan Shire Rate Book, op.cit., in 1886. The success of the business is briefly outlined *The Argus*, 20 September 1909, p.10.
- 10 *Ibid.*
- 11 A. Sutherland, *Victoria and Its Metropolis Past and Present*, McCarron Bird & Co., Melbourne, 1888, pp.286-87.
- 12 *Ibid.*
- 13 *Bungaree & District Historical Society Newsletter*, no.2, November 1990, p.3.
- 14 *Victorian Municipal Directory*, 1890, p.281.
- 15 L.& P. Jones, *The Four Mills of Victoria 1840-1990: An Historical Record*, The Flour Millers' Council of Victoria, 1990, p.230.
- 16 *Victorian Municipal Directory*, op.cit.
- 17 K.M. Deutscher, *The Breweries of Australia: A History*, Lothian Books, p.94.
- 18 *Ibid.* Deutscher states that the brewery closed in 1855 yet the *Victorian Municipal Directory* for 1890 lists a brewery at Barrys Reef at that time.
- 19 P.M. Griffiths, *Three Times Blest: A History of Buninyong and District 1837-1901*, Buninyong & District Historical Society, Buninyong, 1988, p.92.
- 20 W.B. Kimberly (ed.), *Ballarat and Vicinity: a condensed but comprehensive account of her financial, commercial manufacturing, mining, and agricultural enterprises: her progress and population in the past and possibilities in the future*, F.W. Niven, Ballarat, 1894, p.96.
- 21 *Ibid.*
- 22 *Ibid.*, pp.96-97.
- 23 *Ballarat and District in 1901: a concise history of its rise, progress and present prosperity in its mining, engineering, agriculture, art trade and manufactures*, Periodicals Publishing Co., Melbourne, 1901, p.187.
- 24 See for example, *The Adelaide Advertiser*, 22 June 1917, p.8, which used the term 'Coghlan's brewery, at Warrenheip.'
- 25 A. Beggs Sunter, Typescript of Places of Historical Interest, Buninyong & District Historical Society Community Consultation, November 2009.
- 26 *Ballarat and District*, op.cit.
- 27 Kimberly, op.cit, p.144.
- 28 *Ibid.*, pp.144-145.
- 29 *Ibid.*, p.145.
- 30 *Ibid.*, p.230.
- 31 *Ibid.*
- 32 W. Bate, *Lucky City - The First Generation at Ballarat: 1851-1901*, Melbourne University Press, Carlton, 1978, p.120.
- 33 Kimberly, op.cit.
- 34 *Ballarat and District*, op.cit., p.179.
- 35 'Former Brind's Distillery', Victorian Heritage Register online, 09 March 2010, H1013.
- 36 Kimberly, op.cit.
- 37 *Ibid.*
- 38 'Former Brind's Distillery', op.cit.
- 39 *Ibid.*
- 40 See 'Technology in Australia 1788-1988: The Development of Appropriate Technology, Chapter 1, pp.13-14, Importation, adaptation and innovation in cropping, Chapter 1, pp.15-16, The Effects of the Gold Rush – Ballarat in Particular', Chapter 12, pp.833-834, <http://www.austehc.unimelb.edu.au/tia.html>
- 41 *Ibid.*
- 42 *Ibid.*
- 43 G. Vines, 'Chaff-Mills in Melbourne's West: An Industrial Sites Study', prepared for Melbourne's Living Museum of the West Incorporated, February 1987, p.3.
- 44 G. Vines, 'Chaff-Mills in Melbourne's West', historical brochure produced for Melbourne's Living Museum of the West, funded by the Ministry for Conservation, Forests and Lands, Melbourne, 1987.
- 45 *Ibid.*
- 46 *Wises' Victoria Post Office Directory*, 1884-85.
- 47 *Ibid.*, 1891-92.
- 48 *Bungaree & District Historical Society Newsletter*, no.41, February 2002, p.2, citing the *Gordon Advertiser*, 3 November 1899.
- 49 *Sands and McDougall Directory*, 1912.
- 50 Vines, Industrial Sites Study, op.cit., p.23.
- 51 *Ibid.*, pp.23-24.
- 52 *Bungaree & District Historical Society Newsletter*, no.15, November 1994, p.1.
- 53 *Ballarat and District*, op.cit., p.173.
- 54 *Ibid.*
- 55 *The Australasian*, 8 April 1893, p.8.
- 56 *Ibid.*
- 57 *Ibid.*, no.41, February 2002, p.3.
- 58 *Ballarat and District*, op.cit.

- 59 *Ibid.*
- 60 *Ibid.*
- 61 *Ibid.* There is some confusion as to which mill was acquired by O'Day as he is also said to have acquired the Barry Brothers' Mill that was eventually owned by the Tinney Brothers – see *Bungaree & District Historical Society Newsletter*, no.2, November 1990, p.3. It appears that O'Day acquired the Stewart operations because the photograph of the chaff mill in 1901 shows the windmill later referred to in association with O'Day.
- 62 See Buninyong Shire Rate Book (North Riding), 1909-10, VPRS 13490/P2 Unit 1 PROV (Ballarat).
- 63 *The Argus*, 20 August 1908, p.7.
- 64 *Kalgoorlie Miner*, 11 August 1908, p.5
- 65 *The Argus*, *op.cit.*
- 66 *The Age*, 10 March 1896, p.6.
- 67 O'Day was not listed in *Wise's Post Office Directory* in 1884 but it appears he had built his premises in 1873 as it was at this time when he made application for a house at Bungaree – see *The Ballarat Star*, 26 September 1873, p.2.
- 68 *Bungaree & District Historical Society Newsletter*, no. 23, November 1996.
- 69 *The Advocate*, 19 Apr 1934, p.16 & the *Leader*, 11 Apr 1891, p.41.
- 70 *Ibid.*
- 71 *The Argus*, 20 January 1925.
- 72 *The Advocate*, *op.cit.*
- 73 *The Argus*, 30 January 1925.
- 74 *Newcastle Sun* (N.S.W.), 20 January 1927, p.5.
- 75 *Bungaree & District Historical Society Newsletter*, no.4, July 1991, p.3.
- 76 The Bungaree Shire Rate Book (North Riding), 1933-34, VPRS 13490/P2 Unit 42 PROV (Ballarat), described Allan and Harry Tinney's property as dwellings, old shop, stables and grain store.
- 77 R. Huggins, Transcript of the *Gordon Advertiser*, 17 July 1908 in the *Bungaree & District Historical Society Newsletter*, no.67, August 2011.
- 78 *Bungaree & District Historical Society Newsletter*, no.3, April 1991, p.4, citing the *Ballarat Courier Christmas Supplement*, 13 December 1911 & no. 23, November 1996, p.6.
- 79 Huggins, *op.cit.*, 10 June 1910.
- 80 *Bungaree & District Historical Society Newsletter*, *op.cit.*
- 81 *Ibid.*, no.23, November 1996, p.6.
- 82 *Ballarat and District*, *op.cit.*, p.200.
- 83 *Bungaree & District Historical Society Newsletter*, no.39, June 2001, citing the *Gordon Advertiser*, 19 September 1890.
- 84 *Ballarat and District*, *op.cit.*
- 85 I. Wynd, 'Holden, George Frederick (1868-1934)', *Australian Dictionary of Biography*, vol.9, Melbourne University Press, Carlton, 1983, p.329.
- 86 *Gordon Advertiser*, 3 July 1908 in *Bungaree & District Historical Society Newsletter*, no. 61, April 2009.
- 87 'Holden, George Frederick' in *Re-Member*, Parliament of Victoria online, 17 July 2015.
- 88 Wynd, *op.cit.*
- 89 *Bungaree & District Historical Society Newsletter*, no.46, September 2003, p.4, citing the *Gordon Advertiser*, 12 January 1900.
- 90 *Ibid.*, no.24, February 1997, p.6, citing the *Ballan Times*, 21 July 1904.
- 91 *Victoria Government Gazette*, 11 November 1903, p.3628.
- 92 *Ballarat and District*, *op.cit.*, pp.200-201.
- 93 See heritage citation WAL04-05, 720 Bungaree Wallace Road, Wallace.
- 94 *Bungaree & District Historical Society Newsletter*, no.41, February 2002, p.5.
- 95 See heritage citation BA023, 92 Inglis Street, Ballan.
- 96 *Ibid.*
- 97 *The Argus*, 30 September 1909, p.10
- 98 K.T.H. Farrer, 'Wilson, David (1830?-1899)', *Australian Dictionary of Biography*, vol.12, Melbourne University Press, 1990, pp.519-520.
- 99 *Ibid.* & Huggins, J. Huggins, 'David Wilson 1831-1899: Dairy Expert to the Victorian Government', in *The Settler: Official Quarterly Newsletter of the Ballan Shire Historical Society*, vol.4, no.7, March 1997, pp.3-4. For further details on the De Laval cream separator, see N. Godfold, *Victoria – Cream of the Country: A History of Victorian Dairying*, Dairy Industry Association Australia, Victorian Division, Hawthorn, 1989, p.15, 55-56.
- 100 Farrer *op.cit.* & Huggins, *op.cit.*
- 101 *Ibid.*
- 102 *Ibid.*
- 103 *Ibid.*
- 104 *The Argus*, 2 October 1895, p.6.
- 105 *Bungaree & District Historical Society Newsletter*, no.59, July 2008, p.5, citing the *Gordon Advertiser*, 24 May 1907.
- 106 P. Taylor, 'Northern Grampians Shire Heritage Study Stage 2: Environmental History', vol.2, prepared for the Northern Grampians Shire, 2004, p.123.



- 107 *Bungaree & District Historical Society Newsletter*, no.59, July 2008, p.5.
- 108 D. Cahir, *Spuds, Saints & Scholars: Irish Settlement & the Development of Catholicity in Dunnstown*, Dianne Cahir, 1999, p.17.
- 109 Farrer *op.cit.* & Huggins, *op.cit.*
- 110 *Ibid.*
- 111 T. Dingle, *The Victorians – Settling*, Fairfax, Syme & Weldon, McMahon's Point, 1984, p.117.
- 112 *Ibid.*
- 113 Farrer, *op.cit.* & Huggins, *op.cit.*
- 114 N. Godbold, *Victoria Cream of the Country: A History of Victorian Dairying*, Dairy Industry Australian of Australia Victorian Division, 1989, pp.19-20.
- 115 Dingle, *op.cit.*
- 116 *Ibid.*
- 117 Tenders were accepted by Keith Coutts, architect of Ballarat for the construction of the butter factory, as outlined in the *Australasian Builders' and Contractors' News*, 17 June 1893.
- 118 *Bungaree & District Historical Society Newsletter*, no.12, February 1993, p.3, citing the *Ballan Times*, 19 October 1893.
- 119 Griffiths, *op.cit.*, p.105.
- 120 *Bungaree & District Historical Society Newsletter*, no.7, July 1992, p.5, citing the *Ballan Times*, 18 October 1893.
- 121 *Ibid.*
- 122 *Ibid.*, no.12, February 1994, p.3, citing the *Ballan Times*, 19 October 1893.
- 123 *Ballarat and District, op.cit.*, p.201.
- 124 *Ibid.*
- 125 *Ibid.*
- 126 See heritage citation WAL016, 10-24 Old Western Highway, Wallace.
- 127 *Ibid.*
- 128 *Ibid.*
- 129 *Ibid.*
- 130 *Ibid.*
- 131 *Ibid.*
- 132 *Ibid.*
- 133 'A Heritage Walk Through Ballan', Ballan Shire Historical Society, 1996 & Fraser & Ranken, *op.cit.*, p.77.
- 134 Premier Postal Auctions Pty Ltd, <https://www.premierspostal.com> gives 1863 as the year when the post office was established, and hence Chalmers' store. The location at the corner of the Melbourne Road and Lesters Road is shown in the Ballarat & Ballarat East Water Supply Geological Survey of Country in the Parishes of Bungaree & Warrenheip, 1870, Bungaree & District Historical Society. Chalmers is identified as the owner of the Bungaree Post Office and store in the *Ballarat Star*, 9 January 1877, p.3.
- 135 Thomas Chalmers, Probate Administration files, 1888, VPRS 28/P0 Unit 462 PROV.
- 136 R. Huggins, Transcript of the *Gordon Advertiser*, 10 June 1910, in 'Excerpts from the Gordon Advertiser', manuscript, Bungaree and District Historical Society collection.
- 137 *Bungaree & District Historical Society Newsletter*, no.23, November 1996.
- 138 See *The Ballarat Star*, 26 September 1873, p.2, which reported on O'Day making application for a license for a house at Bungaree.
- 139 'The Top Shop', Bungaree History Walk online, August 2015 at <http://www.bungareehistorywalk.com/top-shop.html>
- 140 *A Pictorial History of the Shire of Ballan*, Ballan Shire Historical Society, Ballan, 1989, p.94.
- 141 See heritage citation BA085, 55 Atkinson Street, Ballan.
- 142 *Bacchus Marsh Express*, 19 July 1890, p.2.
- 143 See heritage citation BA050, 1/169 & 2/169 Inglis Street, Ballan.
- 144 *Ibid.*
- 145 *Ibid.*
- 146 *Ibid.*
- 147 See Fiske Street, Ballan, Heritage Precinct assessment.
- 148 See heritage citation BA039, 130 Inglis Street, Ballan.
- 149 See heritage citation BA042, 146 & 146A Inglis Street, Ballan.
- 150 W. Shaw, 'Blackwood Reminiscences' in the *Bacchus Marsh Express*, 3 March 1906, p.4.
- 151 See Town of Blackwood Plan, sheet 3, VPRS 16171, PROV & Cox, J., Probate Administration files, 1863, VPRS 28/P0 Unit 47, PROV.
- 152 See Town of Blackwood Plan, sheet 3, *op.cit.*, *Bacchus Marsh Express*, 18 May 1872, p.3 & Shire of Ballan Rate Book, 1881, VPRS 5557, PROV (Ballarat).
- 153 The Ballan Shire Rate Book, *op.cit.*, for 1863 listed Alexander Decker has the owner of a house with a net annual value of £30. Decker's property was described as 'Blackwood House' in the *Bacchus Marsh Express*, 6 & 23 October 1875.
- 154 *Ibid.*, 14 December 1867, p.3, 11 February 1888, p.3 & 13 April. 1895, p.3.
- 155 *Ibid.*, 5 March 1898, p.2 & Buchanan, A., Probate Administration files, 1898, VPRS 28/P2, Unit 481, PROV.
- 156 *Ibid.*, 7 November 1874, p.3.

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- 157 *Ibid.*, 26 May 1894, p.3.
- 158 *Ibid.*, 11 June 1910, p.4.
- 159 See Simmon's Reef Heritage Precinct & Martin Street Heritage Precinct heritage assessments.
- 160 *Ibid.*
- 161 *Ibid.*
- 162 *Ibid.*
- 163 *Weekly Times*, 1 January 1916, p.22.
- 164 *Gordon, Egerton and Ballan Advertiser*, 7 January 1916, p.4
- 165 See heritage citation GOR033, 69 Main Street, Gordon.
- 166 See heritage citation GOR028, 56-60 Main Street, Gordon.
- 167 *Ibid.*
- 168 See heritage citation GOR035, 82 Main Street, Gordon.
- 169 *Ibid.*
- 170 See heritage citation GOR018, 32 Russell Street, Gordon.
- 171 *Ibid.*
- 172 See heritage citation GOR036, 90 Main Street, Gordon.
- 173 See heritage citation WAL04-05, 720 Bungaree Wallace Road, Wallace.
- 174 *Victorian Municipal Directory*, 1890.
- 175 *Ibid.*
- 176 *A Pictorial History*, *op.cit.*, p.45.
- 177 See Martin Street Heritage Precinct assessment.
- 178 *Ibid.*
- 179 See heritage citation GOR029, 64 Main Street, Gordon.
- 180 B. Trethowan, 'A Study of Banks in Victoria 1851-1929', prepared for the Historic Buildings Preservation Council, December 1976.
- 181 See heritage citation BRE022, 323 Bungaree Wallace Road, Bungaree.
- 182 *Bungaree & District Historical Society Newsletter*, no.50, March 2005, p.3 & heritage citation BRE022, 323 Bungaree Wallace Road, Bungaree..
- 183 *Ibid.*
- 184 *Ibid.*
- 185 These figures are based on the *Victorian Municipal Directory*, 1890.
- 186 *Ibid.* The *Victorian Municipal Directory* identifies approximately 25 hotel buildings, but this does not account for all of them. For example, Griffiths, *op.cit.*, p.56 states that there were four hotels at Yendon but the *Victorian Municipal Directory* for 1890 has not identified any at Yendon at this time. .
- 187 *Victorian Municipal Directory*, 1890, *Bungaree & District Historical Society Newsletters* (several) & *A Pictorial History of the Shire of Ballan*, *op.cit.*
- 188 Cahir, *op.cit.*, p.28.
- 189 *Ibid*, p.4.
- 190 Fraser & Ranken, *op.cit.*, p.46.
- 191 *Ibid.*, p.46.
- 192 *Ibid.*
- 193 *Ibid.*
- 194 See heritage citation BA040, 136 Inglis Street, Ballan.
- 195 *Ibid.*
- 196 *Ibid.*
- 197 *A Pictorial History*, *op.cit.*, p.49. The Railway Hotel was built in late 1884 – see *Bacchus Marsh Express*, 24 January 1885, p.3.
- 198 See heritage citation BA044, 153 Inglis Street, Ballan.
- 199 *Ibid.*
- 200 Griffiths, *op.cit.*, p.42.
- 201 *Ibid.*, citing the *Geelong Advertiser*.
- 202 *Bacchus Marsh Express*, 19 December 1874, p.2.
- 203 Warrenheip Parish Plan, Sheet 1, July 1952, VPRS 16171 PROV, see also Certificate of Title, vol. 1030 fol. 828 & J. Everard, Probate Administration files, 1887, VPRS 28/P0 Unit 439 PROV. The hotel was in existence by 1865 as it was mentioned in a report in *The Ballarat Star*, 4 January 1866, p.3.
- 204 J. Toohey, *On the Eastern Fringe: Recollections & Stories on the Settlement & Farming Histories in the Bungaree, Wallace, Bolwarrah & Gordon Districts*, Jack Toohey, 2005, p.104.
- 205 *Ibid.*
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- 207 A. Beggs Sunter, 'Lal Lal Exploration: Historical Notes', prepared for the Buninyong & District Historical Society, n.d., p.2.

- 208 *Ballarat Star*, 20 April 1869, p.2.
- 209 K. Brown, '1788-1988: Australia's Bicentenary, A Record of the Lal Lal Community's Part in the Celebrations with a Short History of the Area', from P. Holloway, 'History of Lal Lal', unpublished booklet, Lal Lal, 1988.
- 210 The hotel was in existence in 1863. See *The Star*, 24 January 1863, p.1.
- 211 *Ballarat Star*, 7 January 1865, p.3. The connection of Persse to the Junction Hotel is given in the *Bendigo Advertiser*, 21 July 1882, p.2, when part of the property was destroyed by fire.
- 212 Neil Carey was granted a publican's license 'for the Racecourse hotel, Bungaree in January 1866. See *The Ballarat Star*, 5 January 1866, p.4. He had advertised his intention of seeking a licence on 15 December 1865, p.4 in the *Ballarat Star*, where he described his property as follows: 'The house is built of wood, and is my own property, to be known by the sign of the Racecourse Hotel.'
- 213 The hotel is shown on the opposite side of the road junction to the Racecourse Hotel in the Ballaarat & Ballaarat East Water Supply Geological Survey of Country in the Parishes of Bungaree & Warrenheip, 1870, Bungaree & District Historical Society. Daniel Clohesy sought a publican's license in 1870 – see *The Star*, 11 January 1870, p.3.
- 214 The Ballaarat & Ballaarat East Water Supply Geological Survey of Country in the Parishes of Bungaree & Warrenheip, 1870, Bungaree & District Historical Society.
- 215 *The Argus*, 20 June 1927, p.15.
- 216 See heritage citation BRE009, 190 Bungaree Wallace Road, Bungaree.
- 217 *Bungaree & District Historical Society Newsletter*, no.24, February 1997, p.1.
- 218 See heritage citation BRE016, 248 Bungaree Wallace Road, Bungaree.
- 219 *Bungaree & District Historical Society Newsletter*, op.cit.
- 220 See Lal Lal Heritage Precinct assessment.
- 221 A.G. Robertson, *Hotels and Hotelkeepers of the Blackwood Goldfield*, C.C. Jones & H.M. Robertson, Melbourne, 1978, p.4.
- 222 A.J. Buckingham & M.F. Hitchcock, *Aspects of Early Blackwood – The Goldfield, The Landmarks, The Pioneers*, Blackwood Publishing, Blackwood, 5<sup>th</sup> printing, 2002, p.14.
- 223 Robertson, *op.cit.*, p.63.
- 224 *Ibid.*, p.19
- 225 *Ibid.*, pp.22024.
- 226 A.J. Buckingham & Hitchcock, *op.cit.*, p.55.
- 227 *Ibid.*, p.56.
- 228 *Ibid.*
- 229 *Ibid.*
- 230 *Ibid.*, p.57.
- 231 See Martin Street Heritage Precinct assessment.
- 232 *Ibid.*
- 233 *Ibid.*
- 234 *Ibid.*
- 235 *Ibid.*
- 236 *Victorian Municipal Directory*, 1890.
- 237 *A Pictorial History*, *op.cit.*, p.94.
- 238 See heritage citation GOR033, 69 Main Street, Gordon.
- 239 See heritage citation GOR037, 92 Main Street, Gordon.
- 240 An historical photograph of the Golden River Hotel, Morrisons, is given in *A Pictorial History of the Shire of Ballan*, *op.cit.*, p.123.
- 241 At Bungaree in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries was also the Hibernian Hall, a venue for local Catholic entertainments. See E. Keeble, 'Bungaree 1910-1920: Reflections on Farming Pursuits & Family Life, Adair Bookkeeping Service, Bungaree, 1994, p.12.
- 242 D. Rowe & W. Jacobs, 'Ballan Mechanics Institute Conservation Management Plan', prepared for Ballan Mechanics Institute & Free Library Committee of Management, Ballan, July-October 2001, p.12.
- 243 *Ibid.*
- 244 P. Baragwanath, *If the Walls Could Speak: A Social History of the Mechanics' Institutes of Victoria*, Mechanics Institute Inc., Windsor, 2000, p.60, citing P. Liffman, 'Barry's Reef Field Survey'.
- 245 J. Kemp to Central Board of Health, 6 May 1891, Public Record Office Victoria, Public Building files, VPRS 7882.
- 246 G.A. Hale, Secretary of the Shire of Buninyong to the Secretary, Public Health Department, Melbourne, 21 July 1891, Public Record Office Victoria, Public Building files, VPRS 7882.
- 247 *Bungaree & District Historical Society Newsletter*, no.39, June 2001, p.4, citing the *Gordon Advertiser*, 13 October 1899.
- 248 Public Record Office of Victoria online, VPRS 1676, Records of Licences and Warrants Issued – Content Outline, 10 March 2010.
- 249 Rowe & Jacobs, *op.cit.*, p.13.
- 250 D. Rowe & W. Jacobs, 'Former Mount Egerton Mechanics Institute Conservation Management Plan', prepared for the Mt Egerton Hall Management Committee, August 2004, p.14.
- 251 G.B. Osborne, Hon. Secretary, Warrenheip Memorial Hall Committee, to the Secretary, Commission of Public Health, 19 July 1921, Public Record Office Victoria, Public Building file, VPRS 7882.

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- 252 D. Slater to the Health Commissioner, March 1982, Public Record Office Victoria, Public Building file, VPRS 7882.  
253 Rowe & Jacobs, 'Former Mount Egerton Mechanics Institute', op.cit.  
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## 6. Building the Shire

### 6.1 Building Towns

Towns in the western region of the Moorabool Shire formed largely as small rural settlements than townships proper. They resulted from being either located on important transport routes from Melbourne and Geelong, initially to Portland Bay after 1837, and as the locations of gold fields and saw mills from the 1850s. Other small agricultural settlements developed because of closer settlement from the 1860s, where the land was opened to farming and agriculture. Some of these places also did not conform to official government surveys and township proclamations. Dunnstown, for example, was named after the pioneer of the local distillery, Robert Dunn.<sup>1</sup> It is unique in that it has never been gazetted as an autonomous township on rate notices and electoral rolls and technically, still forms part of Warrenheip.<sup>2</sup> Paradoxically, the town of Ballan and settlement of Leigh Creek were bestowed greater official status as the municipal homes of local government.

Between 1890 and 1914, there were at least 46 recognised agricultural and farming settlements within the study area.<sup>3</sup> Most of these places included a post office, church, hotel and possibly a school. Today, less than 35 settlements exist, with some only recognised as a road junction with a surviving hotel or cemetery, or grouping of widely-spaced dwellings. Reasons for the demise of some of these towns are numerous. Changing workforce potential (as a consequence of the decline in the timber and mining industries, and new developments in technology for farming and agriculture) and altered socio-economic conditions represent some of factors that have shaped the township patterns in the study area today. Developing infrastructure also played a part. From 1863-64 with the construction of Beales Reservoir, Claretown, the unofficial Border's Sawmill community comprising 52 homes was displaced as a consequence of further land reservations around the Reservoir for the Ballarat Water Committee.<sup>4</sup> The construction of the Moorabool Reservoir in 1914-15 brought about the demise of the original Bolwarrah township. Until 1915, it comprised two churches (Anglican and Wesleyan), post office, wheelwright's business, hotel, butcher's shop, bakery, Bolwarrah State School No. 840 and a number of dwellings (Figure 6.01).<sup>5</sup> The town was submerged when the reservoir became operational.

The following provides a brief overview of some of the towns in the Shire today. A list of all the towns that once formed part of the study area is given in Appendix 11.02.

### Municipal Towns

#### Ballan

While the Werribee Hunt Hotel was built in 1848 at Ballan, it was to be another two years before the village was surveyed by Assistant Surveyor Malcolm.<sup>6</sup> Comprising a grid layout to the south of the Werribee River, the township was named "Ballan" after Robert von Stieglitz's nearby Run. von Stieglitz had bestowed this name to his Run after his birthplace in Country Tyrone, Northern Ireland.<sup>7</sup> In these fledgling years, the township was centred on Simpson Street, given that the Werribee Hunt Hotel was the only substantial building and it was on the route to Portland Bay.<sup>8</sup> From these early years, Ballan was destined to become an important service town and the largest in the western region of the Moorabool Shire.

The original Town Plan only included township allotments to the north of Steiglitz Street (Figure 6.02). It appears that it was not until 1872 when the remainder of the township was laid out and allotments created. By the early 1860s, Ballan progressed as a small service town for the surrounding farming and agricultural industries, and as a stopping place along the mail and gold escort route to



**Figure 6.01:** Bolwarrah, prior to the construction of the water reservoir, 1914. Source: Bungaree & District Historical Society collection.



**Figure 6.02:** W. Malcolm, Assist Surveyor, Portion of the Township of Ballan Plan, February 1850, lithographed 24 August 1856. See Appendix 11.01 for enlarged image.

Ballarat. It boasted a flour mill (where Anglican Church services were first held until 1853) (Figure 6.03), an Anglican Vicarage (built in 1849), Anglican Church (built in 1862), hotels, a small number of stores and dwellings, and a court house.<sup>9</sup> Importantly, it was the location of the Ballan Road District proclaimed in 1862, becoming the centre of local government from this time, including the home of the Ballan Shire from 1864 and the Moorabool Shire from 1994 until recently.<sup>10</sup> By 1872, the township had made further progress, with the main commercial centre having relocated to Inglis Street, but Ballan was still recognised as a rural outpost rather than a thriving township, as outlined in the *Bacchus Marsh Express*:

It [Ballan] has an appearance of settled permanence about it that seems rather at variance with the scattered positions of the business places, for all along the road there are numerous vacant allotments between the buildings. Hotels are of course plentiful, and the principal one, Flack's Ballan hotel, has a decidedly singular appearance, it being a two-storey building of corrugated iron ... There are several others of smaller extent. The shire-hall [built in 1870] is a handsome and commodious building, but for some reason a site was chosen in the side street, and it does not show to best advantage. The Episcopalian and Presbyterian churches are good stone buildings, the latter having a spire that is visible from a long distance. Business men at Ballan do a quiet steady-going trade, and are at present in the hope of seeing, to some extent, a revival of past good times.<sup>11</sup>

By 1890, the population of Ballan had reached 400.<sup>12</sup> It accommodated a bank, numerous stores and shops, four churches, State School, Mechanics Institute and Free Library, Shire Hall, Court House, racecourse, cricket and recreation reserve, flour mill, wind mill, rifle, cricket and football clubs and 'six good hotels.'<sup>13</sup> The longer term potential of Ballan as a successful service town was realised in 1889 with the opening of the railway line. This gave impetus for the operation of a monthly cattle market and more broadly, the township as a transport hub for agricultural produce. In 1893, 6268 acres of land were under cultivation in the Ballan area.<sup>14</sup> From the 1890s until the early 1920s, Ballan – and particularly its railway transport of produce and livestock – was a hive of industry. There were four goods trains per day, six days a week, trucking chaff, oaten hay, bales of straw, oats, wheat, potatoes, onions, pigs, cattle, and particularly sheep.<sup>15</sup>

By 1915, Ballan had progressed significantly since the 1860s, as shown in historical photographs of the main thoroughfare, Inglis Street (Figure 6.04).<sup>16</sup> By 1932, the extent of building development was even more noticeable, although the population had only increased to 500 in the 1930s.<sup>17</sup> While there remained pockets of vacant land, Inglis Street was primarily well-developed by this time (Figure 6.05).<sup>18</sup> Some further development occurred in the ensuing years (Figure 6.06).

The opening of the Ballan by-pass as part of the Western Freeway development in 1978 brought with it concerns that the traditional and ongoing importance of Ballan as a stopping place on the Melbourne to Ballarat road route would come to an end. It was claimed that the 'court house, hospital and churches all looked as though business was slowing down.'<sup>19</sup> In 1988, the population in Ballan was 900, being almost twice that of the 1930s.<sup>20</sup> In addition to the traditional commercial and cultural activities that were on offer, the town and surrounds included a furniture factory, panel beating works, private abattoirs, caravan park, swimming pool, bowling, cricket, tennis, golf, football and jockey clubs, and a Lions Club.<sup>21</sup> Importantly, it continued as the centre of local government.



**Figure 6.03:** Ballan, early 1860s. The flour mill is in the middleground, with the Anglican Church in the background (left). Source: *A Pictorial History of the Shire of Ballan*, p.20.



**Figure 6.04:** Inglis Street, Ballan, looking west at the corner of Fiskin Street, c.1915. See Appendix 11.01 for enlarged image.



**Figure 6.05:** Aerial image of the Ballan Township, 1936. See Appendix 11.01 for enlarged image.



### Bungaree

The small agricultural settlement of Bungaree developed as both a service town for the surrounding farming community and as a result of passing trade. Following the construction of the 'north' road of the Melbourne to Ballarat Road, Bungaree was soon strategically situated at the intersection of this major roadway and the road to Creswick (Figure 6.07). The earliest farm lots were taken up in 1859.<sup>22</sup> Before 1858, R. Benham, farmer and storekeeper, had a commercial store south of "The Junction" near the southern bank of Two Mile Creek (fronting what is now Lesters Road).<sup>23</sup> He had been successful in obtaining a rural store licence.<sup>24</sup> This seems to have been the earliest commercial enterprise at what became known as Warrenheip Junction and then Bungaree Junction. It appears that the opening of the Junction Hotel soon followed, along with another three hotels.<sup>25</sup> By 1863, parcels of land ranging from 40 acres to 184 acres were taken up by farmers, sawmillers and other selectors.<sup>26</sup> It was at this time when the Bungaree District Road Board was proclaimed on 16 January 1863 and Bungaree became the headquarters of the fledgling Board. A pressing need was the opening up of surveyed roads and 'an influential meeting of saw mill proprietors, farmers and others interested in the opening up of the district (the former of whom were well represented)' was held at the local hotel to consider a way of achieving this.<sup>27</sup> A Post Office was established near the south-west corner of the road junction on 1 August 1863.

It appears that the earliest inhabitants of Warrenheip Junction were of the Anglican denomination, as St. John's Anglican Church Hall was constructed in 1866-67 and it served as both a church and a denominational school.<sup>28</sup> There was an average attendance of 35 children and from 1869 it was recognised as Common School No.944.<sup>29</sup> St. John's bluestone church opened in 1869 on land purchased by the local Anglican congregation.

Like Clarendon, the influx of Irish Catholics at Bungaree – either as goldminers turned farmers during the 1850s gold rushes or workers on the Ballarat to Geelong Railway during the late 1850s (3000 men were employed to construct the railway line - see Theme 3 for further details) played a major role in the further progress of the settlement. This progress is especially reflected in a report by the District Inspector of Schools in 1874, when making enquiries about a State School site in the area:

I do not think that it would be advisable to move the School very much to the East of present Common School site (ie. C of E ground). Warrenheip Junction is not a surveyed township, but there is considerable population gathering around it. There is a large Bluestone Church of England, a police barracks, two blacksmiths shops, a shoemakers, two public houses and some stores. A police Court (Petty Sessions) is held once a week. Sites have been purchased and funds contributed for the erection of a Roman Catholic Church, halls for the Hibernian Society and the Odd Fellows Society, and everything looks like the place becoming a small town.<sup>30</sup>

Bungaree was never officially surveyed or proclaimed as a town. Its development was based on private subdivision<sup>31</sup> (Figure 6.08). The denominational basis of this development seems to have been physically manifested in the locations and functions of different buildings within the small township. At the eastern end of the old Melbourne Road was the predominantly protestant and State initiated development in the Anglican Church, Hall, original bluestone State School and second State School, while to the west were the buildings for the Catholic denomination and the Mechanics Institute.



**Figure 6.06:** Aerial image of the Ballan Township, 1965. See Appendix 11.01 for enlarged image.



**Figure 6.07:** Bungaree settlement, 1870, showing the locations of the Bungaree Junction Hotel, Anglican Church & School, Post Office, Police Station, Bridge Hotel, Morning Star Hotel and a mill. See Appendix 11.01 for enlarged image.



**Figure 6.08:** Portion of Warrenheip Parish Plan, 1952 showing allotments at Bungaree. See Appendix 11.01 for enlarged image.

By 1890, Bungaree had a population of 450 people, together with a savings bank, post and money order office, three hotels, State and denominational schools, two churches, insurance company, steam flour mill, saw mill and railway station.<sup>32</sup> By 1901, the population had dropped to 264.<sup>33</sup> At this time, the Shire headquarters had been relocated to Leigh Creek.<sup>34</sup>

### Leigh Creek

Little is known of the beginnings of Leigh Creek, except that it was on the northern route of the old Melbourne Road, to the east of Ballarat and west of Bungaree. In c.1871, Leigh Creek became the headquarters of the Bungaree Shire Council, whereby a timber Shire Hall was erected.<sup>35</sup> By 1890, it had a population of 200 and was largely known as a postal township with two hotels and a State school.<sup>36</sup> The population was unchanged in 1918, although only one hotel was operating by this time.<sup>37</sup> Leigh Creek remained the home of the Bungaree Shire until 1994.

### Pastoral & Agricultural Towns on Transport Routes Clarendon

The township of Clarendon was surveyed in June 1858 around the main road between Geelong and Buninyong, and therefore serviced the large number of passing travellers to the goldfields (Figure 6.09).<sup>38</sup> At the southern end of the township was the Corduroy Bridge, to which the unsurveyed settlement initially took its name, including the post office which opened in 1857.<sup>39</sup> Other buildings had also been constructed prior to the survey, including the Carriers Arms and Corduroy Bridge Hotels, builders' shop and a small number of dwellings.<sup>40</sup> Like Ballan, Clarendon was laid out in a grid form, although the layout was more elongated with the central axial core being the Geelong to Ballarat Road named High Street. The township took its name from the Earl of Clarendon, British Foreign Minister during the Crimean War.<sup>41</sup>

By 1865, Clarendon boasted a population of 700 people with the surrounding land used extensively for agriculture.<sup>42</sup> There were two hotels: the Corduroy and the Railway, a number of shops flanking High Street, and a Presbyterian Church and School.<sup>43</sup> The building of Wesleyan, Anglican and Catholic churches was also being planned, although the Anglican Denominational School had opened in 1857.<sup>44</sup> Provision for recreation was given in the reservation of a cricket ground.

The construction of the Geelong to Ballarat railway line witnessed the arrival of a number of Irish Catholic families to the township. While children of all denominations were welcomed at the Free Scots School in the Presbyterian Hall, there were disputes with Catholic families who refused to send their children.<sup>45</sup> A new State School opened in 1878.<sup>46</sup>

By 1890, the population of Clarendon had decreased to 163.<sup>47</sup> The State School and two churches still operated at this time.

### Greendale

The small township of Greendale was established as an important stopping place at Dales Creek, on the busy route between Ballan and the Blackwood goldfields from the mid 1850s. Land was sold at Greendale as early as 1859, with town lots offered at £8.0.0 per acre and suburban lots at £3.0.0 per acre.<sup>48</sup> It was surveyed by Thomas Nixon and proclaimed a town in 1861 (Figure 6.10),<sup>49</sup> with its name deriving from Dales Creek, which in turn had been named after the brothers who managed John Peddar's nearby Glenpeddar Station.<sup>50</sup> The township was laid out in a grid-like fashion. The first to settle in the town was John Drury who built and operated a coffee shop at the foot of Long Gully.<sup>51</sup> It appears to have been



**Figure 6.09:** Plan of the Town of Clarendon, 1953. See Appendix 11.01 for enlarged image.



**Figure 6.10:** Plan of the Town of Greendale, 1939. See Appendix 11.01 for enlarged image.

soon after when the Police Magistrate, Charles Shuter, made his home at Greendale, as he had been appointed Chairman of the Local Court District of Mt Blackwood in 1855.<sup>52</sup>

In the 19<sup>th</sup> century, the success and progress of Greendale was dependent on the prosperity of the gold mines at nearby Blackwood. An agricultural township, Greendale supplied the diggers with butter, cheese, bacon and other eatables at prices that were based on the earning of the consumers.<sup>53</sup> In 1871, Greendale's population was only 31 people.<sup>54</sup> In 1881 and 1890, there were 87 people living in the township<sup>55</sup> while in 1891 this number had exploded to 170.<sup>56</sup> It was from 1885 when there was a small boom in deep lead mining at Blackwood, after the North Beneditti Company discovered an auriferous drift.<sup>57</sup> This caused the population to peak at Blackwood around 1890<sup>58</sup> as well as swell that at Greendale. By 1890, Greendale had a hotel and store, State School and a portion of an operating Anglican church.<sup>59</sup>

### Wallace

The township of Wallace was originally surveyed and proclaimed as the township of Gordon as early as 1858.<sup>60</sup> It was laid out as a grid of streets and avenues abutting the east bank of the western branch of the Moorabool River (Figure 6.11). The streets were named after iconic historical figures and included William Tell Street, Burns Street, Grattan Street, Bruce Street and, Wallace Street.<sup>61</sup> Confusion reigned in these early years as the neighbouring mining settlement was known as the village of Gordons (now known as Gordon). The official township of Gordon (now Wallace) was proclaimed in 1862, just two years after tenders had been called to clear the road (old Melbourne Road), apparently from Ballan.<sup>62</sup>

The Town Plan for Wallace reveals that many of the allotments had been sold in 1858, yet little or no development occurred. According to Jack Toohey in *On The Eastern Fringe*, this was because the surveyed township was in the location of a potential reservoir for mining purposes:

... an American engineer by the name of Wagg had a quartz-mining claim at Specimen Vale, Ballarat East. Due to a shortage of water on the fields, he found mining difficult and decided to seek his own supply. His search took him out east where on the West Moorabool River, he located a site that surpassed nearly all others in the region, for the building of a reservoir. His project was an ambitious one but unfortunately the embankment would have gone straight into the newly surveyed town of Wallace! The water would have been taken by channel to Dunnstown, by tunnel to Warrenheip and then finally to Ballarat by aqueduct.<sup>63</sup>

Although the reservoir was never constructed, the original surveyed township of 'Gordon' never transpired. In 1862 the Geelong to Ballarat Railway line opened and surveying for a railway line between Ballarat and Melbourne had commenced.<sup>64</sup> While this survey was met with howls of protest because it originally bypassed both Bacchus Marsh and Ballan, further surveying took in these towns and a 'northern loop' took in Bungaree and Wallace.<sup>65</sup>

Near this northern loop further west of the original surveyed town, John Carroll took up land in 1862.<sup>66</sup> His brick stables building – constructed in c.1869 - survive at 4 Erin Court, Wallace, today (Figure 6.12) as a physical legacy of his original property.<sup>67</sup> The north-east corner of Carroll's land was the location of the Maryville Hotel from 1867, adjacent to the main road to the Bullarook Forest (now part of Spargo Creek Road).<sup>68</sup> At least six other hotels on this route to the



**Figure 6.11:** Plan of the Town of Wallace, 1931. See Appendix 11.01 for enlarged image.



**Figure 6.12:** Brick Stables, Wallace. Source: David Rowe, 2015.



forest were constructed, while a large number of blacksmith shops also lined the road, and dwellings and other buildings were erected nearer the railway line.<sup>69</sup>

These developments and the arrival of the northern loop were critical to the development of a 'new' Wallace township 1.5 miles further west of the original survey. A railway siding abutting the Melbourne to Ballarat Road was constructed as part of the Warrenheip to Gordon railway line which opened in 1879. With the Wallace settlement close to the Bullarook forest and an all-weather road from the siding into the heart of the forest completed,<sup>70</sup> Wallace was destined to become one of the premier timber loading centres in Victoria. With only a population of 48 people soon after the railway had opened in 1881,<sup>71</sup> this number increased rapidly to a township of 232 people by 1890.<sup>72</sup> Further progress was made with the expansion of Holden's Chaff Cutting operations that also exploited railway transportation, and with the opening of the Wallace, Millbrook and District Butter factory in 1893.<sup>73</sup> By 1914, the population of Wallace peaked at 300 people.<sup>74</sup> Aside from the hotels and stores, other buildings included a post office, Masonic Lodge, State School and a public hall.

The township (Figure 6.13) appears to have taken the name, 'Wallace', in 1875, when the nearby village of Gordons was proclaimed the Town of Gordon.<sup>75</sup> Origins of the name of the Wallace township are varied. Several sources have traditionally ascribed the name to J.C. Wallace who took up the Ballark Run in 1838,<sup>76</sup> although Wallace's station was considerably distant from the Wallace township. More recently however, Angus Watson has claimed that the name derived from the Scottish patriot, William Wallace (d.1305).<sup>77</sup> A Wallace Street formed the eastern boundary of the original 'Gordon' township survey, and unlike all other streets whose names derived from iconic historical (and other Scottish) figures, Wallace Street was the only thoroughfare to have been constructed at the time of the survey.<sup>78</sup>



**Figure 6.13:** Portion of Warrenheip Parish Plan, 1952 showing allotments at Wallace. See Appendix 11.01 for enlarged image

### Yendon

Situated on the road route between Buninyong, Mt Egerton and Ballan, it is not known whether there was any small development at Yendon before this settlement was largely established with the arrival of the Geelong to Ballarat railway in 1862. It was at this time when allotments lining the road to Egerton and Ballan closest to the railway line were sold (Figure 6.14).<sup>79</sup> Earlier known as Buninyong East, the primary reason for its growth as a township was because it became the rail terminus for Buninyong proper (there was no railway line that led to the central Buninyong township). A bluestone railway station was built in 1862 and it was soon accompanied by four hotels<sup>80</sup> and in 1864 the Buninyong East Common School had been opened with 34 pupils, possibly a number being children of railway employees.<sup>81</sup>



**Figure 6.14:** Plan of the Town of Yendon, 1961. See Appendix 11.01 for enlarged image.

In 1877, the name of the town changed to Yendon. This was met by public protest, as outlined in the *Telegraph*, which was 'credibly informed' that:

... on and after the first of August next [1877] the name of Buninyong East will be altered to Yendon. This, it appears, is objected to by the landowners in that township, and a public meeting is about to be called to object to the alteration, more especially to that outlandish name, although it is supposed to be the native name of a water hole in that township.<sup>82</sup>

While the 'outlandish' name was bestowed upon the township, this did not prevent its growth. In 1881, the population had peaked at 210 people,<sup>83</sup> possibly resulting from the burgeoning iron mine nearby at Lal Lal. In 1890, Yendon was described as an agricultural and postal township with a telegraph station, state

school, post office, savings bank and stores, and a railway station.<sup>84</sup> In 1898, Yendon was proclaimed a township and the township name was officially altered from Buninyong East to Yendon.<sup>85</sup>

### Goldfields Towns

#### Blackwood

##### Golden Point & Red Hill

The Blackwood goldfields (Figure 6.15) originally comprised four distinct townships. The earliest was Golden Point, closest to the original gold finds and rush in early 1855.<sup>86</sup> Red Hill (now the central township of Blackwood), Simmons Reef and Barry's Reef (originally known as the township of Bayup) formed other nearby settlements. Initially there were also other camps, including Tipperary Flat and Ballan Camp.<sup>87</sup>

As the earliest and main camp on the Blackwood diggings, by April 1855 Golden Point was the most crowded locality on the field and the place where government officials were stationed.<sup>88</sup> At this time, permanent buildings were few in number and included no more than five stores and two butcher shops.<sup>89</sup> All other structures were mainly tents, including apparently many grog shops.<sup>90</sup> It was also during the mid 1850s when Golden Point was officially surveyed and the township laid out following a grid pattern (Figure 6.16). This township was officially known as Blackwood.

Red Hill was the second main village established at the height of the rush in 1855.<sup>91</sup> Unlike Golden Point, the roads and allotments comprising the Red Hill settlement were irregular, conforming to the topography of the land and the irregularly-positioned mine sites (Figure 6.17).

By the end of July 1855, Golden Point and Red Hill had made noticeable progress as gold towns. As *The Argus* outlined:

A new reef has been lately opened between Golden Point and Red Hill, I am to judge by the number of anxious faces which a passer by may observe, will be extensively prospected. A feature which cannot but be remarked by any one returning to Blackwood after a short absence is the number of substantial buildings which are gradually taking the place of the small and ragged tents in which we were wont to live.

Roman Catholics and Wesleyan churches have already been built, and it is rumored [sic.] that the Episcopalians are about to bestir themselves.<sup>92</sup>

By September 1855, the population of the broader Blackwood goldfields had reached 13,000 people.<sup>93</sup> In one week, the Police Warden issued 457 miners rights and 95 business licenses.<sup>94</sup> The rapid pace of town development also continued as by October there were over 12 hotels 'capable of affording every possible convenience' and there was also, albeit belatedly, a post office.<sup>95</sup> Yet, just a year later, the bulk of the goldmining population had left the Blackwood district and by 1858 the population had fallen to 950.<sup>96</sup> This did not prevent the further development of infrastructure including businesses, churches and schools at this time. For example, in 1860, an area of 8 acres was gazetted for a public cemetery, St. Malachy's Catholic Church was erected in 1863, All Saints Church of England was consecrated in 1865, Mrs Cruise opened a hotel at Grime's corner in 1868, and a new school known as State School No.1074 was officially opened in 1871.<sup>97</sup> Although the township of Blackwood was proclaimed in 1872 with the town reserve centred around Golden Point,<sup>98</sup> most of the building development appears to have occurred in the Red Hill area, indicating the initial



**Figure 6.15:** T. Nixon, Assistant Surveyor, The Township of Blackwood, 27 September 1860. Golden Point is shown by the grid-like out and Red Hill is in the top left corner. See Appendix 11.01 for enlarged image.



**Figure 6.16:** Plan of the Town of Blackwood (Golden Point), 1963. See Appendix 11.01 for enlarged image.



**Figure 6.17:** T. Nixon, Assistant Surveyor, Portion of The Township of Blackwood, 27 September 1860. Sections B, C, D & E comprised the Red Hill township. See Appendix 11.01 for enlarged image.

developmental shift towards this settlement as the central hub of community, cultural and commercial activity that was sustained into the 20<sup>th</sup> century.

From 1885, there was a small boom in deep lead mining at Blackwood, after the North Beneditti Company discovered an auriferous drift.<sup>99</sup> This caused the population to peak at Blackwood around 1890,<sup>100</sup> with 1568 people residing at Golden Point, Red Hill and Mt Blackwood. At this time, Red Hill was described in the *Victorian Municipal Directory* as having a 'post, telegraph and money-order office, mechanics' institute, branch of one bank and two churches' as well as 'a valuable mineral spring' and 'a substantial footbridge across the river.'<sup>101</sup> The small boom in deep lead mining from 1885 brought with it further commercial progress. As outlined in the *Bacchus Marsh Express* in 1894:

Business matters appear to be progressing in the district ... two shoe-makers have set up in business at Red Hill, Mr. Haines having rented portion of Mr. Thompson's premises (near the old National bank) and Mr. Burgess the premises formerly held by Mr. D. G. Stobie as a chemist's shop.<sup>102</sup>

The continued success (albeit tempered) of some local businesses at Red Hill may also have been due to the saw mills established in the Blackwood district after the height of the gold rush. These mills helped to sustain commercial life at Red Hill, and a number of the early miners became successful saw millers, including Laurence Hayden, who also contributed much to local community life.

By the turn of the century after yet another decline in mining, the commercial centre of Red Hill no longer reflected the bustle of activity of earlier years. While tourism offered some opportunities, the decline was hard-felt. In 1906, Christopher Crisp declared that 'Blackwood is very sick' and he offered some suggestions in order to recapture progress in the area. The enlargement of Simmons Reef reservoir, sinking of shafts to test for deep reefs, forest plantations and creation of an experimental farm given as ways of reviving the town.<sup>103</sup> About this time, the quietness of Red Hill was also noted by 'an old pioneer':

Some new well kept cottages are in evidence at Red Hill, which place, I think – should Blackwood live – will contain yet all the public offices, though like a dromadary's back but with only one long continuous hump ... Blackwood was never so dull as at the present time. A stranger would be inclined to call in the hearse to convey the residents to the cemetery. Yet I am not of that opinion. I have seen, several times during the he past half century, Blackwood go down, but revive again.<sup>104</sup>

Nearby Red Hill, the mineral springs on the Lerderderg River were considered to be one of the finest health resorts.<sup>105</sup> Further improvements at the mineral springs, including the construction of a rotunda in the c.1890s, a suspension bridge in 1912 and a further pavilion in 1914, avenue of honour in 1919, car park, toilet block and kiosk in c.1920, and the opening up of Shaw's lake as a swimming pool, together with the construction of the nearby Blackwood Caravan Park in 1955 combined to provide a range of attractions for tourists throughout the 20<sup>th</sup> century.<sup>106</sup> It was also from the early 20<sup>th</sup> century when some properties were either acquired or new dwellings constructed as holiday homes.



### Simmons Reef

In June 1855, on the western fringe of the Blackwood diggings, another smaller settlement was established (Figure 6.15).<sup>107</sup> Simmons Reef, named after the reef opened by James Simmons in the locality, soon accommodated Matthew Rogers' Quartz Hotel which gave convenience to the influx of miners.<sup>108</sup> A stonemason, Matthew Rogers appears to have built his stone dwelling at the 'Garden of St. Erth' about this time.<sup>109</sup> Other buildings and businesses followed in 1855-56, including the Criterion Hotel (later renamed the Crown), homes and mining operations of the Hill and Williams families, Anglican and Wesleyan churches, and the Anglican Denominational School.<sup>110</sup> By the turn of the 20<sup>th</sup> century, there was little happening on the Blackwood reefs and this ultimately brought about the demise of the small Simmons Reef township.

### Barrys Reef

Barrys Reef was discovered about the same time as Simmons Reef in the mid 1850s. Originally known as Bayup, the township was surveyed in 1866<sup>111</sup> and its irregular subdivision pattern is testimony to its goldmining origins (Figure 6.18). It was not until 1869 when the greatest amount of work was done on the 'Sultan' belt of reefs at Barry Reef which led to the formation of a thriving mining township.<sup>112</sup> The Sultan Company's deep lead operations at Barrys Reef commenced at this time, employing many men. By 1874, Barrys Reef boasted a population of over 4,000.<sup>113</sup> Supporting this population were three slaughter houses supplying the butchers' shops, a brewery supplying 10 hotels, a bakery, various stores, banks, post office, shoemaker, hairdresser and mechanics institute hall. By 1890, there were also three churches (including the Wesleyan Church), a State School (attended by approximately 400 pupils) and a cricket ground and public recreation reserve.<sup>114</sup> By 1901, the township of Barrys Reef was in rapid decline, with the population totalling only 268 people.<sup>115</sup> The beginning of the end had come much earlier in 1880, when the Sultan Company mine closed and 100 jobs were lost.<sup>116</sup>



**Figure 6.18:** Plan of the Town of Bayup [Barrys Reef], n.d. See Appendix 11.01 for enlarged image.

### Gordon

The village of 'Gordons' (as it was originally known) had its beginnings with the discovery of gold in 1853 by Robert Evans, a kangaroo trapper from the nearby Borambeta Station.<sup>117</sup> In 1857, a Church of England chapel of hewn timber and bark opened and in the following year of 1858 Evans established a mine at the location of the present-day primary school.<sup>118</sup> This led to a rush of 300 people by July 1858.<sup>119</sup> Don Mason in the 'History of Gordon' gives an overview of the possible character of the new Gordons township at this time:

A population of several thousand people crowding a main street, with no footpaths or drainage. Rough wooden buildings, some with bark rooves [sic.] others with canvas, intermingled with tent shops, bakeries with back yard ovens. And in the back streets the sly grog shanties, and the houses of iniquity, that no self respecting goldrush township would be without.<sup>120</sup>

It was also in 1858 when the chapel school (known eventually as Gordon Diggings School No. 270) opened in the Anglican church.<sup>121</sup>

The rapid development of the township also had an equally swift decline. By 1859, the initial rush ended<sup>122</sup> and by the middle of the following year most of the original buildings in the township were either deserted or dismantled and none of the seven hotels or the restaurants, bakeries and other business enterprises were operational.<sup>123</sup>

The Gordons township progressed from the 1860s on a more stable and less

chaotic footing. The irregularly-planned township was officially surveyed in 1863 (Figure 6.19)<sup>124</sup> and there was a revival of confidence in gold mining given the steady yields by the Egerton Company.<sup>125</sup> In 1871, the population had reached 412 and it steadily increased to 984 in 1881<sup>126</sup> as a result of the small mining boom brought on by the Egerton, New Black Horse and Parker's United mining companies. In 1875, the township was proclaimed and named Gordon.<sup>127</sup>

By 1888, Gordon's main street included several stores and other commercial buildings, a post, telegraph and money-order office (this was to be replaced in 1890 by a new post office building), savings bank, railway station (albeit 1 mile distant from the town centre), agencies of three insurance companies, nine hotels, a State school and three churches which serviced its population of 1000.<sup>128</sup> By 1891, Gordon was again in population decline<sup>129</sup> as a consequence of the demise of gold mining. From this time, the town slowly transformed from a bustling gold settlement into a quieter agricultural settlement (Figure 6.20).<sup>130</sup>

### Lal Lal

Situated between Mount Buninyong and Mount Doran, the township of Lal Lal was originally part of the Lal Lal Run taken up Blackney and Airey in 1840.<sup>131</sup> The Run was acquired by Peter Inglis in c.1843, who placed his nephew, Archibald Fiskin in charge.<sup>132</sup> Fiskin took ownership of the Lal Lal Run in 1854.<sup>133</sup> The basis of the formation of the Lal Lal settlement was more unusual than some of the towns in the Moorabool Shire: it was from the discovery and extraction of deposits of iron ore, lignite, kaolin and other clay, sand, granite,<sup>134</sup> and to a lesser degree, a timber industry, from the late 1850s that brought about the small settlement. Gold mining (with the construction of a water race that punctuated Lal Lal) also occurred but it was not the dominant industry in the town. The arrival of the railway in 1862 meant that Lal Lal was to become an important transportation hub for the extracted minerals from the nearby mines and works

Named after Lal Lal Falls (being the spiritual resting place of the Kulin people's Bunjil), the township was surveyed and proclaimed in 1863,<sup>135</sup> a year after the substantial bluestone railway station had been erected. The layout of the town was also unusual: it was centred round the railway station and the diagonal axis of the Geelong to Ballarat railway line with its junction of the roads to Clarendon, Yendon and the Lal Lal Falls (Figure 6.21). The earliest allotments to be sold in 1864 and 1865 comprised Sections 9 and 10. Early owners of these 14 allotments included A. Fiskin, T.M. Capell, J. Thomas, J. Sladen, W. Honan, and W.H. Barnard.<sup>136</sup> Others to purchase land nearby the railway station included W.A. and M. Knight, M. Viccars, R. James, M. Enright and the Delany brothers.<sup>137</sup> Some of these early names including Knight and Viccars were associated with the local brick and pottery works. In 1895, 7 acres of land in the township were purchased by August (Otto) Steinkraus, a German potter who established a pottery business using local clay.<sup>138</sup>

The *Ballarat Star* in 1869 had noted that the Lal and Moorabool Falls had become a popular tourist attraction from the 1850s. Locals from Ballarat flocked to the 'remarkable locality', having had the 'magnificent scenery' brought to public attention by the *Ballarat Star* as early as 1857:<sup>139</sup>

Probably few of our readers are aware that within ten or twelve miles of the township of Ballarat, there are two fine waterfalls, one of which from its picturesque beauty and its great height would not be unworthy of attention even in the best parts of the Scottish Highlands. These falls, the Lal Lal and the Moorabool, are situated in a beautifully undulating and finely timbered country on the south-eastern base of Warrenheep [sic.], from and around which



**Figure 6.19:** Plan of the Town of Gordon, 1942. See Appendix 11.01 for enlarged image.



**Figure 6.20:** Main Street, Gordon, looking west, n.d. Source: June Huggins, Ballan.



**Figure 6.21:** Part Plan of the Town of Lal Lal, 1955. See Appendix 11.01 for enlarged image.

mount, the streams which form them take their rise. The Lal Lal falls are 110 feet high, and those on the Moorabool, 52 feet; and while during a great portion of the season, there is a large supply of running water, forming a most valuable and highly important motive power, there is, even during the direst summers, an abundance in the two streams for the requirements of the inhabitants of a large pastoral or agricultural district.<sup>140</sup>

The fledgling township of Lal Lal, being in close proximity to the falls and with its railway station providing easy transportation to and from Ballarat, was strategically placed to become a service centre for tourists. From January 1864, horse racing was held near the Lal Lal Falls.<sup>141</sup> The first of the Lal Lal Turf Club's race meetings was held in 1874.<sup>142</sup> These meetings brought many passing visitors to the Lal Lal township. Meetings were staged regularly until 1939, with the New Years Day and Queen's Birthday meetings being especially popular. By 1886, Lal Lal was the centre of activity with special trains taking patrons to the course of the newly-opened branch railway line.<sup>143</sup> At least 8,000 return rail tickets between Ballarat and Lal Lal were sold for the New Year's Day races.<sup>144</sup> In 1893, the number of visitors swelled to around 20,000 for the annual race meeting.<sup>145</sup>

With the progress of the nearby extractive industries and the popularity of the Lal Lal and Moorabool Falls, the population of the Lal Lal township had grown to 161 by 1871,<sup>146</sup> being 'chiefly labourers and poor rather than otherwise.'<sup>147</sup> A timber school was built in 1866 and it was replaced with the present brick State School No. 863 in 1875.<sup>148</sup> A teacher's residence was built next to the school in 1890, being the same year when the local Anglican congregation constructed St. Matthew's Church in the township.<sup>149</sup> It was designed by the Ballarat architects, Molloy and Figgis.<sup>150</sup> Other denominations followed in the early 20<sup>th</sup> century, with the Catholics relocating and altering a timber church from Lethbridge to Lal Lal in 1914, under the supervision of the architects, Lusk and Morarity.<sup>151</sup> The following year in 1915, the Methodists relocated a timber church from Bolwarrah (a consequence of the building of the Moorabool Reservoir in 1914-15) to Lal Lal. The church opened at the new location in October 1915

By 1890, the *Victorian Municipal Directory* listed 'a post office, State school; also several hotels and stores' and that 'some of the finest butter in the colony [was] being produced.'<sup>152</sup> Lal Lal's population at this time was 150 people, a decline in the peak of 281 in 1881 during the height of iron ore mining operations.<sup>153</sup> With the end of mining, the township of Lal Lal gradually declined 'and returned to its former role as the centre for the surrounding rural community', although brickmaking and the extraction of clay for terra cotta products continued in the 20<sup>th</sup> century.<sup>154</sup>

### **Mt Egerton**

Gold was discovered at Mt Egerton in 1853 by a party of Ballarat miners led by George Grell.<sup>155</sup> Twelve months later in 1854, there was a rush at Mt Egerton with miners concentrating their efforts on extracting gold from one long line of quartz reefs.<sup>156</sup> By 1856, there was a population of 600.<sup>157</sup>

With the gold rush and subsequent development of large mining companies in the area, a mining township was formed. Originally surveyed as Egerton in 1865 (and named after Charles Egerton, part owner of Bungal station) (Figure 6.22), the development and subsequent demise as a gold town was very similar to that of Gordon, given that both townships shared the same line of reefs.<sup>158</sup> Like Gordon, the layout of the town was ad hoc as a consequence of the mine sites having preceded any organised road and subdivision plan. Between 1871 and



**Figure 6.22:** Plan of the Town of Egerton, 1959. See Appendix 11.01 for enlarged image.



1881, the population of Mt Egerton increased dramatically from 508 to 1651 people.<sup>159</sup> The Gordon-Egerton gold field continued to be successful in the 1880s, but this changed in the 1890s when there was a prolonged depression.

A hand-drawn map of Mt Egerton in c.1890 shows the progress of the town at that time (Figure 6.23). There were 9 hotels, branch of one bank, agencies of two insurance companies, State school and five churches.<sup>160</sup> Most of the dwellings lined the main street (Figure 6.24).

The depression in gold mining from the 1890s affected the continued population growth of the Mt Egerton township. Like Gordon, it became more widely known as an agricultural centre. With the doubling of the price of gold during the Depression in the 1930s came a revival of gold mining at Mt Egerton, yet this was not to bring with it a similar population increase as the 1850s rush.<sup>161</sup>

## 6.2 Building Homes in the Shire

### Rural Homesteads & Dwellings

#### Original Homesteads of the Pastoral Era: 1830s-1850s

A physical legacy of the squatting and pastoral era from the late 1830s and the initial establishment of the pastoral runs throughout the study area are the surviving homesteads. Most of the original dwellings were extended or upgraded at later stages of the 19<sup>th</sup> and early 20<sup>th</sup> centuries, and the more substantial designs express the evolution of development of the properties. The majority of the surviving original portions of the homesteads have been designed in a rural Victorian Georgian style, having steeply pitched, elongated hipped roof forms with broken back encircling verandahs, masonry wall construction and slate roofs. These original homesteads include the following.

#### Ballanee

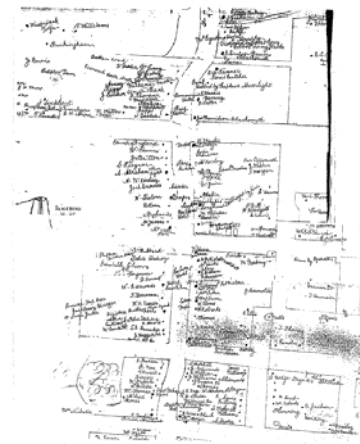
The earliest surviving homestead appears to be the central portion of Ballanee Homestead, Ballanee Road, Ballan. This run was originally taken up by John von Stieglitz in 1838 and a dwelling had been built by 1841, as the interior of the sitting room was painted in water colour by Emma von Stieglitz at this time.<sup>162</sup> A watercolour of the exterior in c.1851 (Figure 6.25) also suggests that the original dwelling survives as the central portion of Ballanee today. From 1866, Charles H. Lyon held the property.<sup>163</sup> By the 1880s, gabled extensions had been added to the ends of the original homestead, while the early 20<sup>th</sup> century witnessed further alterations and additions (Figure 6.26).<sup>164</sup> Also defining the property and its early-mid 19<sup>th</sup> century origins are a number of bluestone outbuildings.<sup>165</sup>

#### Glenpeddar

Glenpeddar Homestead, Myrniong-Greendale Road, Greendale, originally known as Cutumninip was established by Sir John Pedder in 1838.<sup>166</sup> His homestead and outbuildings appear to have been constructed soon after. The main homestead has an encircling verandah supported by refined square timber posts. Peddar remained at the property until 1855, when it was acquired by Thomas Hamilton.<sup>167</sup>

#### Hunterston

One of the more intact examples of the early-mid Victorian Georgian pastoral era homesteads is Hunterston, Ballan Egerton Road, Ballan (Figure 6.27). It was built of locally quarried sandstone in c.1844-47 for William Patterson, a pastoralist from Tasmania.<sup>168</sup> It features a steeply pitched hipped roof form with symmetrically located chimneys and a projecting post-supported verandah. Gabled dormers at the sides appear to have been introduced. The Cantwell family of County Tipperary, Ireland, acquired the property in 1854 and members of the family continued to occupy 'Hunterston' until 1976.<sup>169</sup>



**Figure 6.23:** Hand drawn map of Mt Egerton, c.1890, by L.G. Hopwood, in 1958. Based on original map that was nearly destroyed by fire. See Appendix 11.01 for enlarged image.



**Figure 6.24:** Mt Egerton, c.1910. Source: La Trobe Picture Collection, State Library of Victoria, image sj001536.



**Figure 6.25:** E. von Stieglitz, Ballanee, watercolour, c.1851. Source: La Trobe Picture Collection, State Library of Victoria, image wp001512.



**Figure 6.26:** Ballanee, 1969. The original homestead is the central hipped portion. Source: J. Collins, La Trobe Picture Collection, State Library of Victoria, image jc000695.

### Emly Park

Emly Park Homestead (Figure 6.28) was built from 1849 for D. Stead.<sup>170</sup> It was originally known as Bungeeltap East and from c.1856 it was leased to a Mr Hammond.<sup>171</sup> The homestead is a more substantial early example, having hipped roof forms and an encircling post-supported verandah. Built of local stone, the dwelling appears to have experienced a number of alterations and additions.

### Carween

Carween Homestead, Ballan (Figure 6.29), was built in 1856 and is apparently substantially intact.<sup>172</sup> Built of brick, the homestead has double hipped roof forms clad in corrugated steel (with the original shingles underneath) and an encircling post-supported verandah. It was built for William Atkinson and it was subsequently owned by the Hon. E.J. Hogan, MLA, Premier of Victoria.<sup>173</sup>

### Ballark

Like a number of original pastoral runs, the existing Ballark homestead (Figure 6.30) represents a later dwelling of the 19<sup>th</sup> century, probably replacing the original homestead. It was built in the 1860s of local stone and has experienced a number of 20<sup>th</sup> century alterations and additions.<sup>174</sup> Also of interest is the rear courtyard with surviving grooms' quarters and stabling, which may be more intact.

### Bungeeltap

Another example of a pastoral property where its evolution is physically manifested in the building fabric is Bungeeltap. The surviving dwelling was originally built in 1864 to a two storey Victorian Gothic design for Dugald McPherson (Figure 6.31).<sup>175</sup> In 1922, the property was purchased by W. Rhodes and the upper storey of the house was removed and the dwelling was remodelled.<sup>176</sup> Works were completed by December the following year.<sup>177</sup> Today, it largely presents as an interwar era homestead, having steeply pitched roof forms clad in tiles, elongated rendered chimneys and a broken back return verandah (Figure 6.32).

### Yaloak Vale

The Yaloak Vale Run at Yaloak Vale, south of Ballan, was originally taken up by J. Simpson in 1838. By May 1859, it had been acquired by C.E. de Labilliere.<sup>178</sup> It is not known whether any building fabric of the pastoral era remains on the property. The main substantial homestead that survives today is a manifestation of later developments and later ownership. It was built in 1887 to a design by the Melbourne architects, Packer and McMullen, for Marcus Mason Mogg.<sup>179</sup> The rendered, two storey Victorian Eclectic styled homestead is a legacy of the boom time wealth of the 1880s era and one of a small number of substantial Victorian homesteads to have been constructed in the study area at this time.

### Lal Lal House

The Lal Lal Run was initially taken up by Blackney and Airey in 1840.<sup>180</sup> The Run was acquired by Peter Inglis in c.1843, who placed his nephew, Archibald Fiskin in charge.<sup>181</sup> Combined with his neighbouring Warreneep Run, Inglis' land holdings in the Lal Lal area totalled 45,000 acres.<sup>182</sup> A lake had been dammed on the Lal Lal Creek in 1847 to supply water for the farm.<sup>183</sup> Fiskin took ownership of the Lal Lal Run in 1854.<sup>184</sup> Although a homestead appears to have been built on the property as early as 1840s, it may have been after Fiskin took up ownership when an impressive parapeted two storey homestead that featured a first floor balcony (Figure 6.33) was constructed. This homestead was replaced with the existing residence (Figure 6.34) in 1911.<sup>185</sup>



**Figure 6.27:** Hunterston, 1977. Source: J. Collins, La Trobe Picture Collection, State Library of Victoria, image jc000722.



**Figure 6.28:** Emly Park, 1975. Source: J. Collins, La Trobe Picture Collection, State Library of Victoria, image jc000715.



**Figure 6.29:** Carween, 1982. Source: J. Collins, La Trobe Picture Collection, State Library of Victoria, image jc000710.



**Figure 6.30:** Ballark, 1973. Source: J. Collins, La Trobe Picture Collection, State Library of Victoria, image jc000677.



**Figure 6.31:** Bungeeltap before 1922. Source: *A Pictorial History of the Shire of Ballan*, p.31.

## After Closer Settlement: 1860s-1900

### Substantial Homesteads

Between the 1860s and the 1890s, a small number of large-scale homesteads were established by some of the Shire's more wealthy pastoralists. Most of these homesteads survive today, and reflect the evolution of the area after the pastoral and gold eras, when farming and agriculture provided greater opportunities for longer term prosperity. These homesteads included the following.

#### Oakvale, Black Hill, Gordon

The brick, two storey, Victorian Georgian styled dwelling, Oakvale (Figure 6.35), at the eastern foot of Black Hill, Gordon, was built in c.1869 for Robert Luke McDowell, an Irish Presbyterian and farmer.<sup>186</sup> Detached from the main house, a kitchen was also constructed and later connected by a covered way.<sup>187</sup> McDowell's ability to purchase farmland and construct such a large home suggests that he had had success with goldmining. From the 1860s, Robert McDowell farmed the rich chocolate soil, sowing wheat, oats and English grass.<sup>188</sup> Title to 'Oakvale' was taken up by Mrs Mary Clifford (nee Hogan) and her son, William Gerald Clifford (1882-1951), on 30 December 1910.<sup>189</sup>

#### Rothbury

The single storey, rendered brick Victorian homestead, Rothbury (Figure 6.36), on the Lal Lal Yendon Road, Yendon, was possibly built in the early 1860s and first occupied by J.P. Howard.<sup>190</sup> The dwelling has an elongated gabled roof form with a projecting minor gable and faceted bay window to the side of the main entrance. There is a hipped post-supported verandah with simple cast iron decoration. Of particular importance internally are the two main rooms that have painted 19<sup>th</sup> century decoration.

#### Narmbool

In c.1883, the Austin brothers (whose parents, Thomas and Elizabeth, established Barwon Park at Winchelsea) purchased the Narmbool and Cargerie stations from Messrs. Boyd and McNaught.<sup>191</sup> While a number of masonry and timber outbuildings survive today, with some being a legacy of the earlier pastoral era, the main bluestone homestead (Figure 6.37) appears to have been constructed at the time of the Austin brothers' acquisition in the early 1880s. The single storey, hipped roof homestead has a projecting faceted bay window to one side, although the dwelling is especially characterised by the front post-supported verandah with cast iron brackets and valances reflective of the work of the Geelong, architect, Joseph Watts.<sup>192</sup> The homestead is set within a well-established garden.

#### Larundel

With the marriage of A.A.A. Austin and Winifred Cameron,<sup>193</sup> the Narmbool property was subdivided and Larundel Homestead constructed for the newly married couple in 1887 to a design by Joseph Watts.<sup>194</sup> The single storey brick dwelling (Figure 6.38) represented one of Watts' most substantial and elaborate residential designs.<sup>195</sup> It featured an elongated hipped roof form, the symmetrical composition accentuated by the flanking projecting bay windows, chimneys and decorative cast iron entrance portico. The encircling verandah and design detail of the cast iron valances and timber balustrading, were common for dwellings designed by Watts in Geelong and district in the 1880s.<sup>196</sup> Extensive gardens and grounds were soon established. These gardens included croquet lawns, tennis court and large lake.<sup>197</sup> They were restored by Paul Bangay in the late 20<sup>th</sup> century.<sup>198</sup>



**Figure 6.32:** Bungeeltap, 1965. Source: J. Collins, La Trobe Picture Collection, State Library of Victoria, image jc000706.



**Figure 6.33:** 'Lal Lal House', Lal Lal, c.1866. Source: La Trobe Picture collection, State Library of Victoria, image mp003254.



**Figure 6.34:** Lal Lal House, n.d. Source: <http://www.ballarat.com/lal-lal-estate/history.htm>.



**Figure 6.35:** Oakvale, 2014. Source: David Rowe.



**Figure 6.36:** Rothbury, n.d. Source: Victorian Heritage Database online, H1967-1.



### Mt Boninyong

Like the Austin brothers, Robert and Andrew Scott relinquished their licences to their stations at Warracknabeal and returned to subdivide the family property, Mt Boninyong, in 1883.<sup>199</sup> In the following year, Reed Henderson and Smart called tenders for a new residence for Robert Scott, who had retained Mt Boninyong.<sup>200</sup> The large, two storey, brick Victorian Eclectic dwelling (Figure 6.39) featured complex hipped roof forms, the front having a projecting rectangular bay surmounted by a bellcote while the ground floor featured a post-support skillion verandah with cast iron valances and brackets. At the rear was projecting steeply pitched two storey gabled wing. Surrounding the new homestead was the original homestead and outbuildings. All of these buildings, including the main homestead in a mature garden setting, survive today.

### Yuulong

With the subdivision of the original Mt Boninyong station, Irving and Glover and Co. of Ballarat were contracted to build Andrew Scott's new homestead, Yuulong (Figure 6.40) in 1889.<sup>201</sup> The foundation stone was laid on 1 February of that year and the building works cost £2000.<sup>202</sup> The polychrome brick, Late Victorian styled dwelling had a hipped roof form with an encircling convex verandah decorated with cast iron posts, valances and brackets. Internally, hand-painted papier mache moldings were a feature of the dining room.

### Killarney

Upon his arrival and using some of his uncle's vast estate, Thomas Loughlin engaged the Ballarat architectural firm of Clegg and Miller to design the large brick homestead, Killarney (Figure 6.41), in c.1897.<sup>203</sup> Located at Warrenheip, the Late Victorian Picturesque dwelling featured complex hipped and gabled roof forms, the front having a projecting segmentally-arched portico and cast iron verandahs and balconies. A gate house was erected at the entrance to the main driveway and there were also stables and a coach house. It was also in 1897 when Thomas Loughlin was awarded the title of Papal Count of the Holy Roman Empire for his generosity to the Catholic Church.<sup>204</sup> He was subsequently referred to as Count Thomas O'Loughlin, permanently adopting the "O" prefix to his surname.<sup>205</sup> In 1910, Killarney featured in *The Pastoral Homes of Australia*:

The homestead is a magnificent two-storied house of brick, surrounded on all sides by a verandah and balcony, from which a splendid view may be obtained of the surrounding country. Mount Warrenheip lies only two or three miles away, whilst ten miles in another direction Mount Buninyong throws its massive outline against the sky. ... The house itself, was built ... on the most modern lines, whilst Messrs. E. Tuxer and E. Guilfoyle of the Melbourne Botanical Gardens, laid out the garden, shrubberies, and plantations. ... A wide drive leads to the front door through massive wrought iron entrance gates what are guarded by a substantially built lodge. Acetylene gas is laid on, not only throughout the house, but also in the gardens.<sup>206</sup>

### Smaller Homes

Considerably more prevalent throughout the western region of the Moorabool Shire, particularly from the 1860s, were smaller-scaled homes. These dwellings which survive today are a physical legacy of the varying socio-economic status of the original owners whose occupations largely included mining, farming, storekeeping, blacksmithing, teaching, labouring and construction. Some of the more elaborate examples were built for the professional class: doctors, solicitors and businessmen. The earliest-known surviving dwelling is 'The Mill Cottage', 96 Inglis Street (Figure 6.42). Designed in a Victorian Georgian style with a steeply pitched hipped roof form and broken back post-supported return verandah, the



**Figure 6.37:** J. Collins, Narmbool, 1972. Source: La Trobe Picture Collection, State Library of Victoria, image jc006544.



**Figure 6.38:** Larundel, n.d. Source: P. Griffiths, *Three Times Blest*, p.122.



**Figure 6.39:** Mt Boninyong, 1972. Source: J. Collins, La Trobe Picture Collection, State Library of Victoria, image jc015015.



**Figure 6.40:** Yuulong, 1972. Source: J. Collins, La Trobe Picture Collection, State Library of Victoria, image jc015029.



**Figure 6.41:** Killarney, 1972. Source: J. Collins, La Trobe Picture Collection, State Library of Victoria, image jc005029.

stone dwelling was constructed in 1857 for Nathaniel Young, original part-owner of the adjacent Werribee Flour Mill.<sup>207</sup>

### Victorian Styled Dwellings

Ubiquitous throughout the western region of the Moorabool Shire were Victorian styled dwellings constructed between the 1860s and c.1910.

#### Victorian Vernacular - Gabled

The majority were built of timber and were modestly-scaled with rudimentary detailing, being vernacular in design. They were built with simple gabled forms and front verandahs. At Ballan, there is a number of existing gabled Victorian Vernacular styled dwellings. They include those located at 35 Edols Street (built in 1878-79 for Patrick and James Fallon, local contractors),<sup>208</sup> 34 Inglis Street (built in c.1889 for Henry Wilhelme, groom and labourer),<sup>209</sup> 42 Inglis Street (built in 1874-78 for Emile Plovier, labourer),<sup>210</sup> 55 Inglis Street (built in 1866 for Henry Cooke, blacksmith, with alterations and additions c.1926-30)<sup>211</sup> and 56 Inglis Street (built in c.1880 for George Shimmen, farmer and wheelwright)<sup>212</sup> (Figure 6.43).

A notable number of these dwelling types survive in the former goldfields township of Gordon. They were built during Gordon's second gold mining phase from the late 1860s until the 1880s. They include those cottages at 35 Main Street (built in 1880 for William Robertson, mining company carpenter),<sup>213</sup> 37 Main Street (built in 1881 for William Sterritt, miner, the dwelling also includes a projecting front gabled wing),<sup>214</sup> 46 Main Street (built in c.1875 for Harry Blair, miner),<sup>215</sup> 56-60 Main Street (built in c.1868 for Dr Caesar Kieser, medical practitioner, the dwelling also includes a projecting front gabled wing that may have been constructed in the early 1900s)<sup>216</sup> and 33 Russell Street (built in c.1885 for Charles McCusker, contractor)<sup>217</sup> (Figure 6.44).

A number of the gabled Victorian vernacular styled dwellings are situated elsewhere in the western region of the Moorabool Shire. They include the cottages at 11 Simmons Reef Road, Blackwood (built in c.1876 for Thomas Matthews, miner)<sup>218</sup> (Figure 6.45), 13 Golden Point Road, Blackwood, 1400 Greendale Trentham Road, Barrys Reef, 10 Mechanics Lane, Barrys Reef, Quigleys Road, Beremboke, 6329 Midland Highway, Clarendon, 55 Boundary Road, Gordon (built in c.1864 for Peter Grant, Scottish farmer, and originally known as 'Glenavon Farm'),<sup>219</sup> 391 Clarendon Lal Lal Road, Lal Lal (built c.1890), 410 Clarendon Lal Lal Road, Lal Lal (built in c.1863 for John Sladen),<sup>220</sup> 11 Church Street, Mt Egerton, 739 Bungaree Wallace Road, Wallace and 111 Butter Factory Road, Wallace.

#### Victorian Vernacular – Hipped

Another dwelling type that was common to the western region of the Moorabool Shire and particularly to the goldfields townships were the hipped Victorian vernacular styled dwellings, following the steeply-pitched hipped roof forms of the earlier Victorian Georgian designs elsewhere. Most of these dwellings were constructed of timber with corrugated sheet metal roof cladding, although the Cowell family cottage in Inglis Street, Ballan, had a timber shingled roof (Figure 6.46). Today, there is a modest number of surviving examples, with all except two dwellings constructed of timber. They include the cottages at 1219 Greendale Trentham Road, Barrys Reef, 1229 Greendale Trentham Road, Barrys Reef, 15 Golden Point Road (built in c.1866 for Herman Wolter, miner),<sup>221</sup> 8 Simmons Reef Road, Blackwood (built in 1877 for Thomas Pearce, miner)<sup>222</sup> (Figure 6.47), 9 Simmons Reef Road, Blackwood (built as the Wesleyan Church parsonage in 1874),<sup>223</sup> 4 Albert Street, Blackwood (built in c.1860 for William Vigor, butcher),<sup>224</sup> 111 Golden Point Road (built in c.1860 for George Lowrie,



**Figure 6.42:** 'The Mill Cottage', Ballan, 2014. Source: David Rowe.



**Figure 6.43:** Dwelling, 56 Inglis Street, Ballan, 2014. Source: David Rowe.



**Figure 6.44:** Dwelling, 33 Russell Street, Gordon, 2014. Source: David Rowe.



**Figure 6.45:** Thomas Matthews' cottage, 11 Simmons Reef Road, c.1930s. Source: Blackwood & District Historical Society.



**Figure 6.46:** Mrs Cowell outside her cottage, Inglis Street, Ballan, n.d. [c. early 20<sup>th</sup> century]. Source: Ballan Shire Historical Society collection.

miner and storekeeper)<sup>225</sup> (Figure 6.48), 5 Old Golden Point Road, Blackwood (built in c.1860 for James Mackie, miner and carter),<sup>226</sup> 'Ambleside', 10 Prayer Hill Lane, Blackwood (built in 1881-82 for Lawrence Hayden, miner and saw mill operator),<sup>227</sup> 14 Victoria Street, Blackwood (built in c.1860 for Pauline Bonfond, water race owner),<sup>228</sup> 82 Main Street, Gordon (built in c.1877 for Timothy Clifford, baker),<sup>229</sup> 421 Clarendon Lal Lal Road, Lal Lal (built in the c.1860s and relocated to the present site in c.1907 for Richard and Elizabeth Viccars, postmaster and postmistress),<sup>230</sup> and 1155 Yendon Egerton Road, Mt Egerton. There are also two Victorian vernacular styled dwellings constructed of stone in the Blackwood district. They are at 6 Terrill Street, Blackwood (built in c.1866 by James Wyatt, bricklayer and stonemason)<sup>231</sup> (Figure 6.49) and 189 Simmons Reef Road, Simmons Reef (former mine manager's house built 1874).<sup>232</sup>

The hipped Victorian Vernacular style was also adopted in some service centre townships and agricultural areas. At Ballan are the dwellings at 63 Inglis Street (built in 1880-81 for Henry Mallett, labourer)<sup>233</sup> and 65 Inglis Street (built in c.1892-94 for Thomas and Mary Glenny, retired farmers)<sup>234</sup> (Figure 6.50). There is also another example at 606 Springbank Road, Springbank.

There were also some variations to this hipped vernacular type, whereby a minor gabled wing was designed at the front, either as part of the original dwelling or added at an early time. Examples include the dwellings at 11 Martin Street, Blackwood (possibly built in the late 1860s or early 1870s for Alexander Decker),<sup>235</sup> 350 Greendale Myrniong Road, Greendale, 433 Ormond Road, Springbank,

### Victorian

Numerous conventional Victorian styled dwellings were built in the Shire from the 1860s onwards. With hipped roof forms, they were often adorned with decorative cast iron front and/or return verandahs, reflecting the prosperity of the owners. A number of the dwellings of this stylistic type were also built in the late 19<sup>th</sup> and very early 20<sup>th</sup> centuries, for newcomers to different parts of the Shire, and for second and later generation owners of the Shire's pioneers.

Victorian style examples include the timber dwellings at 97 Steiglitz Street (built in c.1874 for Bernard Hirsh, draper, wine dealer and manufacturer),<sup>236</sup> 54 Byres Road, Blackwood (former All Saints' Anglican Church Parsonage, built 1868-69),<sup>237</sup> 1077 Greendale Trentham Road, Blackwood (built in c.1863-70 as the dwelling and newsagency of John Sawyers),<sup>238</sup> 145 Bungaree Wallace Road, Bungaree (built in c.1870 and relocated in the early 1890s for George Dibbs, farmer),<sup>239</sup> 'Woodlawn', 108 Donnellans Road, Millbrook (built c.1874 for Thomas Donellan, Irish farmer, and a rare example constructed in brick)<sup>240</sup> (Figure 6.51), 'Lal Lal Gardens', 10 Hennessys Road (built in c.1861 for Isaac Westcott, market gardener)<sup>241</sup> and 602 Bungaree Wallace Road, Wallace (built in c.1882 for Patrick and Mary Linane, Irish Catholic farmers with Federation era additions).<sup>242</sup>

Gabled versions of the Victorian type at Ballan are the former police residence, 172 Inglis Street (built in 1861 with the front gabled wing added in 1880)<sup>243</sup> and 'Hadham', 439 Old Melbourne Road (built in c.1874 by Edward Lemcke, carpenter).<sup>244</sup> Another example is the former school teacher's residence, 8 Vaughan Street, Lal Lal (built in 1890)<sup>245</sup> (Figure 6.52).

Several examples of the Late Victorian stylistic type survive in the more traditionally affluent parts of Ballan, along Inglis and Steiglitz Streets. The dwellings include those at 77 Inglis Street (built in 1896 for the Victorian Education Department and Head Teacher, John Venables),<sup>246</sup> 78 Inglis Street (built in 1894 for John and Eliza Farrow, retired farmers),<sup>247</sup> 81 Inglis Street (built



**Figure 6.47:** Dwelling, 8 Simmons Reef Road, Blackwood, 2014. Source: David Rowe.



**Figure 6.48:** Dwelling, 111 Golden Point Road, Blackwood, 2014. Source: David Rowe.



**Figure 6.49:** Dwelling, 6 Terrill Street, Blackwood, 2014. Source: Wendy Jacobs.



**Figure 6.50:** Dwelling, 65 Inglis Street, Ballan, 2009. Source: Wendy Jacobs.



**Figure 6.51:** 'Woodlawn', 108 Donnellans Road, Millbrook, 2009. Source: Wendy Jacobs.



in c.1890 by Frederick Mehrens, carpenter),<sup>248</sup> 'Lea Hurst', 90 Inglis Street (built in 1902-03 by Arthur Oldham, carpenter),<sup>249</sup> 'Invergowrie', 101 Inglis Street (built in c.1895 for Elizabeth McQualter, retired farmer),<sup>250</sup> 'Ramsgate', 59 Steiglitz Street (built in c.1891 for Edward Blake, J.P., timber and iron merchant and saw miller),<sup>251</sup> 'Longley', 63 Steiglitz Street (built in 1895 for Harry Blake, storekeeper and saw miller)<sup>252</sup> and 91 Steiglitz Street (built in 1890 for James Alford, storekeeper and property investor).<sup>253</sup>

A smaller number of Late Victorian styled dwellings exist at Blackwood, a consequence of the demise in goldmining and saw milling by this time. Examples include the dwellings at 24 Martin Street (built in c.1886-91 for Dr Edward Plews, medical practitioner, and Mrs Mary Plews, nurse),<sup>254</sup> 29 Martin Street (built 1899 for Miss Agnes and Mr Andrew Buchanan, storekeepers),<sup>255</sup> 6 Simmons Reef Road (built in c.1899 for Clement Derrick, Head Teacher)<sup>256</sup> and 7 Simmons Reef road, (built in c.1879-80 for Charles Gribble, miner).<sup>257</sup> Fewer examples also survive at Gordon, the examples including 'Erin's Vale', 161 Conroys Lane and the dwelling at 71 Main Street (built in c.1908 by James Canty, contractor).<sup>258</sup>

In the Bungaree, Millbrook and Wallace districts are notable numbers of Late Victorian styled dwellings. They are at 231 Bungaree Wallace Road, Bungaree (built in 1908 for William Jeffrey, butcher),<sup>259</sup> 535 Bungaree Wallace Road, Bungaree (built in c.1912 for David Grigg, farmer),<sup>260</sup> 'Mayfield', 196 Lesters Road, Bungaree (built by 1890 for Robert Lester, English Quaker farmer)<sup>261</sup> (Figure 6.53), 100 Murphys Road, Bungaree (built in c.1899 for Charles Trigg, farmer),<sup>262</sup> 'Clare Place', 64 Torpys Road, Bungaree (built in 1908 for Thomas Torpy, farmer),<sup>263</sup> 52 Sullivans Road, Millbrook (built in c.1896 for James and Minnie Sullivan, Irish Catholic farmers),<sup>264</sup> 2354 Old Melbourne Road, Millbrook, 91 Ryans Road, Millbrook (built in c.1909 for Patrick Joseph [Geoff] Ryan, Irish Catholic farmer),<sup>265</sup> 634 Bungaree Wallace Road, Wallace (built 1900-01 for James Linane, farmer)<sup>266</sup> (Figure 6.54), 889 Hennessys Road, Wallace, 20 Old Western Highway, Wallace (possibly relocated to the butter factory site in the late 1920s)<sup>267</sup> and 'Wellwood', 97 Westcotts Road, Wallace (built in 1892-93 for the Methodist farmers, Mark and Elizabeth Ellwood).<sup>268</sup>

Several examples survive in other locations, including the dwellings off Coffeys Lane and Mollonghip Road, Claretown, 996 Ballarat Daylesford Road, Clarkes Hill, dwelling off Boundary Church Road, Clarkes Hill, 362 Boundary Church Road, Clarkes Hill, 2485 Old Melbourne Road, Dunnstown (a rare example constructed in stone) (Figure 6.55), 2754 Old Melbourne Road, Dunnstown, 3040 Old Melbourne Road, Dunnstown (Figure 6.56), 168 Ti Tree Road, Dunnstown, dwellings off Barkstead Road, Mollonghip, 111 Kanes Lane, Springbank, dwellings off Ormond Road, Springbank, and 450 Ti Tree Road, Warrenheip.

Late Victorian styled variations include the dwellings at 17 Fiskin Street, Ballan (built in c.1891 by Frederick Mehrens, carpenter)<sup>269</sup> (Figure 6.57), 47 Inglis Street (built in c.1900 for Dennis Wheelahan, blacksmith and labourer),<sup>270</sup> 'Lucerne', 88 Inglis Street, Ballan (built in 1892 for William Horder, plumber and blacksmith),<sup>271</sup> 'Llandeilo', 1001 Ballan Gordon Road, Ballan (possibly built in the 1890s for Thomas or Harry Vaughan, farmers),<sup>272</sup> 2 Martin Street, Blackwood (built in c.1901-02 for Alfred Martin, bootmaker),<sup>273</sup> gambrel-roofed dwelling on Springbank Road, Bullarook, and 720 Bungaree Wallace Road, Wallace (built in c.1897 for G.F. Holden, chaff mill operator).<sup>274</sup>



**Figure 6.52:** Former teacher's cottage, 8 Vaughan Street, Lal Lal, 2009. Source: Wendy Jacobs.



**Figure 6.53:** Mayfield, Bungaree, c.1890. Source: Webster family, Bungaree.



**Figure 6.54:** Dwelling, 634 Bungaree Wallace Road, Wallace, 2014. Source: David Rowe.



**Figure 6.55:** Bluestone dwelling, 2485 Old Melbourne Road, Dunnstown, 2010. Source: Dianne Cahir.



**Figure 6.56:** Dwelling, 3040 Old Melbourne Road, Dunnstown, c.1905. Source: Dianne Cahir.

### Victorian Picturesque

Few in number are the examples of a Victorian Picturesque style. These dwellings were built between the mid and late 19<sup>th</sup> century and are defined by either steeply pitched gabled roof forms and projecting verandahs, or a combination of hipped and steeply pitched gabled roof forms. Examples include the dwelling at 406 Ballan Daylesford Road, Bunding, and the following:

#### **'Westcott', 188 Inglis Street, Ballan<sup>275</sup>**

Of rare stone construction for the town of Ballan, 'Westcott' (Figure 6.58) was built by David Pearpoint, stonemason, in c.1864-65 for Richard Ocock, a highly esteemed and pioneer solicitor of Victoria, and father in-law of the eminent grazier and local Ballan Shire Councillor, Dugald Macpherson, of nearby 'Bungeeltap' homestead.

#### **'Mayfield', 39 Steiglitz Street, Ballan<sup>276</sup>**

A rare and unusual example of the design type, 'Mayfield' (Figure 6.59) was constructed in 1886-87 for Robert Fergus Marshall, sheep and cattle grazier of 'Borambeta' homestead. Marshall took up a number of residential and commercial enterprises in Ballan in the 1880s and 1890s, and he was a long serving member of the Ballan Agricultural Society and St. Paul's Presbyterian Church.

#### **'The Avenue', 122 Inglis Street, Ballan<sup>277</sup>**

This dwelling was built in 1863-64 by and for J.T. Foote, builder and carpenter and first occupied by A.T. Musgrave, solicitor. Throughout the 1890s, it was the residence of successive local medical practitioners.

#### **St. Michael's Presbytery, 186 Bungaree Wallace Road, Bungaree<sup>278</sup>**

This brick Presbytery was designed by the Ballarat architects, Clegg, Kell and Miller in 1900. In 1912, Clegg and Miller were commissioned to design additions to the building. Their design of Thomas O'Loughlin's 'Killarney' homestead at Warrenheip formed a more substantial and elaborate precursor to their design of St. Michael's Presbytery.

### Victorian Italianate

Another variation on the Victorian stylistic type that was adopted in the construction of dwellings in the Shire from the late 1860s until the early 20<sup>th</sup> century was the Victorian Italianate style. These dwellings were defined by traversing principal hipped or gabled roof forms, with projecting steeply-pitched gabled or hipped wings and verandahs at the front, the front gabled wings often featuring bay windows. The few significant examples are located at Ballan:

#### **Dwelling, 36 Inglis Street, Ballan<sup>279</sup>**

This dwelling (Figure 6.60) appears to have been built in c.1895-97 as the family home of Robert and Mary Denholm. Robert Denholm was a labourer and carter, and during the 1890s he tendered for the maintenance and re-gravelling of roads and day labour and horse and dray hire in the Ballan Shire.

#### **Former Presbyterian Manse, 73 Inglis Street, Ballan<sup>280</sup>**

The former manse was constructed of stone in 1869 to a design by the elder and original Church member, Dugald Macpherson. It was situated at the rear of the church. In the late 19<sup>th</sup> or early 20<sup>th</sup> centuries, the original gabled roof was replaced with the existing main hipped form and a projecting low-pitched gabled wing at the front.



**Figure 6.57:** 'Ruddle House', 17 Fiskien Street, Ballan, 2009. Source: Wendy Jacobs.



**Figure 6.58:** 'Westcott', 188 Inglis Street, Ballan, 2009. Source: Wendy Jacobs.



**Figure 6.59:** 'Mayfield', 39 Steiglitz Street, Ballan, n.d. [c.1900]. Source: *A Pictorial History of the Shire of Ballan*, p.68.



**Figure 6.60:** Dwelling, 36 Inglis Street, Ballan, 2009. Source: Wendy Jacobs.



### Dwelling, 79-81 Inglis Street, Ballan<sup>281</sup>

In 1894, Dr G.H. Salter purchased the property then encompassing 79-81 Inglis Street, including the Late Victorian styled dwelling at 81 Inglis Street that had been built in c.1890 by the local carpenter, Frederick Mehrens senior. It was in 1894 when Salter engaged the architectural firm of James and Piper of Ballarat to design Victorian Italianate additions on the east side of the original house (Figure 6.61). The impending works were described in the *Bacchus Marsh Express*:

The successful tenderer, Mr. Samuel Laver, of this township at something like £375, for the erection of seven rooms as an addition to the house recently purchased from Mr. W.J. Muntz by Dr. G.H. Salter, our third and incoming medico, has started on his work. From the meagre intelligence at present obtainable the rooms (or, more properly speaking, new house) will be capacious and tastefully finished inside and out, and will have two frontages, one facing East and the other North.<sup>282</sup>

The additions were removed from the dwelling at 81 Inglis in 1938 and appear to have been incorporated as part of a new dwelling at 79 Inglis Street.

### Ballan Community Health Centre, 164 Inglis Street, Ballan<sup>283</sup>

Originally named 'Annean', the former dwelling at 164 Inglis Street (Figure 6.62) was built in 1897 for Jules Gascard junior, a dealer who trained horses for Indian remounts. The single storey Late Victorian Italianate styled timber dwelling had a principal hipped roof, together with projecting with minor hipped wings (the front wing featuring a faceted bay) and a return post-supported bullnosed verandah with decorative cast iron valances and brackets.

### The Early 20<sup>th</sup> Century

#### Edwardian and Federation Styled Dwellings

A small number of dwellings were constructed in the western region of the Moorabool Shire during the earliest years of the 20<sup>th</sup> century. Examples include the dwelling at 150 Inglis Street, Ballan (built in 1901 for the proprietor and editor of The Ballan Times newspaper)<sup>284</sup> (Figure 6.63); dwelling at 20 Fiskin Street, Ballan (built in 1910 for W.R. Fraser, wheelwright);<sup>285</sup> 31 Atkinson Street, Ballan (built in 1911 for the retired ganger, Samuel Knox),<sup>286</sup> 18 Duncan Street, Ballan (built in 1902 by and for F.J. Mehrens, carpenter and undertaker)<sup>287</sup> and Stirling Park', 27 Shaws Road, Ballan (built in c.1920 for James Shaw, sheep grazier).<sup>288</sup> At Gordon, St. Patrick's Catholic Presbytery was built of brick at 10 Careys Road in 1914 to a design by the prolific Catholic architects, Kempson and Conolly.<sup>289</sup> At Bungaree, 'Sunny Rise' (Figure 6.64) was constructed in 1906-07 at 447 Bungaree Wallace Road for Albert and Elizabeth Tinney, farmers, on the property established by Albert Tinney's father, John, in 1866.<sup>290</sup> Other examples include those at 12 Lesters Road, Bungaree, 'Warrah', 1065 Springbank Road, Springbank, 183 Clarkes Hill Road, Clarkes Hill, 265 Ballarat Daylesford Road, Pootilla and 40 Old Western Highway, Pykes Creek Weir.

### Interwar Dwellings

The interwar years witnessed further decline in the construction of dwellings in the western region of the Moorabool Shire. Most of those houses are situated in Ballan which continued as a service centre for the nearby farms.

### Interwar Bungalows

Interwar Bungalows were constructed in varying designs in the 1920s and 1930s. They included dwellings that featured a broad traversing gabled roof form, projecting minor gable and front verandah (as at 2 Fiskin Street, built between 1931 and 1935 for David Jamieson, and 243 Bungaree Wallace Road, built in



**Figure 6.61:** Victorian Italianate additions to Dr Salter's residence, 81 Inglis Street, Ballan, n.d. [c.1895]. Source: Dr Roger Glass, Melbourne.



**Figure 6.62:** 'Annean', 1995. Source: Ballan Shire Historical Society collection.



**Figure 6.63:** Dwelling, 150 Inglis Street, Ballan, n.d., with Phillip Spencer (left), proprietor of the Ballan Times newspaper, and his assistant, Jack Cooper (right). Source: Ballan Shire Historical Society.



**Figure 6.64:** 'Sunny Rise', 447 Bungaree Wallace Road, Bungaree, c.1920s. Source: Bungaree & District Historical Society collection.

c.1928 for W.H. Chisholm, blacksmith)<sup>291</sup> (Figure 6.65). A variation was the broad hipped roofed dwelling with a projecting front gabled wing and front verandah. Examples include the dwellings at 8 Fiskin Street (built in c.1936-38 by Jack Lay, carpenter),<sup>292</sup> 724 Blakeville Road, Blakeville, 593 Midland Highway, Clarendon, M232 Clarkes Hill Road, Clarkes Hill, and 52 and 78 Settlement Road, Elaine. Variations include the dwellings at 1764 Melbourne Road, Gordon, 42 Lal Lal Falls Road, Lal Lal (built c.1927-29 for the Forestry Commission)<sup>293</sup> 'Roisheen', 241 Clarkes Hill Road, Clarkes Hill (of brick construction) (Figure 6.66) and the former butter factory dwelling at 10 Old Western Highway, Wallace (built in brick in the late 1920s for the Wallace Millbrook and District Butter Factory and Creamery Company).<sup>294</sup>



**Figure 6.65:** Dwelling, 243 Bungaree Wallace Road, Bungaree, 2014. Source: David Rowe.

A substantial example of the interwar Bungalow type is 'Kanangra', 28 Golden Point Road, Blackwood. Set on a steeply-sloping heavily treed site, the hipped, two storey stone and timber weatherboard dwelling with a return broken back verandah was built in the 1930s for William McKee, furniture warehouseman, as the McKee family holiday house.<sup>295</sup>



**Figure 6.66:** Roisheen, 241 Clarkes Hill Road, Clarkes Hill, 2009. Source: David Rowe.

### State Savings Bank-Designed Bungalows

Another variation of the interwar Bungalow type at Ballan were the dwellings constructed as part of the State Savings Bank of Victoria's financial, design and construction scheme. Operated by the Bank in the 1920s and 1930s, the scheme provided a range of cottage types and plans designed by Melbourne architect, G. Burrige Leith.<sup>296</sup> He created 56 standard timber designs in Victoria, generally of five main rooms.<sup>297</sup> The Bank's scheme involved the lending of a high percentage of the finance required for erecting homes for low income earners, in accordance with certain conditions. Under Victoria's Housing Act of 1920, the Credit Foncier System enabled housing loans to be more widely available.<sup>298</sup> Loans were made on houses and shops based on the security of title of the land. The conditions of the loans included the following: that the applicant could not own a dwelling house in Victoria or elsewhere; that the applicant could not be in receipt of an income of more than £400 a year; that a married woman would not be eligible for a loan unless her husband was also eligible; and that the entire cost of the house (including land, outbuildings, fences, lighting, water supply, drainage, and sewerage) did not exceed £800.<sup>299</sup>

Examples of State Savings Bank-designed homes at Ballan include:

#### 45 Atkinson Street<sup>300</sup>

The dwelling at 45 Atkinson Street was built in c.1929 for Walter Shimmen, blacksmith. The design reflects the Bank's 'Type T31' Bungalow.

#### 78 Atkinson Street<sup>301</sup>

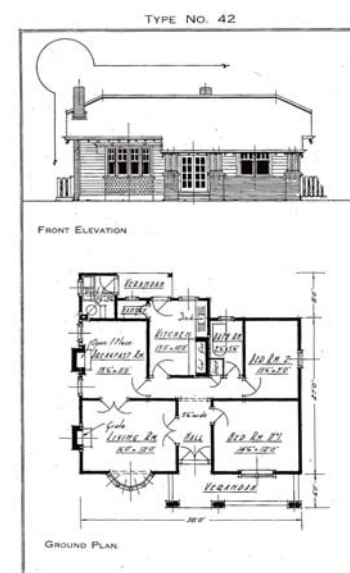
Between 1931 and 1935, the existing dwelling was built for Michael Brady, Postal Clerk. The interwar composition and layout of the dwelling was based on a slight variation on the State Savings Banks standard 'Type T2' design.

#### 49 Edols Street<sup>302</sup>

This dwelling (Figure 6.68) was built in c.1929 for Dennis J. Wheelahan, blacksmith of the 'Type T42' design (Figure 6.67) of the State Saving Bank's standard designs.

#### 9 Fiskin Street<sup>303</sup>

The dwelling at 9 Fiskin Street was built for Robert and Daphne McClelland in 1930-31. The design, composition and layout of the dwellings might suggest that it is a variation on the State Savings Banks standard 'Type T54' design. At 9 Fiskin Street, the standard minor projecting hipped wing was reconfigured as a



**Figure 6.67:** State Savings Bank Type T42 Design used for the dwelling at 49 Edols Street, Ballan. Source: G. Burrige Leith, 'Type T42' Cottage Design. Source: *The State Savings Bank of Victoria Design Book: Timber-Framed Dwellings Containing 56 Standard Types*, March 1929, VPRS8933/P0437, Units 2 and 3, PROV.

gabled wing.

### Log Cabins, Whalebone Road, Blackwood<sup>304</sup>

At 3 Richards Road, and 20, 21 and 22 Whalebone Road, Blackwood are five, modestly-scaled, gabled huts built of comparatively rare horizontal log construction. They were primarily built as temporary holiday shacks under Miner's Rights. Members of the Whalebone family have associations with the huts at 3 Richards Road, and 21 and 22 Whalebone Road. The hut at 3 Richards Road appears to have been built for Mrs Angelina Kahle of Moreland in 1930-31. Mrs Kahle held the property under a Miner's Right until she purchased the freehold in April 1944.

The huts at 20 and 22 Whalebone Road were first owned by members of the Whalebone family. In c.1927 at 20 Whalebone Road, 'Green Gables' (Figure 6.69) was built for Harold William Whalebone, a mail officer at the General Post Office, Melbourne. He renewed his Right to the property in 1936, occupying the hut for approximately 3 months each year, with his friends residing there 'from time to time throughout the year.' H.W. Whalebone purchased the freehold to the property in 1940. Nearby at 22 Whalebone Road, Benjamin Whalebone held the right before 1930, suggesting that the hut was built in the 1920s. In 1937, Whalebone reported that he occupied the hut 'six months year.' His principal place of residence was at 'Macedon View', 70 St. Helens Road, Hawthorn. He purchased freehold Title to the property in 1944.

The hut known as 'Mac-Haven' at 21 Whalebone Road (Figure 6.70) appears to have built for James Shaw. The first official record of him holding the right to a property at Blackwood is in 1935-36, when he was listed as the owner of 2 roods under a Miner's Right. The property was officially held under the name of Shaw's sister, Sylvia Partridge, but James Shaw resided in the dwelling in the 1930s. He had retired to Trentham by 1942 and the hut at Blackwood remained unoccupied.

### Relocated Dwellings

Throughout the western region of the Moorabool Shire, anecdotal, historical and physical evidence indicates that a number of dwellings were relocated. After the peak of the gold rush in Ballarat, gold miners' cottages and other timber dwellings were transported beyond Ballarat to Melbourne and Geelong,<sup>305</sup> and apparently, to parts of the Shire, such as Ballan and Bungaree (Figure 6.71). Similarly, slightly more substantial Victorian styled timber dwellings (of the conventional hipped roofed type) were transported from Ballarat and from parts of the Moorabool Shire from the late 19<sup>th</sup> century. In 1892 for example, the Bacchus Marsh Express gave a comical account of the relocation of a dwelling from Gordon to Ballan:

Although our [Ballan] township has taken a step in extension, there is a certain amount of regret felt when we find that it is at the expense of our neighbouring cousin, Gordon; on Monday a five-roomed house was brought down from that township to be transplanted on one of the allotments of ground belonging to Mr. Robert F. Marshall, at the corner of Windle and Inglis streets, opposite the Presbyterian church. Eastward ho! The houses rise, Much to the Westward folk's surprise.<sup>306</sup>

Examples of relocated dwellings associated with the progress of particular towns and private enterprises include 'Hawthorn Farm', 145 Bungaree Wallace Road, Bungaree (the front hipped roofed wing was possibly relocated to George Dibbs' farm in the early 1890s and attached to his original farm dwelling built in c.1870)



**Figure 6.68:** Dwelling, 49 Edols Street, Ballan, 2014. Source: David Rowe.



**Figure 6.69:** Log Cabin, 20 Whalebone Road, 1984. Source: J. Collins, La Trobe Picture Collection, State Library of Victoria, image jc001535.



**Figure 6.70:** Log Cabin, 21 Whalebone Road, 1984. Source: J. Collins, La Trobe Picture Collection, State Library of Victoria, image jc001532.



**Figure 6.71:** Dwelling being relocated across narrow gates of Buninyong Railway line by J.M. Williams, House Remover, c.1900. Source: Ballarat & District in 1901, plate 213.



(Figure 6.72);<sup>307</sup> 11 Fiskin Street, Ballan (a gabled Victorian vernacular dwelling relocated in c.1923 for Mrs Helena Pearpoint);<sup>308</sup> 23 Fiskin Street, Ballan (an Edwardian dwelling built in c.1910 relocated to former Railway Hotel site by Harold Lidgett of Greendale in the c.1950s);<sup>309</sup> 30 Fiskin Street, Ballan (an Edwardian dwelling built c.1920 and relocated to this site in the 1920s by Hector Flack);<sup>310</sup> 18 and 20 Lesters Road, Bungaree (Victorian dwellings possibly relocated in c.1925);<sup>311</sup> and 537 Bungaree Wallace Road, Bungaree (Victorian dwelling relocated to the site in c.1949 for David Ernest Grigg, farmer).<sup>312</sup>

Some dwellings were also relocated by Government. For example, the Railway Station Master's Residence, 79 Atkinson Street, Ballan (Figure 6.73), was relocated in 1893 from the Ararat Avoca line.<sup>313</sup> This residence originally comprised at least two gatekeepers' cottages and was re-erected as one dwelling.<sup>314</sup> It was demolished in c.2010.



**Figure 6.72:** 'Hawthorn Farm', Bungaree, front view, c.1899. Source: Maurice Hanrahan, Bungaree.



**Figure 6.73:** Former Railway Station Master's Residence, 79 Atkinson Street, Ballan, 2009 (now demolished). Source: Wendy Jacobs.

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- 4 E. Nathan, *Lost Waters: A History of a Troubled Catchment*, Melbourne University Press, Carlton, 2007, pp.32-35.
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- 6 T. O'Callaghan, *Names of Victorian Railway Stations*, H.J. Green, Acting Government Printer, Melbourne, 1917, p.25.
- 7 L.J. Blake, *Place Names of Victoria*, Rigby, Adelaide, 1976, p.30.
- 8 *A Pictorial History of the Shire of Ballan*, Ballan Shire Historical Society, Ballan, 1989, p.19.
- 9 *Ibid.*, pp.23-25.
- 10 *Ibid.*, p.20.
- 11 *Ibid.*, p.23, citing the *Bacchus Marsh Express*, 18 May 1872.
- 12 *Victorian Municipal Directory* 1890, p.237.
- 13 *Ibid.*
- 14 *A Pictorial History*, *op.cit.*, p.49, citing the *Australian Handbook*, 1894.
- 15 *Ibid.*, p.81, citing A. Gunsser in the *Weekly Times*, 17 June 1979.
- 16 *Ibid.*, p.82.
- 17 *Ibid.*, citing Arnall & Jackson Pty Ltd *Municipal Directory*, 1936-37.
- 18 *Ibid.*, p.112, information based on the aerial image.
- 19 *Ibid.*, p.139, citing A Gunsser, 'Ballan – it's quieter today', extract in the *Weekly Times*, 17 January 1979.
- 20 *Ibid.*, p.172, citing Arnall & Jackson Pty Ltd *Municipal Directory*, 1988.
- 21 *Ibid.*
- 22 *Victoria Government Gazette*, no. 135, 23 August 1859.
- 23 Benham's store is shown on Map of Country Lands in the Parish of Warrenheip, County of Grant, 1858, Bungaree & District Historical Society collection.
- 24 *The Star* (Ballarat), 21 February 1861, p.4 & *The Ballarat Star*, 27 October 1865, p.2.
- 25 The Junction Hotel was in existence by 1863 – see *The Star*, 24 January 1863, p.1. It was located in the south-east corner of the road junction at "The Junction". See The Ballaarat & Ballaarat East Water Supply Geological Survey of Country in the Parishes of Bungaree & Warrenheip, 1870, Bungaree & District Historical Society.
- 26 Parish of Warrenheip Plan, n.d., VPRS 16171 PROV.
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- 28 See heritage citation BRE019, 309 Bungaree Wallace Road, Bungaree.
- 29 *Ibid.*
- 30 *Bungaree & District Historical Society Newsletter*, no.1, n.d., p.2.
- 31 A.B. Watson, *Lost and Forgotten Towns of Colonial Victoria: A Comprehensive Analysis of Census Results for Victoria 1841-1901*, Angus B. Watson & Andrew MacMillan Art & Design, Melbourne, 2003, p.68.
- 32 *Victorian Municipal Directory*, 1890, p.281.

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- 33 Watson, *op.cit.*, p.68.  
 34 See Theme 7 for further details.  
 35 See Theme 7 for further details.  
 36 *Victorian Municipal Directory*, 1890, p.281.  
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 40 Griffiths, *op.cit.*, p.41.  
 41 *Ibid.*  
 42 Beggs Sunter, *op.cit.*  
 43 *Ibid.*  
 44 *Ibid.*  
 45 *Ibid.*  
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 49 Blake, *Place Names of Victoria*, *op.cit.*, p.113.  
 50 *Ibid.*  
 51 'History of Greendale', *op.cit.*  
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 54 Watson, *op.cit.*, p.197.  
 55 *Ibid.* & *Victorian Municipal Directory*, 1890, p.238.  
 56 Watson, *op.cit.*  
 57 See Theme 4 for further details.  
 58 Watson, *op.cit.*, p.46.  
 59 *Victorian Municipal Directory*, *op.cit.*  
 60 Watson, *op.cit.*, p.464 & information shown on the Town Plan of Gordon.  
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 62 *Ibid.* & *Victoria Government Gazette*, no.77, 26 June 1860, p.1188.  
 63 J. Toohey, *On the Eastern Fringe: Recollections & Stories on the Settlement & Farming Histories in the Bungaree, Wallace, Bolwarrah & Gordon Districts*, Jack Toohey, 2005, pp.102-103.  
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 66 See heritage citation WAL08, 4 Erin Court, Wallace.  
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 72 *Victorian Municipal Directory*, 1890, p.284.  
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 80 Griffiths, *op.cit.*, p.52.  
 81 *Ibid.*, p.87.  
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 84 *Victorian Municipal Directory*, 1890, p.284.  
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 88 *Ibid.*
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- 110 *Ibid.*, p.1, 3-4, 26-29, 43-50.
- 111 Watson, *op.cit.*, p.28.
- 112 Buckingham & Hitchcock, *op.cit.*, p.23.
- 113 *Ibid.*, p.35.
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- 126 Watson, *op.cit.*
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- 128 *A Pictorial History*, *op.cit.*, p.50, citing the *Victorian Municipal Directory*, 1888.
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- 132 *Ibid.*, p.9 & J.A. Hone, 'Fisken, Archibald (1829-1907)', *Australian Dictionary of Biography*, vol. 4, Melbourne University Press, 1972 (online).
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- 135 Watson, *op.cit.*, p.254.
- 136 Plan of the Township of Lal Lal, 1955, VPRS 16171, PROV.
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- 138 Plan of the Township of Lal Lal, *op.cit.* & P. Holloway, Historical notes, Buninyong, May 2014, including unidentified article entitled 'In Search of Otto Steinkraus', p.4.
- 139 *Ballarat Star*, 1 January 1858, p.3.
- 140 *Ibid.*, 19 September 1857, p.2.
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- 148 *Ibid.*, & Holloway, *op.cit.*
- 149 *The Argus*, 21 May 1890 & 'Church of England, Lal Lal', Public Building files, VPRS 7882, Unit 1756, PROV.
- 150 *Ibid.* & Brown, *op.cit.* The church was moved to Yendon for use as a Sunday School in 1958, and again in 1973 to Buninyong where it was used as a hall for cub, guides, scouts and other functions.
- 151 'Roman Catholic Church, Lal Lal', Public Building files, VPRS 7882, Unit 1756, PROV & Brown, *op.cit.* Earlier known as the St. Alphansus, the church was again relocated in 1964 to Magpie Street, Ballarat, where it became a scout hall.
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- 170 D.D. Fraser & J.B. Ranken (eds.), *Centenary of the Shire of Ballan 1862-1962*, Shire of Ballan, Ballan, 1962, p.17.
- 171 *Ibid.* & 'Emly Park Homestead', Australian Heritage Database online, *op.cit.*
- 172 'Carween Homestead', Australian Heritage Database online, *op.cit.* & *A Pictorial History*, *op.cit.*, p.42.
- 173 *Ibid.*
- 174 *A Pictorial History*, *op.cit.*, p.98.
- 175 *Ibid.*, p.31.
- 176 *The Argus*, 23 January 1922, p.8.
- 177 *Ibid.*, p.3 December 1923, p.19. Rhodes held a social at Bungeeltap in aid of the 'Pastoral Queen' (Miss May Paulden), the proceeds ultimately being in aid of the Morrisons Memorial Hall building fund. This suggests that the alterations had been completed by this time.
- 178 Fraser & Ranken, *op.cit.*, p.15.
- 179 *Ibid.* & *The Argus*, 25 April 1887, p.3.
- 180 Griffiths, *op.cit.*, p.5.
- 181 *Ibid.*, p.9 & J.A. Hone, 'Fisken, Archibald (1829-1907)', *Australian Dictionary of Biography*, vol. 4, Melbourne University Press, 1972 (online).
- 182 Griffiths, *op.cit.*, p.9.
- 183 'Lal Lal, Yendon, Australia – History', at <http://www.ballarat.com/lal-lal-estate/history.htm>, states that Archibald Fisken lived in a small stone house on a lower section of the property, although no date is given for its construction.
- 184 Griffiths, *op.cit.*, p.10.
- 185 *Ibid.*
- 186 See heritage citation GOR16, 179 Donnellans Road, Gordon.
- 187 *Ibid.*
- 188 *Ibid.*
- 189 *Ibid.*
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- 191 Griffiths, *op.cit.*, p.122.

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Citations', prepared for the City of Greater Geelong, 2002.
- 193 A. Henderson, *Early Pioneer Families of Victoria and Riverina: A Genealogical and Biographical Record*, McCarron Bird & Co.,  
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- 194 Griffiths, *op.cit.*
- 195 Personal comment of the author.
- 196 Rowe, *op.cit.*
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- 198 *Ibid.*
- 199 Griffiths, *op.cit.*, p.121.
- 200 *The Argus*, 20 March 1884, p.3.
- 201 Griffiths, *op.cit.*
- 202 A. Beggs Sunter, Typescript of Places in the Moorabool Shire, Buninyong & District Historical Society, November 2009,  
sourcing the *Ballarat Courier*, 6 November 1981, p.2.
- 203 Griffiths, *op.cit.*, p.122. D. Cahir, in notes provided to D. Rowe, March 2010, has the architect as Mr Clegg A. Miller.  
However, the architectural firm was known as Clegg and Miller, being two separate architects in partnership.
- 204 D. Cahir, notes provided to the author (D. Rowe), March 2010.
- 205 *Ibid.*
- 206 *The Pastoral Homes of Australia*, The Pastoralists' Review, Melbourne, 1910-1914, pp.498-499.
- 207 See heritage citation BA024, 96 Inglis Street, Ballan.
- 208 See heritage citation BA092, 35 Edols Street, Ballan.
- 209 See heritage citation BA002, 34 Inglis Street, Ballan.
- 210 See heritage citation BA005, 42 Inglis Street, Ballan.
- 211 See heritage citation BA007, 55 Inglis Street, Ballan.
- 212 See heritage citation BA009, 56 Inglis Street, Ballan.
- 213 See heritage citation GOR020, 35 Main Street, Gordon.
- 214 See heritage citation GOR022, 37 Main Street, Gordon.
- 215 See heritage citation GOR024, 46 Main Street, Gordon.
- 216 See heritage citation GOR028, 56-60 Main Street, Gordon.
- 217 See heritage citation GOR019, 33 Russell Street, Gordon.
- 218 See Simmons Reef Road, Blackwood, Heritage Precinct assessment.
- 219 See heritage citation GOR026, 55 Boundary Road, Gordon.
- 220 See Lal Lal Heritage Precinct assessment.
- 221 See heritage citation BLA21, 13-15 Golden Point Road, Blackwood.
- 222 See Simmons Reef Road, Blackwood, Heritage Precinct assessment.
- 223 *Ibid.*
- 224 See heritage citation GP01, 4 Albert Street, Blackwood.
- 225 See heritage citation GP04, 111 Golden Point Road, Blackwood.
- 226 See heritage citation BLA22, 5 Golden Point Road, Blackwood.
- 227 See Prayer Hill Heritage Precinct, Blackwood, assessment.
- 228 See heritage citation GP06, 14 Victoria Street, Blackwood.
- 229 See heritage citation GOR035, 82 Main Street, Gordon.
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- 231 See heritage citation BLA52, 6 Terrill Street, Blackwood.
- 232 *Ibid.*
- 233 See heritage citation BA011, 63 Inglis Street, Ballan.
- 234 See heritage citation BA012, 65 Inglis Street, Ballan.
- 235 See Martin Street, Blackwood, Heritage Precinct assessment.
- 236 See heritage citation BA094-97, 91-97 Steiglitz Street, Ballan.
- 237 See Prayer Hill Heritage Precinct, Blackwood, assessment.
- 238 See Simmons Reef Road, Blackwood, Heritage Precinct assessment.
- 239 See heritage citation BRE003, 145 Bungaree Wallace Road, Bungaree.
- 240 See heritage citation GOR002, 108 Donnellans Road, Millbrook.
- 241 'Isaac Westcott & the "Lal Lal Gardens" Millbrook', in the *Bungaree and District Historical Society Newsletter*, no. 29, July  
1998, p.3.
- 242 See heritage citation WAL03 – 634 Bungaree Wallace Road, Wallace.
- 243 See heritage citation BA051, 172-174 Inglis Street, Ballan.
- 244 See heritage citation BA056, 439 Old Melbourne Road, Ballan.
- 245 See Lal Lal Heritage Precinct assessment.
- 246 See heritage citation BA017, 77 Inglis Street, Ballan.
- 247 See heritage citation BA018, 78 Inglis Street, Ballan.
- 248 See heritage citation BA020, 81 Inglis Street, Ballan.

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- 249 See heritage citation BA022, 90 Inglis Street, Ballan.
- 250 See heritage citation BA025, 101 Inglis Street, Ballan.
- 251 See heritage citation BA099, 59 Steiglitz Street, Ballan.
- 252 See heritage citation BA098, 63 Steiglitz Street, Ballan.
- 253 See heritage citation BA094-97, 91-97 Steiglitz Street, Ballan.
- 254 See Martin Street, Blackwood, Heritage Precinct assessment.
- 255 Ibid.
- 256 See Simmons Reef Road, Blackwood, Heritage Precinct assessment.
- 257 Ibid.
- 258 See heritage citation GOR034, 71 Main Street, Gordon.
- 259 See heritage citation BRE014, 231 Bungaree Wallace Road, Bungaree.
- 260 See heritage citation BRE026, 535-537 Bungaree Wallace Road, Bungaree.
- 261 See heritage citation BRE031, 196 Lesters Road, Bungaree.
- 262 See heritage citation BRE036, 100 Murphys Road, Bungaree.
- 263 See heritage citation BRE039, 64 Torpys Road, Bungaree.
- 264 See heritage citation GOR025, 52 Sullivans Road, Millbrook.
- 265 See heritage citation YEN014, 91 Ryans Road, Millbrook.
- 266 See heritage citation WAL03, 634 Bungaree Wallace Road, Wallace.
- 267 See heritage citation WAL016, 10-23 Old Western Highway, Wallace.
- 268 See heritage citation WAL025, 97 Westcotts Road, Wallace.
- 269 See Fiskin Street Heritage Precinct, Ballan, assessment.
- 270 See heritage citation BA006, 47 Inglis Street, Ballan.
- 271 See heritage citation BA021, 88 Inglis Street, Ballan.
- 272 See heritage citation GOR009, 1001 Old Melbourne Road, Ballan.
- 273 See Prayer Hill Heritage Precinct, Blackwood, assessment.
- 274 See heritage citation WAL04-05, 720 Bungaree Wallace Road, Wallace.
- 275 See heritage citation BA054, 188 Inglis Street, Ballan.
- 276 See heritage citation BA102, 39 Steiglitz Street, Ballan.
- 277 See heritage citation BA034, 122 Inglis Street, Ballan.
- 278 See heritage citation BA05-08, 186 Bungaree Wallace Road, Bungaree.
- 279 See heritage citation BA004, 36 Inglis Street, Ballan.
- 280 See heritage citation BA014, 73 Inglis Street, Ballan.
- 281 See heritage citation BA020, 79-81 Inglis Street, Ballan.
- 282 *Bacchus Marsh Express*, 11 August 1894, p.3.
- 283 See heritage citation BA048, 164 Inglis Street, Ballan.
- 284 See heritage citation BA043 & 075, 150 Inglis Street, Ballan.
- 285 See Fiskin Street Heritage Precinct, Ballan, assessment.
- 286 Ibid.
- 287 See heritage citation BA105, 18 Duncan Street, Ballan.
- 288 See heritage citation BA130, 27 Shaws Road, Ballan.
- 289 See heritage citation GOR012 & 08, 10 Careys Road, Gordon.
- 290 See heritage citation BRE004, 447 Bungaree Wallace Road, Bungaree.
- 291 See Fiskin Street Heritage Precinct, Ballan, assessment, and heritage citation BRE015, 243 Bungaree Wallace Road, Bungaree.
- 292 See Fiskin Street Heritage Precinct, Ballan, assessment.
- 293 See Lal Lal Heritage Precinct assessment.
- 294 See heritage citation WAL016, 10-24 Old Western Highway, Wallace.
- 295 See Prayer Hill Heritage Precinct, Blackwood, assessment.
- 296 See *The State Savings Bank of Victoria Design Book: Timber-Framed Dwellings Containing 56 Standard Types*, March 1929, VPRS8933/P0437, Units 2 and 3, Public Record Office Victoria, P. Cuffley, *Australian Houses of the '20s and '30s*, The Five Mile Press, 1989, pp. 14-20 and G. Butler, *The Californian Bungalow in Australia*, Lothian Books, 1992, pp. 31-46.
- 297 Ibid.
- 298 Ibid.
- 299 Ibid.
- 300 See heritage citation BA087, 45 Atkinson Street, Ballan.
- 301 See Fiskin Street Heritage Precinct, Ballan, assessment.
- 302 See heritage citation BA093, 49 Edols Street, Ballan.
- 303 See Fiskin Street Heritage Precinct, Ballan, assessment.
- 304 See Whalebone Road Heritage Precinct, Blackwood, assessment.
- 305 W. Bate, *Lucky City - The First Generation at Ballarat: 1851-1901*, Melbourne University Press, Carlton, 1978, p.26.
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- 308 See Fiskin Street Heritage Precinct, Ballan, assessment.  
309 Ibid.  
310 See heritage citation BA058, 30 Fiskin Street, Ballan.  
311 This is based on physical evidence only – the chimneys appear to be of 1920s construction.  
312 See heritage citation BRE026, 535-537 Bungaree Wallace Road, Bungaree.  
313 *Victoria Government Gazette*, 20 October 1893, p.4191.  
314 *Ibid*.



## 7. Governing the Shire

### 7.1 Local Government

As early as 1851 a Select Committee of the new Victorian Legislative Council investigated the state of the Colony's roads and bridges. It found that the location and condition of these roads were defective, constituting no more than a track in a number of instances. The Committee's recommendations led to the formation of the Central Road Board whose aims 'were to commence the formation of macadamized roads in the towns and extend them into the exterior.'<sup>1</sup> Importantly, the Act of Parliament which led to the formation of the Central Road Board also proclaimed the establishment of local road districts managed by district boards that were ultimately controlled by the Central Board.<sup>2</sup>

In 1863, the Local Government Act gave opportunity for a Road District Board to petition for conversion to a Shire when it reached a certain level of rate revenue. The roles and responsibilities of local government also extended beyond roads and bridges.

A brief overview of the establishment of the local Road District Boards and Shires is as follows.

#### Ballan

It was as early as 1857 when a public meeting was held at the Carriers' Arms Hotel, Ballan, for the purposes of considering the formation of a District Road Board.<sup>3</sup> Five years were to transpire before the Ballan District Road Board was created on 14 October 1862.<sup>4</sup> The area of the District was described in the *Victoria Government Gazette*:

Commencing at a point in the northern boundary of the county of Bourke due north of the source of the Myrniong Creek; thence by a direct line south to the source of the Myrniong Creek; thence southerly by the Myrniong Creek to the junction with the Werribee River; thence westerly by the Werribee River to the north-west angle of the parish of Corrocburghap; thence south by the western boundary of the said parish and by the western boundary of the parish of Balliong to a point due east of the south boundary of parish of Ballark; thence west by the said boundary to the Moorabool [sic.] River; thence south-westerly by the Moorabool River to the south-east angle of block 47, parish of Meredith; thence west by the south boundary of said block 47 and the south boundary of Read's pre-emptive right to the eastern boundary of the Buninyong Road District; thence north by the eastern boundary of the Buninyong Road District and a direct line to the northern boundary of the county of Bourke; thence easterly by the said county boundary to the commencing point.<sup>5</sup>

The first elected members of the Ballan District Road Board were Charles H. Lyon (Chairman) (Figure 7.01), J. Edols, Jared Graham, David Mairs, Dennis Ryan, George Moor, Dugald McPherson, Edward Blake and Walter Duncan.<sup>6</sup>

Two years later on 14 November 1864, the Shire of Ballan was proclaimed. Its jurisdiction took in that previously under the control of the Ballan District Road Board<sup>7</sup> and it was divided into three ridings: the East, Centre and West ridings.<sup>8</sup> Charles Lyon was elected the first Shire President. He was re-elected for a second term in 1865-66.<sup>9</sup> In 1867, the Councillors were James Millyard, Blackwood; John Graham, Greendale; David Mair, Pyke's Flat (all East riding); William Atkinson, Spreydon; Walter Duncan, Ballan, John Short, Ballan (all Centre riding); and Dugald McPherson, Bungeeltap; Johns Osborne, Emly Park and



**Figure 7.01:** C.H. Lyon (1826-1901).  
Source: *A Pictorial History*, p.22.

Edward Blake, Gordon (all West riding).<sup>10</sup>

For the first eight years from 1862, the Ballan District Road Board and later the Ballan Shire conducted business at the Ballan Court House (an earlier building than the existing court house). In 1867, the Shire Council met every alternate Wednesday and the Shire Secretary attended to Council business every week day from half-past 10 to 3 o'clock.<sup>11</sup> In the early years, polling stations for the Ballan District Road Board and later the Shire were located at the Ballan Court House, Blackwood Court House and at Mitchell's Hotel, Morrisons.<sup>12</sup>

In 1868, progress commenced on the first purpose-built Shire Offices building. The modestly scaled rendered brick edifice was designed by J.F. Matthews, architect of Melbourne.<sup>13</sup> The building opened in 1870 (Figure 7.02).<sup>14</sup> By 1872, the Ballan Shire took up 400 square miles and served a population of 1,200 ratepayers.<sup>15</sup> Eight years later, the area of the Shire had decreased slightly to 360 square miles, but there were 1,518 ratepayers and a population of 7,750 people.<sup>16</sup>

On 31 August 1892, the Ballan Shire Council passed a motion for the construction of a new Shire Hall.<sup>17</sup> In the following months an architectural competition was held. In November 1892, the Shire Secretary, W.J. Muntz, advertised in *The Argus* that:

Competitors are informed that their DESIGNS, with the exception of "Well Considered," "Cost Considered," "Mount Steiglitz" and "Ballan," are AVAILABLE for REMOVAL at the pleasure of the owners, at whose risk they will remain at the Shire-hall, Ballan, from and after this date.<sup>18</sup>

The Melbourne architectural firm of Little and Beasley were subsequently awarded the design commission and they called tenders for the construction of the building in January 1893.<sup>19</sup> In the following month of February 1893, the contract was awarded to Mr C.C. Goulding of Northcote, for the sum of £710.<sup>20</sup> Located adjoining the old building, the new shire hall opened later in 1893 (Figure 7.04).<sup>21</sup>

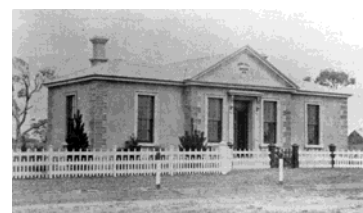
The second Shire Hall serviced the Council until 1960 when it was completely remodelled (Figure 7.05).<sup>22</sup> Today, this building is located at 51-55 Steiglitz Street. Adjoining it are later 20<sup>th</sup> century additions forming the principal Council building complex, including the rounded bay at the corner that comprises the Council Chambers.

### Bungaree

The Bungaree District Road Board was created on 16 January 1863.<sup>23</sup> The area of the Road Board was published in the *Victoria Government Gazette*:

Commencing at the sources of the Bullarook Creek; thence by a line westerly to the north-east angle of portion 63, parish of Ballaarat; thence south by the east side of the Creswick Creek road to the north boundary of the municipality of Ballaarat; thence east and south by the northern and eastern boundaries of said municipality to a point in the centre of the Melbourne and Ballaarat road; thence easterly by the centre line of said road to the western branch of the River Moorabool [sic.]; thence northerly by the centre line of said river to its source; thence by a line to the commencing point.<sup>24</sup>

In March 1863, the first members of the Road Board were elected. They were William Frazer, M.P., Thomas Corcoran, Henry Clarke, Henry Shirecliffe Rice,



**Figure 7.02:** First Shire Offices, Ballan, n.d. Source: *A Pictorial History*, p.38.



**Figure 7.03:** Ballan Shire Councillors outside Shire Offices, early 1880s. Source: *A Pictorial History*, p.39.



**Figure 7.04:** Second Ballan Shire Offices, n.d. [c.1900]. Source: June Huggins, Ballan.



**Figure 7.05:** Remodelled Ballan Shire Offices, c.1962. Source: Fraser & Ranken, *Centenary of the Shire of Ballan*, p.2.

William Alexander Wood, Theodore Michael Weaver, John Mungovin, Simon Bentley and John Burke.<sup>25</sup> By September 1863, the *Victoria Government Gazette* published the polling places for future elections. For the Bungaree District Road Board, the polling place was the District Road Board Office at Bungaree,<sup>26</sup> although the location of this building is not known. By 1866, the *Victorian Municipal Directory* listed the Board Office at "Leigh Creek, Bungaree". Yet, the following year, the *Directory* of 1867 had Bungaree as the location of the Board Office. This might suggest that the Board Office was at Bungaree until 1871, when the *Municipal Directory* clearly stated that the 'Board meets at Leigh Creek.

The creation of several Road Boards in the study area brought with it territorial tensions. The provision of an additional area from the Buninyong Shire to the Bungaree District Road Board in 1868 was contested in the Victorian Legislative Assembly. It was reported in *The Argus* on 24 June 1868 as follows:

Mr. JONES moved that the proposed alteration of the boundaries of the shire of Buninyong and the road district of Buninyong should not be carried into effect.

Mr. FELLOWS opposed the motion, no reasons for it having been submitted to the House. He stated the circumstances of the case, which he held to justify the action of the Minister of Works.

Mr. VALE made an explanation of his minute on this matter, and took the occasion to charge the present Government with altering the boundaries in question for political objects, and giving to Bungaree twenty-five miles of territory more than it ever claimed. The area now given to Bungaree was the very garden of Buninyong, and the great source of its revenue.<sup>27</sup>

On 27 January 1871, the Shire of Bungaree was proclaimed. In the following year, 1872, the Shire covered 90 square miles and served 900 ratepayers.<sup>28</sup> The Shire was subdivided into ridings in 1879.<sup>29</sup>

It appears that from the time of proclamation of the Shire of Bungaree in 1871, a timber Shire Hall served as its headquarters. In 1919, the Council proposed to expend £550 of its Federal grant to erect a new shire hall, but this was not approved by the department.<sup>30</sup> A more economical alternative was the purchase of the Leigh Creek Hall in 1920. The former Shire Hall was sold to St. John's Anglican Church and relocated to Bungaree, where it was attached to the then existing Sunday School Hall.<sup>31</sup> In 1921, the Bungaree Shire held 88 square miles (being a reduction from the 116 square miles in 1898) and served a population of 1,373 people.<sup>32</sup>

In 1959, W.J. Groves was contracted to construct new Shire Offices at Leigh Creek.<sup>33</sup> This small, domestically-scaled building was opened on 8 May 1959 and it is located on the Western Highway, Leigh Creek.<sup>34</sup>

### **Buninyong**

On 8 June 1858, a memorial for a Road District at Buninyong was brought before the Governor of Victoria. The memorialists stated:

... that taking into consideration the bad condition of the cross-roads of Buninyong and other places in its vicinity, and the necessity that exists to make provision for the increasing and important traffic on them, it is most desirable that a Road District for Buninyong should be constituted.<sup>35</sup>

On 9 July 1858, the Buninyong District Road Board was duly created. Its area of jurisdiction was outlined in the *Victoria Government Gazette*:

Commencing at the north-west angle of portion 1. of section VIII., of the parish of Cardigan; thence by the southern side of the main road from Smyth's Creek to Ballaarat; thence by the southern and eastern boundaries of the said municipal districts to the intersection of the main road from Ballaarat to Melbourne; thence easterly by that road eleven miles and forty chains more or less; thence by a line bearing south eighteen miles and twenty-five chains, more or less; thence by a line bearing west, forming, for a portion of the distance, the northern boundary of the Mount Mercer pre-emptive right, eighteen miles and twenty chains, more or less; and thence by a line bearing north thirteen miles and sixty chains, more or less, to the commencing point.<sup>36</sup>

The Shire of Buninyong was proclaimed on 16 February 1864.<sup>37</sup> In 1871, it held an area of 296 square miles, with a population of 9,600 people including 1,640 ratepayers.<sup>38</sup> The headquarters for the Shire were outside the study area at Buninyong.

#### **Wyndham/Werribee**

A small portion of the study area is located in the former Wyndham District Road Board that was created on 14 October 1862. It was proclaimed a Shire on 14 October 1862 and its name changed to Werribee Shire on 15 December 1909.<sup>39</sup>

#### **Moorabool Shire**

On 6 May 1994, the Minister for Local Government announced a major municipal reform in the Ballarat area. The Moorabool Shire was subsequently formed by the amalgamation of the Shire of Bacchus Marsh, Shire of Ballan and parts of the Shire of Bungaree, Shire of Buninyong and City of Werribee.<sup>40</sup> Today, the Moorabool Shire covers an area of 2,100 square kilometres and in 2006 it served a population of 25,474 residents.<sup>41</sup>

### **7.2 Law & Order**

#### **Police**

Until the discovery of gold in the early 1850s, police buildings in rural Victoria were almost not required.<sup>42</sup> The gold rushes at Ballarat, Blackwood, Gordon and Egerton attracted a large migratory population and with it, an increase in crime.<sup>43</sup> This led to pressure for a centralised police force, but in the early years Gold Police and the Gold Escort were formed in response to the gold discoveries.<sup>44</sup>

In the early years of the 1850s during the gold rush period, policing was of a para-military nature. Barracks segregated the police from the rest of the thriving fledgling communities. At Golden Point, Blackwood, barracks were established in 1855, along with a stable and lock up.<sup>45</sup> Many of these early structures were temporary, the earliest comprising tents and portable buildings.

In 1855, Police and Court Districts were proclaimed. On 9 June 1855, the police district of Myrniong or Mt Blackwood was outlined in *The Argus*:

Police district of Myrniong, or Mount Blackwood: commencing at Mount Bullancrook; thence north-westerly by the range dividing the waters of the Lerderderg and Macedon Rivers to the Great Dividing Range; thence by the Great Dividing Range to the source of the River Werribee; thence by the River Werribee southwards to a point due

west from Mount Blackwood; thence by a line due east to Mount Blackwood; and thence by a line north-easterly to mount Bullancrook, the commencing point ...<sup>46</sup>

It was not until 1856 with the formation of the Public Works Department that police accommodation became a central government responsibility.<sup>47</sup> A large number of small police stations were erected throughout the remote country areas of Victoria, moving away from the barracks accommodation that had previously predominated.<sup>48</sup> These buildings reflected the conventional domestic designs for the period, and were usually located on reserved sites which also included the gaol, lock up, court house – and given that mounted policing was the convention until the 1920s – stabling and an area to graze the horses.<sup>49</sup>

Approximately 43 police buildings (either station residences, lock ups and stables) were built in the Moorabool Shire during the 19<sup>th</sup> and very early 20<sup>th</sup> centuries.<sup>50</sup> A large number of these police buildings either no longer survive and/or no longer function, largely as a result of the population decline after the gold rush era and changing policing regimes. The early buildings included the police station and lock up at Barkstead (established in 1870 and closed in 1892); Barrys Reef police station and lock up (established in 1869 and closed in 1886); Blue Mountain police station and lock up (established in 1863 and closed in 1866); Clarendon police station and lock up (established in 1869 and closed in 1963), Elaine police station (established in 1910 and closed in 1912); Mt Egerton police station and lock up (established in 1863 and closed in 1915); and the Glenmore police station (established in 1870 and closed in 1876).<sup>51</sup>

Few 19<sup>th</sup> century police buildings therefore exist in the study area today. The largest concentration of these buildings is at Ballan, although other remnant police infrastructure survives elsewhere. These and other surviving fabric are outlined as follows.

### **Ballan**

The first police presence in Ballan was established in 1852 when Thomas Henry Pyke provided quarters for a small mounted police force.<sup>52</sup> Three police cadets lived in a cottage on his property at 'Upper Weiraby' and patrolled the district to protect against horse stealing and bush ranging.

In December 1854, soldiers enroute for Ballarat camped on the open ground between Sharrat's Carriers Arms Hotel and the Werribee Hunt Inn. Fraser and Ranken in *Centenary of the Shire of Ballan 1862-1962* give the following outline of events:

... the "Argus" of that day states that their special correspondent found Major General Sir Robert Mickle there [at Ballan] and informed him of the conflict at "Eureka" on miners rights. The force consisted of 600 men of the 12<sup>th</sup> and 40<sup>th</sup> Regiments and was composed of four pieces of artillery as well as some sailors and troopers. Later, the special correspondent stated that, had Sir Robert arrived a few days earlier, the bloodshed at Eureka on that Sunday would have been averted.<sup>53</sup>

The first police station was established after 1854 in Cook's Blacksmith shop, on the corner of Inglis and Fiske Streets.<sup>54</sup> The forge became the first lock up. The police station was relocated to Horne's Blue store on the corner of Simpson and Cowie Streets less than a year later.<sup>55</sup> Between 1854 and 1855 the police force at Ballan comprised 1 mounted Non Commissioned Officer, 2 mounted constables, 1 foot constable, 3 troop horses and 1 draught horse.<sup>56</sup> Typical duties were district patrols, prisoners' escort, pursuit of horse stealers, court related tasks



and gold escort.<sup>57</sup>

By August 1856, allotments 1, 2 and 3 of Section 5 fronting Inglis Street at the western end of Ballan was selected for police purposes.<sup>58</sup> A contract for fencing the new police paddock (being triangular in layout) was approved on 26 January 1857 and the work was carried out by M. Shannon.<sup>59</sup> In 1857, a bluestone lock up was built on the then open ground of the police paddock (Figure 7.06).<sup>60</sup> The police quarters were temporarily situated in a building owned by a Mr Henry Rose.<sup>61</sup>

In 1860, it was recommended that new permanent police buildings be erected as the existing structures were 'deplorable, in a most dilapidated condition and almost uninhabitable.'<sup>62</sup> The lock up was also considered to be 'too far removed from the station.'<sup>63</sup> A three-roomed stone cottage with a four-stalled stone stable was sought.

The following year in 1861 witnessed the building of both the police residence and the stables building. A contract for the building of the brick, four-roomed police quarters was awarded to a Mr Snare and the works were completed in November 1861.<sup>64</sup> J.C. Edington and Co. were listed in *The Argus* as gaining the contract for erecting the brick, four stall stable and forage store building (Figure 7.07) on 8 July 1861, but it appears that the works were carried out by Winton and Co. for £300.2.6 and completed in August 1861.<sup>65</sup> The completed police residence featured a gabled roof form that traversed the site, with a hipped wing at the rear.

In August 1880, tenders were called for alterations, repairs and additions to the police residence.<sup>66</sup> The additions to the dwelling had been completed by February 1881 (Figure 7.08).<sup>67</sup> The refurbished residence was characterised by a new gabled roof form at the front with brick chimneys at each end, and a projecting post-supported front verandah. The dwelling comprised four rooms each measuring 14 feet by 11 feet 6 inches.<sup>68</sup>

By 1930, a portable timber lock up had been relocated to the police site at Ballan as an additional cell.<sup>69</sup>

In 1943, a new timber police station was erected on the police reserve, to the west of the police residence (Figure 7.09).<sup>70</sup> This modestly-scaled gabled building with a projecting skillion porch replaced the earlier portable timber office building relocated to the site in 1874. In 1958, the police residence was sold to Sam Bray and the reservation of the property for police purposes was revoked. At this time, First Constable Pringle was stationed at Ballan.<sup>71</sup> A new weatherboard dwelling was built to the west of the station. In May 1959, he was replaced with First Constable L.M. Murphy from Gordon.<sup>72</sup> Additions were made to the station building in 1975 to include a Sergeant's office and a staff kitchen.<sup>73</sup>

By 1995, the police presence at Ballan included a sergeant, two senior constables and one constable.<sup>74</sup> In July 1996, the Police Minister, Bill McGrath, announced that a new police station was to be built in the western-most portion of the police reserve at a cost of \$400,000.<sup>75</sup>

## Blackwood

### Former Police Quarters, 14 Clarendon Street

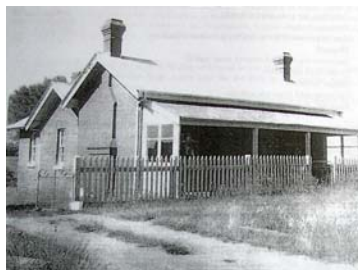
In April 1855 when a temporary police barracks was established at what was to become the Township of Blackwood (at Golden Point).<sup>76</sup> By May 1855, temporary police stables constructed of logs and canvas had been built by Thomas Disher as part of a police barracks at Golden Point to enforce law and



**Figure 7.06:** J. Collins, Bluestone Police Lock Up, Ballan, 1982. Source: La Trobe Picture Collection, State Library of Victoria, image jc000669.



**Figure 7.07:** Ballan Police Stables, 2009. Source: Wendy Jacobs.



**Figure 7.08:** Former Police Residence, 1957. Source: J. Huggins, *The Settler*, September 1997.



**Figure 7.09:** Weatherboard police station, 1957. Source: J. Huggins, *The Settler*, September 1997.

order at the Blackwood goldfields.<sup>77</sup> The police districts of Myrniong, or Mount Blackwood (also known as Carlsruhe),<sup>78</sup> and Bacchus Marsh were proclaimed in early June 1855.<sup>79</sup>

New prefabricated timber police stables manufactured by Sharp and Sons, timber merchants of Melbourne, were relocated to the police paddock at Golden Point in December 1855.<sup>80</sup> At this time there were one mounted sergeant and five constables operating from this location.<sup>81</sup>

Disaster struck in January 1858 when the police barracks were destroyed by fire. The damage was reported in the *Portland Guardian and Normanby General Advertiser*:

A fire occurred at Golden Point, Mount Blackwood on Friday last by which the Police Barracks were totally destroyed. The building was constructed of wood, roofed with bark. The fire originated in the chimney, from which it spread to the roof and in a short time the whole building was in flames. So rapidly did the fire extend that there was no time to remove anything, and the policemen's clothes and other personal property were destroyed. One individual suffered to the extent of £200, having had that amount in notes deposited in a chest which was consumed. The fire was entirely accidental.<sup>82</sup>

Following the fire in 1860, three acres of land was set apart for public buildings.<sup>83</sup> In the next year of 1861, Blackwood formed part of the Kyneton Police District.<sup>84</sup>

The disastrous fire of 1860 led to a portable timber police quarters being relocated to the police barracks at Golden Point in 1859.<sup>85</sup> This gabled timber structure exists on the site at 14 Clarendon Street today (Figure 7.10).

General repairs were made to the police quarters in 1866 by J. Walker at a cost of £22.<sup>86</sup> Further repairs were made to the police quarters and the lock-up in 1868 by F. Chenee at a cost of £14.10.0.<sup>87</sup>

In November 1869, the *Bacchus Marsh Express* reported on 'a combination' being organised to 'petition the Government to remove the Police Camp on Golden Point to Red Hill.'<sup>88</sup>

In January 1871, the incumbent officer, Senior Constable Patrick Kiernan wrote to the Superintendent of Police, Castlemaine (as Blackwood formed part of the Castlemaine Police District from 1870<sup>89</sup>) seeking permission for the 'old' court house at Blackwood to be relocated to the site of the police quarters as an addition to the residential quarters.<sup>90</sup> The Commissioner for Public Works subsequently 'sanctioned the transfer to the Department of Police of the old building formerly used as a Court House at Blackwood.'<sup>91</sup> The local builder, William Williamson, carried out the works at a cost of £54.<sup>92</sup> Although there were delays in the commencement of the works, it appears that the project had been completed by April 1871, as three roods, thirty-eight and three-tenths perches was set apart from the reserved site for public buildings at Blackwood for a police station.<sup>93</sup>

Further repairs were sought to the police quarters in May 1875 to 'make it habitable during the winter months.'<sup>94</sup> The original gabled police quarters were proposed to be converted into a two-roomed office.<sup>95</sup>

In 1876, the then Senior Constable, H.J. Runting, requested a new police stables and forage store building. He claimed that the building was urgently required as



**Figure 7.10:** Former Police Quarters, 14 Clarendon Street, Blackwood, 2014 (the larger hipped building is the original court house). Source: David Rowe.

'the present one has been about 20 years in use.'<sup>96</sup> A specification for the new stables and forage store was subsequently prepared and the tender of F. Augustinus for £27.8.9 was accepted.<sup>97</sup>

### Former Police Stables (now Blackwood & District Historical Society Rooms), Martin Street

In 1878, Blackwood formed part of the Bourke Police District.<sup>98</sup> Two years later in 1880, the police station at Golden Point was closed and a new station was established at Red Hill, fronting the Greendale Trentham Road (Martin Street).<sup>99</sup> While the old police quarters and court house building remained at Golden Point, a stables building was relocated to the new site at Red Hill. On 19 June 1880 the Public Works Department called tenders for the 'removal of stable from Police Station, Golden Point, to Red-hill, Blackwood.'<sup>100</sup> The tender of Andrew Buchanan, storekeeper and carpenter of Red Hill, for £38 9s 6d was subsequently accepted.<sup>101</sup>

The relocated stables were limited to two stalls having a cobble stone floor. They served the local police until 1915 when the station closed. In March 1915, the police reserve (including residence) was transferred to the Education Department for use as a head teacher's residence.<sup>102</sup> The gaol and police office were removed.<sup>103</sup> With former stables in disrepair in 1975 (Figure 7.11), restoration and repairs works by the Historical Society and members of the Police Re-enactment Society commenced.<sup>104</sup> As well as repairs to the old stables, skillion additions were built on the south side and work was completed to lock up stage in 1978 as the building was converted into the rooms of the Blackwood and District Historical Society (Figure 7.12).<sup>105</sup>

### Police Constables at Blackwood

The original police constables stationed at Blackwood are not known. The earliest documented in the locality was Police Constable James Y. Henry in 1862. He had a gold ring stolen in March of that year from the 'hut belonging to the Blackwood police station.'<sup>106</sup> By 1869, Senior Constable Patrick Kiernan and his wife, and six of their children, were stationed at Blackwood, having removed from Bacchus Marsh.<sup>107</sup> At Blackwood, they had two additional children,<sup>108</sup> which explains his desperate desire for the enlargement and repairs to the police quarters in early 1871. Also at Blackwood from 1869 was Constable Deegan.<sup>109</sup>

Kiernan was replaced by Senior Constable Courderay in 1875 and he in turn was replaced by Senior Constable H.J. Runting in 1876.<sup>110</sup>

### Bungaree

In 1861, the Bullarook Police Station was established.<sup>111</sup> It closed in 1866 and re-established as the Bungaree Police Station from this time.<sup>112</sup> It appears that a six roomed weatherboard house and a four stalled weatherboard stable had been built by P. Keeble and a Mr. Shroeder by 1866<sup>113</sup> on land (now the property at 255 Bungaree Wallace Road) owned by Edward Agar Wynne of Ballarat. He leased the land and dwelling to the Police Department.<sup>114</sup> A portable lock up had been relocated from the former Bullarook Police Station that was established in 1861 and closed in 1866.<sup>115</sup> The location of the police station was shown the Ballarat and Ballarat East Water Supply Geological Survey Plan of 1870 (Figure 7.13). The property was to remain the site of the police station and lock for the next 60 years.

In 1871, Wynne sold his property to Patrick Boyan.<sup>116</sup> Four years later in 1875 he sold his property including the police barracks and court house sites to John Devereux, a blacksmith.<sup>117</sup> Devereux established a timber blacksmith's shop on the southern frontage at the western end of his property, next to his dwelling.

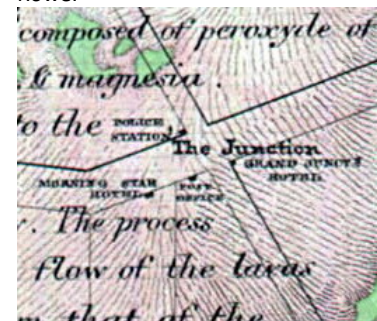


**Figure 7.11:** Former Police Stables & Forage Store, north and west elevations, November 1975.

Source: *The Blackwood Recorder*, vol.4, no. 1, July 1978.



**Figure 7.12:** Former Police Stables, Blackwood, 2014. Source: David Rowe.



**Figure 7.13:** Map of Bungaree Junction showing the location of the police station, 1870. Source: The Ballarat & Ballarat East Water Supply Geological Survey of Country in the Parishes of Bungaree & Warrenheip, Bungaree & District Historical Society collection.



Devereux retained ownership until his death in 1890 when the property was described as including a six roomed weatherboard police station and weatherboard police stable (rented), large general store and dwelling house of seven rooms (with a two stall stable and cart house at the rear) (rented), timber Court House building (rented), six roomed dwelling house with a detached kitchen (that had been occupied by the deceased) and a large weatherboard blacksmith's shop.<sup>118</sup>

Devereux's land was subsequently subdivided, and with a number of allotments was sold to Alfred Rice, a storekeeper of Bungaree, in 1914.<sup>119</sup> Rice operated a grocery, drapery and ironmongery store opposite the police station.<sup>120</sup> After Rice's death in 1921, the property at 255 Bungaree Wallace Road was purchased by William Alexander McClellan in 1924.<sup>121</sup> The old timber dwelling continued to be leased to the Police Department as a police station.<sup>122</sup> Constable John Pattison was the occupier of the station in 1927 when the dwelling escaped serious damage from a tornado that passed through Bungaree, although the 'garage and fencing suffered severely'.<sup>123</sup>

It appears that the police station/residence and the lock up continued to serve their original purpose until c.1930. Since c.1869, the site at 255 Bungaree Wallace Road had been associated with many Police Constables, relievers and 'extras'.<sup>124</sup> From 1873, there were two constables stationed at Bungaree but by 1882 it was served by one officer.<sup>125</sup> During the busy potato digging season between April and October each year when the population would swell with the arrival of potato diggers, mounted police were called in to enforce law and order.<sup>126</sup> This was required as 'many of these pickers would spend much of their wages on liquor, and fights would often break out as the local court records reveal'.<sup>127</sup>

In c.1930, the police relocated to a commodious eight-roomed gabled timber dwelling (Figure 7.14) next to Chalmer's Post Office and General Store.<sup>128</sup> At this time, the dwelling was described as requiring 'renovations' and there was a 'lockup – one cell' in 'fair repair'.<sup>129</sup> The original police lock up was retained on the original site (at 255 Bungaree Wallace Road). It appears to have been at this time when the old timber police residence was upgraded.<sup>130</sup>

The police station at Bungaree (Figure 7.14) continued to operate until a semi-trailer truck crashed into it on 27 March 1976 (having collided with a car), causing substantial damage (Figure 7.16).<sup>131</sup> The building was subsequently demolished. The last Police Officer stationed at Bungaree was Dermott Charles Bevern.<sup>132</sup> From 1976, Bungaree district was policed by officers stationed at Gordon.<sup>133</sup> The portable lock up (Figure 7.16) located in the rear yard appears to have been relocated or demolished but the lock up at the rear of the dwelling at 255 Bungaree Wallace Road survives.

An identical corrugated iron police lock up also survives at Old Melbourne Road, Dunnstown (Figure 7.17). It earlier served as the police lock up at Warrenheip (possibly from the 1860s),<sup>134</sup> before being decommissioned and later relocated for use as a farm building at Dunnstown.

### The Bank Robbery by Captain Moonlite at Mt Egerton

A story of legend in the Moorabool Shire is that of the infamous Captain Moonlite. His true name was Andrew Scott, a lay reader with the Church of England who was at Mt Egerton for three months in 1869.<sup>135</sup> In April of that year, Scott held up the London Chartered Bank at Egerton, robbing it of a large sum of money and a quantity of gold.<sup>136</sup> The Bank Manager, J.L. Brunn, gave



**Figure 7.14:** Former Bungaree Police Station, 1957. Source: *Bungaree & District Historical Society Newsletter*, no.36, July 2000, p.1.



**Figure 7.15:** Former Bungaree Police Station, 1976, after being substantially damaged. Source: *Bungaree & District Historical Society Newsletter*, no.36, July 2000, p.6.



**Figure 7.16:** Lock Up, Bungaree, 2010. Source: Dennis Speilvogel.

evidence against Scott in the Ballarat Circuit Court in July 1872. Brunn's abridged evidence in *The Argus* gives an account of the robbery:

I was agent for the London Chartered Bank at Egerton in May, 1868. The building consisted of two rooms, side by side; from behind the counter there was a door which led into the bedroom. Knew Scott. First became acquainted with him at Egerton in the year 1869; he was lay reader of the Church of England. Prisoner was often with me in the bank after he had been introduced to me. Prisoner never slept in the bank. Our intimacy ceased in March, 1869, because I would not go to church. Prisoner left some clothes of his in a valise in the bank, which were sent to him after the dispute, and prisoner never came to the bank after that ... On the 8<sup>th</sup> May, 1869, the bank was locked while I took tea at Simpson's. At 10 o'clock I went to the bank, opened the door, and just then I was touched on the back and had a pistol pointed at me ... The man then said, "Give up the gold or I will shoot you," I then gave him some gold and silver, and the man told me if I did not give him more he would shoot me. I then gave him the cake of gold. I made a balance about 4 o'clock on the afternoon of the day of the robbery, and at that time the total amount in the bank was £697 5s 2d; 8 oz. 15 dwt. 20 gr. of gold dust was in the bank at the same time.



**Figure 7.17:** Lock Up, Warrenheip, 2010. Source: Dianne Cahir.

Scott was found guilty of the bank robbery in 1872 and served a 10 year sentence in Pentridge Prison. Prior to this sentence, Scott had been in Maitland Gaol, New South Wales, serving an 18 month sentence for forgery and passing a valueless cheque.<sup>137</sup>

### Courts

A small number of court houses were established in the western region of the Moorabool Shire from the mid 19<sup>th</sup> century and only the former court houses at Blackwood and Ballan survive today.

### Blackwood

By late August 1855, a court house measuring 'about 14 feet by 12 feet' and a 'capital log house' had been constructed at Golden Point, Blackwood, as part of the police camp to supplement the 'few stables and tents'.<sup>138</sup> These buildings were criticised as not being adequate to accommodate police and to effectively allow proceedings in the Court of Mines for a population of 29,000 people.<sup>139</sup> In September 1855, the correspondent for the Mount Blackwood diggings for the *Bacchus Marsh Express* lamented that:

I have resided in a district for some months past where a large body of miners exist, but where a policeman or lawyer has never yet shown his face. The Government cannot afford to send us a police force, and as we settle all our own disputes, civil and criminal ... no lawyer could find his salt amongst us.<sup>140</sup>

In November 1855, the local Court Division of Mount Blackwood was proclaimed. With the construction of a new Court House in 1859 by John Gray at a cost of £453,<sup>141</sup> the old court house was made redundant (it was later relocated to the site of the police quarters as an addition to the residential quarters).<sup>142</sup> For the next 45 years, the court house served the goldfields communities of the Blackwood district. Closing in 1914, the Victorian Attorney General proposed the sale of the building:

There is apparently no demand for land at Blackwood and it is suggested that the old court house be sold for removal. In view of the



number of enquiries for this building, public tenders should be invited for its disposal. The building is not in very good condition.<sup>143</sup>

The building was subsequently sold to R. Williamson of Barrys Reef and removed from its site at Golden Point in 1915.<sup>144</sup>

### Bungaree

At Bungaree, a court house appears to have been established in the 1870s when the operations of the Bullarook police station were transferred to Bungaree at this time. In 1871, Patrick Boyan purchased 46 acres (allotment 2B of Section 2A) on the north side of the Melbourne Road at Bungaree.<sup>145</sup> He leased part of his property to the Police Department and another part to the Crown Law Department where a 'large weatherboard building' of three rooms appears to have been built by 1874 as it was at this time when the Victoria Government Gazette announced the appointment of Bungaree (Junction) as 'a place at which Petty Sessions shall be holden.'<sup>146</sup> The Court House was in operation by August, 1874 as the District Inspector for the Education Department reported that 'a police Court (Petty Sessions) is held once a week' and that there are 'police barracks'.<sup>147</sup>

In 1875, Boyan sold his property to John Devereux, a blacksmith.<sup>148</sup> He continued to lease land and a building to the Crown Law Department, as the building was described in a Memorandum of Agreement in 1893:

... the hall or large room situate at Bungaree for the purpose of holding Courts and judicial proceedings therein and a room adjacent to the said hall or large room as a Magistrate's Room and the exclusive use of a room for a clerk's office.<sup>149</sup>

In 1915, the Bungaree Court was located at the Bungaree Mechanics Institute.<sup>150</sup> A room at the back of the hall was used as a clerk's office. Upon the completion of the new Mechanics Institute in 1928, this building also served as the local Court House.<sup>151</sup>

### Mt Egerton and Gordon

At Mt Egerton and Gordon, the Mt Egerton Local Court District had been proclaimed in 1856<sup>152</sup> and both towns were located within this district. Diggers had been petitioning for a local Court of Petty Sessions in the preceding months of 1856.<sup>153</sup> A timber court house was built at this time by contractor Gray for £315.<sup>154</sup> It appears that the building was constructed at Gordon to serve this township and Mt Egerton.<sup>155</sup> The Gordon court house met its demise in 1923 when *The Argus* carried an article stating that the building had been condemned by the Public Works Department.<sup>156</sup> Sittings of the Court subsequently continued in 'a spare room of the Gordon State School'.<sup>157</sup>

### Ballan

In 1859, a court house of timber construction was built on the western portion of the police paddock at the corner of Inglis and Bradshaw Streets, Ballan.<sup>158</sup> It was built by Christie Bros. at a cost of £490 and it also served as the headquarters of the Ballan District Roads Board and later the Ballan Shire until 1870.<sup>159</sup> It served as a court house until it was relocated to Trentham in 1874.<sup>160</sup>

In 1873, a new brick Court House was designed by John Holmes of the Public Works Department, on a site fronting Steiglitz Street, further west of the Shire offices.<sup>161</sup> It was designed in a Victorian Free Classical style, being similar to around 20 court houses constructed across Victoria for the period.<sup>162</sup> The Ballan Court House was built by T. Watts at a cost of £738 and in 1874-75, a timber



**Figure 7.18:** Ballan Court House, 1963, showing introduced front porch. Source: J. Collins, La Trobe Picture collection, State Library of Victoria, image jc000668.

verandah was added at the front at a cost of £65.<sup>163</sup> This verandah was subsequently removed and replaced with a new porch (Figure 7.18). The court function ceased in 1982-83 and the building became the home of the Ballan Shire Historical Society.<sup>164</sup> In 2005, the early timber verandah was reconstructed (Figure 7.19), as described in the *Melton Leader*:

Repair and restoration work on Ballan's historic courthouse is coming to an end. A wooden veranda has been rebuilt on the Steiglitz St entrance, based on 1873 plans found in the State Library. Cracked internal walls have been repaired, underfloor ventilation has been created, slate tiles are being replaced and new timber will replace rotting backboards. The Sustainability and Environment Department owns the courthouse, which heard its last case in 1982 and has been used by Ballan Shire Historical Society since 1990.<sup>165</sup>



**Figure 7.19:** Ballan Court House, 201065, following repairs & showing reconstructed timber verandah (based on design of 1874-75). Source: David Rowe.

### Pounds

Another aspect of law and order throughout the Moorabool Shire from the 1850s was the establishment of public pounds, managed by officially-appointed pound-keepers. Like roads and bridges, public pounds came under the initial control of the local District Road Boards and later, the local Shires.<sup>166</sup> By 1853, a pound had been established at Buninyong,<sup>167</sup> while in 1854, a pound existed at Ballan.<sup>168</sup> Land was temporarily reserved for a pound for the Bungaree Road District at Warrenheip in 1864. In 1868, a second site was temporarily reserved at Bungaree for pound purposes.<sup>169</sup> Usually, the reservations comprised two acres of land.

The purpose of the pound was to house and sustain cattle, sheep and other livestock that had strayed and trespassed. The charges imposed on the owners of the livestock were fixed by the Justices in the Courts of Petty Sessions, and they differed depending on the type of livestock (horse, cow, sheep, goat or pig), and the location in which they had trespassed (such as unenclosed forest or open pasture land, fenced paddocks, fenced gardens, meadows or crop growing property).<sup>170</sup> In 1854, a total of £1,376.16.6 comprised the fees received at the Ballan Pound, while the Buninyong Pound's total fees for the year reached £9,542.11.4.<sup>171</sup> The amounts retained by the pound-keeper were also dependent on a particular model, with £528.17.3 retained at Ballan and £1,811.11.9 at Buninyong.<sup>172</sup> Received fees were paid into Colonial Treasury, with a small portion also paid to charitable institutions.<sup>173</sup> The only surviving physical evidence of the public pounds established in the study area in the 19<sup>th</sup> century appear to be the ruins of the old pound off the Yendon No.1 Road at Yendon.<sup>174</sup>

- 1 P.M. Griffiths, *Three Times Blest: A History of Buninyong and District 1837-1901*, Buninyong & District Historical Society, Buninyong, 1988, p.40.
- 2 *Ibid.*, p.42.
- 3 *Victoria Government Gazette*, no.129, 3 November 1857, p.2097.
- 4 *Victorian Municipal Directory*, 1994, loose sheet, pp.293-295, 354-355, 644-645.
- 5 *Victoria Government Gazette*, no.123, 14 October 1862, p.1977.
- 6 D.D. Fraser & J.B. Ranken (eds.), *Centenary of the Shire of Ballan 1862-1962*, Shire of Ballan, Ballan, 1962, p.5.
- 7 *Victoria Government Gazette*, no.119, 22 November 1864, p.2605.
- 8 *A Pictorial History of the Shire of Ballan*, Ballan Shire Historical Society, Ballan, 1989, p.24.
- 9 *Ibid.*, p.22.
- 10 *Ibid.*, p.25, citing the *Directory of Shires and Road Roads*, 1867, Heath & Cordell, Melbourne. By 1888, a fourth riding (the South riding) had also been created.
- 11 *Ibid.*
- 12 *The Argus*, 26 July 1864, p.8 & 4 August 1864, p.7.
- 13 *Ibid.*, 2 March 1868, p.3.
- 14 *A Pictorial History, op.cit.*, p.28.

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- 15 *Victorian Municipal Directory*, 1872.  
 16 *Ibid.*, 1880.  
 17 *The Argus*, 31 August 1892, p.7.  
 18 *Ibid.*, 25 November 1892, p.8.  
 19 *Ibid.*, 11 January 1893, p.2.  
 20 *Ibid.*, 8 February 1893, p.7.  
 21 *Ibid.* & *A Pictorial History*, *op.cit.*, 7. The original Shire Hall appears to have been demolished after the completion of the new building.  
 22 The plaque on wall states: "This plaque, unveiled by the Hon. Murray V. Porter, M.L.A., Minister for Local Government on 15<sup>th</sup> June, 1960, commemorates the remodelling of this building originally built in 1893. H.H. Lidgett, Shire President."  
 23 *Victorian Municipal Directory*, 1994, *op.cit.*  
 24 *Victoria Government Gazette*, 16 January 1863, p.114.  
 25 *Ibid.*, 24 March 1863, p.661.  
 26 *Ibid.*, no.100, 1 October 1863, p.2185.  
 27 *The Argus*, 24 June 1868, pp.4-5.  
 28 *Victorian Municipal Directory*, 1994, *op.cit.*  
 29 *Ibid.*  
 30 *The Argus*, 8 May 1919, p.8.  
 31 Trigg, *op.cit.*  
 32 *Victorian Municipal Directory*, 1994, *op.cit.*  
 33 A. Ward, 'Typological Study of Local Government Offices/Halls in Victoria', vol.3, July 1996, p.349.  
 34 *Ibid.*  
 35 *Victoria Government Gazette*, no.73, 8 June 1858, p.1.  
 36 *Ibid.*, no.89, 9 July 1858, p.1307.  
 37 *Victorian Municipal Directory*, 1994, *op.cit.*  
 38 *Ibid.*, 1871.  
 39 *Victorian Municipal Directory*, 1994, *op.cit.*  
 40 *Ibid.*  
 41 Local Government Victoria, 'Moorabool Shire Council' at <http://www.localgovernment.vic.gov.au>.  
 42 F. O'Neill, 'Survey of Police Buildings', prepared for the Historic Buildings Branch, Housing & Construction Victoria, Ministry of Planning & Housing, 1990, p.1.  
 43 *Ibid.*, p.3.  
 44 *Ibid.*,  
 45 A.J. Buckingham & M.F. Hitchcock, *Aspects of Early Blackwood – The Goldfield, The Landmarks, The Pioneers*, Blackwood Publishing, Blackwood, 5<sup>th</sup> printing, 2002, p.13.  
 46 *The Argus*, 9 June 1855.  
 47 O'Neill, *op.cit.*, p.5.  
 48 *Ibid.*, pp.6-7.  
 49 *Ibid.*, pp.8-11.  
 50 Police Inventory Database, Historic Places Section, Department of Sustainability & Environment, 15 March 2010, kindly supplied by Janette Hodgson. The database includes citations on police buildings by O'Neill, *op.cit.*  
 51 *Ibid.* A number of the police lock ups having different construction/arrival dates and closures.  
 52 *Ibid.*  
 53 Fraser & Ranken, *op.cit.*, p.22 and Police Stables, Ballan, Police Files Index, file nos. 2243 & 1203, 1861, Public Record Office Victoria, VPRS 937, Unit 433.  
 54 J. Huggins, 'Law and Order – Ballan', in *The Settler, Official Quarterly Newsletter of the Ballan Shire Historical Society*, vol. 4, no. 9, September 1997.  
 55 *Ibid.*  
 56 *Ibid.*  
 57 *Ibid.*  
 58 See Township of Ballan Plan, 1954, VPRS 16171 PROV.  
 59 *Victoria Government Gazette*, 27 January 1857, p.180.  
 60 J.L. Walsh in 'Early Ballan No. 44' in the *Ballan Times*, 24 January 1918, p.3  
 61 William Locke, Ballan, to Superintendent of Police, 5 August 1857, VPRS 937, Unit 1, PROV.  
 62 Huggins, *op.cit.*  
 63 *Ibid.*  
 64 Victoria Police Contract Book, VPRS 977, Book 1, PROV.  
 65 *Ibid.* & *The Argus*, 8 July 1861, p.2, 3.  
 66 *Bacchus Marsh Express*, 14 August 1880, p.2 & *The Argus*, 20 August 1880.  
 67 Huggins, *op.cit.*  
 68 'Application for Repairs at Ballan Station', 22 July 1884, VPRS 937/PO, Unit 117, PROV.

- 69 Huggins, *op.cit.*, mentions that there was a two cell lock up, which suggests that the exiting portable timber lock up had been relocated by this time, given that the original bluestone lock up was single-celled.
- 70 *Ibid.*
- 71 *Ibid.*
- 72 *Ibid.*
- 73 *Ibid.*
- 74 *Ibid.*
- 75 *Ibid.*
- 76 A.J. Buckingham & M.F. Hitchcock, *Aspects of Early Blackwood*, 5th printing, Blackwood Publishing, Blackwood, 2002, p.15.
- 77 M. Hitchcock, 'A Brief History of the Blackwood Police Stables', in the Blackwood Recorder, Blackwood District Historical Society, July 1978.
- 78 Victoria Police, 'Police Stations Victoria 1836-1965', manuscript presented to State Archives, PROV (North Melbourne) library.
- 79 *The Argus*, 9 June 1855, p.6.
- 80 M. Hitchcock, 'Blackwood & District Historical Society and Police Stables Museum' website, <http://www.blackwoodpublishing.com/blackwood-district-historical-society/>. However, in 'A Brief History of the Blackwood Police Stables', *op.cit.*, Hitchcock states that the stables were built by Saunders and Sons.
- 81 *Ibid.*
- 82 *Portland Guardian and Normanby General Advertiser*, 18 October 1858.
- 83 *Victoria Government Gazette*, 18 September 1860, p.1749.
- 84 Victoria Police, *op.cit.*
- 85 It is known that the police quarters was a 'portable' timber dwelling as it is described as such by the incumbent Senior Constable in 1871. He also stated that the quarters had been 'in use 12 years at this station', equating to its relocation to the site in 1859. See P. Kiernan, Senior Const 613 to the Superintendent of Police, Castlemaine, 9 May 1871, VPRS 937 Unit 107, PROV. The *Bacchus Marsh Express*, 19 March 1870, p.3, also refers to the quarters as having been relocated from elsewhere.
- 86 Police Contract Book, no.1, VPRS 977, PROV.
- 87 *Ibid.*
- 88 *Bacchus Marsh Express*, 27 November 1869.
- 89 Victoria Police, *op.cit.*
- 90 P. Kiernan to the Superintendent of Police, Castlemaine, 25 January 1871, VPRS 927 Unit 107, PROV.
- 91 A. Gall, Department of Public Works, to Chief Commission of Police, 20 January 1871, VPRS 937 Unit 107, PROV.
- 92 W. Williamson, Builder, to Superintendent of Police, Castlemaine, 16 February 1871, VPRS 937 Unit 107, PROV.
- 93 *Victoria Government Gazette*, 28 April 1871, p.668.
- 94 Sen. Const. Courderay to Commissioner of Police, Castlemaine, 3 May 1876, VPRS 937 Unit 111, PROV.
- 95 Specification for Repairs to Police Quarters, Blackwood, 25 June 1875, VPRS 937 Unit 111, PROV.
- 96 H.J. Runting to Superintendent of Police, Castlemaine, 6 March 1876, VPRS 937 Unit 112, PROV.
- 97 *Ibid.*
- 98 Victoria Police, 'Police Stations Victoria 1836-1965', manuscript presented to State Archives, PROV (North Melbourne) library.
- 99 Hitchcock, 'A Brief History of the Blackwood Police Stables', *op.cit.* & Hitchcock, 'Blackwood & District Historical Society and Police Stables Museum', *op.cit.*
- 100 *The Argus*, 19 June 1880, p.10.
- 101 *Ibid.*, 25 June 1880, p.5 & *The Australasian*, 26 June 1880, p.20.
- 102 *Bacchus Marsh Express*, 27 March 1915.
- 103 *Ibid.*
- 104 G.W. Clayton, Acting Secretary, Education Department, to Secretary of Lands, Lands Department, 26 August 1976, Crown Land file Rs 9548, DEPI & M. Hitchcock, 'The Blackwood Stables Museum' in the *Blackwood News*, April-May 2013, p.14.
- 105 *Ibid.*
- 106 H.D. Harris, 'Police and Police Station Database Victoria', at <http://helendoxfordharris.com.au/historical-indexes/victoria-police>
- 107 Births, Deaths and Marriages Indexes, Victoria, Department of Justice, Melbourne.
- 108 *Ibid.*
- 109 *Bacchus Marsh Express*, 20 November 1869, p.2.
- 110 See police correspondence 1875-76, VPRS 937, Units 111 & 112, PROV.
- 111 Police Inventory Database, *op.cit.*
- 112 *Ibid.*
- 113 'Recollections from Elma Baird' in *Bungaree and District Historical Society Newsletter*, no. 2, November 1990.
- 114 No documentation has been found indicating that the property was leased to the Victoria Police in c.1869 but it is known that this site was the location of the police station and that it was leased to Victoria Police before 1890, when the property was described with the buildings outlined. See John Devereux, Probate Administration files, 1890, VPRS 28/P2 Unit 291 PROV.

- 115 'Bullarook Police Station', 'Bullarook Lock Up', 'Bungaree Police Station' and 'Bungaree Lock Up' in 'Police Buildings Inventory (Historic Places – DSE)' database, kindly provided by Janette Hodgson, Department of Environment, Land, Water and Planning, Melbourne, 2015.
- 116 Land Application 12481, op.cit.
- 117 Ibid.
- 118 Devereux, op.cit.
- 119 Certificate of Title, vol. 1131, fol. 048 and vol. 3785, fol. 840.
- 120 *Ballarat Courier* (Christmas Supplement), 13 December 1911 in *Bungaree and District Historical Society Newsletter*, no. 3, April 1991.
- 121 Certificate of Title, op.cit.
- 122 See Bungaree Shire Rate Book (East Riding), 1925, entry 232, VPRS 16688/P1 Unit 2, PROV (Ballarat), which listed David John Pattison, police constable, as the occupant, with the owner as William McClellan.
- 123 *The Argus*, 20 June 1927, p.15.
- 124 H. Trigg, 'Bungaree Police Station', in *Bungaree and District Historical Society Newsletter*, no. 36, July 2000.
- 125 Ibid.
- 126 Ibid.
- 127 Ibid.
- 128 Ibid.
- 129 Ibid, citing Victoria Police Gazette, 1930.
- 130 The old dwelling was described in 1890 as a six roomed weatherboard house, the property valued at £500. There was no change to the size or value of the property in 1921. This suggests that the old dwelling was upgraded during the ownership of W.A. McClellan, with physical evidence suggesting that the changes occurred in c.1930. See Devereux, op.cit. & Alfred Rice, Probate Administration files, 1921, VPRS 28/P3 Unit 1167 PROV.
- 131 Trigg, op.cit.
- 132 Ibid.
- 133 Ibid.
- 134 Dianne Cahir, Dunnstown, has indicated that the former lock up at Dunnstown came from Warrenheip.
- 135 J. Huggins, 'Holy Trinity Church, Greendale', Backhouse, Trigg & Huggins, op.cit., p.82 & G. Calderwood, *Captain Moonlite: Bushranger*, Rigbye Limited, Melbourne, 1971.
- 136 *The Argus*, 25 July 1872, p.7.
- 137 Ibid.
- 138 *Geelong Advertiser*, 28 August 1855.
- 139 Ibid.
- 140 *The Argus*, 22 September 1855.
- 141 *Victoria Government Gazette*, 3 June 1859, p.1181.
- 142 P. Kiernan to the Superintendent of Police, Castlemaine, 25 January 1871, VPRS 927 Unit 107, PROV.
- 143 Victorian Attorney General, 3 Sept 1914 in VPRS 967 Unit 5, PROV.
- 144 Correspondence between R. Williamson, Barrys Reef & Department of Public Works & Government Valuer, 1914-15, Public Record Office Victoria, VPRS 967, Unit 5.
- 145 See heritage citation BRE018, 255 Bungaree Wallace Road, Bungaree.
- 146 *Victoria Government Gazette*, 3 July 1874, p.1240.
- 147 'Beginnings of the Bluestone School' in *Bungaree and District Historical Society Newsletter*, no. 1, n.d.
- 148 See heritage citation BRE018, 255 Bungaree Wallace Road, Bungaree.
- 149 Memorandum of Agreement, 1 September 1893, Public Record Office Victoria, VPRS 967, Unit 5.
- 150 See Memorandum for The Secretary of Public Works from the Crown Law Offices, Melbourne, 12 March 1915, Public Record Office Victoria, VPRS967, Unit 5.
- 151 Crown Law Offices, Melbourne, to the Secretary to the Law Department, 20 August 1928, Public Record Office Victoria, VPRS 967, Unit 5.
- 152 *Victoria Government Gazette*, no.168, 30 December 1856, p.2224.
- 153 *The Argus*, 27 February 1856.
- 154 Former Ballan Court House in Court House Buildings Inventory Database, Historic Places Section, Department of Sustainability & Environment, 15 March 2010. The database includes citations of court houses from D. McIntosh & F. O'Neill, 'Court Houses in Victoria: A Survey', prepared for the Historic Buildings Branch, Housing & Construction, Victoria & Department of Planning & Housing, Melbourne, 1991.
- 155 Ibid. has court houses identified at both Gordon and Egerton, and that the building constructed in 1858 was at Mt Egerton. However, this appears to have been confused with a single court house building constructed at Gordon. Supporting this theory is an article in *The Argus* 3 December 1923, p.8, which states that the Gordon court house was 'more than 60 years old' at this time.' This also accords with its construction being in 1858.
- 156 *The Argus*, 3 December 1923, p.8.
- 157 Ibid.
- 158 Huggins, op.cit.
- 159 Ibid.



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- 160 Kilfeddle to Superintendent of Police, Ballan, 9 April 1874, in 'Ballan Police Station' Crown Reserve file, Rs 6660, Department of Environment and Primary Industries, Ballarat.
- 161 Court House Buildings Inventory Database, op.cit.
- 162 Ibid.
- 163 Ibid. See also M. Challinger, *Historic Court Houses of Victoria*, Palisade Press, Ringwood, 2001, p.32.
- 164 Court House Buildings Inventory Database, op.cit.
- 165 Ibid., citing the *Melton Leader*, 19 July 2005, p.22.
- 166 See for example the *Victoria Government Gazette*, no.114, 8 November 1864, p.2499, which specifically lists a 'site for pound for Bungaree road district' at Warrenheip.
- 167 The Rates charged for cattle impounded at the Buninyong Pound appear to have been first published in the *Victoria Government Gazette*, no.72, 21 December 1853, p.1988.
- 168 Ibid., no.12, 10 February 1854, p.313.
- 169 Ibid., no.80, 7 July 1868, p.1247.
- 170 See for example, the pound rates in the District of Buninyong in the *Victoria Government Gazette*, no.99, 5 October 1855, p.1.
- 171 *The Argus*, 17 February 1855, p.6, citing the address of Mr Snodgrass on public pounds, 22 November 1854.
- 172 Ibid.
- 173 Ibid.
- 174 A. Beggs Sunter, Typescript of Places in the Moorabool Shire, Buninyong & District Historical Society, November 2009.

## 8. Building Community Life

### 8.1 Spiritual Life

#### Early Development of the Church in the Shire

Central to the development of communities from the mid 19<sup>th</sup> century in the Moorabool Shire has been the establishment of churches. Church of England, Catholic, Presbyterian, Wesleyan Methodist and other denominations formed the foundation of spiritual life throughout the Shire. The prevalence of these denominations was largely dependent on the ethnic and cultural backgrounds of the population, and the development of the Shire as a consequence of gold mining and saw milling, closer settlement, and the establishment of infrastructure. Spiritual life is physically manifested in the study area in the surviving church buildings, vicarages and presbyteries, Catholic convents and Catholic schools.

To a noticeable degree, the locations of these buildings also express the spiritual and cultural background of some towns over different phases of development. At Ballan there was a sufficient Anglican population to construct a basalt church in 1861, at a time when the Catholic population was lesser in number.<sup>1</sup> Similarly at Bungaree, the earliest church was St. John's Anglican (built in 1867), yet by 1892 the small town included a wooden Roman Catholic Church, and a Convent, Presbytery and School.<sup>2</sup> At Dunnstown, there has been a substantial Irish Catholic population and so the township is denoted only by Catholic-related church buildings.<sup>3</sup> Not surprisingly, *The Advocate* (a Catholic newspaper) boasted in 1891 that the Bungaree Shire (which took in Dunnstown) 'has no less than 537 cultivators, fully 90% being of the Irish race.'<sup>4</sup>

#### Sectarian Divide

Until the early 1860s, the small farming communities throughout the Moorabool Shire managed to maintain a rough harmony, despite the diverging religious differences. As Chris McConville in *Croppies Celts & Catholics* states:

Flood, fire, or the Lands Department, were common enemies, and were often enough to turn eyes away from old feuds. Harvest festivals, Christmas celebrations, the opening of town halls, the arrival of the railway, were all celebrated together. Except in some isolated corners, especially in Victoria, these communal ties outweighed any animus that had been carried over from Ireland.<sup>5</sup>

Locally, this harmony ended abruptly with the political campaign for the seat of Ballarat East in 1864. The ardent supporter of the temperance movement and vehement opposer of Roman Catholics, Charles Edwin Jones addressed a crowd by describing them as 'gentlemen of Ballarat and savages of Bungaree',<sup>6</sup> the latter referring to the Irish Catholic population of the Bungaree district. This derogatory phrase was widely published given the venomous intent, and it was still discussed in newspapers into the early 20<sup>th</sup> century.<sup>7</sup>

Such local hostilities were identified in other parts of the Shire. In 1909 at Elaine, the Presbyterian church graciously lent its organ for the opening ceremony of the local St. Patrick's Catholic Church.<sup>8</sup> Such charity was subsequently condemned in the Presbyterian journal, *The Watchman*.<sup>9</sup>

The maliciousness of both the Protestant and Catholic causes brought about segregated schooling from the 1860s and 1870s. State Schools were considered the domain of the Protestants, to which the Catholic Church responded with the establishment of numerous Catholic schools. Catholic students were educated by orders of nuns and brothers which in turn brought about the need for convents and presbyteries. This sectarian divide was no more present than in

the Bungaree district, as outlined in *The Advocate* in 1878:

The schools at Warrenheip, Bungaree, Gordon's and other outlying districts under immediate supervision from the diocesan centre, are so well supplied with schools ... that no Catholic parent has now a valid excuse for sending a child to a Godless [State] school.<sup>10</sup>

Further details on Catholic and State Schools are given in Theme 8.2.

By the late 19<sup>th</sup> century and into the early 20<sup>th</sup> century, sectarian differences were largely overcome. At Bungaree in 1892 for example, the newly-formed Mechanics Institute Committee was 'fairly representative'<sup>11</sup> of the different backgrounds of the people of the community. In 1913, in reference to C.E. Jones's 'Bungaree savages' remark of 1864, *The Argus*' special reporter also commented on the changed environment:

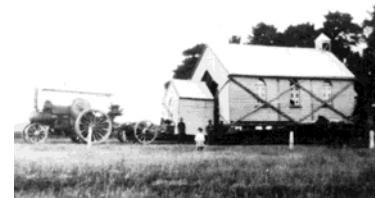
Whatever they were in those days, the people of Bungaree are now the most peaceful and gentle of human beings, who are known chiefly for their sweet potatoes.<sup>12</sup>

### Church Closures & Relocations

By 1890, there were at least 44 churches of different denominations within the study area.<sup>13</sup> In subsequent years, additional churches were built, but a considerably larger number closed and were relocated. The relocation of church buildings was not a new phenomenon in the Shire. As early as 1896 the Wesleyan Sunday School building at Barry's Reef was relocated to Red Hill where it became a Wesleyan Chapel.<sup>14</sup> In 1914 and 1915, Catholic and Methodist Churches were relocated to Lal Lal, joining the Anglican Church that had been erected there in 1890.<sup>15</sup> At Morrisons in 1924, the former Anglican Church was relocated to Lethbridge (Figure 8.01) following the construction of the new brick St. James' Church building.<sup>16</sup>

By far the majority of church building relocations were a consequence of church closures. Most of the relocated church buildings have been adapted into private dwellings on their new sites. At Clarendon is the former St. Alban's Anglican Church built at Elaine in 1889.<sup>17</sup> It was moved to its new site in 1981.<sup>18</sup> The former Bolwarrah Methodist Church (built in 1898) has experienced two relocations. The first was in 1915 when the Bolwarrah township was relocated about one kilometre south of the original township as a consequence of the construction of the Moorabool Reservoir.<sup>19</sup> The second relocation was in 1929 when the church building was moved to Wallace. It took over the function as the Methodist Church from the earlier timber chapel on the site that had been built in 1884 at Millbrook (Figure 8.02) and relocated to Wallace in c.1926-27.<sup>20</sup> At Mt Egerton, the former St. Francis Xavier's Catholic Church was relocated to a site opposite the tip and converted into a dwelling.<sup>21</sup> In 1932, the former Salvation Army Barracks in Martin Street, Blackwood (a gabled timber chapel built in 1895 by Andrew Buchanan Figure 8.03), was removed to Ballarat North.<sup>22</sup>

A number of churches remain on their original sites but have been adapted for other uses. At Gordon, the former St. Mark's Anglican Church (which replaced an earlier timber church in 1937<sup>23</sup>), is now known as Wild Trouts Gordon Hat Shoppe.<sup>24</sup> The former St. Patrick's Catholic Church, Korweinguboora, constructed in 1905<sup>25</sup> and rebuilt the following year having been completely destroyed by bushfires,<sup>26</sup> closed in the later 20<sup>th</sup> century. It was converted into a private residence. Similarly, the former Wesleyan Chapel, Clarendon, built in 1867 and taken over by the Presbyterians by 1905, closed in the 1960s and became a dwelling.<sup>27</sup>



**Figure 8.01:** Anglican Church, Morrisons, being relocated to Lethbridge, 1924. Source: *A Pictorial History*, p.99.



**Figure 8.02:** Millbrook Methodist Church and congregation, n.d. [c.1920]. Source: Illustrated presentation board to William Weir from the Millbrook Methodist Church Congregation & Pride Tent I.O.R. Members, Wallace, n.d., in the collection of Heather Trigg, Bungaree.



**Figure 8.03:** Salvation Army Barracks, Martin Street, Blackwood, n.d. [c.1895]. Source: Blackwood & District Historical Society collection.

A very small number of churches that remain on their original sites have been closed and are unoccupied. An example includes the former Methodist Church, Blakeville, built in 1953 (Figure 8.04).<sup>28</sup>

Although there is a notable number of church buildings that no longer serve their original function, the surviving designs provide interpretation as architectural symbols of spiritual life within the Shire.

### Functioning Church & Church-Related Buildings

Today, only approximately 18 churches continue to serve their original purpose, with an additional small number of buildings surviving but no longer operational. Catholic Churches remain as the major denomination, followed by the Anglican Churches. Only three Presbyterian churches are operational (now mainly as Uniting Churches). One purpose-built Wesleyan Methodist church is operational (being the Blackwood Uniting Church, following the amalgamation of Methodist, Congregational and Presbyterian Churches in 1977).

The surviving and operational churches are outlined according to their denominational association as follows.

### Anglicans

#### St. John's Church of England, Ballan

In 1849, Bishop Perry appointed the Rev. William Hall to the upper reaches of the Moorabool River. A brick Vicarage was soon erected on the Anglican Church site in Simpson Street.<sup>29</sup> Church services were initially held in the homesteads surrounding the fledgling Ballan township, and from the Vicarage.<sup>30</sup> In 1861 under the direction of the Rev. Henry Windle, a bluestone church was erected on the church site.<sup>31</sup> Designed by the well-known Anglican Diocesan architect, Leonard Terry, the building measured 152 feet by 58 feet, with a vestry on the north-east side measuring 28 feet by 26 feet.<sup>32</sup> The foundation stone was laid by Mrs C.H. Lyon of Ballanee on 10 March 1861.<sup>33</sup> The church opened on 30 March 1862 and was dedicated by Bishop Perry (Figure 8.05).<sup>34</sup>

#### All Saints' Anglican Church & Vicarage, Blackwood

All Saints' Church of England, Blackwood was consecrated on 29 October 1865 by Bishop Perry.<sup>35</sup> The timber Church building was designed in a primitive Gothic style, having pointed arched windows with Gothic glazing bars (Figure 8.06). The roof was surmounted by a square bellcote. All Saints' Church appears to be the only one of approximately ten Church of England buildings to have survived in the Trentham district.<sup>36</sup>

#### St. John's Church of England and Church Hall, Bungaree

On 8 November 1865, a meeting of locals was held at the Grand Junction Hotel, Warrenheip for the purpose of taking steps towards the building of a Church of England in the area.<sup>37</sup> A site was selected at Bungaree and in 1866 a timber Church Hall was erected to serve as a Sunday School and Denominational School Room. The former Bungaree Shire Hall was added to the Sunday School Hall in 1920.<sup>38</sup>

The first Church of England service in the district was held at the residence of Mr Benham on 6 January 1867.<sup>39</sup> Following services were held each Sunday at the residence of Mr John Clark and at "Peerewur", the property of Mr Henry Bacchus. Services continued on an alternating basis at each of these three locations by the Rev C.G. Allanby until the opening of the bluestone Victorian Gothic church in 1869 (Figure 8.07).<sup>40</sup> It had been designed by the Ballarat architect, Henry Caselli. In 1912, the nave was extended and a chancel added.<sup>41</sup>



**Figure 8.04:** Former Methodist Church, Blakeville, 2009. Source: David Rowe.



**Figure 8.05:** St. John's Church of England, Ballan, n.d. [c.1865]. Source: A Pictorial History, p.20.



**Figure 8.06:** C. Caldwell, All Saint's Anglican Church, Blackwood, 1949. Source: La Trobe Picture Collection, State Library of Victoria, image ca001036.



**Figure 8.07:** St. John's Church of England, Bungaree, 2009. Source: Wendy Jacobs.

The following year, the church celebrated the 50<sup>th</sup> jubilee of the Rev. Allanby's service to the Anglican community at Bungaree. He retired in 1914.<sup>42</sup> In 1931, a vestry was added to the church in memory of the late Alfred Rice.<sup>43</sup> It was designed by P.S. Richards of Coburn and Richards, Ballarat architects.<sup>44</sup> In 1947, the Bungaree and Ballan Parishes combined to form the Parish of Ballan-Bungaree.<sup>45</sup>

#### **Holy Trinity Anglican Church (part Church), Greendale**

A bazaar was held at the Myrniong Mechanics Institute in 1875 in aid of raising funds for the building of an Anglican Church at Greendale.<sup>46</sup> The total raised was £211.14.1, which was enough to commence construction.<sup>47</sup> This was augmented by donations from members of the Greendale, Ballan and wider communities which totalled £301.17.6.<sup>48</sup> The design of the freestone church building by Frederick Wyatt, architect of Melbourne, was ambitious. The building was intended to be 80 feet long, with the nave at 54 feet by 22 feet.<sup>49</sup> It was to include a chancel, vestry and two porches.

Building works commenced in 1875 and it continued at intervals in 1876 and 1877.<sup>50</sup> At the time of the official opening on 23 August 1877 by the Right Rev. Dr. Thornton, Bishop of Ballarat, only the chancel and vestry had been completed, with a large chancel arch exposing the incomplete building to the weather (Figure 8.08).<sup>51</sup> Within the chancel and vestry, a sanctuary and altar were installed and services accommodated 55 people.<sup>52</sup>

Services were initially held on a weekly basis with an average congregational attendance of 40.<sup>53</sup> Services were decreased to a fortnightly basis in later years. With further declines in the church population, Holy Trinity Church closed in 1924.<sup>54</sup> The incomplete church stands as a legacy of the great expectations once held by the Anglicans in Greendale.



**Figure 8.08:** J. Collins, Holy Trinity Anglican Church, 1961-74. Source: La Trobe Picture Collection, State Library of Victoria, image jc008678.

#### **St. James' Anglican Church, Morrisons**

The district around Morrisons came under the Archdeaconry of Geelong in 1865.<sup>55</sup> Services were initially conducted by a gentleman residing in Morrisons who had formerly been under the Dean of Melbourne.<sup>56</sup>

In late 1879, it appears that St. John's Anglican Church was first built on the tableland on the western side of the Moorabool River. A timber building, it accommodated a congregation of 100 people. With the appointment of the Rev. W.H. Greer to Ballan in 1885, monthly services were held at St. John's, Morrisons.<sup>57</sup>

In 1921, St. John's Church received a generous donation of £200 from Mrs J.M. Molesworth of Ballark Homestead.<sup>58</sup> It was her intention that the money be spent on a chancel to the Church as a memorial to her parents.<sup>59</sup> However, the Church Committee placed the money in trust to help partly fund a new church. The Ballarat architects, P.S. Richards and Co. were engaged to design the new building on the original site.<sup>60</sup> The old Church was removed to Lethbridge in 1923 and in 1924 the foundation stone for the new building was laid by Mrs Molesworth.<sup>61</sup> The new church was named St. James after Mrs Molesworth's maiden name of James. It opened on 30 December 1924 (Figure 8.09).<sup>62</sup>



**Figure 8.09:** J. Collins, St. James' Anglican Church, Morrisons, 1972. Source: La Trobe Picture collection, State Library of Victoria, image jc012333.

#### **Catholics**

##### **St. Brigid's Catholic Church, Ballan**

In 1855, the Roman Catholic Bishop of Melbourne, J.A. Goold, passed through Ballan enroute to the flourishing community of the Mt Blackwood goldfields.<sup>63</sup> Although there were only a few Catholics in Ballan at the time, Goold's visit appears to have been the impetus for the construction of St. Agnes Church in



1859.<sup>64</sup> The timber building also served as a school for the remainder of the 19<sup>th</sup> and the first decade of the 20<sup>th</sup> centuries.<sup>65</sup>

St. Agnes Church formed part of the Gordon Parish that extended from Pykes Creek to Bungaree, and from Bungal to Barkstead.<sup>66</sup> In 1879, there was a subdivision of the Gordon Mission, with Gordon, Ballan, Ormond (now Springbank) and Egerton being retained by the then Parish Priest, Father Ellis.<sup>67</sup>

In 1904 upon the death of Councillor Michael Walsh JP. came preparations for the construction of a new church.<sup>68</sup> Walsh had bequeathed £500 for a new building at Ballan on the condition that a like amount be subscribed by the people.<sup>69</sup> For some years, the small timber St. Agnes Church had been inadequate.<sup>70</sup> By May 1911, the congregation of St. Agnes had decided to proceed with the erection of the new church at a cost of £3,000. It was designed by the prolific Melbourne architects, Kempson and Conolly, built by A.A. Meyers of Ivanhoe and blessed and opened by Archbishop Carr as St. Brigid's Catholic Church on 2 June 1912 (Figure 8.11).<sup>71</sup> At the time, *The Advocate* reported that the newly-completed Church would be 'a thing of beauty and a joy for ever.'<sup>72</sup> In 2009, the church was almost completely destroyed by fire.<sup>73</sup> Fortunately, major repairs were carried out in the following year in 2010 (Figure 8.12).

#### St. Malachy's Catholic Church, Blackwood

The first record of a Catholic Church at Blackwood is in 1855 when St. Patrick's "tent" Church provided a venue for regular masses for up to 800 people.<sup>74</sup> In 1860, application was made to the Land Department for a grant of land for a Roman Catholic Church at Blackwood and a timber chapel was subsequently built.<sup>75</sup> Seven years later in 1874, *the Argus* reported on the demolition of the Catholic chapel and the construction of a new Church building (Figure 8.13):

The Roman Catholics have taken down their chapel and are building a new one in line with the Episcopalian church. When finished it will improve the appearance of Red Hill. The place selected is between the Mechanics' Institute (Blackwood Hall) and the Church of England (Anglican) and is one of the best sites for church purposes on Blackwood.<sup>76</sup>

#### St. Michael's Catholic Church, Presbytery & Convent, Bungaree

In 1871, a site comprising part of allotment 2B of Section 2A in the Parish of Warrenheip (now the location of the Bungaree Mechanics' Institute at 221 Bungaree Wallace Road) was acquired by Dean Moore for Roman Catholic Church purposes.<sup>77</sup> In 1875, *The Advocate* declared that there 'is a somewhat numerous Catholic population located near the Junction [Bungaree],' and that 'they have promised hearty co-operation' with the establishment of a Catholic school.<sup>78</sup> By 1876, it appears that the Hibernian Hall had been erected on the site.<sup>79</sup> The Ancient Order of Hibernians was an Irish Catholic fraternal organisation, with members having to be Catholic and either born in Ireland or of Irish descent.<sup>80</sup> It seems that Catholic Mass was initially conducted in the Hibernian Hall as in 1876 *The Advocate* reported that:

At the Junction, near Warrenheip, there was a very large attendance at Mass on Sunday, and the Hibernian Society members, in a body, approached Holy Communion. The Rev. Father Corcoran celebrated Mass, and also preached most impressively.<sup>81</sup>

By April 1878, construction was advanced on a new Catholic chapel adjacent to the Hibernian Hall. In addition to hosting Mass on Sundays, *The Advocate* reported that the building 'will be used on week days for school purposes.'<sup>82</sup> The



**Figure 8.11:** St. Brigid's Catholic Church, 1912. Source: *The Advocate*, 8 June 1912.



**Figure 8.12:** St. Brigid's Catholic Church, 2015 after repairs & additions. Source: David Rowe.



**Figure 8.13:** J. Collins, St. Malachy's Catholic Church, Blackwood, 1966. Source: La Trobe Picture Collection, State Library of Victoria, image jc001527.

school opened in mid May 1878 with an attendance of 150 pupils.<sup>83</sup> The first head teacher was John Ryan of Geelong.<sup>84</sup> In October of that year, the chapel was dedicated by Dr Michael O'Connor amid an attendance of 500 people.<sup>85</sup> At this time, it was described as a 'humble little school building on the road side'.<sup>86</sup>

For the next 15 years, the timber building served as both Catholic chapel and school at 221 Bungaree Wallace Road. Father Rogers officiated at St. Michael's for five years from 1885 until 1890,<sup>87</sup> when the Bishop united the districts of Clarkes Hill, Bungaree Junction, Dunnstown and Navigators into a separate Parish.<sup>88</sup> St. Michael's fell under the charge of the Rev. J. J. Cleary who was assisted by the Rev. John Keating.<sup>89</sup> They initially resided at Reidys home, Leigh Creek.<sup>90</sup>

In 1890, because the Church was too small, a new three acre site further west was acquired by the Bishop.<sup>91</sup> A residence was rented at Bungaree for accommodation for the priests until a commodious brick Presbytery was constructed by 1893 (Figure 8.14).<sup>92</sup> In October 1893, St. Michael's Church was consecrated by Monsignor Hoyne on its new site adjacent to the recently-constructed Presbytery and timber convent. It had been relocated from its original site and altered and extended.<sup>93</sup>

A new convent was also built next to the church in 1900 to accommodation the Sisters of St. Joseph who come to Bungaree and Dunnstown as teachers for the Catholic Schools.<sup>94</sup> The convent was replaced by the existing brick building on the site in 1922-23 to a design by A.A. Fritsch, architect of Melbourne (Figure 8.15).<sup>95</sup>

By 1909, this church was considered to be too small and in 1910, the Ballarat architects, Clegg and Miller, designed a Federation Romanesque church which was blessed and opened by Bishop Higgins in August that year (Figure 8.16).<sup>96</sup>

#### St. Mary's Catholic Church, Clarendon

A site for Roman Catholic Church purposes was temporarily reserved at Clarendon in 1869.<sup>97</sup> By 1871, St. Mary's Catholic Church had been built of stone with white facings of Lal Lal bricks at a cost of over £500.<sup>98</sup> Measuring 43 feet by 20 feet, it was opened and blessed by Bishop Goold in November 1871 (Figure 8.17).<sup>99</sup>

#### St. Peter's Catholic Church, Clarkes Hill

By 1885, Clarkes Hill formed part of the Creswick Mission of the Catholic Church, whose charge was that of the Rev. E. Murphy.<sup>100</sup> Five years later in 1890, Clarkes Hill became part of the Parish of Bungaree Junction.<sup>101</sup> In 1899, works commenced on the construction of a brick Church at Clarkes Hill to a design by the Ballarat architectural firm of Clegg, Kell and Miller.<sup>102</sup> Costing £1,000, the church was opened and blessed by Bishop Moore on 13 October 1900 (Figure 8.18).<sup>103</sup>

#### St. Brendan's Catholic Church, Dunnstown

In 1861, two acres of land in the Parish of Warrenheip was temporarily reserved for Roman Catholic Church purposes at Dunnstown.<sup>104</sup> The following year in 1862, Miss Harrington's shed school was moved from its original Warrenheip location (where it had opened in 1859) to the Dunnstown reservation. There, the schoolhouse was also used as a Catholic chapel and was known as St. Mary's Chapel-School.<sup>105</sup> By 1892, the Sisters of the Black Josephites had erected a modest timber convent at Dunnstown to accommodate four nuns (see Figure 2.21).<sup>106</sup>



**Figure 8.14:** St. Michael's Presbytery, Bungaree, n.d. (c.1915). Source: *Bungaree & District Historical Society Newsletter*, no.20, February 1996, p.1



**Figure 8.15:** St. Michael's Convent, Bungaree, 1924 Source: *The Advocate*, 6 March 1924, p.35..



**Figure 8.16:** St. Michael's Catholic Church, Bungaree, 2009. Source: Wendy Jacobs.



**Figure 8.17:** J. Collins, St. Mary's Catholic Church, Clarendon, 1880. Source: La Trobe Picture Collection, State Library of Victoria, image jc003703.

In 1905, St. Mary's Chapel-School was not considered sufficient to serve the Catholic population at Dunnstown. A new brick church was subsequently erected at a cost of £1,300.<sup>107</sup> Thomas Loughlin of Killarney donated £100 for the building that was constructed by S. Corbern.<sup>108</sup> The church was opened by Bishop Higgins in April 1906 and it was placed under the patronage of St. Brendan (Figure 8.19).<sup>109</sup>

#### St. Patrick's Catholic Church, Elaine

While a Catholic School had been established at Elaine in 1875,<sup>110</sup> it may have been from an earlier time when the first Catholic Church was constructed. By 1878, this Church building was considered to be inadequate,<sup>111</sup> but it was not until 1909 when a new St. Patrick's Church was built at a cost of £500.<sup>112</sup> It was blessed and opened by Dean Phelan, being weatherboard on brick foundations, measuring 50 feet by 25 feet plus sanctuary, sacristy and porch (Figure 8.20). The organ from the neighbouring Presbyterian Church was borrowed for the opening celebration.<sup>113</sup>

#### St. Patrick's Catholic Church and Presbytery, Gordon

The influx of Irish Catholic miners to Gordon in the late 1850s led to the establishment of a Roman Catholic Church. In 1864, allotment 12 of Section 1 in the Township of Gordon fronting the north side of Main Street had been acquired by the Archbishop of Melbourne, J.A. Goold, for church purposes.<sup>114</sup> In December 1864, the Secretary of the Gordon's Roman Catholic Church, Patrick Ryan, called tenders for the erection of a church.<sup>115</sup> Plans and specification could be seen 'at Mr Mar's Mount Hope Hotel, Gordons.'<sup>116</sup> A gabled timber structure with a front gabled porch, this building served as both church and school in the ensuing years. The building later became known as St. Patrick's Hall.

In October 1871, 1 acre, 1 rood and 37 perches of land comprising allotment 12B of Section 9 in the Parish of Kerrit Bareet was acquired from Frederick Cooke.<sup>117</sup> In 1872, the Right Rev. J.A. Goold, Very Rev. Dean J. Moore, James Kennedy and Patrick Ryan were appointed trustees of the site.<sup>118</sup> Under the guidance of Father James Moore of Ballarat and the enthusiasm, energy and financial support of locals, the Church engaged Henry R. Caselli, architect of Ballarat, to design a commodious church building on the new site in 1872. He called tenders for the stonework in late October of that year.<sup>119</sup> Jenkins and Lewis, builders of Melbourne, were awarded the contract.<sup>120</sup> Three locals were labourers for the construction: William Papworth, John Mills and Charles McCusker.<sup>121</sup> On 24 March 1873, the foundation stone for the building was laid, as outlined in the *Bacchus Marsh Express*:

The foundation stone of a Roman Catholic Church to be erected at Gordon was laid by Bishop Goold on Sunday last. It is to be erected of bluestone, to seat 700 people, and will cost £3,000. A contract for £2,000 has been let. The collection realised £100.<sup>122</sup>

Works progressed over the following months using stone quarried from a site on the Spargo Creek Road near the Moorabool River.<sup>123</sup> The substantial bluestone building, with a gabled nave and octagonal tower (albeit incomplete) and temporary timber sanctuary was completed in the early months of 1875 (Figure 8.21). Amid a large attendance of worshippers, the church was dedicated on 9 May 1875 by the Archbishop of Melbourne, J.A. Goold.<sup>124</sup>

In 1894, an organ loft was proposed at the east end of the church. W.E. Gribble, architect of Ballarat, was engaged to prepare the design and specification.<sup>125</sup> By November of that year, the loft had been completed and a reed organ with 15 stops was procured from Story and Clark of Chicago, U.S.A., having been supplied



**Figure 8.18:** St. Peter's Catholic Church, Clarkes Hill, 2009. Source: David Rowe.



**Figure 8.19:** St. Brendan's Catholic Church, Dunnstown, 2009. Source: Wendy Jacobs.



**Figure 8.20:** St. Patrick's Catholic Church, Elaine, 2009. Source: Wendy Jacobs.



**Figure 8.21:** J. Collins, St. Patrick's Catholic Church, Gordon, 1968-81. Source: La Trobe Picture Collection, State Library of Victoria, image jc008641.



by Messrs. Samuel and Co. of Little Collins Street, Melbourne.<sup>126</sup>

In June 1900, the Catholic architect, T.A. Payne, sought tenders for bluestone additions to St. Patrick's Church at a cost of £1,500.<sup>127</sup> The works involved the construction of a sanctuary and sacristy at the west end, to complete the original design intended by H.R. Caselli in 1875. Stone was carried from Ballarat by rail.<sup>128</sup> Stained glass windows were also added and repairs were made to the roof of the existing building.<sup>129</sup> The church was opened and blessed on Sunday 17 February 1901 by the Rev. Dean Phelan of Melbourne.

In 1913, the architectural firm of Kempson and Conolly were engaged to design a brick Presbytery (Figure 8.22) to the west of St. Patrick's Church on part of the site first cleared, fenced and planted in readiness for the new building in 1876.<sup>130</sup> Archbishop Carr blessed and opened the Presbytery in May 1914.<sup>131</sup>

#### **Our Lady Help of Christians Catholic Church, Korobeit**

At Korobeit, the Our Lady Help of Christians Catholic Church was blessed and opened by Archbishop Carr on 11 October 1903.<sup>132</sup> The brick Federation Gothic styled building had been designed by Kempson and Conolly architects at a cost of approximately £1,700.<sup>133</sup> Its nave measured 45 feet by 25 feet and its chancel windows had medallions of stained glass set in cathedral glass.<sup>134</sup> The building was constructed by Swanston Brothers (Figure 8.23).<sup>135</sup>

#### **St. Michael's Catholic Church and former Convent, Springbank**

In 1865, a Catholic Church of timber construction was first built at Ormond (Springbank) at a cost of £400.<sup>136</sup> In 1890, Springbank was united with nearby districts to form the Bungaree Junction Parish.<sup>137</sup> In 1898, Archbishop Carr visited the parish and called for a new church to be built in the area.<sup>138</sup> The Melbourne architect, T. Payne, was commissioned to design the Gothic edifice, measuring 72 feet by 36 feet. It was built by J. Harrison of Malvern in brick with a slate roof at a cost of £2,500.<sup>139</sup> The foundation stone was laid by Archbishop Carr on 20 March 1900 and the church was blessed and opened on 9 December that year by Dean Phelan to a large crowd of 500 people who crammed into the building (Figure 8.24).<sup>140</sup>

#### **Presbyterians**

##### **St. Paul's Presbyterian (now Uniting) Church & former Manse, Ballan**

The Rev. Thomas Hastie of Buninyong conducted the first Presbyterian services in the Ballan district in the early 1860s, preaching at Bungeeltap, Ingliston and Ballark homesteads.<sup>141</sup> The Rev. J. Scott of Bacchus Marsh also held occasional services on the floor of Young's Flour Mill, Ballan, as well as the local Methodist building.<sup>142</sup>

A site for Presbyterian Church purposes comprising allotments 8, 9 and 10 of Section 12 in the Township of Ballan was temporarily reserved in Ballan in November 1861.<sup>143</sup> In September 1864, John Felix Matthews, architect of Melbourne, was instructed to inspect the site and prepare plans, specifications and cost estimates for the construction of the church building.<sup>144</sup> Within a month, he had prepared a design for the building. The speed in which Matthews was able to formulate the design concept may have been attributed to him basing it on his recently-completed design for St. Andrew's Presbyterian Church, Bacchus Marsh, just a few months earlier.<sup>145</sup> On 11 October 1864, Matthews called tenders for the erection of a Presbyterian Church at Ballan.<sup>146</sup> On 15 February, 1865, one of the first members of the Ballan Presbyterian Church, Mrs Dugald Macpherson, laid the foundation stone.<sup>147</sup> Works progressed throughout 1865 at a cost of £1,750.<sup>148</sup>



**Figure 8.22:** St. Patrick's Presbytery, 1914. Source: *The Advocate*, 23 May 1914, p.20



**Figure 8.23:** Our Lady Help of Christians Catholic Church, Korobeit, 2009. Source: David Rowe.



**Figure 8.24:** St. Michael's Catholic Church, Springbank, n.c. [c.1910]. Source: *Bungaree & District Historical Society Newsletter*, no.38, p.4.



**Figure 8.25:** St. Paul's Presbyterian Church, Ballan, n.d. Source: Fraser & Ranken, *Centenary of the Shire of Ballan*, p.56.

On 21 July 1866, St. Paul's Presbyterian Church, Ballan (Figure 8.25), was opened. The important occasion was marked by three worship services, with the Rev. D. McDonald of Emerald preaching in the morning; the Rev. Joseph Black, then incumbent at St. Paul's in the afternoon; and the Rev. W. Henderson of Ballarat in the evening.<sup>149</sup> A few days later on the Tuesday evening of 23 July 1866, a soiree was held in the church where, in addition to the clergymen who officiated at the opening, the Rev. Messrs. Mackie, Meek, Scott, Lambie, McNicol, J. Young Esq., Dr. Fairbairn and clergymen of other denominations took part in the proceedings.<sup>150</sup>

In 1869, a stone manse was built at the rear, south-east of the church building to a design by the elder and original member of the church, Dugald Macpherson.<sup>151</sup>

### Other Denominations

#### Methodist Church

A strong denomination amid the goldfields and saw milling districts of the Moorabool Shire was the Methodist Church of Australasia. As early as 1855, the Blackwood Methodist Circuit had been formed with worship conducted at Simmons Reef and Barry's Reef.<sup>152</sup> By 1866, these goldfields centres in the Blackwood district boasted brick chapels.<sup>153</sup>

On 18 September 1865, a meeting was held in the Sunday School Hall of the Anglican Church at Steiglitz for the purpose of establishing a Wesleyan Church and chapel.<sup>154</sup> Soon after, the Steiglitz Circuit was formed, the area of the circuit being substantial and including Steiglitz, North Steiglitz, Maude, Emily Park, Morrisons, Bacchus Marsh, Ballan, Elaine, Mt. Mercer, Egerton, Gordon and Lal Lal.<sup>155</sup>

Following discoveries of gold at Mount Egerton and the establishment of a goldfield town in the 1850s and the later gold discoveries there from 1871, Mount Egerton (or Egerton as it was also called) became the head of the Circuit in 1878.<sup>156</sup> Founding members of the Methodist Church at Egerton included the Trounce, Cocking, Watkinson, Hoskins, McKenzie, Harrison, Leslie, Yelland, Farrar, Hicks, Barclay, Knuckey, Hickson, Pickford, Tinney, Downey and Norton families.<sup>157</sup>

In c.1877,<sup>158</sup> Methodist services commenced at Millbrook in the home of Isaac Wescott, 'Lal Lal Gardens'.<sup>159</sup> In 1884, a timber church was built at Millbrook.<sup>160</sup> This church was relocated to Wallace in c.1926 following the formation of the Methodist Church there.<sup>161</sup>

Associated with the Ballarat East Circuit, other Methodist Churches were established at Warrenheip and Bolwarrah (Figure 8.26) in the 19<sup>th</sup> century.<sup>162</sup>

#### Uniting (former Wesleyan Methodist) Church, Blackwood

Although the Wesleyan Church was well-established at Simmons Reef and Barry's Reef from the 1860s, the Wesleyan congregation at Red Hill lacked a place of worship. A Wesleyan Parsonage was built at 9 Simmons Reef Road in 1874,<sup>163</sup> but services were held in the Mechanic's Institute.<sup>164</sup> Fancy bazaars in aid of the construction of a Wesleyan Chapel at Red Hill were held in 1867 and 1868, but many years were to elapse before the building was realised.<sup>165</sup>

In April 1896, the Wesleyan Church proposed to relocate the Sunday School building from Barry's Reef to allotments 16 and 17 of Section B fronting Martin Street, Red Hill, first owned by J.P. Cruise in 1867.<sup>166</sup> Plans and specifications were sent to the Board of Health, in anticipation that the proposal would be approved expeditiously as the Church was 'anxious to leave the carriage over



**Figure 8.26:** Methodist Church, Bolwarrah, 1914, prior to the relocation of the township to make way for the Moorabool Reservoir. Source: Bungaree & District Historical Society collection.



before the winter sets in.<sup>167</sup> However, the plans ‘disappeared’ enroute to the Board of Health, causing ‘great inconvenience’ to the Blackwood Wesleyans.<sup>168</sup> Works did proceed in June 1896, being noted in the *Bacchus Marsh Express*:

The Wesleyan denomination have at length got the project for the erection of a church at Red Hill well under way, as the contract for the building was let last week. The successful tenderer was Mr. Sawers, of Ballan, for £52 7s. 6d.; this sum does not, however, nearly represent the total cost of the building, as the old Sunday school premises at Barry’s Reef will be utilised in the erection as far as the material will serve. The site chosen is the triangular block of land over an acre in area situated between Vigor’s butcher’s shop and Cann’s hotel (and formerly owned by Mr. Joseph Cruise), and which may reasonably be considered as one of the most valuable building sites in the district, and certainly would not have been left vacant so long but for some complications in reference to title, but which have been satisfactorily overcome by the Wesleyan committee at a total cost of under £40 for both land and transfer.<sup>169</sup>

On 25 July 1896, the building was almost completed (Figure 8.27). The Wesleyan Chapel was opened by the Rev. Dr Watkin of Melbourne on 18 August 1896.<sup>170</sup> In later years, a gabled porch was added at the front (c.1915), and a gabled vestry extension was carried out towards the rear at the side.

#### Union Church, Scotsburn

On 10 April 1884, Andrew Scott of Mt Boninyong homestead donated land for the erection of a Presbyterian Church at Scotsburn on the condition that other Evangelical denominations could also hold services there.<sup>171</sup> This especially applied to Anglican services, as Mrs Andrew Scott was an Anglican.<sup>172</sup> The Victorian Carpenter Gothic church was subsequently built (Figure 8.20) and services have been conducted in the building to the present day.<sup>173</sup>

#### St. Sava Serbian Orthodox Monastery

St. Sava’s Monastery was built of brick in 1982 for the Serbian Orthodox Church (Figure 8.29).<sup>174</sup> It has provided a further cultural dimension to spiritual life in the Moorabool Shire from the late 20<sup>th</sup> century.

### 8.2 Education

#### Denominational & National Schools

From the mid 19<sup>th</sup> century, and particularly with the onset of the gold rushes, education of the Shire’s young population was critical to its ongoing cultural development. The basis of the education system at this time has its roots in the late 1840s, when Governor Charles Fitzroy established both a Denominational Board of Education and the National Board of Education in Sydney, and the Port Phillip Denominational Schools Board in Melbourne.<sup>175</sup> The Denominational Boards funded church schools, but they remained under local ownership.<sup>176</sup> On 31 December 1851, the National Board of Education in Victoria was established which built and owned its own “vested” schools.<sup>177</sup> Over 26 Denominational and National Schools were established in the study area between 1855 and 1861, mostly by the Anglican, Catholic, Presbyterian and Methodist denominations.<sup>178</sup> The earliest appears to have been the non-vested Church of England School at Ballan, which began on 8 February 1855 (Figure 8.30).<sup>179</sup> Other schools established in the late 1850s included those at Bullarook, Clarendon, Durham Lead, Mt Egerton, Simmons Reef, Blackwood, Gordon and Morrisons. No physical evidence of these schools exists today.



**Figure 8.27:** Blackwood Wesleyan Church, n.d. [c.1900] Source: Blackwood & District Historical Society collection.



**Figure 8.28:** Union Church, Scotsburn, 2009. Source: Wendy Jacobs.



**Figure 8.29:** J. Collins, St. Sava Serbian Orthodox Monastery, 1983. Source: La Trobe Picture Collection, State Library of Victoria, image jc006515.

### Common Schools

On 1 September 1862, the Common Schools Act was enforced which abolished the National and Denominational Boards for the Victorian Board of Education.<sup>180</sup> This was intended to amalgamate schools and particularly to reduce denominational influence.<sup>181</sup> Common Schools were all publicly owned and from 1863, they were afforded official numbers.<sup>182</sup> Designs for new schools were specifically prescribed, although almost none were funded until 1864. The Board had looked to England for ideas, and particularly towards the implementation of the English Privy Council system of school organisation including the shape and layout of school buildings.<sup>183</sup> The English Committee of Council of Education established standardized plans in 1851, and it was from these designs where the Victorian Board of Education found ideas to form the standard schemes in Victoria in the 19<sup>th</sup> century.<sup>184</sup> The Fifth Report of the Board of Education in 1866 gave further impetus to the standard one-room school plans, which basically provided for a steeply pitched gabled roof form and gabled porch, in either 40, 60, 80, 100 and 150 types.<sup>185</sup> The actual size of the school building was dependent on the number of pupils that were estimated to attend, hence the 40 type for 40 children and the 60 type for 60 children.

The earliest-surviving building of the Common School era in the study area is a portion of St. John's Anglican Church Hall, Bungaree. The building was constructed of timber and it opened on 1 September 1867.<sup>186</sup> At Greendale in 1869, a stone Common School No. 918 opened in 1869, while at Beremboke, Common School No. 1017 was built in timber in 1870.<sup>187</sup> Both were single room 40 type schools, although in 1877 teacher's quarters were attached to the side of the Beremboke building (Figure 8.31).<sup>188</sup> None of these buildings function as schools today and the Beremboke building is ruinous.

### Department of Education Schools

In 1873, the Education Department was established which brought about the disbandment of the Board of Education.<sup>189</sup> From this time, education became free, compulsory and secular (except in schools fully funded by their denominations).<sup>190</sup> The standard one-room school plans developed by the previous Department became the foundation of school design until the turn of the century.<sup>191</sup> It was also the Education Department that standardized the exteriors, under the design guidance of Henry Robert Bastow, head of the architectural branch of the Department.<sup>192</sup> The rudimentary construction of these school buildings were largely offset by some minimal ornamentation in the gable ends, with the use of timber finials, gable ventilators, and moulded bargeboards, the school room being accessed by the projecting gabled porch.

In the western region of the Moorabool Shire, seven State School buildings built between 1875 and 1924 survive, with four continuing to function for their original purpose. The earliest was State School No. 863 erected at Lal Lal in 1875, replacing the original timber Common School building erected in 1866 on the Clarendon Lal Lal Road.<sup>193</sup> It was built of local brick as a 72 type (Figure 8.32). A 60 type State School was built at Mt Egerton in 1877, but with an attached teacher's residence.<sup>194</sup> It was also in 1877 when a commodious 100 type bluestone school building was erected at Bungaree and known as State School No. 1960 (Figure 8.33).<sup>195</sup> In 1879, the former State School teacher's residence at Ormond (Springbank) was earmarked for relocation to Bungaree but it was another 'mere cottage' that made its way to Bungaree.<sup>196</sup> The timber dwelling was situated adjoining the entrance porch on the east side of the school building. The dwelling was available for the Head Teacher by early April 1880.<sup>197</sup> Officially known as Warrenheip No. 1960 school and also as the Junction, Warrenheip Junction and Bungaree Junction school, it closed in 1924 when a new brick school building opened on the other side of the Western Highway further east of the



**Figure 8.30:** Ballan Common School, n.d. Source: *A Pictorial History*, p.40.



**Figure 8.31:** Former Beremboke Common School, 2009. Source: Wendy Jacobs.



**Figure 8.32:** Lal Lal State School, n.d. Source: Museum Victoria, image MM000052.

stone building.<sup>198</sup> The modest gabled school (Figure 8.34) was designed by J.P. Kennison, architectural draftsman under the supervision of Evan Smith, Chief Architect of the Public Works Department.<sup>199</sup> Kennison also designed a timber Bungalow as the teacher's residence in 1923.<sup>200</sup>

At Blakeville, a site for State School No. 1247 was temporarily reserved on 28 January 1879.<sup>201</sup> This single room timber school with attached quarters had been built by January 1878.<sup>202</sup> In 1923, a room was removed from the school building and re-erected as the Colbrook State School No. 2148.<sup>203</sup> It survives today although it is no longer operational.

The Gordon State School No. 755 (Figure 8.35) was built in 1882 to a more unusual design that did not reflect the standard types of the other schools in the area.<sup>204</sup> The third school in the town,<sup>205</sup> it was designed by H.R. Bastow, the concept being based on the Avoca State School,<sup>206</sup> with its asymmetrical composition of steeply pitched hipped and gambrel roofs and broken back encircling verandah. When completed, it was described as 'one of the most handsome [schools] in the colony, and far and away the best in the district.'<sup>207</sup> When attendances reached 500, the brick building proved to be inadequate and so the Mechanics Institute also served as a school room for a time.<sup>208</sup> The Gordon school continues to serve the township for its original purpose.

At Yendon, the Common School which opened as the Buninyong East No. 719 school in 1864 was replaced with a two-roomed timber school in 1914 (Figure 8.36 – compare with Figure 8.79).<sup>209</sup> In 1950, the smaller of the school rooms was removed to Bungal to replace the school which had been destroyed by fire.<sup>210</sup> The Yendon school no longer functions for educational purposes today.

More unusual was the construction of a school at Fiskville in 1933. It was built in the grounds of the Beam Wireless Station (then known as the Overseas Telecommunications Centre) and specifically intended for the children of the staff of the centre.<sup>211</sup>

### Catholic Schools

The Common Schools Act of 1862 and the establishment of the Education Department in 1872, and the intention to reduce denominational influence in state-funded schools, brought about another wave of sectarian controversy. As briefly discussed by Chris McConville in *Croppies, Celts & Catholics*:

Malicious clergymen, both Protestant and Catholic, whipped up fears about the dangers of state education ... Catholic parishioners had worked long and hard during the 1860s to bring teachers over from Ireland and by the end of the decade Catholic orders of nuns and brothers were feeding local fears about the loss of state aid for church schools. Many of them looked back to Ireland where the church hierarchs had condemned the national school system. During the 1870s, these newly-arrived clergy began to demand greater loyalty and sacrifice from their flocks. They built a wholly separate Catholic education system at great cost to the harmony so carefully engineered during the preceding decade.<sup>212</sup>

The sectarian divide between Protestants and Catholics in the Moorabool Shire played out in the establishment of both State and Catholic schools. Providing a solid education based on specific denominational beliefs was considered essential and in a number of instances, the building of schools and pupil attendances was highly competitive. In the Bullarook Forest in the 1870s for example, the Education Department's District Inspector Bolam reported that



**Figure 8.33:** Bungaree State School No. 1960, c.1890s, with pupils outside the main south elevation. Source: Bungaree & District Historical Society collection.



**Figure 8.34:** New Bungaree State School No. 1960, 1924. Source: . Trigg, 'Bungaree Primary School No. 1960'.



**Figure 8.35:** Gordon State School, n.d. [c.1900]. Source: *The Settler: Official Quarterly Newsletter of the Ballan Shire Historical Society Inc.*, vol. 8 no. 9, September 2007.



**Figure 8.36:** Yendon State School, n.d. Source: Museum Victoria, image MM002005.



donors for the recently erected school were under the impression that they had contributed to the establishment of a Common School. 'They were astounded at the opening ceremony to learn that the school would be under the control of Catholic priest, the Rev D.F. Barry.'<sup>213</sup> The competitive spirit of building and increasing Catholic school attendances at the detriment of the State Schools is particularly shown in *The Advocate* articles. At Warrenheip in 1877, *The Advocate* quipped that the State School was built near the Catholic School, 'but whilst the latter is well attended, there are only 15 pupils in the former, though a Catholic is at its head.'<sup>214</sup> At Elaine in 1878 *The Advocate* also boasted:

At this little mining township there is now a flourishing Catholic school of which Mr E. Wallace has recently been appointed teacher. The average attendance exceeds 50, so that the neighbouring State School has not proved a very powerful magnet for the attraction of the Catholic juvenile population.<sup>215</sup>

Continued cultural associations and physical evidence of Catholic education is identified in the surviving schools in the Parishes of Gordon and Bungaree. In the Gordon Parish, the earliest Catholic school appears to have been St. Agnes School at Ballan, built in 1858 and which continued after the Education Act of 1872.<sup>216</sup> It was destroyed by fire in 1963 and a new St. Brigid's School opened on 8 March 1964.<sup>217</sup> The school continues to operate today.

At Gordon, the first Catholic school was established by Miss Hanrahan in 1884 in St. Patrick's Hall, Main Street (Figure 8.37). In 1930, it was replaced with the existing modestly scaled brick building on the Old Melbourne Road (Figure 8.38). *The Advocate* gave the following glowing report on the imminent opening of the new school:

The opening of the new brick school, St. Patrick's, Gordon, will take place on Sunday, August 17. The ceremony is to be performed by his Grace Archbishop Mannix. The new building supplies a long-felt need, as it will supply the dual purposes of an up-to-date school and a parish hall, being designed for both purposes. The old building has long outlived its usefulness, and for years was quite unsuitable as a hall. The new building is close to the presbytery and St. Patrick's Church, and is much more centrally situated for children coming from all directions. The opening is looked forward to with very considerable interest in all parts of the parish. During the past month well organised efforts have been carried out to assist in reducing the cost. In these efforts all have enthusiastically participated, with very gratifying success. Elaborate arrangements are in hand for the opening, in which all parts of the parish are deeply interested. The Premier (Hon. E.J. Hogan, M.L.A.) will be present amongst the representative gathering who will welcome his Grace the Archbishop and otherwise take part in the opening.<sup>218</sup>

Two years later in 1932, St. Michael's School, Springbank, was also blessed and opened by Archbishop Mannix. Built in brick, it replaced an old timber building claimed to be 'far beyond its prime.'<sup>219</sup>

In the Bungaree Parish, the earliest Catholic school appears to have been Miss Harrington's 'shed school' established at Warrenheip in 1859 and relocated to Dunnstown in 1862.<sup>220</sup> Known as St. Mary's, the school was replaced with another timber building in 1905-06.<sup>221</sup> A new brick school building, designed by Reg Appleford was blessed and opened by Bishop O'Collins on 7 September 1952 as Our Lady of Fatima School (Figure 8.39).<sup>222</sup> It continues to operate to the



**Figure 8.37:** St. Patrick's Hall, Main Street, Gordons, n.d. Source: June Huggins, Ballan.



**Figure 8.38:** Class of St. Patrick's Catholic School, 1931, with the new school building (south elevation) in the background. Source: Joe Donegan, Wallace.



**Figure 8.39:** Our Lady of Fatima School, Dunnstown, 2009. Source: Wendy Jacobs.

present day.

At Bungaree in 1871, a Roman Catholic Church site was selected on the north side of the Melbourne Road (now the location of the Bungaree Mechanics' institute). In 1875, *The Advocate* declared that there 'is a somewhat numerous Catholic population located near the Junction [Bungaree],' and that 'they have promised hearty co-operation' with the establishment of a Catholic school.<sup>223</sup> By April 1878, construction was advanced on a new Catholic chapel adjacent to the Hibernian Hall. In addition to hosting Mass on Sundays, *The Advocate* declared that the building 'will be used on week days for school purposes.'<sup>224</sup> The school opened in mid May 1878 with an attendance of 150 pupils.<sup>225</sup> The first head teacher was John Ryan of Geelong.<sup>226</sup> In February, 1891, the first sisters of the community of St. Joseph arrived at Bungaree Junction to take charge of the school.<sup>227</sup>

With the relocation of St. Michael's Chapel to 186 Bungaree Wallace Road in 1893, the Sisters of St. Joseph conducted the Catholic School (then known as St. Joseph's School) in the Hibernian Hall.<sup>228</sup> However, the local Catholic community was desirous in having a new school built and a ball was held in 1894 as a fundraiser.<sup>229</sup> A timber building may have been constructed in the following years.<sup>230</sup>

In 1921, initial steps were made by Father Michael Mulcahy for the erection of a new school.<sup>231</sup> Impetus for the new building came with the arrival of the Presentation Sisters in 1922.<sup>232</sup> In 1925, the Melbourne architect, A.A. Fritsch (who had previously designed the convent) was commissioned by Father Mulcahy to design a brick primary school.<sup>233</sup> The foundation stone for the new school was laid by Bishop Foley on 15 November 1925.<sup>234</sup> Following the opening of St. Michael's School (Figure 8.40) in 1926, it served as the educational centre for local Catholic school children until it closed in 1993.<sup>235</sup>



**Figure 8.40:** Former St. Michael's School, Bungaree, 2009. Source: Wendy Jacobs.

Another surviving and operational Catholic school building is St. Mary's, Clarkes Hill (Figure 8.41). The brick school was built in 1946 as a gift of Patrick Mahar in memory of his wife, Mary Mahar.<sup>236</sup> The school was blessed and opened by Bishop O'Collins on 13 April 1946.<sup>237</sup>



**Figure 8.41:** St. Mary's School, Clarkes Hill, 2009. Source: David Rowe.

Fundamental to the success and growth of the Catholic education system from 1891 was the Sisters of St. Joseph; from 1922, the Presentation Sisters and from 1966, the Mercy Sisters.<sup>238</sup> They educated and witnessed to the young Catholic populations in both the Gordon and Bungaree Parishes, and were accommodated in convents including those at Bungaree, Dunnstown and Gordon.<sup>239</sup> The role of educating young Catholics in this part of the Shire was to be short-lived. In 1900, Mother Mary McKillop founder of the Brown Josephites,<sup>240</sup> came to Bungaree to interview the Sisters as a consequence of a dispute with Bishop Moore.<sup>241</sup> Her efforts in resolving the issues were to no avail and in 1900 the St. Josephite Sisters left Bungaree. As outlined in the *Gordon Advertiser*:

The Sisters of St. Joseph have resigned the charge of the school at Bungaree and on Friday last they took their departure from the district. Great regret is felt at their departure, as it is about 11 years ago since they first settled in the picturesque township of Bungaree. Apart from maintaining a high standard in the school, their ministrations to the sick and distressed have been much appreciated.<sup>242</sup>

In 1922, the Presentation Sisters arrived at Bungaree to take up the role as teachers at St. Michael's School.<sup>243</sup> The Presentation Sisters continued to reside



at the convent until 1966, when they were taken over by the Mercy Sisters.<sup>244</sup> They took up residency at the convent and staffed the three parish schools (including St. Michael's, Bungaree).<sup>245</sup> A shortage of vocations brought about the withdrawal of the Mercy Sisters at Bungaree in 1974.<sup>246</sup>

### 8.3 Health & Welfare

Throughout the 19<sup>th</sup> and early 20<sup>th</sup> centuries, health services in the western region of the Moorabool Shire were administered by local medical practitioners, surgeons and chemists. Associations with some of the early medicos are found in a number of surviving dwellings at Ballan, Blackwood and Gordon.

#### Ballan

##### Dr Joseph Bell Marr, 3 Fiskien Street

In 1872, Dr Joseph Bell Marr arrived at Ballan and purchased land at 3 Fiskien Street where the existing dwelling was constructed in 1874.<sup>247</sup> Marr's ownership and occupation of the dwelling at 3 Fiskien Street (Figure 8.42) was to be short-lived. On 24 July 1875, the property was advertised for sale in the *Bacchus Marsh Express*. Dr Marr was born in c.1832 in England.<sup>248</sup> He trained as a medical practitioner and in 1860 he was made a Licentiate of the Faculty of Physicians and Surgeons, Glasgow.<sup>249</sup> In 1863, he was registered as a medical practitioner at Newcastle-on-Tyne and he was made a Licentiate of the Royal College of Physicians, Edinburgh in 1864.<sup>250</sup> By 1869, Marr had emigrated to Spring Cove, Nelson, New Zealand.<sup>251</sup> His stay there was brief as by 1870 he was listed in the medical register as residing in Koroit Victoria before removing to Mount Egerton where he practised until early 1872.<sup>252</sup> After selling his property in Fiskien Street, Marr continued to practice in Ballan until at least 1878<sup>253</sup> where he was also listed as the public vaccinator for the town.<sup>254</sup> He had relocated to New South Wales before 1880 but in 1881 he was again practicing in Ballan.<sup>255</sup> By early 1882 he was practising in Launceston, Tasmania.<sup>256</sup> In the following year, 1883, he had relocated to Eaglehawk near Bendigo, where he was charged with shooting his housekeeper, Sarah Small and found not guilty.<sup>257</sup> He married Sarah Small later that year. Before 1886, Marr and his wife had moved to Ballan, where Marr was appointed the Health Officer until his resignation in late March 1886.<sup>258</sup> Dr and Mrs Marr lived in a dwelling owned by Edward Atkinson, where he continued to practice medicine.<sup>259</sup> In 1890, the Marrs occupied a dwelling owned by R. Parker.<sup>260</sup> By 1902, Marr had removed to Merino where he was the medical officer to the Australian Natives Association.<sup>261</sup> While living at Maryborough, Victoria in 1904, Marr was arrested for using a revolver.<sup>262</sup> This controversy may have caused him to relocate to Forbes, New South Wales, in 1905.<sup>263</sup> A few years later he had relocated to Meredith, where he died in a house fire on 1 May 1911 at the age of 79 years.<sup>264</sup>



**Figure 8.42:** Dr Marr's former dwelling, 3 Fiskien Street, Ballan, 2009 (prior to front verandah reinstatement). Source: Wendy Jacobs.

##### Dr George Herbert Salter, 79-81 Inglis Street

In c.1890, the local carpenter, Frederick Mehrens built a house at 81 Inglis Street.<sup>265</sup> It was sold to Dr George Herbert Salter in 1894.<sup>266</sup> He engaged James and Piper, architects of Ballarat to design addition' to the dwelling. The impending works were described in the *Bacchus Marsh Express*:

The successful tenderer, Mr. Samuel Laver, of this township at something like £375, for the erection of seven rooms as an addition to the house recently purchased from Mr. W.J. Muntz by Dr. G.H. Salter, our third and incoming medico, has started on his work. From the meagre intelligence at present obtainable the rooms (or, more properly speaking, new house) will be capacious and tastefully finished inside and out, and will have two frontages, one facing East and the other North.<sup>267</sup>

By late January 1895, Dr Salter had taken up residence at 79-81 Inglis Street (Figure 8.43).<sup>268</sup> Drawings by James and Piper show that the additions comprised a narrow, elongated wing on the east side of the dwelling containing seven rooms including a drawing room at the front, two bedrooms, dining room and a rear kitchen, servant's room and wash house.<sup>269</sup> Access was by an entrance hall and passage. Externally, the addition was designed in an elaborate Late Victorian Italianate style, defined by hipped roof forms, projecting faceted bay windows, an elaborate cast iron verandah on the east side and a decorative gabled entrance portico at the front that provided a link to the existing dwelling. The dwelling was substantial and one of the more elaborate in Ballan at the time.

Dr George Herbert Salter (Figure 8.43a) was born at Malmesbury, England, in 1858, the second son of Dr George Salter and Elizabeth Salter (nee Bullock).<sup>270</sup> G.H. Salter married Edith Mary Brown (presumably in England) and in 1883 they emigrated to Victoria.

Dr Salter was registered by the Medical Board in June 1885<sup>271</sup> and he advertised in the *Bacchus Marsh Express* in 1885 that he was a Licentiate in Midwifery, Licentiate of the Royal College of Physicians & Member of the Royal College of Surgeons of England.<sup>272</sup> From 1885 until 1889, Dr G.H. Salter practiced at Gisborne.<sup>273</sup> In 1890, the Salter family relocated to Learmonth where Dr Salter continued his medical practice.<sup>274</sup> Soon after his arrival in Ballan in 1895, Dr Salter contributed to national medical research in a paper on four cases of myiasis that was published in the *Australian Medical Gazette*.<sup>275</sup> Locally, he called for a general weekly sanitary service to be instituted by the Ballan Shire Council in 1900.<sup>276</sup> Salter continued his medical practice until his health began to fail and he relocated briefly to Moonee Ponds where he met his untimely death on 25 May 1907 at the age of 49 years.<sup>277</sup>

#### Other Medical Practitioners Associated with 79-81 Inglis Street

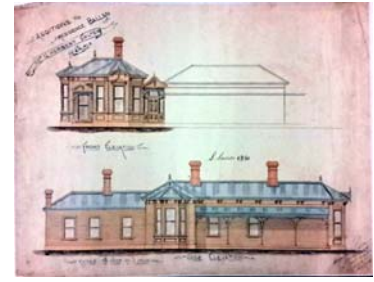
Immediately prior to Dr Salter's death, his medical practice and residence were leased to Dr William Morton Lemmon in early May 1907.<sup>278</sup> Formerly of Daylesford, Dr Lemmon's tenure at Ballan was short-lived, as by 1910-11 Dr James Gregg leased Dr Salter's residence and medical rooms from Mrs Edith Salter.<sup>279</sup> In c.1923, the property was taken over by Dr Percy Clarke, medical physician and his wife, Edith Marian Clarke of Armadale became the sole proprietor in 1937.<sup>280</sup> Clarke later leased Mrs Margurite Gray's dwelling at 14 Fiskin Street in 1940-41.<sup>281</sup>

#### Medical Practitioners Associated with 'The Avenue' 122 Inglis Street

Built in 1863-64, the dwelling known as 'The Avenue' became the residence of successive medical practitioners in the 1890s: Dr Day (from 20 September 1890), Dr Marr (from December 1891), Dr V.J.E. Zichy-Woinarski (from October 1893), Dr Charles A. Courtney (from October 1894) and Dr A.B. Webb (from 1899-1900).<sup>282</sup>

#### Dr. J.A. O'Neill, Surgeon Dentist, Ballan Hall, 135 Inglis Street

The Ballan Hotel served more than a place for meetings, socialising and accommodation. In 1905 when known as Bromley's Hotel, it was the location on the last Saturday of each month of free consultation by Mr. J.A. O'Neill, Surgeon Dentist of 122 Russell Street, Melbourne.<sup>283</sup> He advertised as 'the representative of a leading dental firm' with 15 years experience and qualifications from, the Dental Board of Victoria.<sup>284</sup>



**Figure 8.43:** James & Piper architects, Elevation drawings of proposed additions to Dr Salter's residence, 81 Inglis Street, Ballan, 1894. Source: Dr Roger Glass, Melbourne & Vernon Architectural collection held by John Vernon, Ballarat.



**Figure 8.43a:** Dr George Herbert Salter, n.d. Source: Dr Roger Glass, Melbourne.



**Figure 8.44:** 'The Avenue', 122 Inglis Street, Ballan, n.d. [c.1920], home of several medical practitioners in the 1890s. Source: Ballan Shire Historical Society collection.

### Other Properties with Medical Associations in Ballan

#### 'Westcott', 188 Inglis Street

'Westcott' (Figure 8.45) was built in c.1864-65 for Richard Ocock, pioneer solicitor of Ballan. After his death in 1883, the property was owned by his daughter, Mrs Mary Macpherson of 'Bungeeltap' homestead.<sup>285</sup> In 1891, the property was occupied by Dr Frederick Day although it remained owned by Mrs Macpherson.<sup>286</sup> On her death in 1916, 'Westcott' was bequeathed to three of her four daughters: Mrs Alice Jane Webb; Mrs Mary Adelaide Mackenzie; and Miss Margaret Macpherson, all of whom were either trained in or involved in nursing.<sup>287</sup> 'Westcott' functioned as a private hospital after Mrs Macpherson's death during the ownership of her three daughters.



**Figure 8.45:** 'Westcott', 188 Inglis Street, Ballan, n.d. [c.1940s]. Ballan Shire Historical Society collection.

In 1924 a lease was secured by Matron Campbell and Sister A.M. David for the continued function of 'Westcott' as a private hospital for 'midwifery and other patients'.<sup>288</sup> It appears that 'Westcott' continued as a private hospital in the following years. In c.1934, after the death of her husband, Charles Webb, at Southport, Queensland,<sup>289</sup> Alice Webb returned to reside at 'Westcott'.<sup>290</sup> She died on 12 November 1938, having been President of the Ballan branch of the Australian Red Cross, President of the local branch of the Australian Women's National League, an active worker for the Presbyterian Church, and a Life Governor of the Eye and Ear Hospital, a title bestowed to her 'in appreciation of her work in connection with that institution'.<sup>291</sup>

#### 'Annean', 164 Inglis Street

The dwelling known as 'Annean', 164 Inglis Street (Figure 8.46), was built for Samuel Gascard in 1898-99.<sup>292</sup> In 1945, the property was purchased by Dr B. Ryan as his private residence. Dr Ryan had acquired the practice that had been carried on for many years by Dr. Percy Clarke.<sup>293</sup> In the following October, 1946, 'Annean' was sold to Dr Fitzpatrick. In 1951, he offered his home to be converted into a hospital given the funding shortfall to build a new hospital at Ballan.<sup>294</sup> According to *The Settler*:



**Figure 8.46:** Dwelling formerly known as 'Annean', 164 Inglis Street, Ballan, 2014. Source: David Rowe.

[On 25 November 1955,] Dr Fitzpatrick intimated that he was prepared to sell his house 'Annean' to be a private hospital. An architect from the Hospital and Charities Board inspected the premises as a suitable site providing certain alterations were made and additional staff room erected. Dr Fitzpatrick's option to purchase was only for 6 months.

It was suggested the hospital be a Soldiers' memorial Hospital so the transfer of monies had to go through the Supreme Court – a slow and frustrating time.<sup>295</sup>

In 1958, Dr Fitzpatrick sold his practice to Dr. A.O. Barkley of Tasmania.<sup>296</sup> In 1966, the purpose-built Ballan and District Soldiers' Memorial Bush Nursing Hospital was opened at 33 Cowie Street (Figure 8.47).<sup>297</sup> 'Annean' was later incorporated as part Bush Hospital. In 2009, additions were made to the dwelling on the east side as part of the Ballan Health Centre, replacing an early minor hipped wing. Further additions on the west side being completed in 2014.



**Figure 8.47:** Ballan Soldiers' Memorial Bush Nursing Hospital, n.d., c.1975. Source: *A Pictorial History*, p.166.

#### Blackwood

In the goldfields district of Blackwood, a number of chemists and medical practitioners established business with mixed success. Nothing appears to survive of Mr Black's 'remarkably neat and well-furnished chemist's and druggist's shop' established in Barry's Reef in 1874, filling a long-held want 'of an experienced chemist with a well assorted stock of genuine drugs'.<sup>298</sup> Two properties survive in Martin Street, Blackwood (formerly Red Hill) that have associations with the health and welfare of the local community:

### ‘Myrtleford’, 11 Martin Street

The dwelling now known as ‘Myrtleford’ (Figure 8.48) appears to have been built in the late 1860s or early 1870s, possibly with a chemist shop at the north end when owned by Alfred Hadfield Woolf, miner and chemist.<sup>299</sup> Known as ‘Ruby Villa’ in 1875, it was occupied by the local medical practitioner, Dr. John Charles Gibson, MRCS, LSA, LRCP Edinburgh (1870).<sup>300</sup> He practised in Droitwich, Worcestershire, England in 1873 before emigrating to Victoria in August 1875.<sup>301</sup> He soon settled at Red Hill, Blackwood. On 6 November 1875, he placed an advertisement in the *Bacchus Marsh Express*:

Dr. John Charles Gibson, M.R.C.A., L.R.C.P., L.S.A., L.M., London and Edinburgh, Registered,  
Having succeeded the Surgeoncy to the different Friendly Societies at Blackwood, begs to introduce himself to the inhabitants in the neighbourhood and surrounding districts. He is at home for consultation daily at 12 a.m. Terms cash.

N.B. – An apprentice, indoors, would be received, to learn dispensing and the fundamental principles of Club and Private Practice. Terms, £300 for two years, inclusive, half down, remainder in six months. All found.<sup>302</sup>



**Figure 8.48:** ‘Myrtleford’ (formerly ‘Ruby Villa’), 11 Martin Street, Blackwood, 2009. Source: Wendy Jacobs.

Gibson was registered with the Medical Board of Victoria on 11 December 1875.<sup>303</sup> In January 1876, he further advertised that he ‘may be consulted at Ruby Villa’ in January 1876.<sup>304</sup> On 12 February 1876, he was committed to the Kew Asylum for lunacy, the circumstances leading to his committal being reported in the *Bacchus Marsh Express*:

On Wednesday evening, while passing the house of Dr. Gibson at Red Hill, my attention was called to a dreadful moaning proceeding from the interior of it, as if some person were in great pain. Accompanied by Messrs. Robinson and Fincham, I entered by the back door, and we then found Dr. Gibson lying on his bed, naked to the waist; his cheeks were puffed up, and his lips quite purple. Thinking he had taken poison, the Police and two medical men were directly sent for. On the arrival of the Police we turned him over, and found a double barrelled gun and a revolver, both loaded, under him, also a bottle containing a white powder. Dr. Boxwell, on his arrival, made a careful examination, and found the patient was suffering from epilepsy. Proper remedies were at once applied, and after a short time Dr. Gibson recovered, but exhibited such unmistakeable signs of insanity that a warrant was at once issued for his arrest as a lunatic. The Police, after a struggle secured him, and took him on a dray to the lock up. He will be brought up on Friday. The unfortunate gentleman is without doubt very clever in his profession, but on account of his always carrying and exposing a loaded revolver people naturally have been averse to associating with him. His disease, there is reason to believe, is congenital, but it has been aggravated by his frightfully dissipated life while resident here.<sup>305</sup>

The underlying cause of Gibson’s distress was alcoholism, as outlined in *The Argus*:

Dr. Gibson was a most talented and clever practitioner, but, unfortunately (says the correspondent), since his arrival on Blackwood he has given way to drinking, and being in the habit of



carrying and exposing a loaded revolver on all occasions, people have naturally had an idea that his mind was unhinged.<sup>306</sup>

Gibson's committal at the Kew Asylum was only brief, as in March 1876 it was reported that 'Dr. Gibson has returned to Blackwood in excellent health, and has resumed his practice at Ruby Villa, Red Hill.'<sup>307</sup> Tragically, after making attempts to overcome his addiction to alcohol, Gibson succumbed in June 1876, bringing his life to an end.<sup>308</sup> As reported in the *Colac Herald*:

A sad catastrophe has occurred at Blackwood. On Friday evening, about seven o'clock, Dr. Gibson, a much-esteemed resident of that district, committed suicide by swallowing a dose of prussic acid. The deceased had been suffering from nervous prostration for four days, during which he was confined to his bed. Some five months back he was sent to Kew Asylum, owing to the symptoms of mental disturbance he exhibited, and about four or five weeks ago he was discharged from that institution cured. He then returned to Blackwood, joined a Good Templars' lodge there, and soon obtained a good practice. But the taste for drink was too strong for a long resistance, and a week or two since he relapsed into his old habit, with the result of once more disturbing his intellect, and meeting with a suicide's end. Dr. Gibson was not more than thirty years of age, and leaves a widow and two children, who are now residing with his father in England.<sup>309</sup>

Before 1883, the dwelling may have been used by D.G. Stobie as a chemist's shop.<sup>310</sup> The two front doors and the projecting gable at the north end might relate to the combined residential and chemist shop function of the existing dwelling.

#### **Plews Dwelling, 24 Martin Street**

In c.1886, land at 24 Martin Street was acquired by Dr Edward Plews and his wife, Nurse Mary Plews.<sup>311</sup> They had a timber weatherboard house 'with iron roof' (Figure 8.49) and an outbuilding constructed by 1891.<sup>312</sup> Dr Edward William Plews was born in c.1821 in London and in 1848 he qualified as a Licentiate of the Society of Apothecaries, London.<sup>313</sup> He emigrated to Victoria in 1853 where he first practised at the Mount Alexander Diggings.<sup>314</sup> Residing in Fryerstown, he married Mary Sandford Jones in 1859.<sup>315</sup> They had 10 children born at Fryerstown, Blue Mountain and Blackwood, with the family recorded as occupying a house and garden near Golden Point in 1869.<sup>316</sup> Medical practise appears to have been difficult at Blackwood in these early years, for in 1875 the *Australian Medical Journal* claimed that Dr Plews at Blackwood 'was pretending to be ill.'<sup>317</sup> Plews was appointed Health Officer for the Blackwood district in 1880.<sup>318</sup> Yet, medical assistance was also given by his wife, Mary. In 1882, Plews became insolvent, being attributed to the decline in mining activity and the substantial number of residents leaving the district.<sup>319</sup>



**Figure 8.49:** Former dwelling of Dr and Nurse Plews, 24 Martin Street, Blackwood, 2014. Source: Wendy Jacobs.

It may have been the result of Dr Plews' insolvency which caused him and his wife and family to relocate to Red Hill. Not surprisingly, ownership of their new dwelling at 24 Martin Street was listed under the name of Mrs Plews.<sup>320</sup> Dr Plews continued to practice until at least 1895.<sup>321</sup> On his death in 1899, the *Bacchus Marsh Express* gave the following obituary:

The deceased has had a long and varied career in this colony ... [he was] appointed coroner, deputy registrar of births and deaths, and vaccinator for this district [in the 1860s]. He held the first inquest on Blackwood, on a man and woman who were killed by a tree falling on



their hut at Nuggety gully. He held the coronership for 12 months, then resigned in favour of Mr. Shuter, P.M., but was vaccinator up to the time of his demise. No less than nine doctors started practice on Blackwood since Dr. Plews settled here, but most of them failed to stay for any length of time. The deceased was lodge doctor to all local Friendly Societies for years, but of late, having a considerable private income, did not practice as he otherwise would have done. He was well connected in the old country, and leaves a wife and grown-up family well provided for.<sup>322</sup>

Mary Plews continued to reside at her Martin Street property and provide nursing services in the ensuing years.<sup>323</sup>

### Gordon

The influx of gold miners and their families in the 1860s brought about the need for resident medical practitioners.

#### Dwelling, 56-60 Main Street

One of the earliest medical practitioners at Gordon was Dr Caesar Kieser who appears to have built the dwelling at 56-60 Main Street (Figure 8.50) in 1868.<sup>324</sup> Born in c.1815 in Germany, he qualified as a medical doctor at Wurzburg in 1841 before emigrating to South Australia on 31 January 1850.<sup>325</sup> In 1852, Kieser had been found duly qualified as a medical practitioner by the Southern Australian Medical Board.<sup>326</sup> By 1854, Kieser had relocated to Casterton, Victoria, where he discovered gold at the Glenelg.<sup>327</sup> The following year, 1855, he tried his luck at Mount Blackwood and he gave the following account of his time there:

My short stay in Melbourne, where I went on business of importance, induced me to take a practical trip to these localities [Mount Blackwood], where I have seen many strange things, and made many a good experience. My time I intended to stay here will be soon over, and that of a few months more shall bring me back to that country, the interest and progress of which I have particularly at heart, and whose advancement I shall possibly devote my utmost exertions to.<sup>328</sup>



**Figure 8.50:** Former cottage of Dr Caesar Kieser, 56-60 Main Street, Gordon, 2009. Source: Wendy Jacobs.

Two years later in 1857, Kieser married Miss Tempe Gibbons at St. Paul's Church, Melbourne.<sup>329</sup> By 1859, Kieser was practising in Ballan<sup>330</sup> and by 1861 he was resident at Buninyong where he was a member of the building committee for the Holy Trinity Anglican Church.<sup>331</sup> In 1863, Dr and Mrs Kieser had relocated to Ballarat where Dr Kieser was several times elected medical officer of the Loyal Prince Arthur Lodge of the Ancient Independent Order of Oddfellows.<sup>332</sup>

In 1867, Dr Kieser became insolvent, a consequence of losses in mining and pressure of creditors.<sup>333</sup> The following year, 1868, Kieser and his wife relocated to Gordon. By August 1871, Kieser had been appointed public vaccinator to the Ballan district, attending at Flack's Hotel, Ballan 'on the first Saturday in each month, between the hours of 12 and 2 o'clock.'<sup>334</sup> In 1872, Keiser sold his property at Gordon to Mrs Mary Sutherland.<sup>335</sup>

#### Former Hotel, 69 Main Street

The Freemasons Hotel, 69 Main Street (built in c.1860)<sup>336</sup> was the location for twice weekly consultations with Dr Sisca in 1888.<sup>337</sup> From 1889, appointments could be made at the hotel with Dr Correy.<sup>338</sup> Consultations were held in a room above the bar at the front of the east wing.<sup>339</sup>

### 8.4 Community Organisations

Equally critical in the evolution and development of the Moorabool Shire has been the establishment of community organisations such as the Horticultural Societies, Country Women's Associations, Hibernian Societies, Ladies Guilds, Pastoral and Agricultural Societies, and a range of other charities and auxiliaries. Most of these organisations made frequent use of the local public halls and mechanics institutes.

The organisations that are physically manifested in the study area today include the Mechanics Institutes, Masonic Lodges, Fire Brigades, Australian Red Cross, Returned and Services League of Australia and the Boy Scouts and Girl Guides. They are briefly outlined as follows.

#### Mechanics Institutes

The prevalence of Mechanics' Institutes in Australia bears testimony to Australia's booming population in the 1850s with the gold rush, rising from 400,000 to 1.1 million.<sup>340</sup> The 'fiercely democratic, even revolutionary spirit'<sup>341</sup> on the goldfields was threatening. As conservative Sir William à Beckett put it: 'Could wealth give manners and intelligence, the thousands now becoming rich would be strengthening, instead of sapping the foundations of established society.'<sup>342</sup>

Mechanics Institutes in Victoria seem to have been founded more as a result of local initiative than a general colonial policy of social control.<sup>343</sup> The gold rush flooded inland settlements with artisans and professionals, mostly British and familiar with the benefits of Mechanics' Institutes.<sup>344</sup> These benefits were the twin aims of 'mental improvement' and 'recreation'.<sup>345</sup> In Britain, Mechanics' Institutes were seen as a way of ameliorating '[t]he greatest social evil of the present day [which] is the isolation – between the employer and the employed.'<sup>346</sup> Furthermore, 'morality and knowledge' were viewed as inseparable.<sup>347</sup>

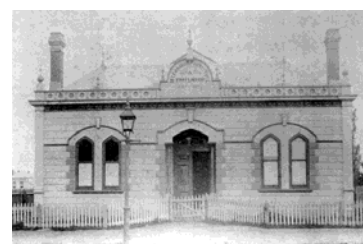
In the study area, Mechanics Institutes were established at Ballan, Barrys Reef, Blackwood, Blakeville, Bungaree, Elaine, Gordon and Mt Egerton. All except the Barrys Reef Mechanics Institute survive today.

#### Ballan

At Ballan, a public meeting was held at the Church of England in 1860 to discuss the idea of establishing a Mechanics Institute.<sup>348</sup> A site on the north-west corner of Simpson and Cowie Streets was selected and in December 1860, plans were prepared for the construction of a brick building.<sup>349</sup> The Mechanics Institute was formally opened on 12 December 1861 and it served the Ballan community until 1887 when a new Institute and Free Library building on the present site was opened.<sup>350</sup> It had been designed by the Geelong architect, Alexander Davidson in a Victorian Gothic style (Figure 8.51). In 1921, Clegg and Morrow architects carried out major alterations, demolishing the front of Davidson's design and erecting a new wing in brick, with the front elevation finished in cement render (Figure 8.52).<sup>351</sup>

#### Blackwood

In July 1867, a public meeting was held at the Victoria Hotel, Red Hill, in an effort to gain community support for the building of a Mechanics Institute.<sup>352</sup> In June 1869, a contract was let to James Ferguson for building the timber structure at a cost of £459.12.11 in Byres Road.<sup>353</sup> The Mechanics Institute and Free Library (Figure 8.53) opened in November 1869.<sup>354</sup> A stage was added in 1935 while a brick toilet wing was added at the front and a supper room built in 1976 to a design by the Ballarat architects, L.H. Vernon and Associates.<sup>355</sup> The purpose of



**Figure 8.51:** Ballan Mechanics Institute, pre 1923. Source: June Huggins.



**Figure 8.52:** Ballan Mechanics Institute, 1929. Source: *A Pictorial History*, p.105.

the extensions was to provide accommodation for the local Senior Citizens' Club.

### Bungaree

At Bungaree, the first Mechanics Institute was built in early 1894 to a design by the Ballarat architect, William Brazenor.<sup>356</sup> The building was described in the *Gordon Advertiser* at the time of the open ceremony on 13 April that year:

The institute is immediately adjoining the Hibernian Hall, just beyond the township proper. It is a handsome wooden structure with an elliptical roof, supported by iron girders. Entering through the front porch we find ourselves in the main hall. It is indeed a handsome room measuring 60 feet by 29 feet with a semicircular stage about 24 x 9 feet, at the north end. The wall is dadoed and tastefully papered. At the rear of the building are ladies and gentleman's dressing, reading and retiring rooms, and the whole is undoubtedly one of the most compact, convenient and handsome provincial halls in Victoria.<sup>357</sup>

The Bungaree Mechanics Institute, which was described as 'one of the most pretentious buildings in the district', was 'blown to the ground' by a cyclone in 1927 (Figure 8.54).<sup>358</sup> It was replaced in the following year by the existing brick building (Figure 8.55) at a cost of approximately £1,300, made possible by a loan of £500 from W. McLellan and a government grant of equal value.<sup>359</sup> The Mechanics Institute and Free Library was officially opened on 4 September 1928 by Lady Millie Peacock, wife of the then Speaker of the Lower House of the Victorian Parliament, Sir Alexander Peacock, whose active interest in the needs of the people in the Allandale district appears to have spread to Bungaree.<sup>360</sup>

### Mt Egerton

The earliest record of a Mechanics Institute at Mt Egerton is in 1871-72 when it was listed in the *Victorian Gazetteer*.<sup>361</sup> The building was originally situated along the southern end of Main Street (west side), next to Dr Corry's property. It consisted of a hall measuring 14.73 m x 7.6 m, plus a stage area and waiting room.<sup>362</sup> At the front was a small porch. In May 1906, the Institute building was relocated to a new site north of the original location in Main Street.<sup>363</sup> Delays ensued with the relocation due to a lack of funds and it was not until 29 July 1908 when the building had been relocated, altered and extended.<sup>364</sup> In 1912, cloak and reading rooms were added to the front of the building, separated by a vestibule (Figure 8.56).<sup>365</sup> A concert and ball were held to celebrate the relocation and reopening on its new site that was gazetted in 1916.<sup>366</sup>

### Gordon

In December 1870, the first Mechanics' Institute Committee at Gordon was elected and a suitable site for a building was accepted.<sup>367</sup> The site was in Urquhart Street, comprising allotment 3A of Section 6 in the Town of Gordon.<sup>368</sup> Construction commenced on the new building in 1871 and in October of that year the *Bacchus Marsh Express* announced the completion of the building.<sup>369</sup>

Ten years later in 1882, the Gordon Mechanics' Institute relocated to the former Wesleyan Church and Common School site in Urquhart Street (allotment 13 of Section 4).<sup>370</sup> The Institute occupied the old school building but it appears membership declined and in 1893 the school building was sold and the proceeds used to fence the site.<sup>371</sup>

In 1932, a proposal was initiated by the Gordon Mechanics' institute Committee, under H.C. Patterson, Honorary Secretary, for the sale of the old Mechanics' Institute reserve in Urquhart Street and the proceeds put towards the cost of a



**Figure 8.53:** Blackwood Mechanics' Institute, c.1870-1915. Source: La Trobe Picture collection, State Library of Victoria, accession no. H97.272/52.



**Figure 8.54:** Rear wing of Mechanics' Institute destroyed by the cyclone in 1927. Source: *The Argus*, 21 June 1927, p.13.



**Figure 8.55:** Bungaree Mechanics Institute, 2014. Source: David Rowe.



**Figure 8.56:** Mt Egerton Mechanics Institute, 2009. Source: Wendy Jacobs.

new hall 'on a more convenient site, which would be transferred to the Crown.'<sup>372</sup> The new site at 68 Main Street was then owned by the Roman Catholic Church.<sup>373</sup> Clegg and Morrow, architects of Ballarat, were commissioned to design a timber and fibro cement building (Figure 8.57).<sup>374</sup> The gabled building was to feature a hall on the west side, the east portion taken up by a lobby, ladies and men's cloak rooms, a supper room and a rear kitchen. A separate porch was proposed to project from the hall onto the street frontage. The building opened in 1933.<sup>375</sup>

### Masonic Halls<sup>376</sup>

The development of Masonic Halls in the study area formed part of a long Masonic history. In the medieval age, operative masons belonged to a trade and craft organisation that had their special mythical history which emphasised the importance of their craft. This early period of Masonry contributed important aspects of later, speculative forms of the Craft (as it is called), including social welfare (benevolence), social events, religious and political tolerance and the necessity for high moral standards.

Architecture played a significant role in Masonic doctrine. In the Middle Ages, Freemasons equated their art with that of architecture. Their knowledge emanated from the manuscript of Vitruvius (*De Architectura*), whereby Vitruvius stressed the diversity of knowledge required by an architect: drawing, geometry, history, medicine, law and astronomy. Of particular significance to Masonic architecture in the 19th and early 20th centuries was the ancient Greek geometries of 1: square root of 2 and the golden mean proportion. The 1: square root of 2 proportion was a derivative of Euclid's Forty-Seventh Proposition (which originated from Pythagorus' Theorem), the symbol of the Masonic Master's Degree whereby 'in any right-angled triangle, the square which is described upon the side subtending the right angle is equal to the squares described upon the sides which contain the right angle.'

In Masonic Lodge buildings of the 19th and early 20th centuries, some of the Craft's esoteric doctrine was expressed in simple Classical temple fronts. In particular, the composition of columns in-antis was common because of the suggestion of the porch of Solomon's Temple and with the pillars of stone that held the knowledge discovered by Pythagorus and Hermes Trismegistus. The right-hand column is known as Boaz and signifies strength, is associated with the First Degree of Apprentice, and with the Senior Warden in its meaning of strength. The left-hand column is known as Jachin, being associated with establishment and legality, with the Junior Warden, and with the Fellow Craft.

At Ballan, the Masonic Hall in Inglis Street (Figure 8.58) was originally built as a hay and grain store for W.E. White in 1910.<sup>377</sup> It was converted into a Masonic Lodge for the Ballan Lodge No. 205 in 1927.<sup>378</sup> At Wallace, the purpose-built Masonic Hall (Figure 8.59) was constructed in 1924, possibly to a design by Wilfred Coltman, architect of Ballarat.<sup>379</sup> The Classical temple front afforded the parapeted brick structure gave a stylised suggestion of Masonic doctrine. The building was the location of St. Sidwell's Lodge which had been founded in Ballan in 1891 before relocating to Mt Egerton in 1908 and then removing to Wallace in 1924.<sup>380</sup>

### Temperance Societies

Closely aligned to the Wesleyan Methodist Church was the temperance movement. Fraternal and Friendly Societies, whose origins emanated from the United Kingdom and the U.S.A. were associated with the Church. At Blackwood, the Independent Order of Good Templars was established in 1872. As reported in the *Bacchus Marsh Express*:



**Figure 8.57:** Former Mechanics' Institute Hall, 68 Main Street, Gordon, 2014. Source: David Rowe.



**Figure 8.58:** Former Masonic Hall, 92 Inglis Street, Ballan, 2014. Source: Wendy Jacobs.



On Friday night, Bro. Wilson, deputy for the Grand Lodge of Good Templars, visited Blackwood. Seventeen members were initiated, after which the meeting was adjourned to Saturday evening, when other ten members were initiated. Had the weather been favourable at least thirty members would have been enrolled. The name given to the Lodge is the Good Shepherd Lodge of Good Templars, Blackwood. ... This is the most complete, and will prove the most powerful organisation for the spread of Temperance. Its influence will be felt on all religious, social, and political subjects. The Order of Good Templarism was introduced into this colony by two Scotch families. The first lodge was opened in this colony so recently as the month of May last.<sup>381</sup>



**Figure 8.59:** Masonic Hall, Wallace, 2009. Source: Wendy Jacobs.

More widespread within the Shire was the formation of the Independent Order of Rechabites. In 1869, the Hope of Mount Egerton Tent was established at Mt Egerton.<sup>382</sup> At Wallace, the Pride of Wallace Tent was formed in 1915, the founding members largely belonging to the Millbrook Methodist Church.<sup>383</sup> J.J. Downey was the first Chief Ruler and Secretary.<sup>384</sup>

The only physical evidence of the Independent Order of Rechabites includes a First World War Honor Roll of local soldiers of the Millbrook Methodist Church and Price of Wallace Tent I.O.R. held at the Bungaree and District Historical Society (Figure 8.60), and a privately-held illustrated presentation board to William Weir from the Millbrook Methodist Church Congregation and Pride Tent I.O.R. Members, c.1920. Also associated with the Pride of Wallace Tent at Wallace is the former Methodist Church, 30 Westcotts Road, built as the Bolwarrah Methodist Church in c.1898 and relocated to the present site where it served as the Wallace Church from 1929 until 1979.<sup>385</sup>

### Fire Brigades

Fire Brigades were established for the obvious reason of defending rural towns and properties against bushfire threats during the summer months. By the late 1870s, approximately 25 volunteer fire brigades had been formed in Victorian goldfields towns, a quarter of a century after the first began operating.<sup>386</sup> Brigades were established through public meetings where committees were appointed to raise money to acquire beaters, hoses, reels and leather or canvas buckets, and horse-drawn fire carts.<sup>387</sup> Yet, until well into the 20<sup>th</sup> century, members travelled by foot and by bicycle to reach the fires.<sup>388</sup> In addition to its fire-fighting role, the local fire brigade contributed to the social life of the community, with its balls, concerts, picnics, sports events and demonstrations.<sup>389</sup>



**Figure 8.60:** Millbrook Methodist Church & Pride of Wallace Tent I.O.R. First World War Honor Roll, c.1920. Source: Nancy Alford, Monuments Australia online, November 2013.

### Ballan

The first fire brigade to be established in the western region of the Moorabool Shire was the Ballan Volunteer Fire Brigade in 1890.<sup>390</sup> Initially, the brigade served the community with basil beaters<sup>391</sup> made by Thomas Darcy, saddler, and a 150 gallon water tank supplied by D.K. Fraser and Co. Ted Windows, Ed. Gunsser and John Hishon made available vehicles to take volunteers to the fires.<sup>392</sup> The first fire station was erected in 1899 on land owned by Cousen's butchers (now McLean Reserve).<sup>393</sup> It was described as a 'neat little building'.<sup>394</sup> This building was replaced with the existing brick fire station that opened on 19 March 1909 (Figure 8.61). The single storey building was given an imposing parapeted front façade featuring two round arched vehicular openings for the fire carts.



**Figure 8.61:** Ballan Fire Station, n.d. Source: *A Pictorial History*, p.63.

In 1913, the volunteer brigade at Ballan became a member of the Bush Fire Brigade Association. In February of that year, a meeting of land owners was held



to consider further ways of coping with bushfires. As part of the Association, changes appear to have been made to the Ballan brigade's constitution. A. McLeod Hamilton was voted to the chair, with Messrs. A. McLeod Hamilton, J.H. Walsh, J. Gascard, E. Gunsser and A.T. Blake being appointed a subcommittee.<sup>395</sup> They were given the power to purchase a bush firecart and beaters, 'and consider the question of entertaining the fire-fighters.'<sup>396</sup>

In more recent years, the tower that was originally at the front of the fire station was removed and a new tower constructed at the rear of the building. The two arched vehicular openings on the front façade were removed and a lintel installed supported by brick piers to create an entry porch.<sup>397</sup>

### **Other Brigades**

No physical evidence in the form of late 19<sup>th</sup> or early 20<sup>th</sup> century fire stations appear to survive in other parts of the study area, but other brigades were established. At Greendale, an unofficial brigade was formed in 1902 when fire threatened the township.<sup>398</sup> The recently-arrived schoolteacher, A.J. Grant applied his teaching methods of organisation to working on the formation of an organisation to combat the 'bush fire menace.'<sup>399</sup> The "Fire League" was created in 1914 and it later became known as the Greendale Rural Fire Brigade.<sup>400</sup>

At Mt Egerton, the Bush Fire Brigade commenced operations on 1 April 1940, with H.N. Pollock as President, J.L. Doyle, Secretary and W. Warrington as Captain.<sup>401</sup> The Brigade's depot was at the end of the Mt Egerton Mechanics Institute.<sup>402</sup> In 1945, as a result of the newly-formed Country Fire Authority, the Mt Egerton brigade became known as the Mt Egerton Rural Fire Brigade.<sup>403</sup> The worst fire in the brigade's history was in February 1959, when 40,000 acres were burnt between Mt Egerton and Anakie.<sup>404</sup>

In 1944, the Mt Wallace and Morrisons Bush Fire Brigade was formed at Mt Wallace.<sup>405</sup> J. Nase was the first President, with E. Robertson as Secretary and Treasurer.<sup>406</sup> In 1951, a separate brigade was established at Morrisons, although it was not until 1956 when the 'Morrisons' name was removed from the Mt Wallace Brigade.<sup>407</sup>

### **CFA Training College, Fiskville**

In 1971, the Country Fire Authority (CFA) purchased the former Amalgamated Wireless Station (then known as the Overseas Telecommunications Commission Station) at Fiskville that had been originally built in 1926 (see Theme 3 for further details). Over the next twelve months the CFA upgraded the complex as a modern training college.<sup>408</sup> Training began in September 1972 under the Assistant Chief Officer Chester Nevett and by the end of 1972 there were 258 permanent and volunteer officers who had attended 22 courses to prepare them for the fire danger period.<sup>409</sup>

### **Australian Red Cross – Ballan Branch**

In 1914, the Australian Red Cross was established in Melbourne by Lady Helen Munro-Ferguson, wife of the Governor-General, nine days after the outbreak of the First World War. The initial primary task of the Red Cross was to supply care parcels containing soap, toiletries, special food and games for sick and wounded troops.<sup>410</sup>

Within 12 months, the Ballan Branch of the Australian Red Cross had formed in September 1915.<sup>411</sup> The first office bearers were Mrs A. Webb (President), Miss T. McCoppin (later Mrs Graham, Secretary) and Mrs T. Adams (Treasurer).<sup>412</sup> The local branch was tireless in its efforts to support the soldiers overseas. In 1919, a total of 1,555 garments had been made while in 1919 around 6,209 articles of

clothing were despatched to the Red Cross headquarters in Melbourne.<sup>413</sup> During war time, a money raising project was held at the Mechanics Institute each Saturday morning. On one occasion, a buggy was raffled and an “Ugly Man” contest held.<sup>414</sup> During World War 2, the Ballan Branch was again active, after a recess between 1922 and 1938.

A long-serving stalwart of the Ballan Branch of the Red Cross was Mrs Teresa Graham (nee McCoppin). In 1962, she was awarded the honour of a Member of the Order of the British Empire (MBE) for her work with the Red Cross.<sup>415</sup> With her husband, Mrs Graham built and resided at the dwelling at 25 Fiskin Street in the early 20<sup>th</sup> century. Mrs Graham died in 1963<sup>416</sup> and in 2004 a tree (Figure 8.62) was planted in her memory for her service to the Red Cross in the nature strip at the front of her home.

#### Returned and Services League of Australia, Ballan Sub-Branch

The Ballan Sub-branch of the Returned and Services League of Australia (RSL) was formed in 1919, with the first President being H.R. (Bert) Chambers.<sup>417</sup> H. Norman Flack was the first Secretary. The Ballan RSL acquired premises at the rear of C.F. Myers offices, the room being let at a nominal rent.<sup>418</sup> With the Ballan RSL assisting the Mechanics Committee in 1921 in obtaining finance for improvements to the Institute hall, the RSL was given the sole use of a room in the front wing.<sup>419</sup> In 1930, the Ballan RSL went into recess, but it reformed in 1945. The Ballan RSL acquired new premises in 1958, taking up the former Kookaburra Café and Billiard room (and later the Fayrefield Hats Factory) at 146 Inglis Street (Figure 8.63).<sup>420</sup>

#### Scouts and Guides

In 1908, the Scouting movement, initially formed by Lord Robert Baden-Powell in England, was established in Australia. The movement fostered co-operation, observation and resourceful in a military-like way through regular meetings and camps for boys.<sup>421</sup>

In 1953, the Rev. Greenwood of St. John’s Church of England, Ballan, formed a Scout Troop while Mrs Robertson, with the help of Mrs K. Thaw, formed the first Cub Pack, beginning with six boys.<sup>422</sup> In August 1958, a Scout Hall was built at the Recreation reserve, being opened by Major General Risson, Chief Scout for Victoria.<sup>423</sup> Physical evidence of scouting in the study area is also identified in the Scout Camp, Mechanics Institute Lane, Barrys Reef, comprising some former Nissen Huts (Figure 8.64) and other buildings.

Following on from the scouting movement was the formation of the Girl Guides in England in 1910 by Lord Baden-Powell’s sister, Agnes.<sup>424</sup> It was basically the female equivalent of the Scouts. The first meeting of the Ballan Local Association of Girl Guides was held in October 1957 at the Mechanics Institute.<sup>425</sup> In the 1960s, a former railway dwelling was converted into a Guide House in Inglis Street, Ballan (Figure 8.65).<sup>426</sup>

### 8.5 Commemoration

#### Cemeteries

Within the study area are 15 cemeteries that have formed both the resting places of many residents of the 19<sup>th</sup> and 20<sup>th</sup> centuries and provided the stories of cultural development in the area. In addition are two isolated grave sites at Morrisons.



**Figure 8.62:** Teresa Graham Memorial Tree, Fiskin Street, Ballan, 2009. Source: David Rowe.



**Figure 8.63:** Ballan RSL Rooms, Inglis Street, 2014. Source: David Rowe.



**Figure 8.64:** Scout Camp, Barrys Reef, 2009. Source: David Rowe.



**Figure 8.65:** Guide House, Ballan, 2009. Source: Wendy Jacobs.

### Ballan

The earliest official cemetery was at Ballan in 1851. Ten acres were reserved a considerable distance from the centre of the Ballan village, with an acre each being offered to the Church of England, Presbyterian, Roman Catholic and other denominations (Figure 8.66).<sup>427</sup> The first burial of Charlotte Atkinson took place on 20 March 1850 before the reservation of the cemetery.<sup>428</sup> Trustees were appointed in 1860 and rules and regulations established in 1861.<sup>429</sup> The year 1861 also witnessed the death of Thomas Henry Pyke (1808-1861), who had lived at Ballanee for a short time.<sup>430</sup> He was known as a colourful figure in the local community and fondly known as “Gentleman Pyke”.<sup>431</sup> His vault (Figure 8.67) forms a landmark at the front of what is now known as the Old Ballan Cemetery off the Geelong-Ballan Road.

In 1875, six acres were reserved in Gosling Street close to the Ballan township for the Ballan New Cemetery.<sup>432</sup> Following a typical grid plan divided into Anglican, Presbyterian, Roman Catholic, Methodist and Lutheran sections, the existing layout of the cemetery appears to reflect the revised design in 1877 by the Shire Engineer and artist, architect and surveyor, Louis Le Gould.<sup>433</sup>

### Goldfields Cemeteries

#### Blackwood

In 1860, eight acres of land were gazetted as a public cemetery at Blackwood.<sup>434</sup> However, the first burials at the site appear to have occurred in 1855, prior to the reservation of the land.<sup>435</sup> Situated on top of a rise like many of the goldfields cemeteries (Figure 8.68), the substantial area reserved for the burial ground also reflected the large mining population. The cemetery is laid out following a traditional (and common) lineal plan for the period, with the graves segregated by denominational sections. The racial divide given the Chinese miners in the 19<sup>th</sup> century is also physically manifested in the Chinese graves being distant from, lower than and more irregularly laid out than the other graves of those with European origins. Within the Blackwood cemetery is ‘Little Doaty’s Grave’, dated 23 October 1878 (Figure 8.69).<sup>436</sup> The grave is of Josephine Margaret Rowan, daughter of the Clerk of Courts, and she died of diphtheria.<sup>437</sup> A central landmark in the cemetery is the monument and vault of Mary and Matthew Rogers. A wealthy miner of Simmons Reef, Rogers engaged the well-known monumental sculptors, Chambers and Clutten, to design and build the column of Aberdeen granite in 1895, as a family mausoleum.<sup>438</sup> His wife, Mary, was buried there in 1896. Rogers joined his wife in the family vault upon his death in 1906.<sup>439</sup>

#### Gordon

The earliest cemetery at Gordon, first known as the Kerit Bareet Cemetery (and now the Pioneer Cemetery), originally comprised six acres, with the first burial dated 1859.<sup>440</sup> In November 1863, William C. O’Brien carried out a comprehensive subdivisional survey of the burial ground and surrounding land, and he identified a number of graves.<sup>441</sup> On 24 September 1864, the burial site was erroneously advertised for sale along with other adjoining allotments.<sup>442</sup> It was subsequently withdrawn from sale and on 28 October 1864 the six acres of land were temporarily reserved for the purposes of a cemetery.<sup>443</sup> In early 1867, the cemetery was reduced to 1.25 acres and was fenced.<sup>444</sup> Burials continued at this cemetery until 1877 and officially burials were discontinued from 1890. In 1940, the Rev. Father Lande, presumably of St. Patrick’s Church, sought permission to clear the overgrown cape bush and to fence the site to preserve the graves. His work was completed by September 1941.<sup>445</sup> In 1984, a toilet block was erected on the burial ground, causing considerable controversy in the town.<sup>446</sup>



**Figure 8.66:** J. Collins, Old Ballan Cemetery, 1966. Source: La Trobe Picture Collection, State Library of Victoria, image jc000661.



**Figure 8.67:** J. Collins, Pyke’s Vault, Old Ballan Cemetery, 1966. Source: La Trobe Picture Collection, State Library of Victoria, image jc000662.



**Figure 8.68:** J. Collins, Blackwood Cemetery, 1961. Source: La Trobe Picture Collection, State Library of Victoria, image jc001522.



**Figure 8.69:** J. Collins, Little Doaty’s Grave, 1961. Source: La Trobe Picture Collection, State Library of Victoria, image jc001521.

In April 1867, a new cemetery reserve (Figure 8.70) of ten acres and seven perches at the eastern end of the town and known as the Gordon Cemetery was proclaimed.<sup>447</sup> The first burial in the new cemetery was Mrs Catherine Chapman, wife of Abraham Chapman, blacksmith, wheelwright and ironically, undertaker, on 10 July 1871.<sup>448</sup>

### Egerton

Three acres of land at Egerton were temporarily reserved for a cemetery in 1872.<sup>449</sup> It was located to the south of the town on sloping ground.

### Morrison's

A site of five acres for a public burial ground originally known as the Borhoneyghurk Cemetery at Morrisons was reserved in 1872 (Figure 8.71).<sup>450</sup> Trustees were also appointed in that year.

### Other Cemeteries

A site of four acres was temporarily reserved for the Bungaree Cemetery at Pootilla on 18 December 1863.<sup>451</sup> Four trustees were appointed in February 1864.<sup>452</sup> Five acre cemetery reservations were made in 1886 at Greendale and in 1876 at Clarendon.<sup>453</sup> A more isolated and smaller cemetery was at Newbury known as the Blue Mountain Cemetery (Figure 8.72). No official reservation has been identified, although the surviving headstones represent burials of the Trehwella family. The earliest is of the infant, Lucy Trehwella, who was born in 1871 and died in the same year.<sup>454</sup>

Other smaller and isolated cemeteries are located at three of the pastoral Runs established in the late 1830s and 1840s. At Ballark homestead are two existing headstones of John and Elizabeth Wallace and their family, and the second being their shepherd, Simmons. The earliest burial date is that of Margaret Wallace in 1864.<sup>455</sup> At Bungeeltap Homestead, one headstone remains of the McPherson children, Norman and Cluny, who died in 1861 and 1871 respectively.<sup>456</sup> At Ingliston Homestead are five remaining headstones for Linda Inglis (1874), George Ord (1858), Archibald Fiskien (1854), Eva and Ethel Fiskien (1864) and Percy Brown (1869).<sup>457</sup>

At Morrisons, are also shepherds' graves. Off Chalk Mine Road is the grave of a shepherd's daughter, Mary Paterson, who fell ill from typhoid in 1867 and her parents set out to take her to the doctor in Buninyong, but tragically, she succumbed to the disease enroute and was buried by her parents.<sup>458</sup> Returning to their flock, the parents also took ill with typhoid and both died and were buried off Mt. Doran Egerton Road.<sup>459</sup>

### War Memorials

In Victoria, the building of war memorials and establishment of other veteran-related assets has provided a physical legacy and commemorative symbol of the human cost of war. War memorials are also substantial graves for fallen soldiers throughout the State, providing a tangible connection to their far-off final (and often unknown) resting places overseas.<sup>460</sup> A variety of war memorials were established in the western region of the Moorabool Shire during the 20<sup>th</sup> century.

At Ballan, at least four memorials were established in the 20<sup>th</sup> century. The earliest was the memorial drinking fountain outside the Post Office in 1920 (Figure 8.73).<sup>461</sup> An Aleppo Pine was planted in McLean Reserve after the 1940s while the Bush Nursing Hospital in Cowie Street was built in 1966 as a memorial to the Ballan and District Soldiers.<sup>462</sup> On the east boundary at the front of the RSL building in Inglis Street is a Soldier Settlement memorial plaque.



**Figure 8.70:** Gordon Cemetery, Old Melbourne Road, Gordon, 2014. Source: David Rowe.



**Figure 8.71:** Morrisons Cemetery, 2009. Source: David Rowe.



**Figure 8.72:** Blue Mountain Cemetery, Newbury, 2010. Source: Dianne Hughes.



**Figure 8.73:** Ballan War Memorial Drinking Fountain, n.d. Source: Australian War Memorial Collection, id. H17714.



At Bungaree is a boulder with an affixed memorial plaque erected by the Council of the Shire of Bungaree in remembrance of citizens who served in times of war.

At Blackwood, an Avenue of Honour of 80 pine trees was planted by W. and K. Matheson and T. Vigor in 1919 in the Blackwood Mineral Springs reserve (Figure 8.74).<sup>463</sup> In the township proper, a World War 2 memorial was erected.

Other war memorials included the Avenues of Honour at Bullarook, Lal Lal and Yendon (Figure 8.75), the latter two avenues still surviving today.<sup>464</sup> Planting of the avenue at Lal Lal in 1918 was outlined in the *Ballarat Courier*:

A large number of people assembled at the school on Friday, 21<sup>st</sup> inst., to take part in planting an Avenue of Honor to the memory of district soldiers. Cr Way supervised the work of planting the trees, and he received valuable help from many willing workers. When the work was finished, adjournment was made to the school, where refreshments, kindly provided by the parents, were partaken of. For some time past the boys of the loved school had been busily engaging during their lunch hour making various useful articles from discarded boxes. These supplemented by gifts from parents and friends, were disposed of to augment the school patriotic fund.<sup>465</sup>

Public halls at Lal Lal and Warrenheip were built after the First World War as memorials to soldiers who had fought and died.<sup>466</sup> Less substantial war memorials included liturgical fittings and fixtures, such as the brass lectern at St. John's Church of England, Bungaree, dedicated in 1927. Unveiled by the returned soldier, Roy Linsdell, it was a gift of the Girls' Friendly Society in memory of the local soldiers who fell in the Great War.<sup>467</sup> At Bungaree, the tragedy of World War One not only affected the locals. Head Teacher, 'taught on' after learning of the death of his son who had been torpedoed on the Southerland and then killed in France.<sup>468</sup> In the presence of the whole school, an honour board was unveiled in 1921 (Figure 8.76).<sup>469</sup> Several years later in 1973, the Ballan Primary School was 'quietly proud of its honour roll of the first World War and of the second World War',<sup>470</sup> while at Mt Egerton Primary School, the honour roll was considered to be 'an outstanding feature' with 170 names, 34 being names of those killed in action.

A unique war memorial associated with World War Two was installed at the newly-built convent, Gordon, in 1964.<sup>471</sup> The assistant Parish Priest, Father Parer, instigated the commissioning of the prolific stained glass artist, Alan Sumner, to create four windows in memory of his uncle, Damien Parer and local war veterans of World War Two.<sup>472</sup> Annotated sketches by Sumner reveal the iconography and meaning of each of the windows (Figure 8.77). One window included a figure of Our Lady Help of Christians holding the Christ Child above which was the Holy Spirit. In the background were a windmill and homestead, while in the foreground were workers in the field. The lower scene had a gabled church (the design later being altered to reflect the appearance of St. Patrick's Church) with local children walking from school to the Church under the charge of a Sister of the Cross, the school and a bell being in the background. Another window had an Angelic figure below which was a scene depicting the well-known Australian war photographer, Damien Parer, photographing a blinded soldier being comforted by a native of Papua New Guinea.<sup>473</sup>

### Other Memorials & Historical Markers

Other memorials and historical markers provide a further commemorative and interpretive understanding of the cultural evolution of the Shire. In Ballan is the Annis and George Bills horse trough (Figure 8.78). Installed in McLean Reserve, it



**Figure 8.74:** Avenue of Honour, Blackwood Mineral Springs, n.d. [c.1930]. Source: Blackwood & District Historical Society collection.



**Figure 8.75:** Avenue of Honour, Yendon, 2009. Source: Wendy Jacobs.



**Figure 8.76:** Bungaree State School No. 1960 at the unveiling of the Honour Board in 1921. Source: H. Trigg, Bungaree Primary School No. 1960: Celebrating 123 years of education 1877-2002, p.12.



**Figure 8.77:** A. Sumner, 'Gordon Josephite Convent Windows', 1964 Source: State Library of Victoria, kindly provided by Dr Bronwyn Hughes. See Appendix 11.01 for enlarged image.



**Figure 8.78:** Bills Trough, Ballan, 2009. Source: Wendy Jacobs.



would have been undertaken by the Metropolitan Drinking and Cattle Trough Association, which had been set up in Australia by an English organization established in 1859 to provide water facilities for both drivers and animals.<sup>474</sup> Metal gates supported by rendered brick piers represent a memorial to old scholars at the front of the former Yendon State School, installed in 1935 (Figure 8.79).<sup>475</sup> Historical markers have also been erected at Ballan and Blakeville by the Ballan Shire Historical Society, giving a brief history of the Ballan and Ballanee Runs at Ballan and the Blakeville township respectively. Opposite 1 Dicker Street at Gordon is also a goldfields plaque.<sup>476</sup>



**Figure 8.79:** Former Yendon State School with Memorial Gates at front, 2009. Source: Wendy Jacobs.

- 1 D.D. Fraser & J.B. Ranken (eds.), *Centenary of the Shire of Ballan 1862-1962*, Shire of Ballan, Ballan, 1962, p.55 & 60. The diary of Bishop Goold of Melbourne is quoted as stating that there were only a few Catholics in Ballan in 1855.
- 2 *The Advocate*, 2 January 1892, p.17 & 13 August 1910, p.23.
- 3 According to N. Backhouse, 'Dunnstown' in N. Backhouse, H. Trigg & J. Huggins, *Our Journey, The Anglican Parochial District of Ballan and Bungaree 1848-1999*, Anglican Parochial District of Ballan/Bungaree, Ballan, 1998, p.103, an Anglican Church had been established in the State School in 1886 but it and the School struggled, and both closed in 1906 and 1900 respectively.
- 4 *The Advocate*, 14 February 1891, p.22.
- 5 C. McConville, *Croppies Celts & Catholics: The Irish in Australia*, Edward Arnold Australia Pty Ltd, Caulfield East, 1987, p.59
- 6 G. Bartlett, 'Jones, Charles Edwin (1828-1903)' in *Australian Dictionary of Biography*, vol.4, Melbourne University Press, Carlton, 1972, pp.488-489.
- 7 For example, *The Argus* on 22 February 1913, p.19, still made mention of Jones' infamous phrase.
- 8 *The Advocate*, 4 December 1909, p.21.
- 9 *Ibid.*
- 10 *Ibid.*, 27 April 1878, p.11.
- 11 *Bungaree & District Historical Society Newsletter*, no.37, November 2000, p.4, citing the Gordon Advertiser, 25 November 1892.
- 12 *The Argus*, 22 February 1913, p.19.
- 13 Figures extrapolated from the *Victorian Municipal Directory*, 1890.
- 14 *Bacchus Marsh Express*, 20 June 1896.
- 15 See 'Methodist Church, Lal Lal', Church of England, Lal Lal' and Roman Catholic Church, Lal Lal', Public Building files, Public Record Office Victoria, VPRS 7882, Unit 1756. The Anglican Church had been designed by the Ballarat architects, Molloy and Figgis, while Messrs. Lusk and Moriarty, architects, were responsible for the relocation and rebuilding of the Catholic Church. There is no evidence of any of these church buildings at Lal Lal today
- 16 *A Pictorial History of the Shire of Ballan*, Ballan Shire Historical Society, Ballan, 1989, p.99.
- 17 *Australasian Builder & Contractors' News*, 22 June 1889, p.6.
- 18 A. Beggs Sunter, Typescript of Places in the Moorabool Shire, Buninyong & District Historical Society, November 2009.
- 19 See heritage citation WAL033, 30 Westcotts Road, Wallace.
- 20 *Ibid.*
- 21 Information from community consultation in Stage 1 of the Heritage Study, Ballan, 2009.
- 22 *Bacchus Marsh Express*, 7 February & 11 May 1895, D. Skewes, Salvation Army Archives, Bourke Street, Melbourne, email to Pam Jennings, 24 June 2014 & *War Cry*, 28 January 1933, p.11, kindly provided by D. Skewes, Heritage Centre, Ballarat.
- 23 See heritage citation GOR027, 55 Brougham Street, Gordon.
- 24 S. Finlayson, 'St. Mark's Church, Gordon', in Backhouse, Trigg & Huggins, *op.cit.*, pp.62-63.
- 25 *The Advocate*, 27 May 1905, p.13.
- 26 *Ibid.*, 17 March 1906, p.17 & 23.
- 27 Beggs Sunter, *op.cit.*
- 28 'Methodist Church, Blakeville', Public Building file, Dept of Health, General Health Branch, 'Proposed Methodist Church, Blakeville', to Rev. B.L. Semmens, 8 April 1953, Public Record Office Victoria, VPRS 7882, Unit 1756. The letter also includes blue print drawings of the proposed church building. These drawings accord with the design of the existing building which is in poor condition.
- 29 N. Backhouse, 'St. John's Church, Ballan' in Backhouse, Trigg & Huggins, *op.cit.*, pp.4-5.
- 30 *Ibid.*, pp.4-7.
- 31 *Ibid.*, p.14.
- 32 *Ibid.*, p.15.
- 33 *Ibid.*
- 34 *Ibid.*

- 35 A.J. Buckingham & M.F. Hitchcock, *Aspects of Early Blackwood – The Goldfield, The Landmarks, The Pioneers*, Blackwood Publishing, Blackwood, 5<sup>th</sup> printing, 2002, p.36 & M. Lewis (ed.), *Victorian Churches: Their origins, their story & their architecture*, National Trust of Australia (Victoria), Melbourne, 1991, p.93.
- 36 Buckingham & Hitchcock, *op.cit.*
- 37 H. Trigg, 'St. John's Church, Bungaree', Backhouse, Trigg & Huggins, *op.cit.*, p.87.
- 38 *Ibid.*, p.91.
- 39 *Ibid.*, p.87.
- 40 *Ibid.*, pp.87-88.
- 41 See heritage citation BRE019, 309 Bungaree Wallace Road, Bungaree.
- 42 *Ibid.*
- 43 Trigg, *op.cit.*
- 44 See heritage citation BRE019, *op.cit.*
- 45 Trigg, *op.cit.*
- 46 J. Huggins, 'Holy Trinity Church, Greendale', Backhouse, Trigg & Huggins, *op.cit.*, p.81.
- 47 *Ibid.*
- 48 *Ibid.*
- 49 *Ibid.*
- 50 *Ibid.*
- 51 *Ibid.*
- 52 *Ibid.*
- 53 *Ibid.*
- 54 *Ibid.*
- 55 N. Backhouse, 'St. James' Church, Morrisons', Backhouse, Trigg & Huggins, *op.cit.*, p.65.
- 56 *Ibid.*
- 57 *Ibid.*
- 58 *Ibid.*, p.66.
- 59 *Ibid.*
- 60 *Ibid.*, pp.66-67
- 61 *Ibid.*, p.67.
- 62 *Ibid.*
- 63 Fraser & Ranken, *op.cit.*, p.60.
- 64 A number of references claim that the building was constructed in either 1856, 1857 or 1858. See for example, *St. Brigid's School, Ballan: A Short History*, St. Brigid's Primary School, Ballan, 2011, Fraser & Ranken, *op.cit.*, and *Some of the Fruits of Fifty Years: Annals of the Catholic Church in Victoria*, A.H. Massina & Co., Melbourne, 1897, pp.67-68. However, Walsh, *op.cit.*, states that 'the first church (portion of the present school [now demolished]) was not erected until 1859.' In 'Early Ballan No. 43', *Ballan Times*, 17 January 1918, p.3, Walsh also states that 'The first portion of the Catholic church was also built in this year [1859], and Mr Egan fixes that year from the fact that his family left the Werribee Hunt inn for their Greendale property at the end of 1858, and the carpenters who erected the church afterwards built a barn from them at Greendale.'
- 65 See heritage citation BA025, 98 Inglis Street, Ballan.
- 66 Fraser & Ranken, *op.cit.*, p.59.
- 67 *The Advocate*, 15 February 1879, p.7.
- 68 *Ibid.*, 30 July 1904, p.14.
- 69 *Ibid.*
- 70 *Ibid.*, 8 June 1912, p.24.
- 71 See heritage citation BA025
- 72 *The Advocate*, *op.cit.*
- 73 *HeraldSun*, 8 April 2009.
- 74 Buckingham & Hitchcock, *op.cit.*, p.57.
- 75 *Blackwood Times*, October-November 2011.
- 76 *The Argus*, 6 June 1874.
- 77 St. Michael's Parish Church, Bungaree', Diamond Jubilee booklet, 12 April 1970, Public Record Office Victoria.
- 78 *The Advocate*, 30 October 1875, p.6.
- 79 The Hall had been proposed as early as 1874 according to the report by the District Inspector of Schools – see *Bungaree & District Historical Society Newsletter*, no.1, n.d. [1990], p.2. The Hall had been built by 1876 as Mass was held there – see *The Advocate*, 7 Oct 1876 p.69. Also, *The Advocate*, 21 October 1893, p.16, 17, confirmed that the Hibernian Hall was erected on the Catholic Church site.
- 80 See 'Ancient Order of Hibernians', Wikipedia, June 2015 at [https://en.wikipedia.org/wiki/Ancient\\_Order\\_of\\_Hibernians](https://en.wikipedia.org/wiki/Ancient_Order_of_Hibernians)
- 81 *The Advocate*, 7 October 1876, p.69.
- 82 *Ibid.*, 20 April 1878, p.6.
- 83 'St. Michael's Parish Church, Bungaree', *op.cit.*
- 84 *Ibid.*

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- 85 Ibid.
- 86 *The Advocate*, 23 November 1878, p.7.
- 87 *Ibid.*, 25 October 1890, p.16.
- 88 *Ibid.*, 6 September 1890, p.16.
- 89 *Ibid.*
- 90 'St. Michael's Parish Church, Bungaree', op.cit.
- 91 *The Advocate*, 21 October 1890, p.16.
- 92 *Ibid.*, 13 September 1890, p.16 & 2 January 1892, p.17. The latter article states that 'The Bishop congratulated the people (who) had recently purchased through exertions of their zealous priests Fr Cleary and Fr Foley, three acres of land, upon which they erected a fine presbytery ...'
- 93 *The Advocate*, 21 October 1893, p.16.
- 94 See heritage citation BRE05-08, 186 Bungaree Wallace Road, Bungaree.
- 95 *Ibid.*
- 96 *Ibid.*, 27 February 1909, p.12, 16 April 1910, p.20 & 13 August 1910, p.23. See also heritage citation BRE05-08, op.cit.
- 97 *Ibid.*, 25 September 1869, p.5.
- 98 *Ibid.*, 18 November 1871, p.4, 5.
- 99 *Ibid.*
- 100 *Ibid.*, 2 May 1885, p.17.
- 101 *Ibid.*, 6 September 1890, p.16.
- 102 *Ibid.*, 20 January 1900, p.9.
- 103 *Ibid.*, 13 October 1900, p.12.
- 104 *Victoria Government Gazette*, no. 180, 13 December 1861, p.2413.
- 105 Cahir, op.cit., pp.29-30.
- 106 *The Advocate*, 2 January 1892, p.17.
- 107 *Ibid.*, 29 July 1905, p.14.
- 108 *Ibid.* & 25 November 1905, p.17.
- 109 *Ibid.*, 21 April 1906, p.17.
- 110 *Ibid.*, 13 November 1875, p.6.
- 111 *Ibid.*, 2 November 1878, p.6.
- 112 *Ibid.*, 4 September 1909, p.29 & 23 October 1909, p.21.
- 113 *Ibid.*
- 114 See Plan of the Town of Gordon, 1942, VPRS 16171, PROV.
- 115 *The Star*, Ballarat, 7 December 1864, p.3.
- 116 *Ibid.*
- 117 F. Cooke, 'Application of a Licensee to Transfer License under 42<sup>nd</sup> Section of Amending Land Act 1865', 11 October 1871, VPRS 627/P0 Unit 152 PROV.
- 118 A Land Certificate was issued on 4 December 1872 with these trustees as joint tenants, VPRS 627/P0 Unit 152 PROV.
- 119 *The Argus*, 30 October 1872, p.7.
- 120 History of the Gordon Parish, Catholic Diocese of Ballarat at <http://www.ballarat.catholic.org.au/parishes/default.cfm?loadref=508>, March 2015.
- 121 Donegan, op.cit., p.48.
- 122 *Bacchus Marsh Express*, 29 March 1873, p.2.
- 123 Donegan, op.cit., pp.48-49.
- 124 *The Advocate*, 23 February 1901, p.12.
- 125 W.E. Gribble, letter to the Public Board of Health re: organ loft, 27 December 1894 in 'Roman Catholic Church, Gordon', public building file, VPRS 7882/P1 Unit 675 PROV.
- 126 See R. Huggins, Transcript of the *Gordon Advertiser*, 16 November 1894 & 21 December 1894. The Story and Clark Piano & Organ Company first opened in Burlington, Vermont, U.S.A., in 1859 when Hampton L. Store opened a music store. In 1862, a Mr. Powers joined Story, the firm becoming Story and Powers. Taking up the famous Estey Organ Agency of the Midwestern states in the late 1860s, Story relocated his business to Chicago where he was joined by Isaac Camp. With the retirement of H.L. Story in 1884, he formed the well-known firm of Story and Clark with his son, Edward Story and Melville Clark. The company first produced a number of reed organs and later pianos. Such as the success of the company that in the 1880s they opened new factories in Chicago, London and Berlin. Organ production was discontinued in the first decade of the 20<sup>th</sup> century. See <http://antiquepianoshop.com/online-museum/story-clark/>, March 2015.
- 127 *Cazaly's Contractor Reporter*, 5 June 1900, p.85 & 12 June 1900, p.87, State Library of Victoria.
- 128 History of the Gordon Parish, op.cit.
- 129 *Ibid.*
- 130 *The Advocate*, 7 October 1876, p.6., 8 January 1913, p.31 & 30 August 1913, p.20.
- 131 *Ibid.*, 23 May 1914, p.20.
- 132 *Ibid.*, 10 October 1903, p.17. See also heritage citation BOR012 & 08, 10 Careys Road, Gordon.
- 133 *Ibid.*
- 134 *Ibid.*

- 135 *Ibid.*
- 136 Catholic Diocese Ballarat, 'St. Michael's Springbank' online, at <http://www.ballarat.catholic.org.au/parishes/default.cfm?loadref=508>
- 137 *The Advocate*, 6 September 1890, p.16. Ormond is not specifically mentioned as part of the Bungaree Junction Parish.
- 138 *Bungaree & District Historical Society Newsletter*, no.38, March 2001, p.5.
- 139 *Ibid.*
- 140 *Ibid.*
- 141 Fraser & Ranken, *op.cit.*, p.56.
- 142 *Ibid.*
- 143 *Victoria Government Gazette*, 11 February 1861, p.287.
- 144 J. Huggins, 'St. Paul's Uniting Church Ballan, formerly St. Paul's Presbyterian Church', in *The Settler: Official Quarterly Newsletter of the Ballan Shire Historical Society Inc.*, vol. 9, no. 9, March 2010.
- 145 *The Argus*, 25 August 1864, p.2. The design of St. Andrew's Church is very similar to St. Paul's, Ballan. See heritage citation BA014, 73 Inglis Street, Ballan, for further details.
- 146 *Ibid.*, 11 October 1864, p.3.
- 147 *Ballan Times*, 17 August 1916.
- 148 *The Argus*, 22, 23 & 27 December 1865 & Huggins, *op.cit.*
- 149 *Bacchus Marsh Express*, 21 July 1866, p.2.
- 150 *Ibid.*
- 151 *Ibid.*, 30 October 1869, p.3.
- 152 *The Argus* 15 September 1855, p.6 & *Bacchus Marsh Express*, 21 July 1866, p.6.
- 153 *Ibid.*, 24 November 1894, p.3.
- 154 C.I. Benson, *A century of Victorian Methodism*, Melbourne Spectator, Melbourne, 1935, p.445.
- 155 *Ibid.*
- 156 *Ibid.*
- 157 *Ibid.*
- 158 The obituary for the late John Tinney of Bungaree in 1917 stated that he was a founding member of the Millbrook Methodist Church '40 years ago' which suggests that the Millbrook Methodist Church was established in 1877. See the *Ballarat Star*, 18 October 1917, p.2.
- 159 Benson, *op.cit.*
- 160 *Ibid.*
- 161 See heritage citation WAL022, 30 Westcotts Road, Wallace.
- 162 *Ibid.* & Benson, *op.cit.*
- 163 *Bacchus Marsh Express*, 11 June 1874, p.3.
- 164 'Memories of G.W. Trewhella, August 1974', in the 'Blackwood Recorder, July 1977.
- 165 *Bacchus Marsh Express*, 22 February 1863, p.3 & 2 November 1867, p.3.
- 166 Plan of the Parish of Blackwood, *op.cit.* & Rev. Wesley Johns to The Secretary, Board of Health, 24 April 1896 in Public Building file, 24 April 1896, VPRS 7882 Unit 4299, PROV.
- 167 *Ibid.*
- 168 *Ibid.*, Rev. Wesley Johns to The Secretary Health Department, 15 May 1896.
- 169 *Bacchus Marsh Express*, 20 June 1896.
- 170 *Ibid.*, 22 August 1896, p.3.
- 171 Beggs Sunter, *op.cit.*
- 172 *Ibid.*
- 173 *Ibid.*
- 174 *Ibid.*
- 175 R. Peterson, 'Historic Government Schools: A Comparative Study', prepared for the Heritage Management Branch, Building Division, Department of Planning & Development, June 1993, p.1.
- 176 *Ibid.*
- 177 *Ibid.*
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- 179 *Ibid.* & *A Pictorial History, op.cit.*, p.40.
- 180 Peterson, *op.cit.*, p.2.
- 181 *Ibid.*
- 182 *Ibid.*
- 183 L. Burchell, *Victorian Schools: A Study of Colonial Government Architecture 1837-1900*, Melbourne University Press in association with the Victorian Education Department, Carlton, 1980, pp.13-17, 75.
- 184 *Ibid.*
- 185 *Ibid.*, p.72.
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 188 *Ibid.*, p.723.  
 189 Peterson, *op.cit.*, p.3.  
 190 *Ibid.*  
 191 *Ibid.*, p.4.  
 192 Burchell, *op.cit.*, p.113.  
 193 Blake, *op.cit.*, pp.699-700. See also P. Holloway, Historical notes, Buninyong, May 2014, part of which sources the diary of Annie McGillivray of Mt Doran.  
 194 Blake, *op.cit.*  
 195 *Ibid.*, p.803.  
 196 Trigg, *op.cit.*  
 197 *Ibid.*  
 198 Blake, *op.cit.*, p.14.  
 199 See heritage citation BRE025, 248 Bungaree Wallace Road, Bungaree.  
 200 *Ibid.*  
 201 *Victoria Government Gazette*, no.11, 31 January 1879, p.264.  
 202 *The Argus*, 5 January 1878, p.11.  
 203 *Ibid.*, 12 October 1923, p.19.  
 204 Blake, *op.cit.*, p.683.  
 205 D. Mason, 'Gordon State School No.755: History 1882-1982', Gordon Primary School, 1982.  
 206 Burchell, *op.cit.*, pp.164-166.  
 207 Mason, *op.cit.*  
 208 Blake, *op.cit.*  
 209 *Ibid.*, p.678.  
 210 *Ibid.*  
 211 *Ibid.*, pp.844-845.  
 212 McConville, *op.cit.*, pp.57-58.  
 213 Blake, *op.cit.*, p.763.  
 214 *The Advocate*, 20 January 1877, p.10.  
 215 *Ibid.*, 7 September 1878, p.6.  
 216 Catholic Diocese Ballarat online, *op.cit.*  
 217 *Ibid.*  
 218 *The Advocate*, 31 July 1930, p.20.  
 219 *Ibid.*, 10 March 1932, p.12.  
 220 Cahir, *op.cit.*, p.35.  
 221 *Ibid.*  
 222 *The Advocate*, 28 August 1952, p.18.  
 223 *Ibid.*, October 1875, p.6.  
 224 *Ibid.*, 20 April 1878, p.6.  
 225 'St. Michael's Parish Church, Bungaree', Diamond Jubilee booklet, 12 April 1970, PROV.  
 226 *Ibid.*  
 227 *The Advocate*, 7 February 1891, p.17.  
 228 *Ibid.*, 21 October 1893, p.16.  
 229 R. Huggins, transcript of the *Gordon Advertiser*, 11 May 1894.  
 230 No documentary evidence has been uncovered about a new school, although a Public Building File, VPRS 7882/P1 Unit 545, PROV, suggests that a school building had been constructed by the early 20<sup>th</sup> century.  
 231 *Bungaree and District Historical Society Newsletter*, no. 13, April, 1994.  
 232 *Ibid.*  
 233 *The Age*, 9 September 1925, p.6.  
 234 *The Advocate*, 13 November 1925, p.12.  
 235 'St. Michael's Catholic School', Bungaree History Walk online, June 2015 at <http://www.bungareehistorywalk.com/st-michaels-school.html>  
 236 S. Britt, M. Mahar, M. Slater, M. Mahar & D. Flynn, 'St. Mary's Clarke's Hill 50<sup>th</sup> Anniversary 1946-1996', prepared for St. Mary's Catholic School, Clarkes Hill, 1996, p.2.  
 237 *The Advocate*, 27 November 1946, p.13.  
 238 See heritage citation BA05-08, 186 Bungaree Wallace Road, Bungaree.  
 239 The Sisters of St. Joseph arrived at Bungaree and Dunnstown in 1892, where they established convents and took charge of the schools – see *The Advocate*, 2 January 1892, p.17. In 1912, the Sisters took up the schools at Gordon and Springbank, as outlined in *The Advocate*, 16 November 1912, p.23.  
 240 The Sisters at Bungaree were known as the Black Josephites given their black habits.  
 241 'St. Michael's Convent', Bungaree History Walk online, June 2015 at <http://www.bungareehistorywalk.com/st-michaels-convent.html> & 'St. Michael's Parish Church, Bungaree', *op.cit.*



- 242 R. Huggins, transcript of the *Gordon Advertiser*, 9 November 1900.
- 243 'St. Michael's Parish Church, Bungaree', op.cit.
- 244 'St. Michael's Convent', op.cit.
- 245 *Bungaree and District Historical Society Newsletter*, no. 13, op.cit.
- 246 *Ibid.*
- 247 See Fiske Street, Ballan, Heritage Precinct assessment.
- 248 Australian Medical Pioneers at <http://www.medicalpioneers.com/>
- 249 *Ibid.*
- 250 *Ibid.*
- 251 *Ibid.*
- 252 *Ibid.*
- 253 See Ballan Shire Rate Book, 1878, VPRS 5557/P0, Unit 5, PROV (Ballarat) where Dr Marr was listed as owner of a tenement.
- 254 *The Argus*, 12 August 1876.
- 255 Australian Medical Pioneers, op.cit.
- 256 *Launceston Examiner*, 14 February 1882.
- 257 *The Argus*, 25 October 1883.
- 258 Victorian Births, Deaths and Marriages Indexes, op.cit.
- 259 *Bacchus Marsh Express*, 31 March 1886 & Ballan Shire Rate Book, op.cit., 1886.
- 260 *Ibid.*, 1890.
- 261 Australian Medical Pioneers, op.cit.
- 262 *North Western Advocate & the Emu Bay Times*, 15 August 1904.
- 263 *Sydney Morning Herald*, 3 March 1905.
- 264 *The Argus*, 3 May 1911, 2 July 1911 & *Horsham Times*, 6 June 1911.
- 265 See heritage citation BA020, 79-81 Inglis Street, Ballan.
- 266 *Ibid.*
- 267 *Bacchus Marsh Express*, 11 August 1894, p.3.
- 268 *Ibid.*, 26 January 1895.
- 269 See heritage citation BA019-020, 79-81 Inglis Street, Ballan.
- 270 *Ibid.* & *Bacchus Marsh Express*, 25 May 1907, p.2.
- 271 *The Argus*, 6 June 1885, p.11.
- 272 *Bacchus Marsh Express*, 5 December 1885, p.4.
- 273 *Ibid.* & 13 April 1889, p.2.
- 274 *Ibid.*, 13 December 1890, p.2, gave Dr. Salter's address as being at Learmonth but late of Gisborne on the birth of his son, Arthur Leonard.
- 275 C. Gordon Hewitt, *The House-Fly*, 2<sup>nd</sup> edn., Cambridge University Press, 1914, republished 2011, pp.308-309.
- 276 *Bacchus Marsh Express*, 21 July 1900, p.4.
- 277 It appears that Salter had relocated to Moonee Ponds as this was the address given of his wife, Edith, on his death. See also *Bacchus Marsh Express*, 25 May 1907.
- 278 *Bacchus Marsh Express*, 11 May 1907, p.2, stated that Salter had sold his medical practice and residence to Dr. Lemmon, but he was not listed as owner on the Certificate of Title vol. 2467 fol. 306, and Mrs Edith Salter continued to be listed as owner in the Ballan Shire Rate Books, VPRS 5557/P0 Unit 45, PROV (Ballarat).
- 279 Ballan Shire Rate Book, op.cit., 1910-11.
- 280 Certificate of Title, op.cit., 30 July 1937.
- 281 Ballan Shire Rate Books, op.cit., 1933-36, 1940-41.
- 282 See heritage citation BA034, 122 Inglis Street, Ballan.
- 283 *Bacchus Marsh Express*, 16 December 1905, p.6.
- 284 *Ibid.*
- 285 See heritage citation BA054, 188 Inglis Street, Ballan. See also Ballan Rate Books 1905-06, 1910-11, 1911-12 & Macpherson, Mary Elizabeth, Probate Administration files, 1916, VPRS 28/P3 Unit 650 PROV.
- 286 Heritage citation BA054, op.cit.
- 287 Macpherson, Mary Elizabeth, Probate Administration files, VPRS 7591/P2 Unit 548 PROV & A. Henderson (ed.), *Early Pioneer Families of Victoria and Riverina: A Genealogical and Biographical Record*, facs. edn., The Genealogical Society of Victoria Inc., 2004, first edn McCarron Bird and Co., Melbourne, March 1936, pp.286-287.
- 288 *Ballan Times*, 12 June 1924 and *The Settler: Official Quarterly Newsletter of the Ballan Shire Historical Society*, September 2006.
- 289 *South Coast Bulletin*, Queensland, 4 August 1933, p.3.
- 290 Henderson, op.cit., p.286.
- 291 *Ibid.*
- 292 See heritage citation BA048, 164 Inglis Street, Ballan.
- 293 J. Huggins, *The Settler*, September 2006, sourcing the *Ballan Times*, *Ballan News* and *Ballan Weekly News* 1944-1966.
- 294 *Ibid.*
- 295 *Ibid.*

- 296 Heritage citation BA048, op.cit.
- 297 *Ibid.* & *A Pictorial History*, op.cit., p.166.
- 298 *Bacchus Marsh Express*, 21 March 1874, p.3.
- 299 See Martin Street, Blackwood, Heritage Precinct assessment.
- 300 *Ibid.*
- 301 Australian Medical Pioneers at <http://www.medicalpioneers.com/>
- 302 *Bacchus Marsh Express*, 6 November 1875.
- 303 Australian Medical Pioneers, op.cit.
- 304 *Bacchus Marsh Express*, 15 January 1876.
- 305 *Ibid.*, 12 February 1876.
- 306 *The Argus*, 14 February 1876.
- 307 *Bacchus Marsh Express*, 11 March 1876.
- 308 *Colac Herald*, 27 June 1876.
- 309 *Ibid.*
- 310 The subject dwelling appears to have been Stobie's chemist shop as the *Bacchus Marsh Express* on 26 May 1894 stated: "... two shoemakers have set up in business at Red Hill, Mr. Haines having rented portion of Mr. Thompson's premises (near the old National bank) [being immediately north of the subject dwelling] and Mr. Burgess the premises formerly held by Mr. D.G. Stobie as a chemist's shop.' There was only one listing for D.G. Stobie at Red Hill in the Rate Books for 1876 and 1877, and this would appear to have been the dwelling owned by him at 24 Golden Point Road (which he leased, given that his principal place of residence at Blackwood was at Golden Point). It is known that Burgess was to acquire the property at 11 Martin Street (see Martin Street, Blackwood, Heritage Precinct assessment for further details).
- 311 Mrs Mary Plews, nurse, was first rated at Red Hill in 1891. See Shire of Ballan Rate Book, op.cit., 1891.
- 312 The description of the dwelling was given in Inventory of Mary Plew's Estate in 1924. See Plews, M.S., Probate Administration files, 1924, VPRS 28/P3, Unit 1596, PROV.
- 313 See Australian Medical Pioneers, op.cit., K.M. Bowden, *Doctors and diggers on the Mount Alexander Goldfields*, K.M. Bowden, Maryborough, 1974 & *Bacchus Marsh Express*, 24 June 1899.
- 314 *Ibid.*
- 315 Bowden, op.cit.
- 316 *Ibid.*
- 317 *Australian Medical Journal*, no. 20, 1875, p.295.
- 318 *Bacchus Marsh Express*, 12 June 1880.
- 319 *Ibid.*, 16 September 1882, p.2.
- 320 Shire of Ballan Rate Books, op.cit., 1891, 1898-99.
- 321 Evidence that Plews was still practising at this time can be found in Statement of Assets and Liabilities in the Estate of John Cann, 1895, where a liability of 15 shillings was listed for 'Dr Plews' Medical Attendance.' See Cann, J., Probate Administration files, 1895, VPRS 28/P2, Unit 404, PROV.
- 322 *Bacchus Marsh Express*, 24 June 1899.
- 323 *Ibid.*, 13 December 1907, for example, reported that 'Mrs Plews stitched a wound of someone injured in the town.'
- 324 See heritage citation GOR028, 56-60 Main Street, Gordon.
- 325 Kieser, Caesar', Australian Medical Pioneers Index online at <http://www.medicalpioneers.com/cgi-bin/index.cgi?detail=1&id=28>
- 326 *South Australian Register*, 9 April 1852.
- 327 Australian Medical Pioneers Index, op.cit. & *Portland Guardian and Normanby General Advertiser*, 4 October 1855.
- 328 *Ibid.*
- 329 *The Argus*, 25 November 1857.
- 330 Australian Medical Pioneers Index, op.cit.
- 331 *The Star*, Ballarat, 14 November 1861.
- 332 Australian Medical Pioneers Index, op.cit. & *Ballarat Star*, 18 April 1867.
- 333 *Ibid.* & *The Age*, 25 June 1867.
- 334 *Bacchus Marsh Express*, 26 August 1871, p.4.
- 335 Certificate of Title, vol. 516, fol. 095 & vol. 609 fol. 773 & *Portland Guardian & Normanby General Advertiser*, 1 May 1874, p.3, which stated that Dr Keiser was resident at Carngham.
- 336 See heritage citation GOR033, 69 Main Street, Gordon.
- 337 *Gordon Advertiser*, 15 December 1888.
- 338 *Ibid.*
- 339 *Ibid.*, 10 August 1889.
- 340 T.O. Lloyd, *The British Empire 1558-1983*, Oxford University Press, Melbourne, 1984, p.165.
- 341 Grimshaw et al., *Creating a Nation*, p.100.
- 342 M. Askew, 'The Diffusion of Useful Knowledge: mechanic's institutes in nineteenth century Victoria', Master of Arts thesis, Monash University, Clayton, 1982, p.80.
- 343 *Ibid.*, p.84.
- 344 *Ibid.*, p.79.

- 345 Ibid., citing the *Williamstown Chronicle*, 1 August 1857.
- 346 Ibid., p.12.
- 347 Ibid., p.100.
- 348 D. Rowe & W. Jacobs, 'Ballan Mechanics Institute & Free Library Conservation Management Plan', prepared for the Ballan Mechanics Institute and Free Library Committee of Management, October 2001, p.6.
- 349 Ibid., pp.6-7.
- 350 Ibid., pp.7-8.
- 351 Ibid., pp.8-9.
- 352 *Bacchus Marsh Express*, 13 July 1867. Buckingham & Hitchcock, *op.cit.*, p.37.
- 353 Ibid. & details on Ferguson building Institute are found in the edition of 30 July 1892, p.2.
- 354 Ibid., 13 November 1869.
- 355 Shire of Ballan, correspondence, L.H. Vernon and Associates, re: proposed extensions to the Blackwood Hall, 7 June 1976 in Public Building file, VPRS 7882 Unit 1635, PROV.
- 356 See heritage citation BRE10, 221 Bungaree Wallace Road, Bungaree.
- 357 *Bungaree & District Historical Society Newsletter*, no.37, November 2000, p.5, citing the *Gordon Advertiser*, 13 April 1894.
- 358 *The Argus*, 21 June 1927, p.13 & *Bungaree & District Historical Society newsletter*, *op.cit.*
- 359 Ibid., p.7.
- 360 Ibid. & A. Gregory, 'Peacock – The Laughing Premier', *Victorian Historical Journal*, February 1981. Lady Peacock was presented with an inscribed key on the occasion of her opening the Bungaree Mechanics Institute. It is now on display in the Resource Centre of the Prahran Mechanics Institute. In 1933, Lady Peacock became the first women to be elected to the Parliament of Victoria.
- 361 D. Rowe & W. Jacobs, 'Former Mount Egerton Mechanics Institute', prepared for the Mount Egerton Hall Management Committee, August 2004, p.9.
- 362 Ibid.
- 363 Ibid., p.12.
- 364 Ibid., pp.12-13.
- 365 Ibid.
- 366 Ibid., p.13.
- 367 *Bacchus Marsh Express*, 3 December 1870, p.3.
- 368 *Victoria Government Gazette*, 26 July 1872, p.1383.
- 369 *Bacchus Marsh Express*, 14 October 1871, p.3.
- 370 Ibid., 24 November 1882, p.2750 & 'Gordon Public Park & Recreation Reserve', Crown Land Reserve file, Rs1826, Department of Environment, Land, Water & Planning Ballarat.
- 371 Ibid., E.L. Dorrington, Secretary, Gordon Mechanics' Institute, to Geo. Gell, Chief Secretary's Office, Melbourne, 7 December 1893.
- 372 Secretary for Lands to Mr. Ivan Hall, Police Station, Gordon, 22 November 1960, VPRS 242/PO Unit 142 PROV.
- 373 Ibid.
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## 9. Sport & Recreation

### 9.1 Sport

The cultural development and social cohesion within the Moorabool Shire has relied on the numerous sporting activities, competitions and clubs that were established from the 19<sup>th</sup> century. Some of these sporting activities reflected the socio-economic status of the participants. Generally, the majority of organised sports have involved the participation of the general population.

#### Sporting Activities of the Shire's Elite

Hunting was a particularly popular sport with squatters in the study area. In the 1860s, the Ballarat newspapers report of hunts in the Ballarat district. At this time, kangaroos were the hunted.<sup>1</sup>

Horses, hounds and hares have participated in some of the more elite sports of the pastoralists and graziers in the Shire. More specifically, frequent reports were given in *The Argus* newspaper in the early 20<sup>th</sup> century about the meetings of the Elaine Coursing Club. Its president, H. Austin, hosted meetings at his Larundel Homestead (Figure 9.01), with the neighbouring homestead, Narmbool, being another local venue.<sup>2</sup> Norman Mathieson of Moranghurk Homestead donated a £5.5 trophy in 1920 'to owner of dog that wins most courses at Elaine' for the season.<sup>3</sup> As an enticement for participants, free kennel accommodation for the greyhounds was offered at Raybould's Railway Hotel, Elaine.<sup>4</sup> In more recent times polo matches have been played at Yaloak Vale.

A more genteel recreational pursuit was croquet. Lawns appear to have been laid out at a number of pastoral properties, including Ballanee (Figure 9.02).<sup>5</sup> The croquet lawn at Larundel exists today.<sup>6</sup>

#### Popular Sports

The popular sports in the study area have included horse racing, cricket, football and bowls, and other sports peculiar to the cultural and agricultural background of the area such as hurling, hay stacking and ploughing. Numerous other organised sports have been popular such as angling (at Lal Lal and Pykes Creek in particular), golf and tennis. Another common sporting organisation was the rifle club, with a club having formally opened at Ballan in 1884.<sup>7</sup> For most of these sports, little physical evidence survives of their early progression. The following gives a brief overview of some of these popular sports.

#### Horse Racing

##### Ballan

The earliest-known meeting of horse racing in Ballan occurred in 1848, when *The Argus* newspaper reported on the death of Stephen Hopkins, 'when returning home from the Ballan Races'.<sup>8</sup> In 1854, Harry Anthorne promoted a meeting at Hoadley's Flat, Ballan.<sup>9</sup> The meeting consisted of 6 races. In the ensuing years, swamp sites were popular for racing events, possibly because of the sparsity of trees.<sup>10</sup> Given the nearby gold booms at Blackwood, Gordon and Egerton, many of the spectators were miners and they gave impetus for a more formal organisation of the sport.<sup>11</sup> In 1860, an area of approximately 200 acres were reserved for a race course and 'for other purposes of public recreation' at the intersection of the Moorabool River and Melbourne to Ballarat Road, Ballan.<sup>12</sup> Charles Lyon, Dugald McPherson, Thomas Pyke, Archibald Fiskien and John Edols were appointed the first Trustees.<sup>13</sup> The track was subsequently drained, ploughed and laid out by J. Wheelan.<sup>14</sup>

The reservation of the racecourse land appears to have formalised the formation of the Ballan Jockey Club. The first organised race on the new course was held in 1862.<sup>15</sup> Further improvements were made to the course in 1890, as outlined in



**Figure 9.01:** Elaine Coursing Club at Larundel, n.d. [c.1920]. Source: Museum Victoria, image MM000047.



**Figure 9.02:** Croquet at Ballanee, 1880s. Source: *A Pictorial History*, p.46.

the *Gordon Advertiser*:

In consequence of certain alterations and improvements that were much needed, the above club did not hold the usual meeting last year. The alterations and improvements carried out by the club have been confined to the course levels and have made a considerable improvement, and now being one of the best tracks out of Melbourne. The removal of the fallen tree on the inside of the running rack a little past the jockey's stand was none too soon, as it was most dangerous. The disappearance of the huge ascent known as the "hill" will be hailed with unbounded satisfaction by owners of flyers whose wind is touched, or whose legs are not over sound, and we feel quite sure now, that the quality of the track is proved, the Ballan Jockey Club will have big fields in future.<sup>16</sup>

By 1880, an open timber grandstand had been erected for the growing number of racegoers (Figure 9.03).<sup>17</sup> A gabled timber Jockey Clubrooms were also built,<sup>18</sup> consisting of six rooms comprising the President's Room (to entertain horse trainers and invited guests), two Jockey Rooms, Secretary's Room, Ambulance Room and a Telephone Room (Figure 9.04).<sup>19</sup> The building survives at the former racecourse site today (albeit in poor condition), with the latter rooms appearing to be an addition.

The longstanding popularity of horse racing at Ballan continued after the arrival of the railway in 1889. Special trains would bring the horses and patrons to the nearby Bradshaw Railway Station.<sup>20</sup> Approximately 20-30 bookmakers lined the fence outside the Clubrooms in the early 20<sup>th</sup> century, with crowds of 1000-2000 people attending the race meetings.<sup>21</sup>

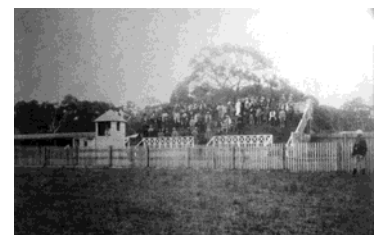
Until at least 1962, the Ballan Racecourse played host to nearby racing clubs including the Bungaree Turf Club, Wallace Race Club and the Ballarat District Race Club.<sup>22</sup> In 1968, proposals to close the racecourse were mooted as part of a rationalisation of country race meetings. It subsequently closed in 1969 and the site is currently used for pony club and other equestrian events, and by the Ballan Vintage Machinery and Tractor Pull Association.<sup>23</sup> Apart from the Jockey Clubrooms, a judge's box and running rail remain in existence at the site.

### Bungaree

Race meetings were first held by the newly-formed Bungaree Turf Club at Bungaree on St. Patrick's Day, 17 March 1864 on John Wheelan's heavily timbered paddock.<sup>24</sup> In 1896, a permanent racing site was reserved given the highly popular meetings and particularly the annual Boxing Day Sports Demonstrations organised by the Catholic Church in aid of funds for the four local Catholic schools. Labelled as the 'grandest social outing for the whole district', a special railway line was constructed in 1900, amid considerable political controversy (see Theme 3 for further details). A grandstand accommodated the racegoers (see Figure 2.21) although only ruins survive today, along with remnants of the racecourse railway siding (Figure 9.05).

### Lal Lal

While the first horse race meeting was held near the Lal Lal Falls in January 1864, the Lal Lal Turf Club formed in 1873 at Brophy's Hotel, Ballarat.<sup>25</sup> Samuel Way was the first Chairman, with J. Anderson as Secretary.<sup>26</sup> The first race meeting was staged on New Years Day, 1874, with meetings held regularly until 1939.<sup>27</sup> In the early years race meetings proved a substantial success with locals and the citizens of Ballarat flocking to the New Years Day and Queen's Birthday meetings.<sup>28</sup> By 1884, the township of Lal Lal was the centre of activity, with



**Figure 9.03:** Ballan Racecourse showing the grandstand in 1880. Source: *A Pictorial History*, p.73.



**Figure 9.04:** Jockey Clubrooms, former Ballan Racecourse, 2009. Source: DSE Ballarat Office.



**Figure 9.05:** Remnants of the former Bungaree Racecourse Railway siding, 2009. Source: David Rowe.

special trains taking patrons to the course of the newly-opened branch railway line.<sup>29</sup> The large numbers who attended the Lal Lal races was outlined in *The Argus* in 1893:

The annual race meeting of the Lal Lal Race Club took place to-day, in most perfect weather. Special trains were run from Ballan, Geelong, and Meredith, and from Ballarat at regular intervals from half-past 7 a.m., till well on in the afternoon. The roads from all the surrounding localities, as well as from Ballarat, were also well patronised, and probably just as many took this way of reaching the course as travelled by rail ... The officers and stewards of the club deserve great credit for the manner in which affairs were conducted, as well as for the many improvements effected on and around the course. Various estimates were given of the numbers present, ranging from 20,000 to 30,000, but the lesser number was certainly well within the mark.<sup>30</sup>

Apart from an open paddock, little physical evidence of the popular Lal Lal Races survives today.

### Other Race Clubs

A Race Club was established at Gordon, apparently in the 19<sup>th</sup> century. In 1906, the early January annual races were held in Green's paddock, conveniently near the railway station.<sup>31</sup> At Wallace, the Race Club was established in 1884 with a highly successful sports meeting in Bourke's paddock.<sup>32</sup> The local Member of Parliament, Ted Murphy, was successful in obtaining a date in the racing calendar in 1886.<sup>33</sup> Meetings were held each year on Easter Monday in Carroll's paddock. For the next 45 years, meetings were held there until the closure of the course when the Wallace Race Club held its meetings at various venues including the courses at Ballarat, Bungaree, Ballan and Bacchus Marsh.<sup>34</sup> For 30 years, the Wallace Club continued without its own course before conducting its final meeting at the Bungaree racecourse on 6 May 1962.<sup>35</sup>

### Cricket

#### Ballan

Cricket was played in the Ballan area as early as 1860.<sup>36</sup> On 10 October 1872, the foundation meeting of the Ballan Cricket Club was held.<sup>37</sup> Initially, games were arranged at Athorne's Hotel, at the top of the hill on the Melbourne side of the Werribee River crossing at East Ballan.<sup>38</sup> However, the first recreation ground was gazetted in 1872, comprising the land bound by Fiskien, Steiglitz, Cowie and Atkinson Streets.<sup>39</sup> For over 50 years, cricket matches were relatively informal, lacking an organised competition. Satirically labelled the 'flannelled fools' (Figure 9.06),<sup>40</sup> the Ballan Cricket Club played social matches against teams from Blackwood, Trentham, Greendale, Blakeville, Myrniong, Bacchus Marsh, Morrisons, Rockbank, Steiglitz, Egerton and Ballarat.<sup>41</sup> The games were played on Wednesdays (being early closing days) but the land was found to be defective in being too narrow (and not complying with the rules of football), lacking shelter for spectators and it lacked sufficient drainage.<sup>42</sup>

In 1926, a new recreation reserve was officially opened on the old showgrounds site, fronting Cowie Street.<sup>43</sup> A cricket match was held to celebrate the opening, with the Hon. E.J. Hogan bowling the first ball to Phil Spencer.<sup>44</sup> The recreation reserve continues to serve its original purpose today. For the most part, the Ballan Cricket Club has been affiliated with the Bacchus Marsh Cricket Association, although for some years it was part of the Bullarook, Greendale and Egerton Cricket Associations.<sup>45</sup>



**Figure 9.06:** Ballan Cricket Club, n.d. Back (left to right): W.R. Fraser, Mr Morris, Jim Kennedy. Front: Mr Curnow, J. O'Shea, M. O'Hehir, J. McPherson, D. McPherson. In front: S. Lay. Source: Fraser & Ranken, *Centenary of the Shire of Ballan*, p.87.

## Blackwood

Cricket matches commenced at Blackwood in 1865 on a site of three acres about one mile from the Red Hill township.<sup>46</sup> Just seven years later in 1872, the Lands Department surveyed a proposed road (to Greendale) that was to traverse through the cricket ground, making it 'valueless as a cricket ground.'<sup>47</sup> The Cricket Club (then known as the Blackwood Cricket Club) elected Elliott Cairnes, John Sawyers, Peter Drummond, Michael Crocker and James Gribble as Trustees.<sup>48</sup> However, the Board of Land and Works recommended that the Club be informed that 'the land cannot be restricted to cricket or monopolised by any club or section of the public' and that a Committee of Management was appointed following a public meeting for the land reserved for 'recreation purposes.'<sup>49</sup> A public meeting was advertised and which was held at the Blackwood Mechanics' institute on 24 September 1875. The temporary reservation of the land as a cricket ground was subsequently revoked by Order in Council in 1875.<sup>50</sup>

In 1889, following the decline in goldmining, the Chinese market gardeners gave up their licence to the low lying ground beside the Lerderberg River known as 'Ballan Flat'. With the land being 'long coveted' by the cricketers of Blackwood, it was immediately taken up by the Blackwood Cricket Club for £12 and transformed into a cricket and recreation ground (Figures 9.07-08).<sup>51</sup> Fundraising began in earnest and on Boxing Day, 1889, the *Bacchus March Express* reported on an impending cricket match that was to aid the development of the new ground:

A Richmond team of cricketers is to be here on Boxing Day, and a grand concert and ball is to come off in the evening, the proceeds of which will go towards payment for a new cricket ground lately purchased at Ballan Flat from a Chinaman.<sup>52</sup>

In 1891, the cricket and recreation ground was temporarily reserved.<sup>53</sup> The popularity of the fledgling ground and the laying out of a tennis court at the site was described in 1892:

The Blackwood cricket ground presented quite an animated appearance on Saturday last. First, there was a large impromptu picnic party (which may be considered as a sequel to the concert and ball of the night before), and all in the neighbourhood were cordially invited to participate in the good things provided. At the same time the Blackwood cricketers played their opening match for the season between sides of fourteen chosen by Messrs. T. Vigor and W. Roach. ... The preparation of a tennis court by Mr. A. Buchanan and others was also a centre of attraction. The tennis players here have had some difficulty in fixing on a site for their operations, and have at length gravitated to the Blackwood cricket ground, where a suitable corner has been chosen which has so many natural advantages that we may soon expect the game to be the leading recreative feature of the reserve, more particularly as it is recognised as one of the few healthful out-door games in which ladies can actively participate.<sup>54</sup>

Several improvements were made to the ground over the years, including the erection of a timber pavilion in 1895, construction of post and rail fencing, and the planting of pine trees as reported in the *Bacchus Marsh Express*:

Three or four seasons ago a number of trees were obtained from the Macedon nursery for the purpose of ornamenting the Blackwood reserve, but as the improvement works were not sufficiently



**Figure 9.07:** Blackwood Cricket & Recreation Ground looking south-west to timber pavilion, c.1930. Source: Blackwood and District Historical Society collection.



**Figure 9.08:** Blackwood Cricket Club, 1895. Source: Buckingham & Hitchcock, *Aspects of Early Blackwood*, p.18.

advanced for the trees to be placed properly, they had been temporarily set out in the Secretary's garden. During the past week or two, however, the Secretary, Mr. M.J. Croker, has been busily employing his spare hours in re-planting them round the reserve, and fixing up the necessary guard fences. The trees have been growing well in the meantime, as many of them are already over six feet high.<sup>55</sup>

### Mt Wallace

In 1928, the Mt Wallace Cricket Club was formed (Figure 9.09).<sup>56</sup> For the first few years, social games were played on a rough pitch until 1930 when a concrete pitch was constructed.<sup>57</sup> The Cricket team subsequently entered the Molesworth Cup Association, then the Morrisons Association and later the Bacchus Marsh Association.<sup>58</sup> Fielding a team became difficult by the early 1960s.<sup>59</sup>

### Football<sup>60</sup>

A popular male sport from the 1880s and especially from the 1890s was football. The Ballan Football Club was established in c.1883, being known as 'The Blues'. From 1895 until 1913, competitions included the Power Trophy against teams from Wallace, Egerton and Gordon. At Ballan, matches were played on the old cricket ground until the recreation reserve was laid out in 1925-26 (Figure 9.10).

From the 1890s until the present day, there have been numerous football associations to which a number of football clubs have been affiliated. At Dunnstown, the club was first established in 1881 and known as 'The Towners', being affiliated with the Dunnstown Association in 1894. At Gordon, 'The Eagle' team formed in c.1874 and was part of the Dunnstown Association in 1894. At Wallace, the football club was established in 1894 and competed as part of the Dunnstown and later Wallace District Football Associations until 1919. In 1890, a football team was established at Elaine and it continued until 1968, competing for the Matheson Trophy and Elliott Cup, and forming part of the Mt Wallace District Football Association, Molesworth Competition and the Ballarat Football League respectively. At Leigh Creek, a club had formed in 1891 and in 1919 it defeated the Gordon team in the Grand Final. Other Clubs formed in the early 20<sup>th</sup> century, including Bungaree (1906- present day), Lal Lal (1921-26), Morrisons (1923-35), Springbank (1925-present day, the club relocated to Wallace in 1979) and Warrenheip (1925). Apart from local township recreation reserves, little tangible evidence of the early football clubs appears to exist.

### Hurling

A national game of Ireland, hurling (a ball game played on a circular field between opposing teams of 20 men per side) was a popular sport in the Bungaree district at the turn of the century.<sup>61</sup> At Bungaree, the team was based at the Ormond Hotel, Springbank, the captain being Jack Emerson.<sup>62</sup> In the early years, the visiting Irish tenor, Alan Doone, was a keen follower of the game and he donated a cup to be awarded to the best Victorian team.<sup>63</sup> Local hurling teams from Bungaree and Gordon vied with teams from Melbourne.<sup>64</sup> In September 1903, the Bungaree Club won the cup against Lauriston at a match played on the South Melbourne Cricket Ground.<sup>65</sup> With the de-licensing of the Ormond Hotel in the late 1920s and the increasing popularity of football, hurling met its demise in the Bungaree area.<sup>66</sup> The only physical evidence of this sporting activity in the district is the Alan Doone Cup that is now housed in a glass case at the Bungaree and District Historical Society.<sup>67</sup>



**Figure 9.09:** Mt Wallace Cricket Club, n.d. [c.1928]. Source: Fraser & Ranken, *Centenary of the Shire of Ballan*, p.89.



**Figure 9.10:** Ballan Football Club, 1925-26. Source: Fraser & Ranken, *Centenary of the Shire of Ballan*, p.81.



### Hay Stacking Competitions

During the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, hay stacking competitions (Figure 9.11) were organised on a local district basis in the late summer months in hay-growing areas.<sup>68</sup> Eligibility required stacks to weigh in excess of 100 tons.<sup>69</sup> A multiple local winner of the Bungaree area was John Toohey.<sup>70</sup> He competed in the event 15 times, winning on 12 occasions and he was regarded as the champion of the area east of Ballarat.<sup>71</sup>



**Figure 9.11:** Haystack, Ormond (Springbank), 1908. Source: J. Toohey, *On the Eastern Fringe*, p.75.

### Ploughing Matches

From the 19<sup>th</sup> century, ploughing matches were of great interest to the farming communities of the Bungaree district. The main event was the single furrow plough contest, whereby long handled ploughs gave the operator reasonable control over the implement.<sup>72</sup> Skill was required in handling the two horses while keeping the plough steady.<sup>73</sup> Points were won on the straightness of the furrow, marking out of the land and its finish, evenness of the sod and the manner in which the soil was combed over.<sup>74</sup>

### Bowling

In 1939, the Minister for Agriculture, the Hon. Mr Hogan officially opened the bowling green fronting Cowie Street, Ballan, adjoining the recreation reserve.<sup>75</sup> A Bowling Club had been formed by this time, with the first President being Thomas W. Fagg.<sup>76</sup> The Vice Presidents were Messrs. Myers, Hamilton and Sugg; with F.J. Graham as Treasurer.<sup>77</sup> From 1945, the Ballan Bowling Club has been involved with pennant competition and it was partly responsible for the greater Ballarat Regional Bowling Association. In the 1950s, Roy Davis and Leigh Fitzpatrick had success in the Australian and Masters Pairs.<sup>78</sup> In 1962, Dr Fitzpatrick was Victoria's number one bowler and was selected to represent Australia at the Empire Games in Perth of that year.<sup>79</sup> The Ballan Bowling Club and greens continue to function today.

## 9.2 Recreation

Several natural beauty spots in the Moorabool Shire were popular locations for recreation in the 19<sup>th</sup> and 20<sup>th</sup> centuries. The numerous mineral springs at Ballan, Spargo Creek and Blackwood provided both recreational and therapeutic opportunities and were very popular in addition to their commercial roles of spring water manufacturing (see Theme 1 for details).

Other locations in the Shire were commonly frequented as picnic spots. These included Cantwells Creek and Blakeville.<sup>80</sup> However, the most popular and widely known were the Moorabool and particularly the Lal Lal Falls (Figure 9.12). As Erica Nathan in *Lost Waters* states:

The new colonial agenda for a civilising, picturesque countryside certainly encompassed Lal Lal water. From the mid-1880s and into the next century, the Falls environs were given star-billing in those same Ballarat pamphlets and illustrated guidebooks produced by the local Niven publishing company ... The eastern recreational package included the two Falls ... Lal Lal Falls was depicted as 'one of the most picturesque spots in the district', with Moorabool Falls and the Racecourse receiving a secondary, but still laudatory rating.<sup>81</sup>



**Figure 9.12:** Lal Lal Falls, 1901. Source: *Ballarat & District in 1901*, plate 75.

The popularity of the Moorabool and Lal Lal Falls extended beyond the Ballarat and local communities - which exploited the picturesque scenery for picnic parties and informal recreational activities - to other parts such as Melbourne. In 1893, *The Argus* newspaper, in its reporting of the Lal Lal Races, included a comment on the popularity of the area claiming that 'Both the Upper and the Lower Lal Lal and Moorabool Falls were running a good stream of water, and

proved attractive resorts.<sup>82</sup> The area also became an ideal source of inspiration for the Geelong and Ballarat Photographic Societies in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries (Figure 9.13).

Other places for public recreation that were promoted in the 19<sup>th</sup> and early 20<sup>th</sup> centuries were the water reservoirs. A highly functional part of the area's infrastructure, they were given a favourable aesthetic appearance. In 1898, Niven and Co., publishers of Ballarat, advertised the landscape ornamentation provided by 'artificial lakes the reservoirs form and the copses and plantations of English and other deciduous trees.'<sup>83</sup> One of the beauty spots that was promoted was Beales Reservoir, to which the substantial publication, *Ballarat and District in 1901* included in a 'Rustic Scene' (Figure 9.14),<sup>84</sup> complete with timber walk bridge linked by pathways amongst a well-treed and cultured landscape for promenading.

At Blackwood, the mineral springs reserve was heralded as early as 1869 as having the potential for tourism with the *Bacchus Marsh Express* claiming that 'invalids from all parts will resort to them.'<sup>85</sup> However, it was particularly from the 1880s that it had become a tourist destination. In 1888, it was reported that 'at the holiday times many visitors pay a visit to the spring, and drink of its very cool and refreshing water.'<sup>86</sup> The further potential for the springs to become a tourist destination was outlined by the Secretary of the Department of Mines and Water Supply a year later:

The great elevation of Blackwood above sea level, its comparative proximity to the metropolis of the colony, its rugged mountain scenery and crisp, bracing atmosphere, combine to render it one of our finest health resorts; and it only needs the preservation of this splendid mineral spring, and the improvement of its surroundings, to ensure for the locality a greater share of attention from invalids and tourists than hitherto received.<sup>87</sup>

The mineral springs reserve (Figure 9.15) was also featured in a pamphlet by Mr Ludwig Bruck, medical publisher of Sydney in 1891, who gave an account of the Victorian mineral waters at Hepburn, Daylesford, Ballan, Coimadai and Blackwood.<sup>88</sup> Such positive and widespread reports increased the patronage of the mineral springs over the Christmas holiday of 1892, with more visitors to the mineral springs 'than at any period of Blackwood's history.'<sup>89</sup>

In 1925, in its series 'Where to Spend a Holiday', *The Argus* included the mineral springs in passing:

Between Daylesford and Ballan is Blackwood, once famous as a mining centre. It is now noted for its mineral springs.<sup>90</sup>

The acquisition of Shaw's Lake in 1944 increased the recreational experiences for visitors to the springs. After World War Two in 1946, the Blackwood Progress Association advertised the mineral springs as a holiday destination, describing the mineral springs as being 54 miles Melbourne, 'beautiful scenic walks, fishing, swimming, tennis, dances' and the secretary of the Progress Association could assist with accommodation.<sup>91</sup> The opening of the caravan park in 1955 gave greater opportunities for the visitor experience to the mineral springs.



**Figure 9.13:** Geelong & Ballarat Photographic Societies at Lal Lal, c.1890-1910. Source: La Trobe Picture Collection, State Library of Victoria, image b23529.



**Figure 9.14:** 'Rustic Scene', Beales Reservoir, 1901. Source: *Ballarat & District in 1901*, plate 84.



**Figure 9.15:** Bridge and Pavilion, Blackwood Mineral Springs Reserve, n.d. Source: Blackwood & District Historical Society collection.

1 *Buninyong & District Historical Society Newsletter*, October 2004, briefly discussing the hunt clubs in Ballarat and Buninyong, and the popularity of hunting with the squatters.

- 2 *The Argus*, 5 July 1920, p.4.
- 3 *Ibid.*, 24 July 1920, p.20. For details on Norman Mathieson, see D. Rowe & W. Jacobs, 'Moranghurk Homestead Conservation Management Plan', Lethbridge, prepared for the owners & Heritage Victoria, 2005.
- 4 *The Argus*, *op.cit.*
- 5 *A Pictorial History of the Shire of Ballan*, Ballan Shire Historical Society, Ballan, 1989, p.46.
- 6 *Geelong Advertiser*, 12 December 2009.
- 7 *The Argus*, 2 October 1884, p.6.
- 8 *Ibid.*, 29 February 1848, p.2, 3.
- 9 D.D. Fraser & J.B. Ranken (eds.), *Centenary of the Shire of Ballan 1862-1962*, Shire of Ballan, Ballan, 1962, p.43.
- 10 *Ibid.*, p.44.
- 11 *Ibid.*
- 12 *Victoria Government Gazette*, no. 62, 18 May 1860, p.954.
- 13 *Ibid.*, no.86, 13 July 1860, p.1289.
- 14 Fraser & Ranken, *op.cit.*
- 15 'Jockeys Room at Ballan Racecourse – heritage significance and management advice', prepared by Public land Assets – Historic Places, Department of Sustainability & Environment, 3 December 2009, provided by DSE Ballarat Office.
- 16 *Gordon Advertiser*, 29 March 1890.
- 17 *A Pictorial History*, *op.cit.*, p.73, shows the grandstand in 1880.
- 18 The actual date of construction has not been ascertained.
- 19 Written information from a local resident to the Racecourse Reserve Committee, 2009, supplied by DSE Ballarat Office.
- 20 *Ibid.*
- 21 *Ibid.*
- 22 Fraser & Ranken, *op.cit.*
- 23 DSE Ballarat Office, *op.cit.*
- 24 M. Cauchi & M. Guiney, *The Bungaree Racecourse Railway*, Australian Railway Historical Society Victorian Division, Melbourne, 2009, p.3.
- 25 *Ballarat Star*, 4 January 1864, in K. Brown, '1788-1988: Australia's Bicentenary, A Record of the Lal Lal Community's Part in the Celebrations with a Short History of the Area', from P. Holloway, 'History of Lal Lal', unpublished booklet, Lal Lal, 1988.
- 26 Upper Moorabool History Society Lal Lal Excursion Tour Notes, 2 April 1967, kindly provided by Ann Beggs Sunter, Buninyong & District Historical Society.
- 27 *Ibid.* The notes have the date as the 1920s, but a hand-written correction has the year, 1939.
- 28 See *The Argus* newspaper that provides a number of references to the successful race meetings at Lal Lal on News Years Day and Queen's Birthday.
- 29 'Final Returns on Line Contracts Filed at Cashiers' & Appendix No. 29 'Statement Showing Dates of Opening and Length in Miles of the Different Sections of the Victorian Railways', 1919, pp.86-90, *Commonwealth Parliamentary Papers*, 1929, National Archives of Australia.
- 30 *The Argus*, 3 January 1893, p.7.
- 31 *Ibid.*, 4 January 1906, p.6.
- 32 J. Toohey, *On the Eastern Fringe: Recollections & Stories on the Settlement & Farming Histories in the Bungaree, Wallace, Bolwarrah & Gordon Districts*, Jack Toohey, 2005, p.58.
- 33 *Ibid.*
- 34 *Ibid.*
- 35 *Ibid.*
- 36 Fraser & Ranken, *op.cit.*, p.87.
- 37 *Ibid.*
- 38 *Ibid.*
- 39 See heritage citation BA124, 3-5 Cowie Street, Ballan.
- 40 Fraser & Ranken, *op.cit.*,
- 41 Fraser & Ranken, *op.cit.*, p.18.
- 42 *The Ballan Times* in the Crown Land Reserve file, RS4035, Department of Environment, Land, Water & Planning, Ballarat.
- 43 Fraser & Ranken, *op.cit.*, p.80.
- 44 *Ibid.*, p.88.
- 45 *Ibid.*
- 46 See heritage citation BLA09, Recreation Reserve Road, Blackwood.
- 47 See VPRS 242 Unit 180, PROV.
- 48 C.B Gray, Secretary, Blackwood Cricket Club to the Secretary of Lands, 19 July 1875, VPRS 242 Unit 180 PROV.
- 49 'Blackwood Public Recreation Reserve', file note, 1 September 1875, VPRS 242 Unit 180 PROV.
- 50 *Victoria Government Gazette*, 26 January 1875, p.2212.
- 51 A. Byres, *Bacchus Marsh Express*, 1 April 1911, p.4.
- 52 *Ibid.*, 21 December 1889.
- 53 *Victoria Government Gazette*, 9 January 1891, p.206.
- 54 *Bacchus Marsh Express*, 15 October 1892.

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- 55 *Ibid.*, 7 September 1895.  
56 Fraser & Ranken, *op.cit.*, p.88.  
57 *Ibid.*  
58 *Ibid.*  
59 *Ibid.*  
60 All information on football clubs is taken from J. Stoward, *History of Football in the Ballarat District: Ballarat Football League, Central Highlands Football League, Lexton Plains Football Netball League*, Aussie Footy Books, Drysdale, 2008.  
61 Toohey, *op.cit.*, pp.62-63.  
62 *Ibid.*, p.63.  
63 *Ibid.*  
64 *Ibid.*  
65 *The Argus*, 4 September 1903, p.8.  
66 Toohey, *op.cit.*  
67 *Ibid.*  
68 *Ibid.*, p.74.  
69 *Ibid.*  
70 *Ibid.*  
71 *Ibid.*  
72 *Ibid.*, p.78.  
73 *Ibid.*  
74 *Ibid.*  
75 *The Argus*, 12 December 1939, p.10.  
76 Fraser & Ranken, *op.cit.*, p.85.  
77 *Ibid.*  
78 *Ibid.*  
79 *Ibid.*  
80 *A Pictorial History*, *op.cit.*, p.72.  
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85 *Bacchus Marsh Express*, 13 November 1869.  
86 *Ibid.*, 21 April 1888.  
87 'MS64 Blackwood Mineral Springs', geological survey report, n.d. at <http://mineralwater.vic.gov.au>  
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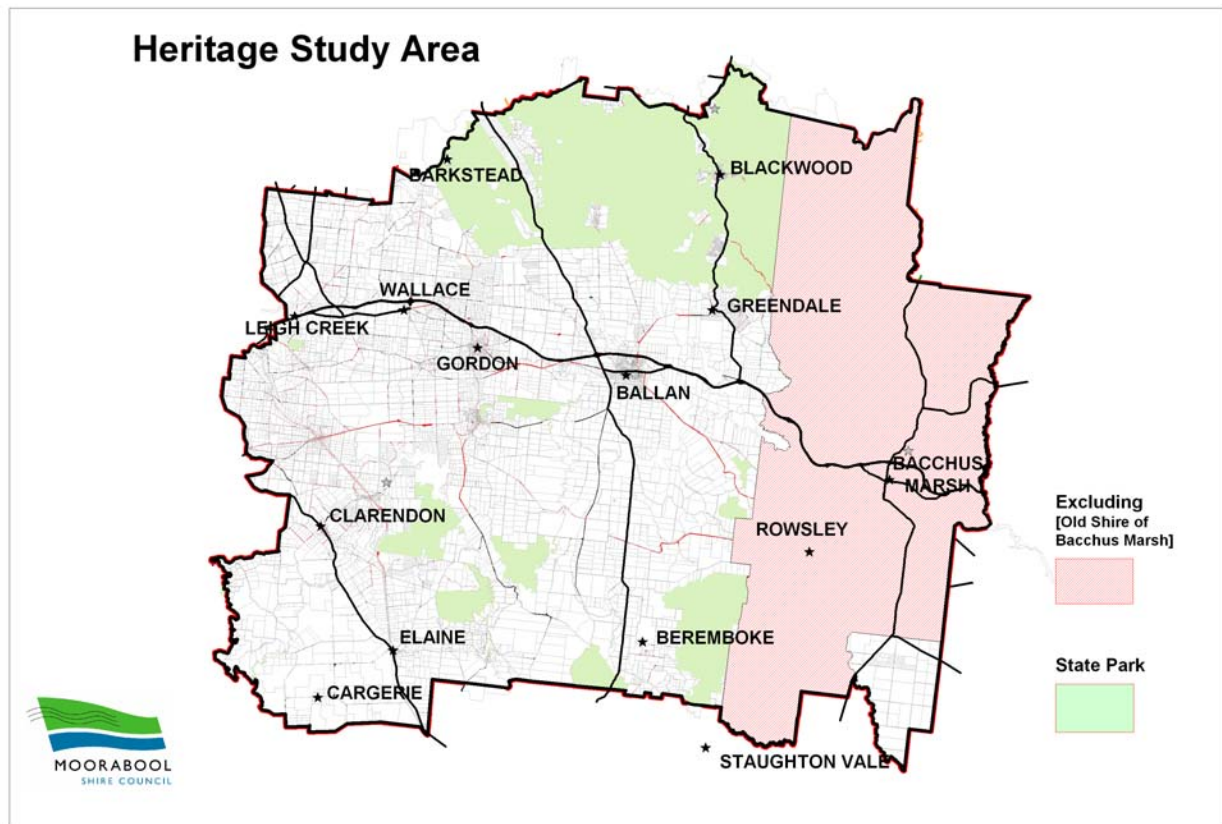
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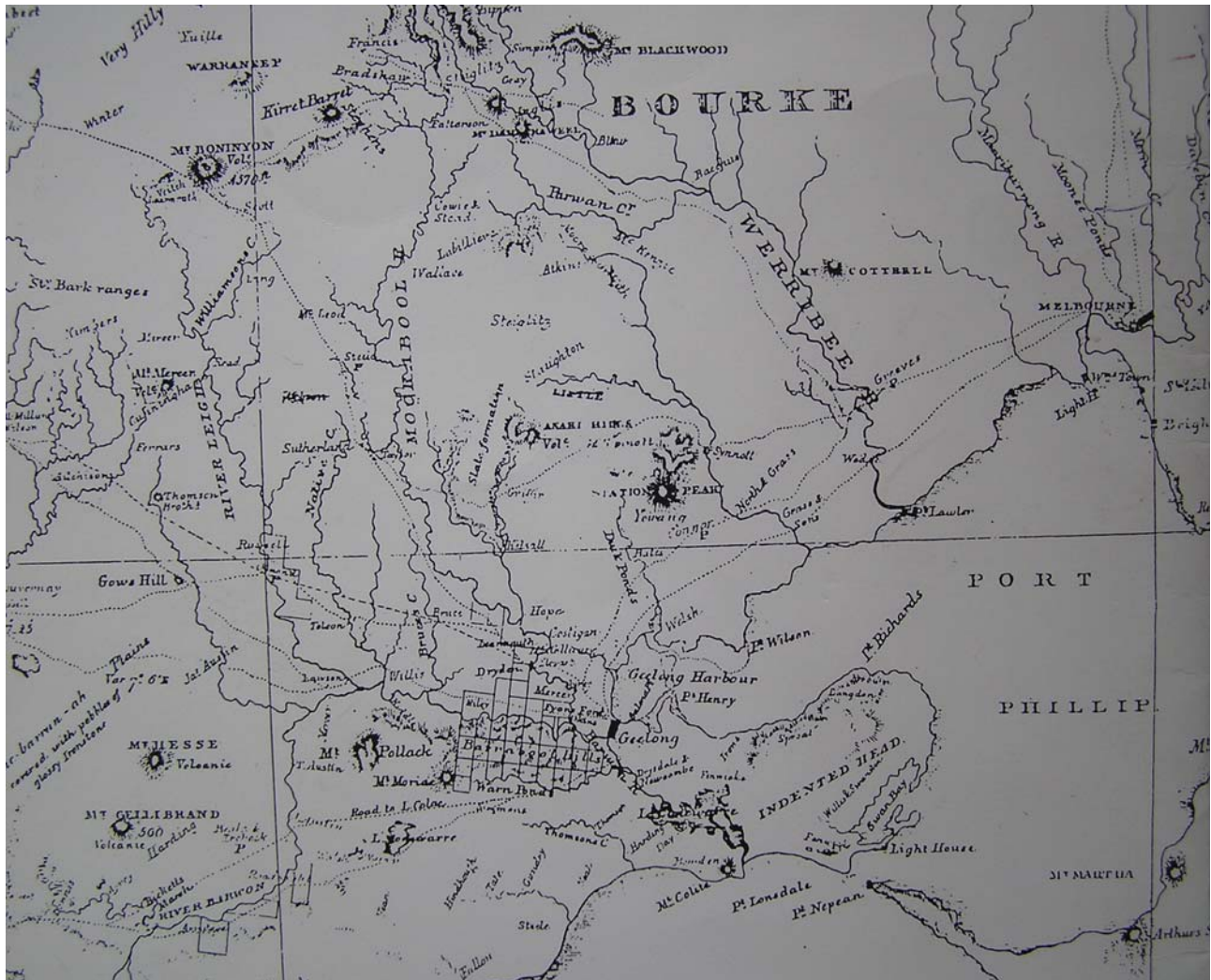


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## **11. Appendices**

**Appendix 11.01: Enlarged Historical Figures**

**Figure 1.01:** Map of the Moorabool Shire, 2010. Source: Moorabool Shire Council.



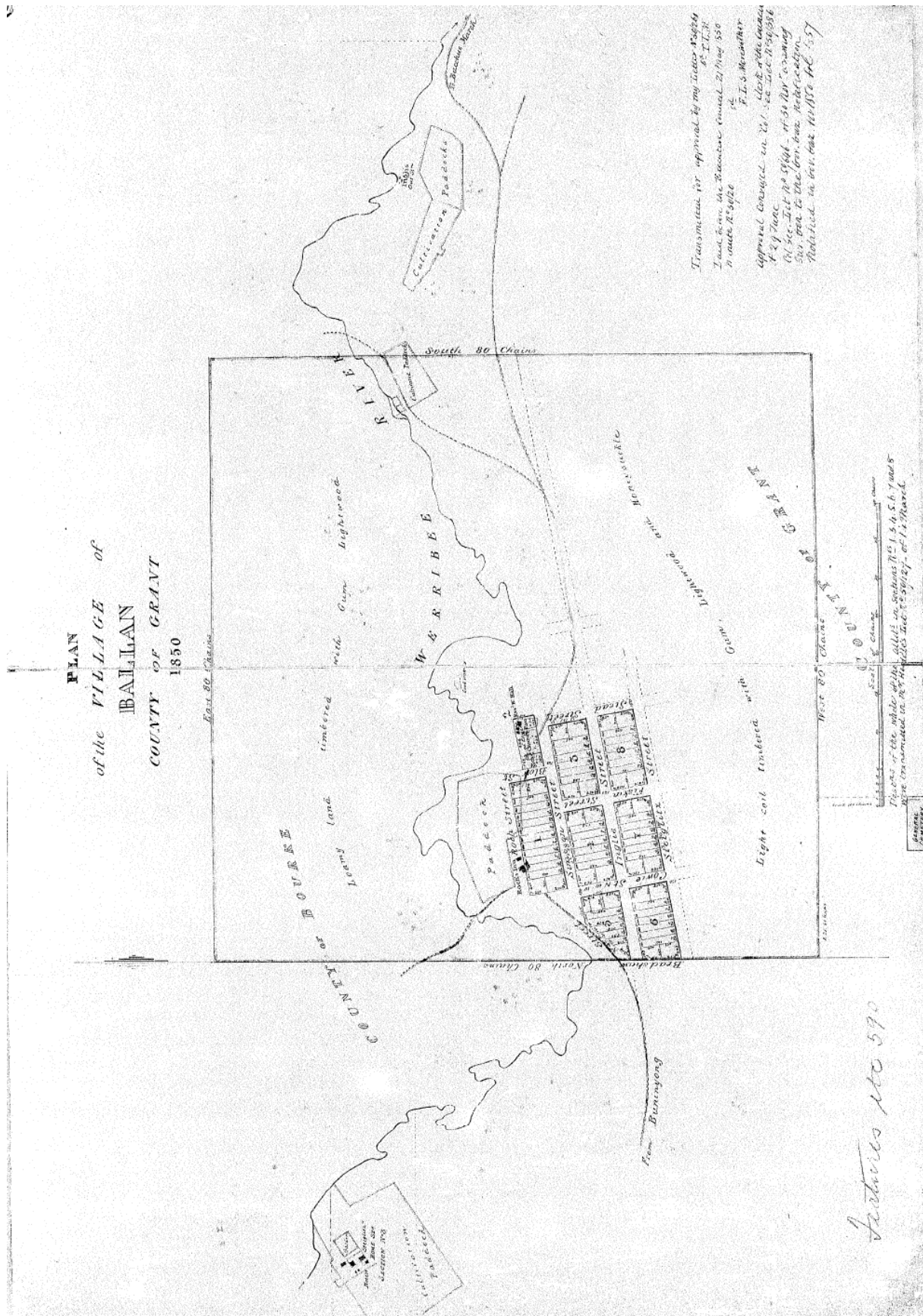
**Figure 1.10:** A.J. Skene, Map of the District of Geelong, 1845. Source: Geelong Heritage Centre Maps and Plans Collection.



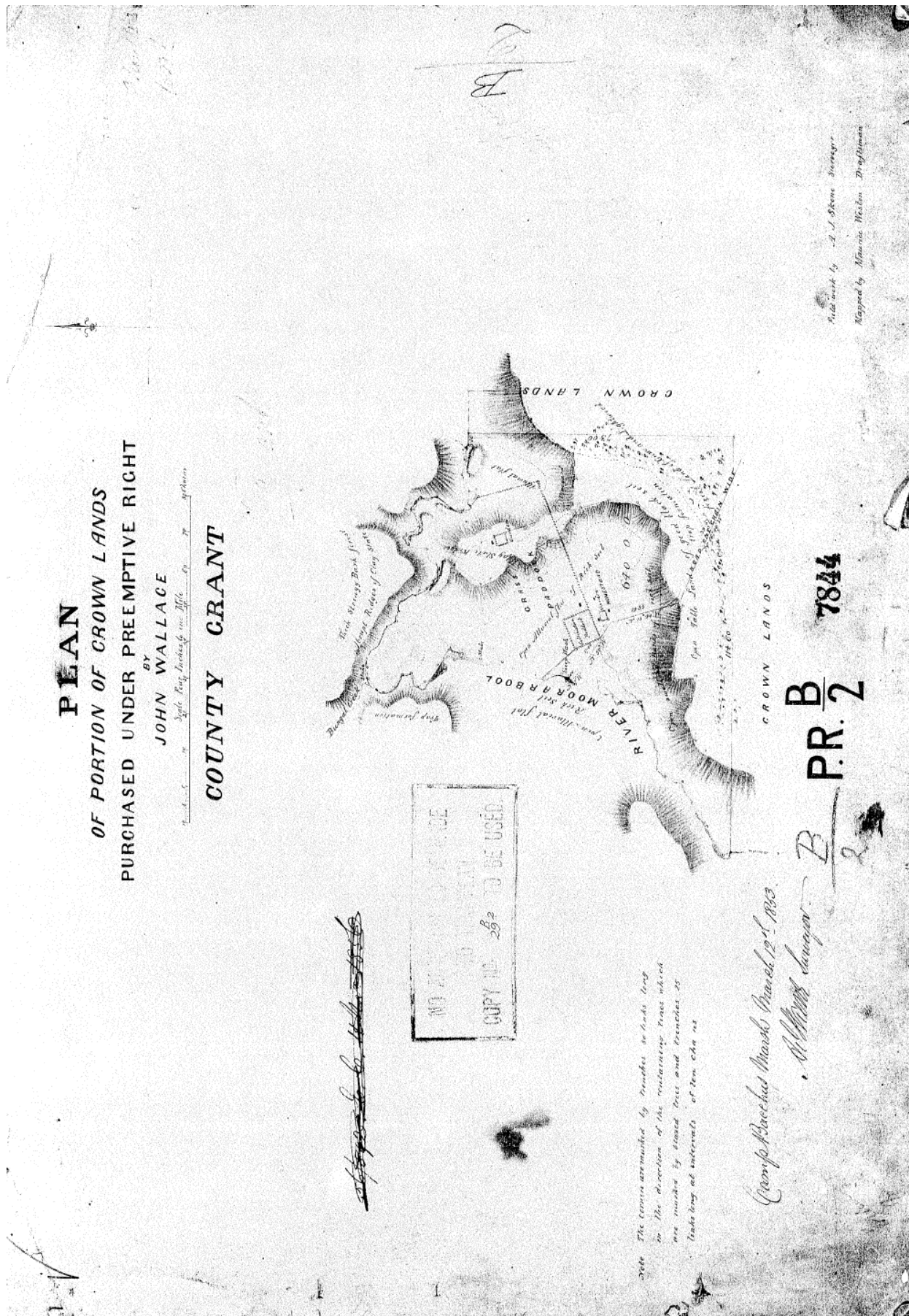


Figure 1.11: T. Ham, Map of Australia Felix (portion), 1849. Source: National Library of Australia online, MAP RM1295.



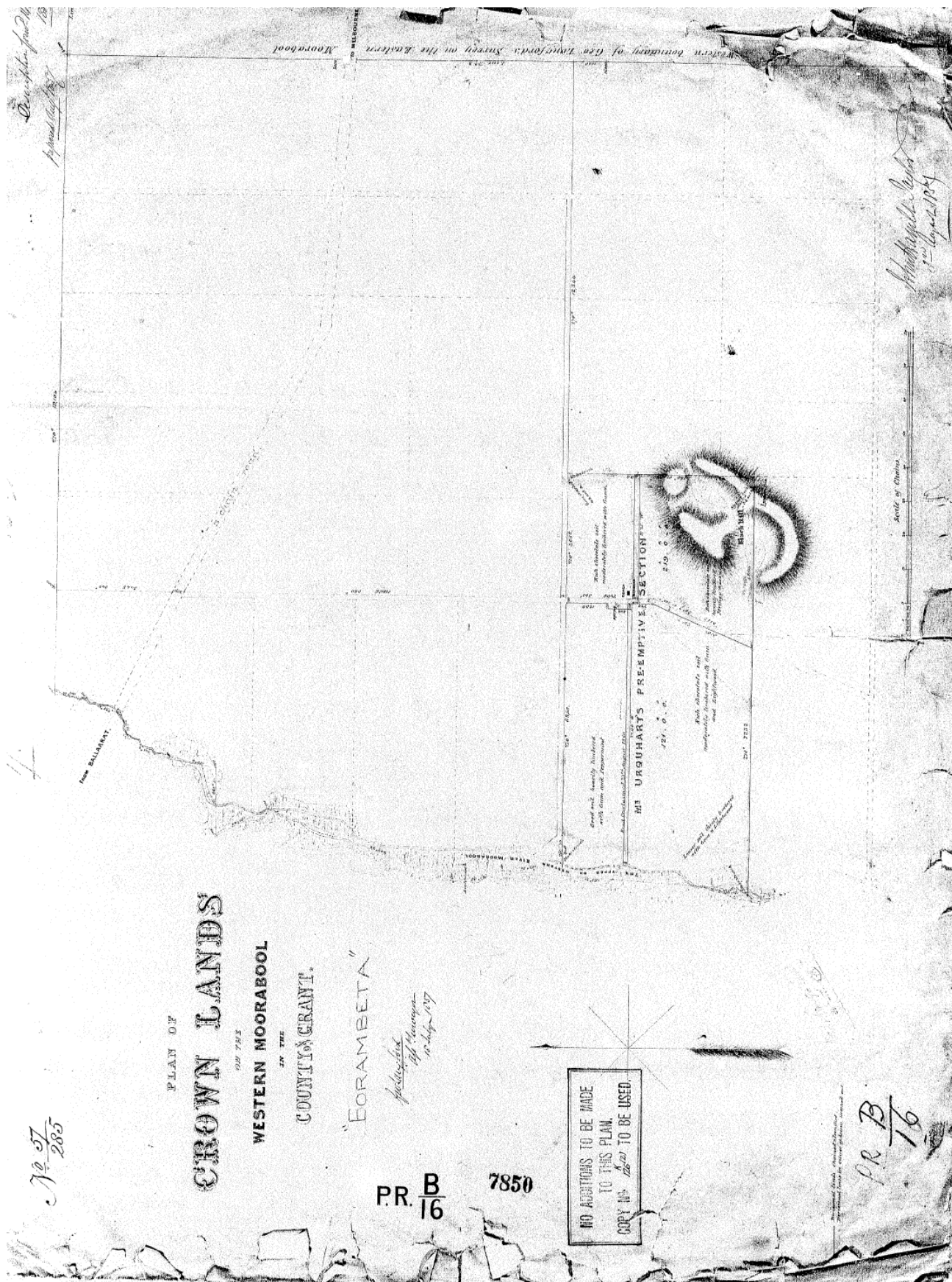


**Figure 1.12:** Hoddle, Plan of the Village of Ballan, 1850. Source: PROV, plan no. FEATR590.

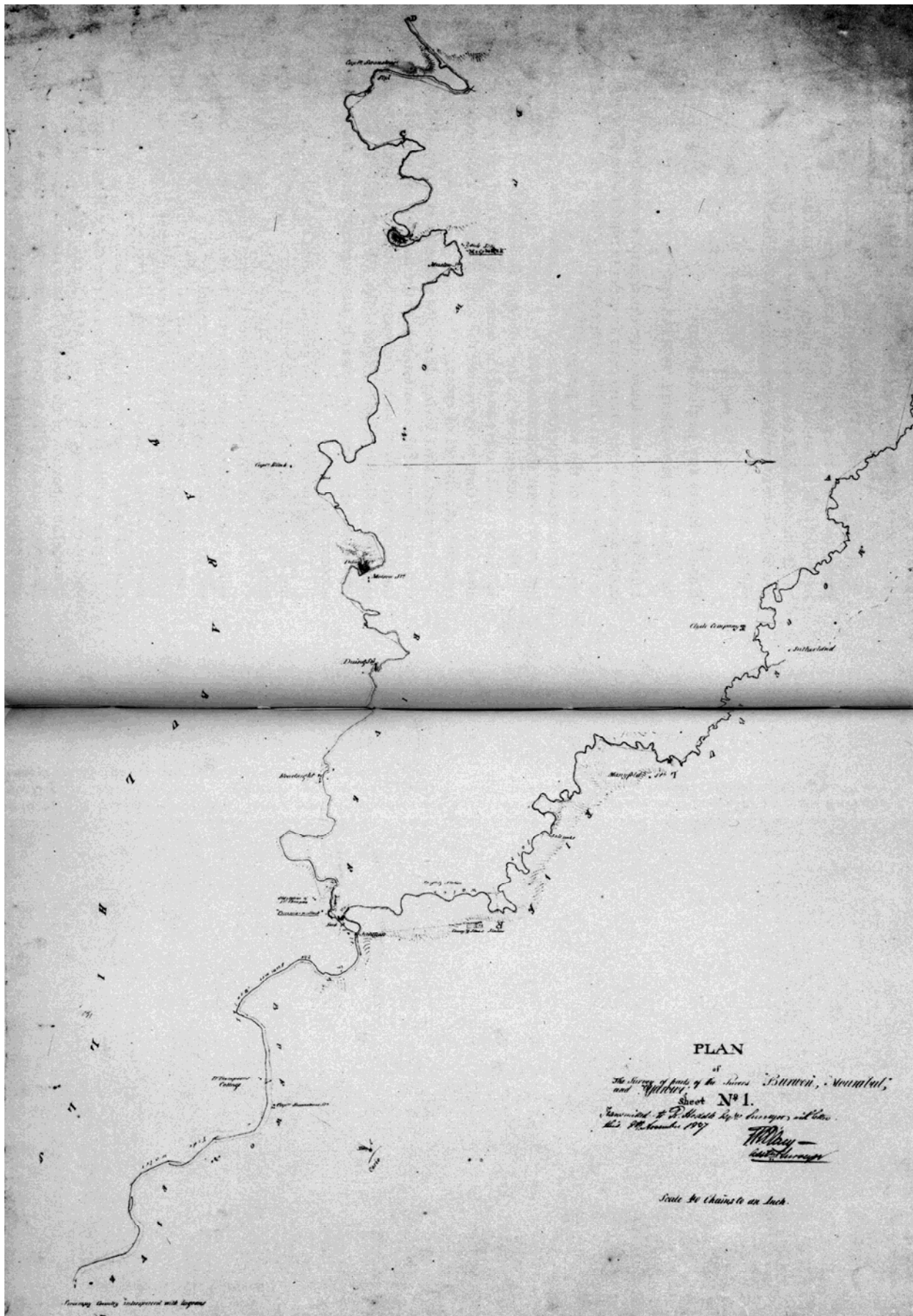


**Figure 1.15:** A.J. Skene, Plan of Portion of Crown Lands Purchased under Pre-emptive Right by John Wallace, 1853. Source: PROV, map no. PR B2.

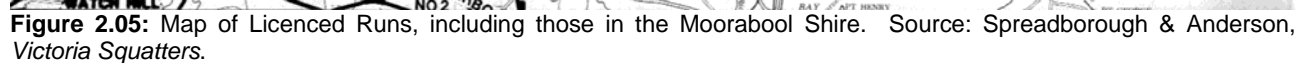




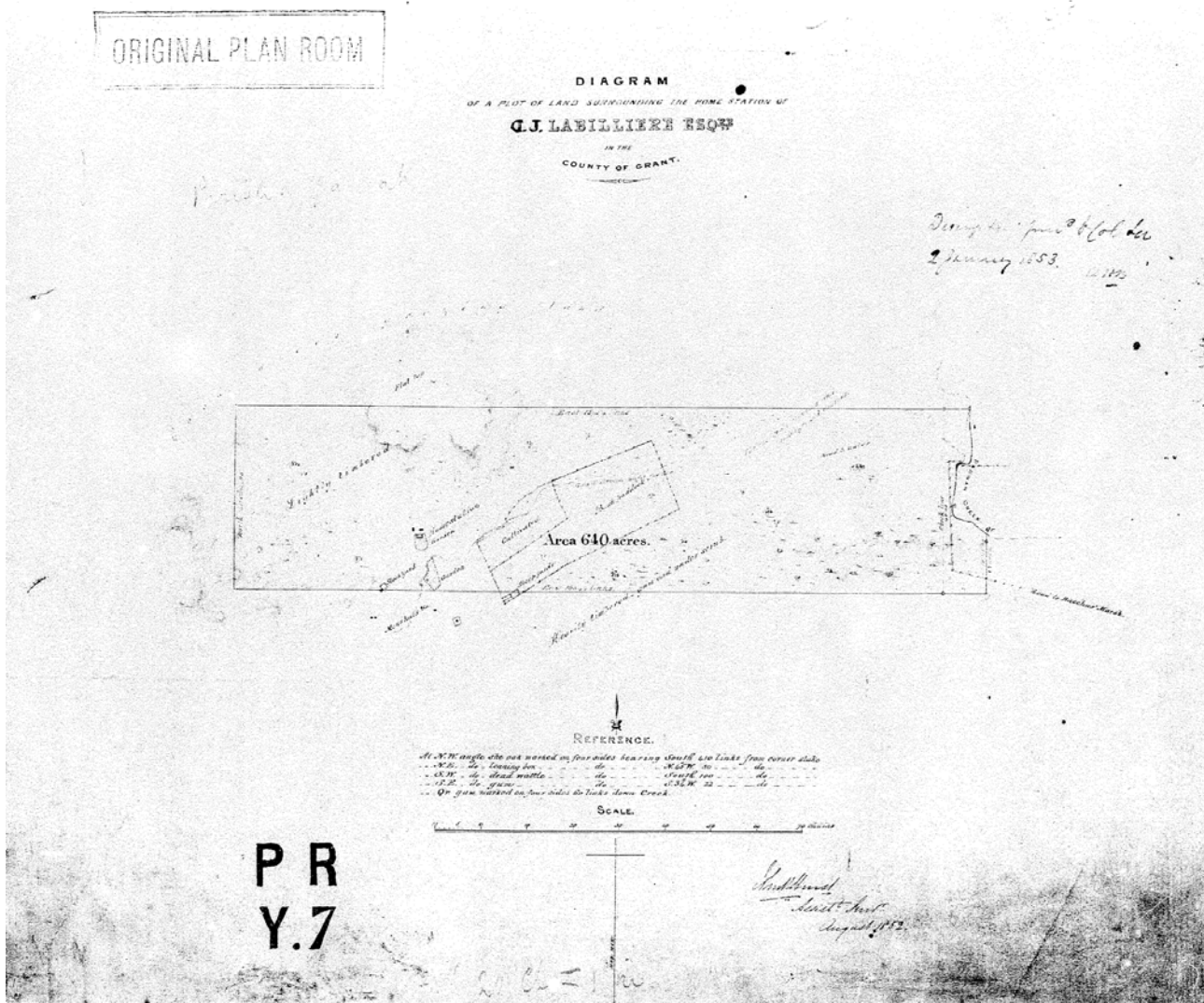
**Figure 1.16:** G. Langford, Plan of Crown Lands on the Western Moorabool: 'Borambeta', 1857. Source: PROV, map no. PR B16.



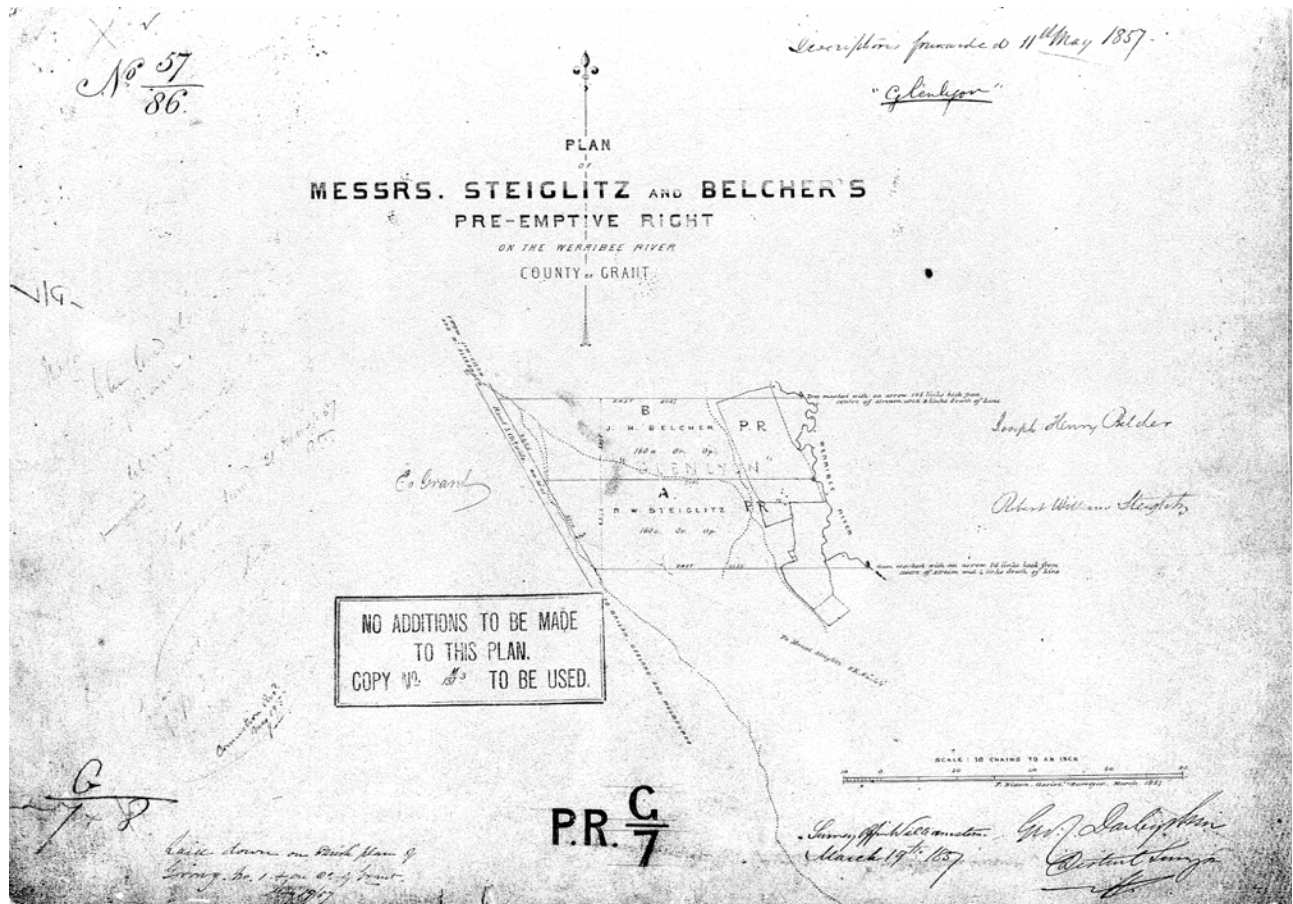
**Figure 2.02:** F. D'Arcy, M. Cannon (ed.), Plan of the Survey of the parts of the Rivers Barwon, Moorabool & Yarrowee, 8 November 1837. Source: *Historical Records of Victoria*, vol.5, pp.52-53







**Figure 2.06:** Hurst, Diagram of a Plot of Land Surrounding the Home Station of G.J. Labilliere Esq.re: 'Yaloak Vale', 1852. Source: PROV, map no. PR Y7.



**Figure 2.07:** T. Nixon, Plan of Messrs. Stieglitz and Belcher's Pre-Emptive Right on the Werrabee River: 'Glenlyon, 1857. Source: PROV, map no. PR G7.

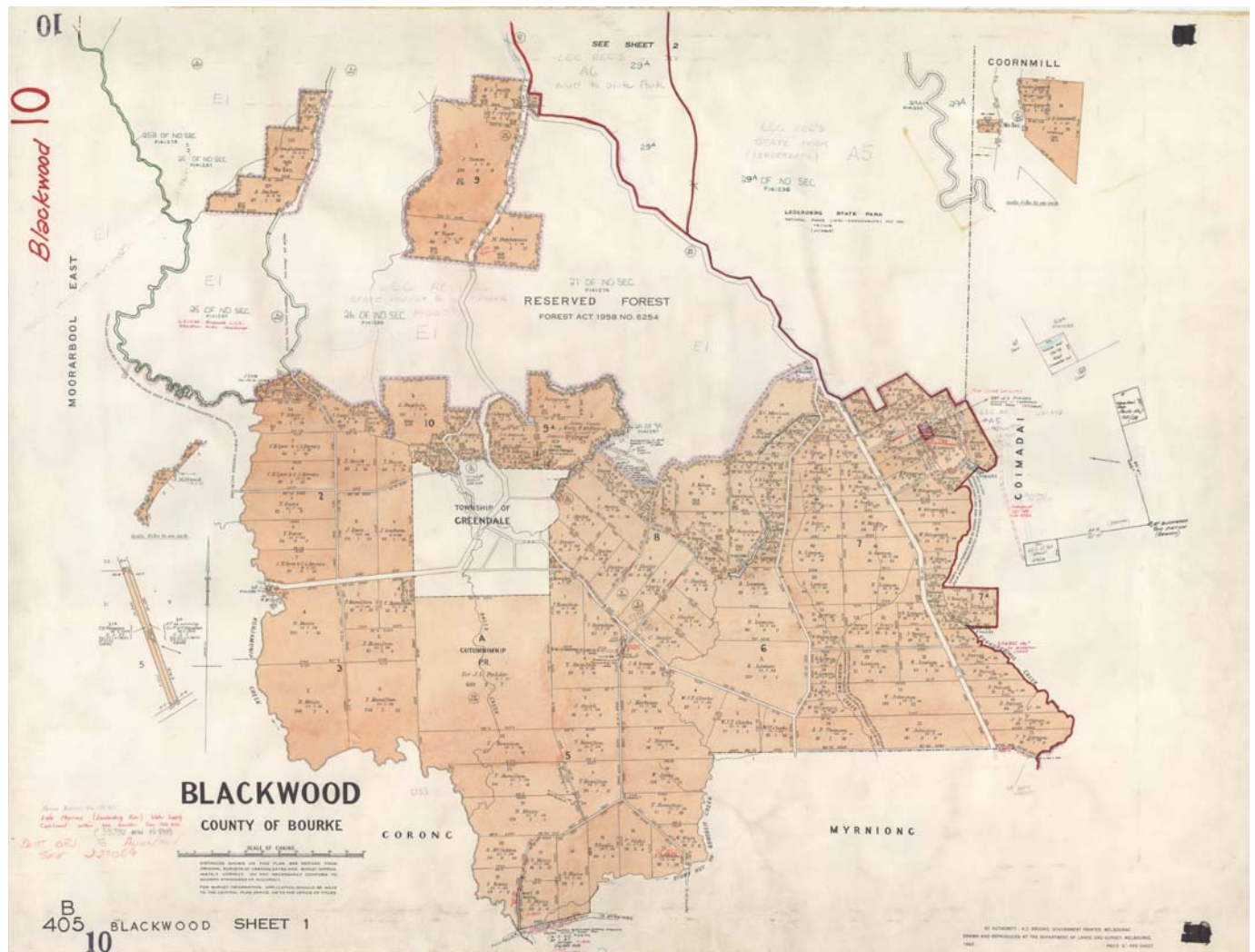
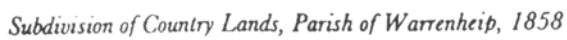


Figure 2.09: Plan of the Parish of Blackwood, 1963. Source PROV online, VPRS16171.



Dr David Rowe: Authentic Heritage Services Pty Ltd & Wendy Jacobs: Architect & Heritage Consultant





**Figure 2.11:** Plan of the Parish of Clarendon, 1947. Source: PROV online, VPRS16171.



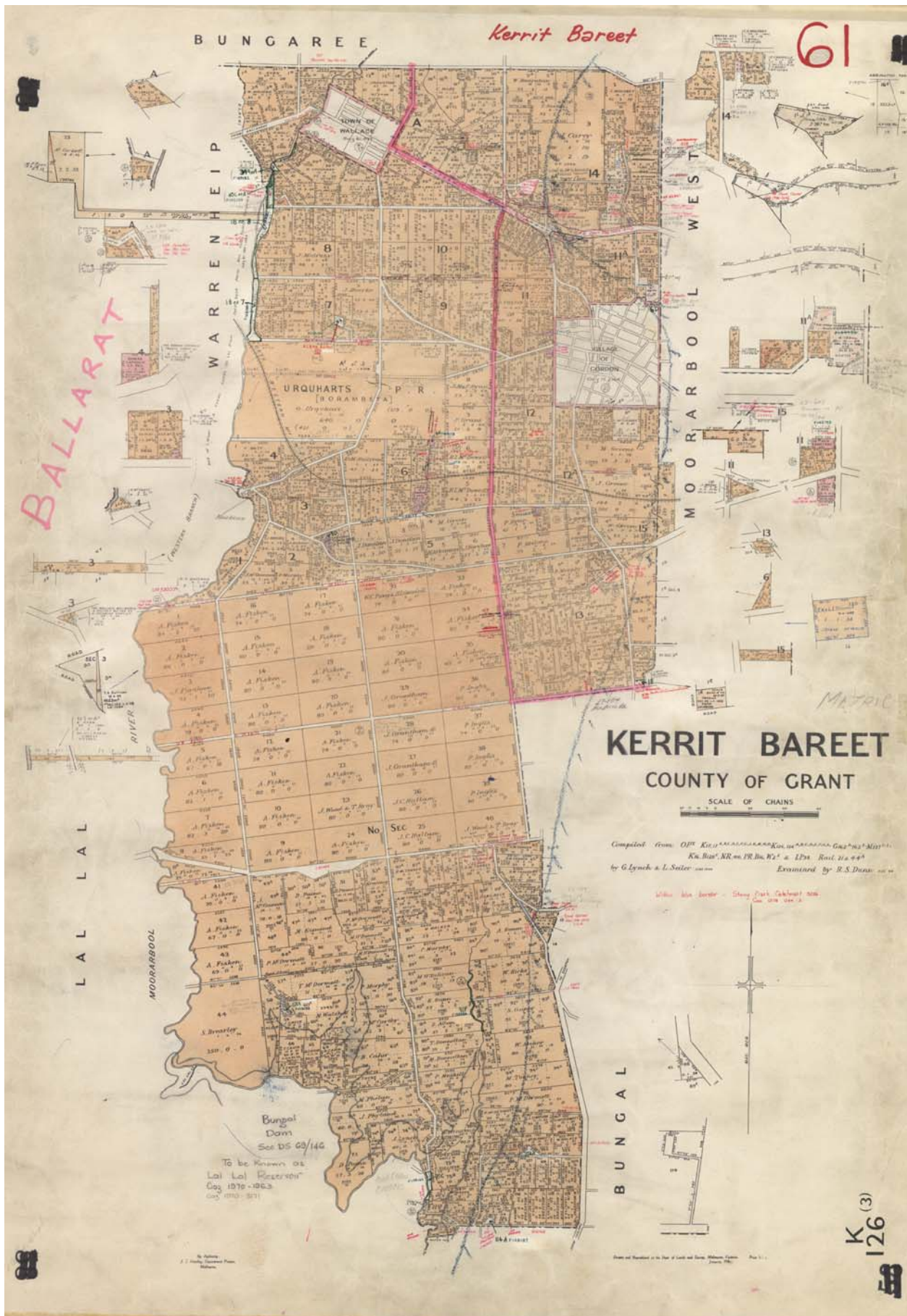
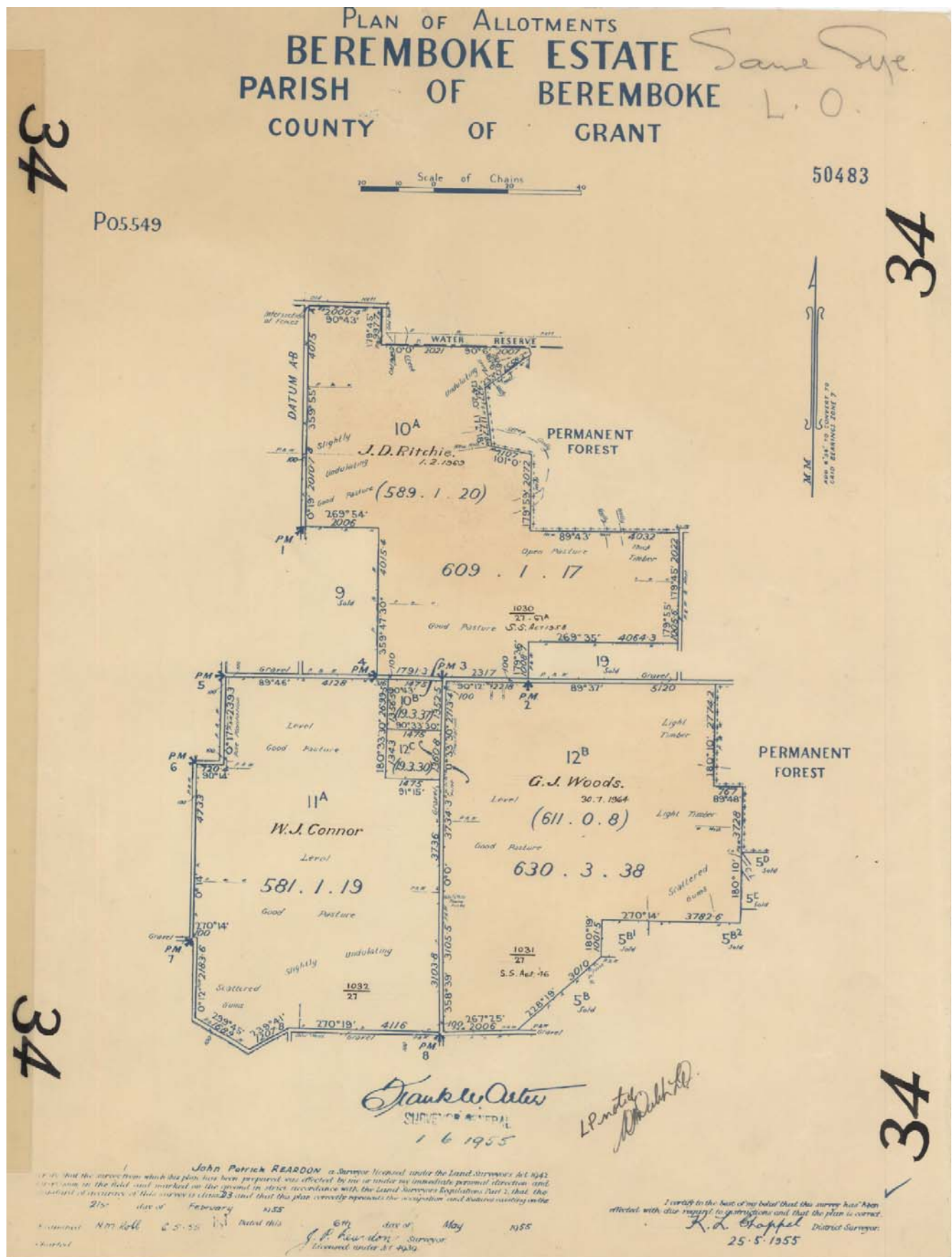


Figure 2.12: Plan of the Parish of Kerrit Bareet, January 1946. Source: PROV online, VPRS16171.



**Figure 2.15:** Plan of Allotments of the Beremboke Estate, 1955. Source: PROV online, VPRS16171.



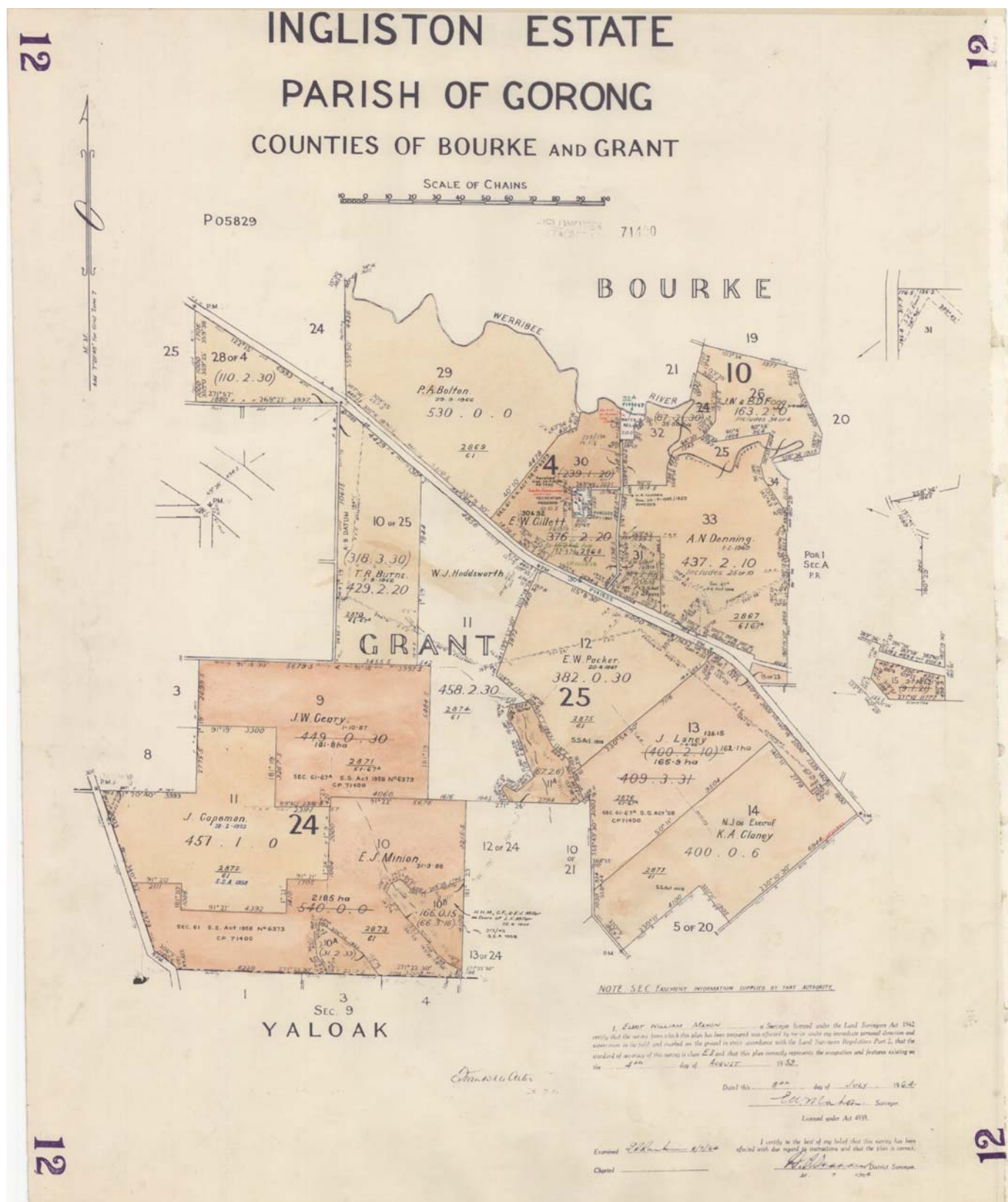
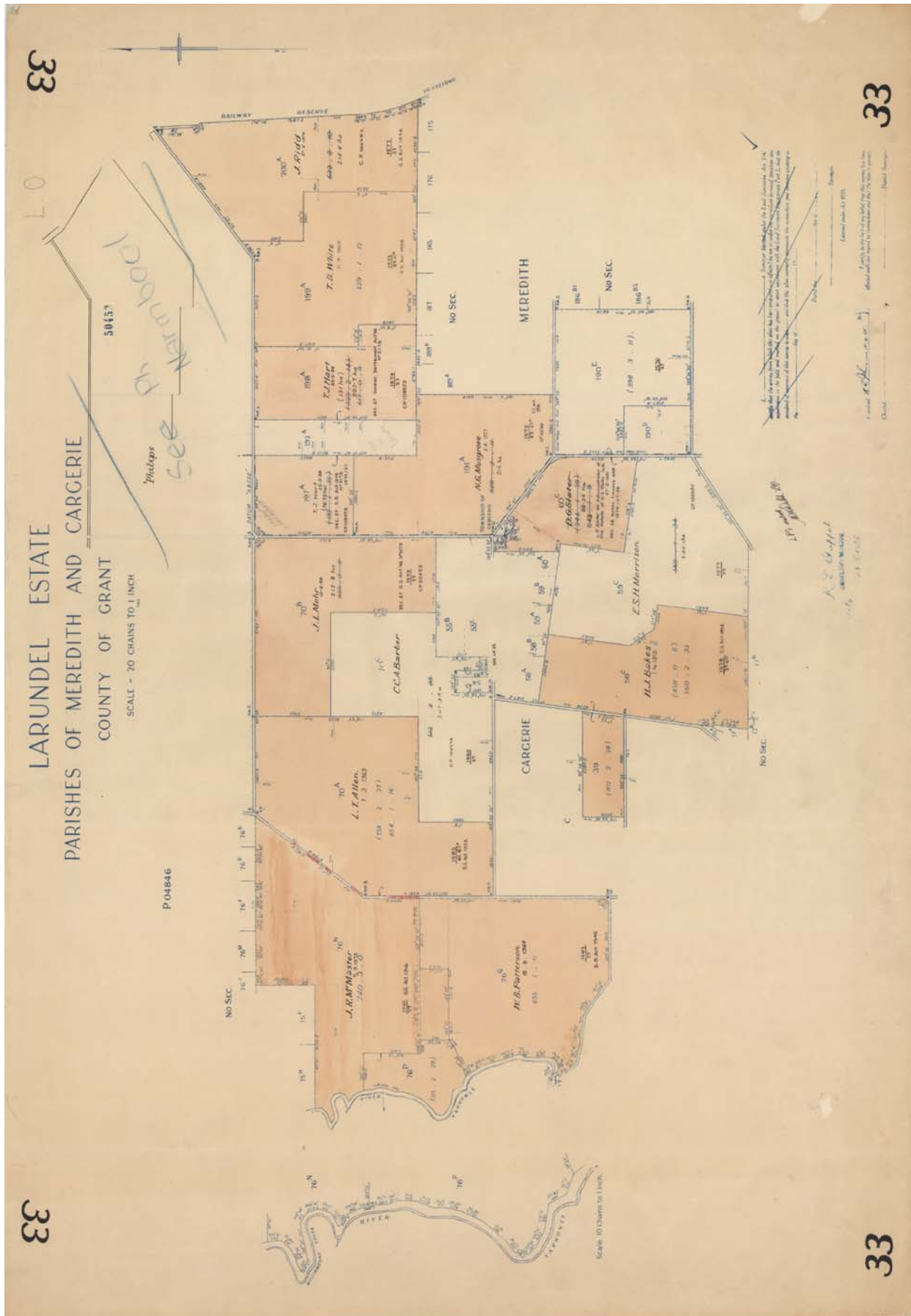
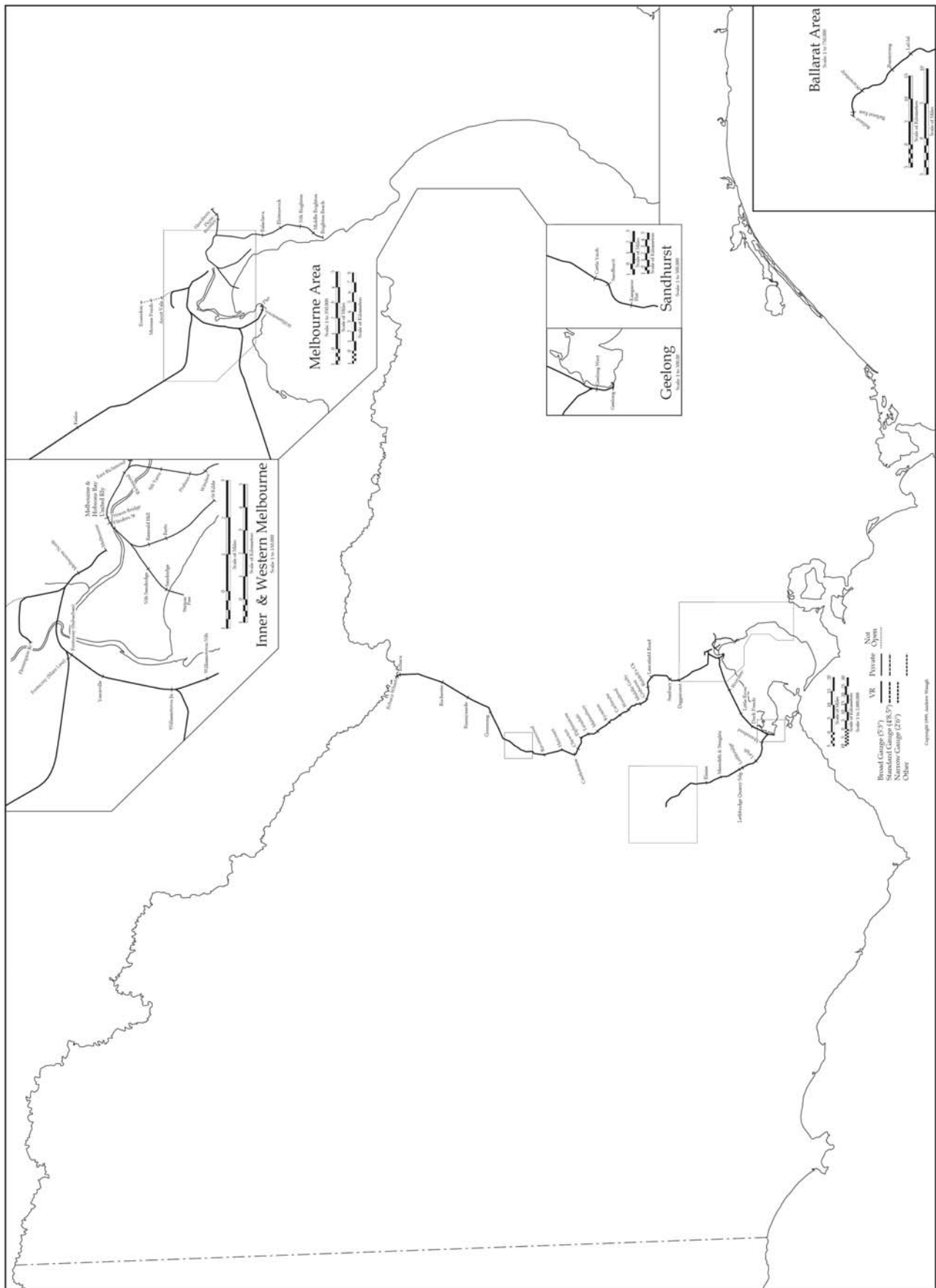


Figure 2.16: Plan of the Ingliston Estate, 1964. Source: PROV online, VPRS16171.

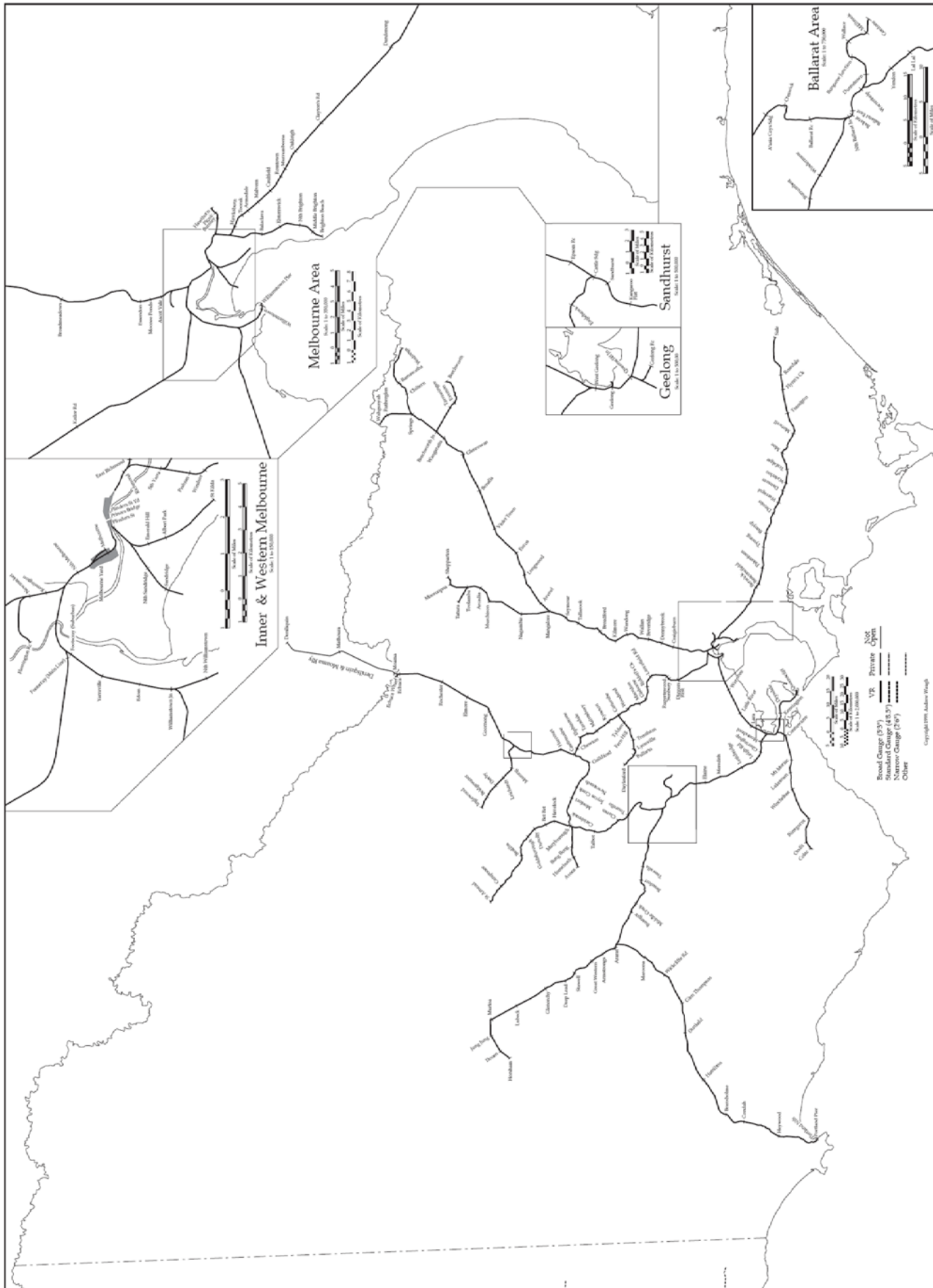


**Figure 2.17:** Plan of the Larundel Estate, 1955. Source: PROV online, VPRS16171.

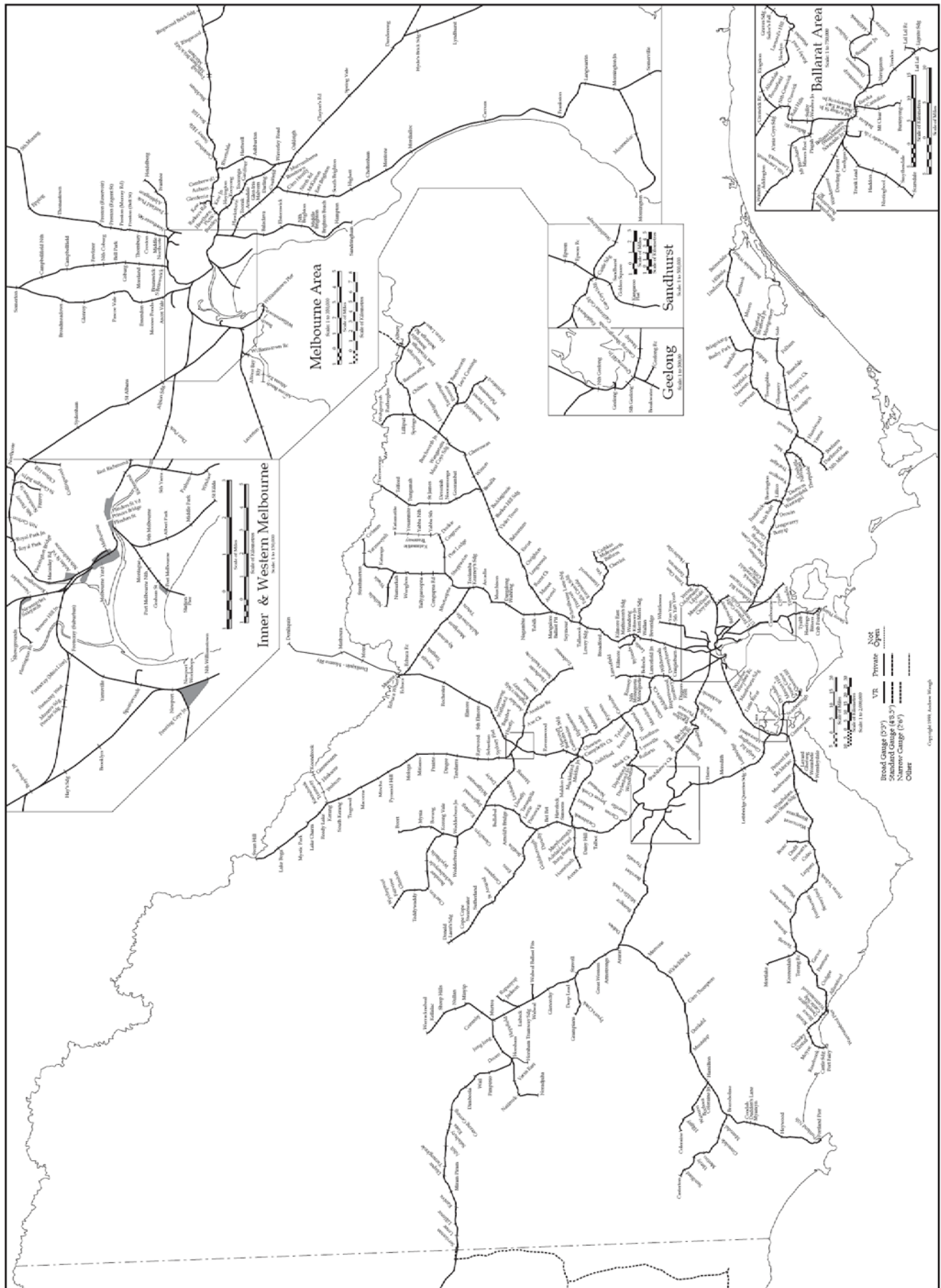


**Figure 3.22:** Railway Map of Victoria, 1870, showing the Geelong to Ballarat line. Source: A. Waugh, Victorian Railway Maps – Victorian Railway Resources at <http://www.vrhistory.com/>.

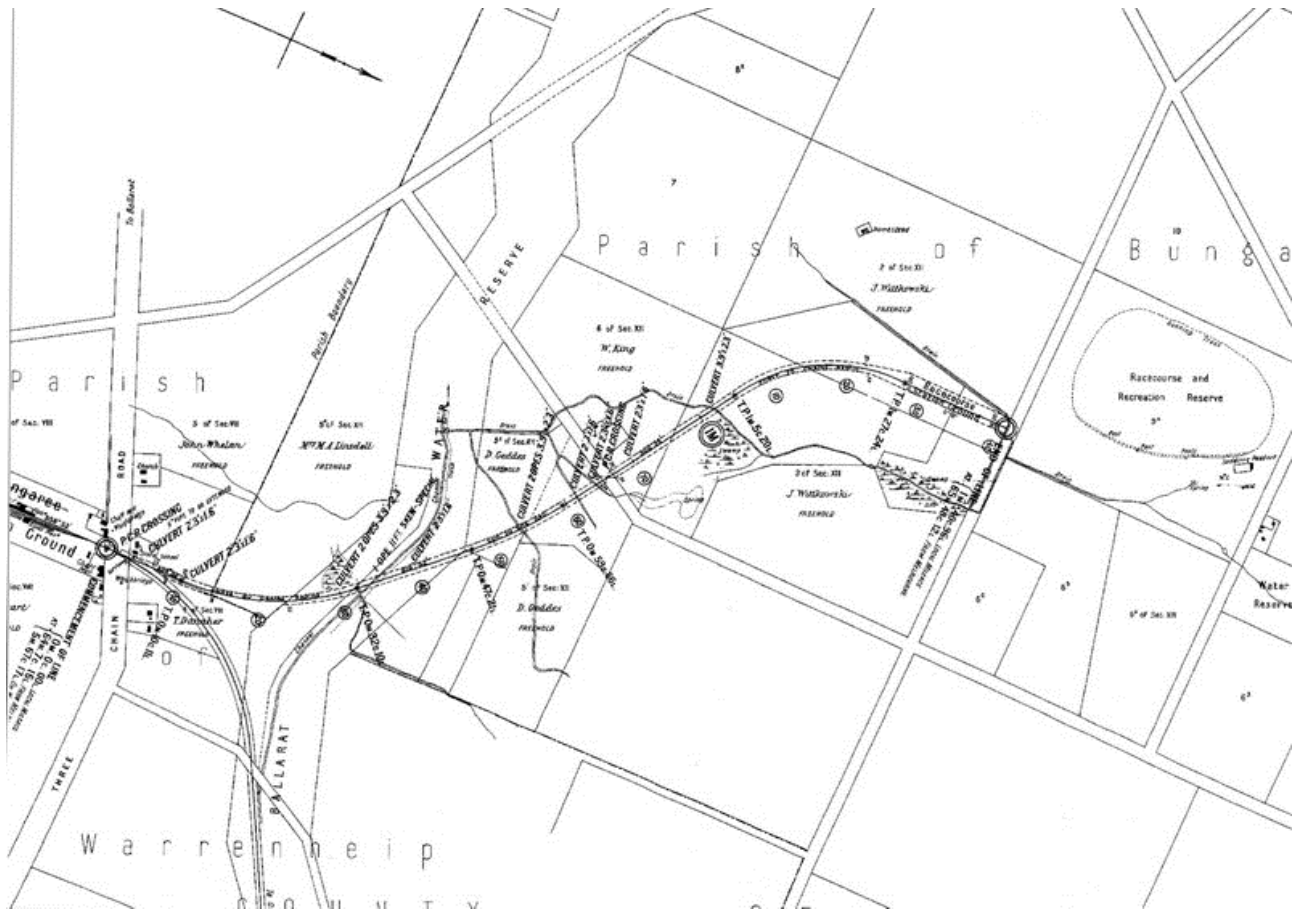




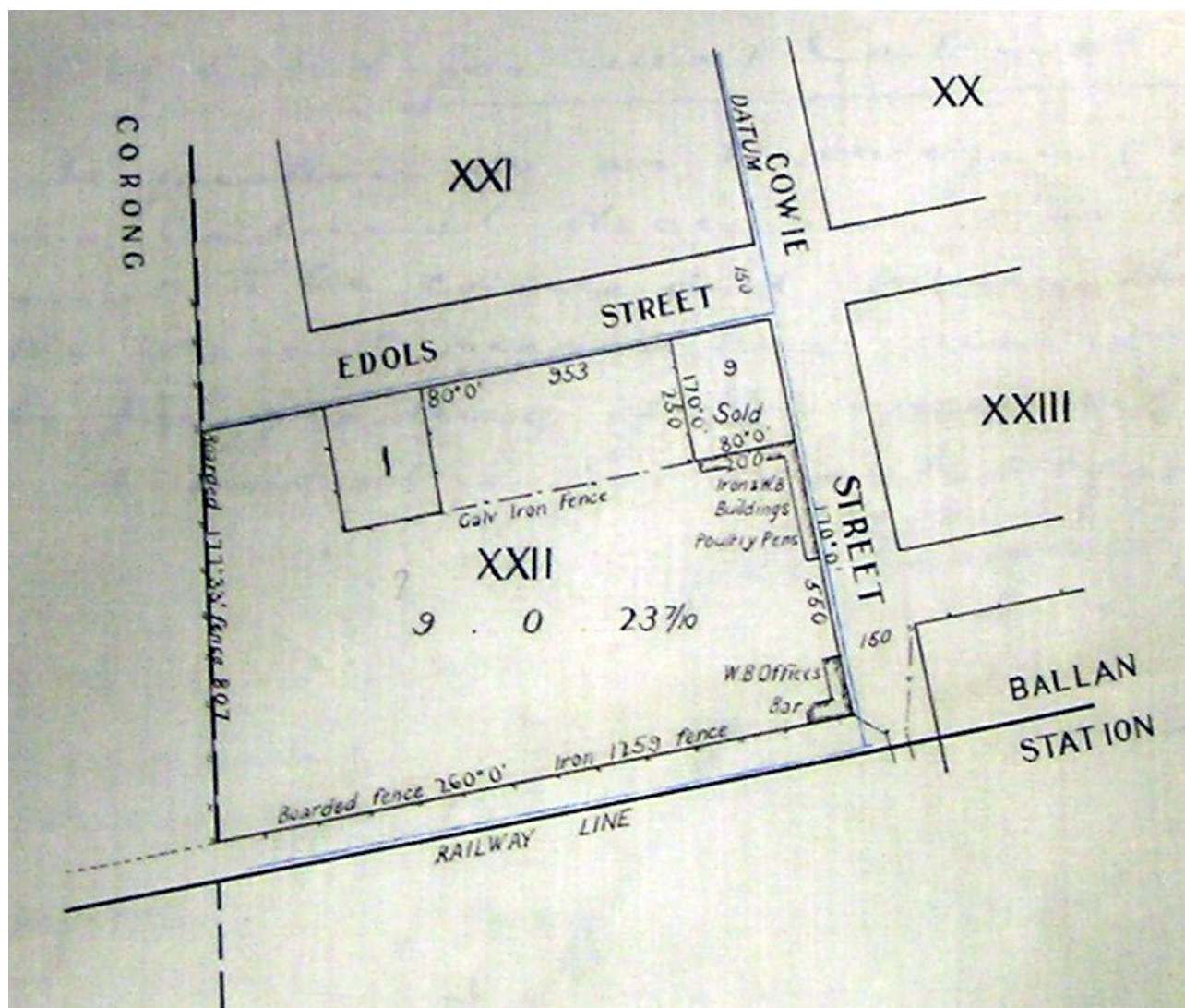
**Figure 3.23:** Railway Map of Victoria, 1880, showing the Warrenheip to Gordon line. Source: A. Waugh, Victorian Railway Maps – Victorian Railway Resources at <http://www.vrhistor.com/>.



**Figure 3.24:** Railway Map of Victoria, 1890, showing the Melbourne to Ballarat line, with Ballan shown. Source: A. Waugh, Victorian Railway Maps – Victorian Railway Resources at <http://www.vrhistor.com/>.



**Figure 3.26:** J. Bailing, Railway Construction Plan prepared from the Permanent Survey, October 1900. Source: Cauchi & Guiney, *The Bungaree Racecourse Railway*, p. 14.



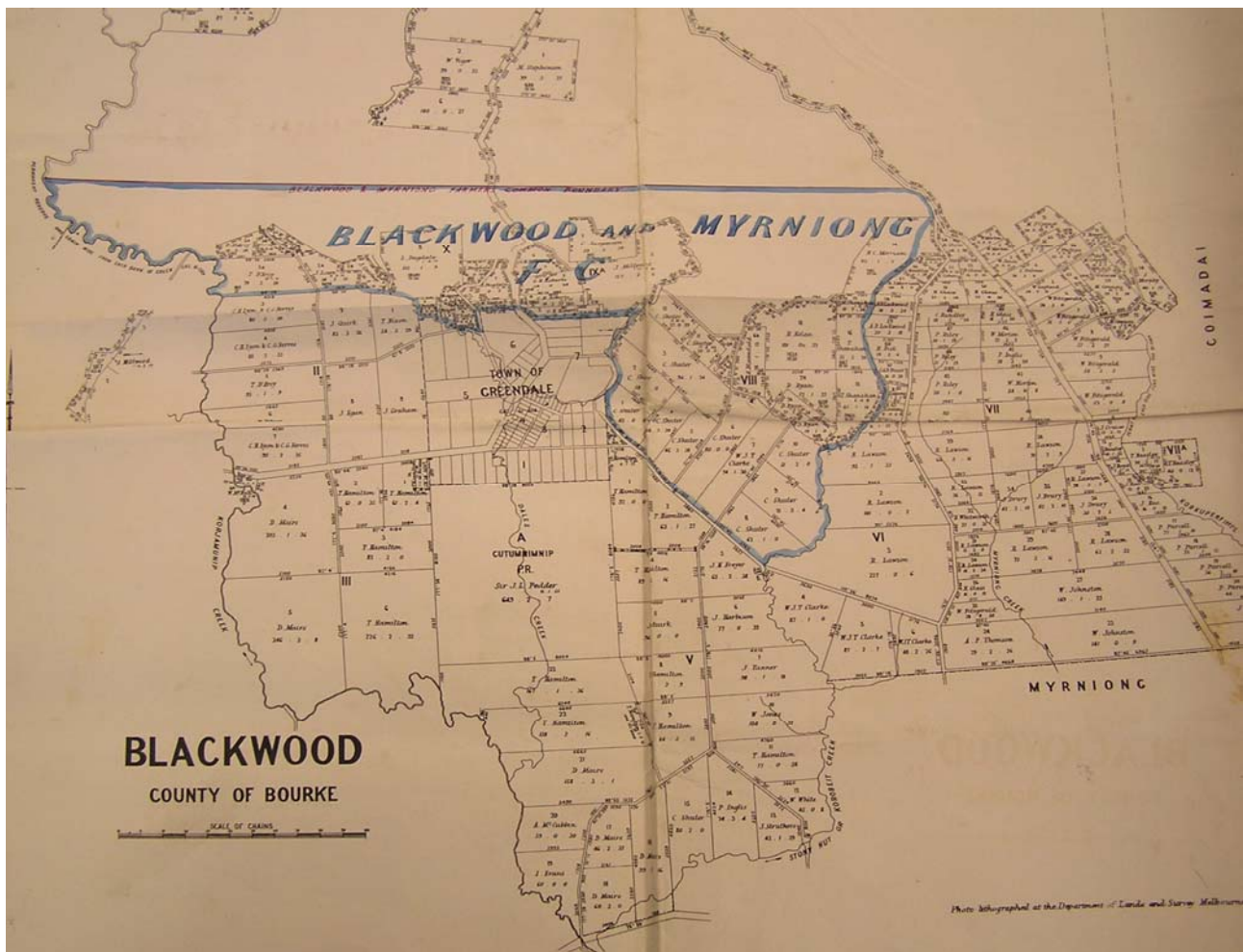
**Figure 4.09:** H.W. Moore, Survey Plan of former Cattle Yards & Show Grounds site, 4 December 1923. Source: Crown Land Reserve file Rs4035, Ballarat.



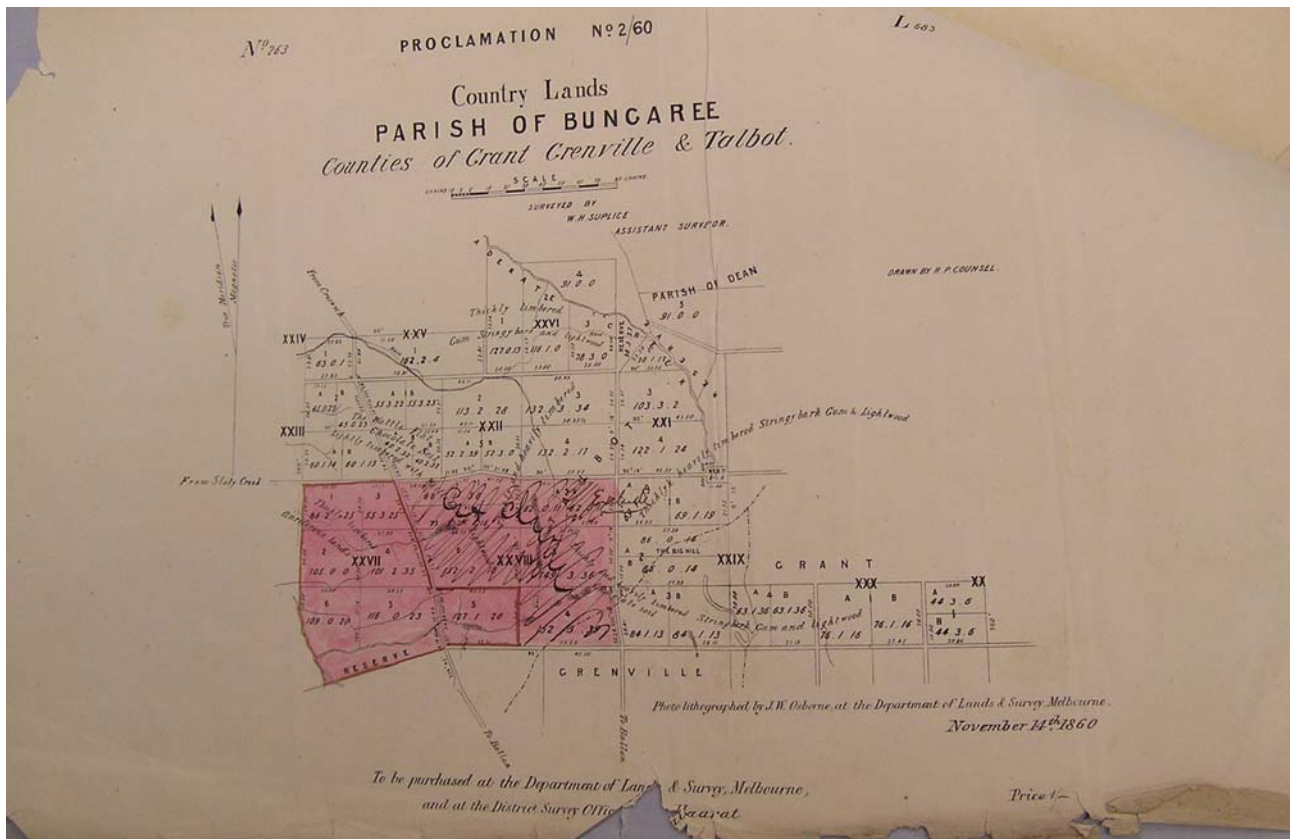


**Figure 4.15:** Plan of Agricultural Area of Ballan showing Ballan & Ballark Farmers' Common, 1865. Source: Public Record Office Victoria, VPRS 242-98.





**Figure 4.16:** Map showing the Blackwood, Greendale & Myrning Farmers' Common, c.1862. Source: Source: Public Record Office Victoria, VPRS 242-98.



**Figure 4.17:** Map showing the Bungaree Farmers' Common, 1861 (overlaid on map of 1860). Source: Public Record Office Victoria, VPRS 242-274.



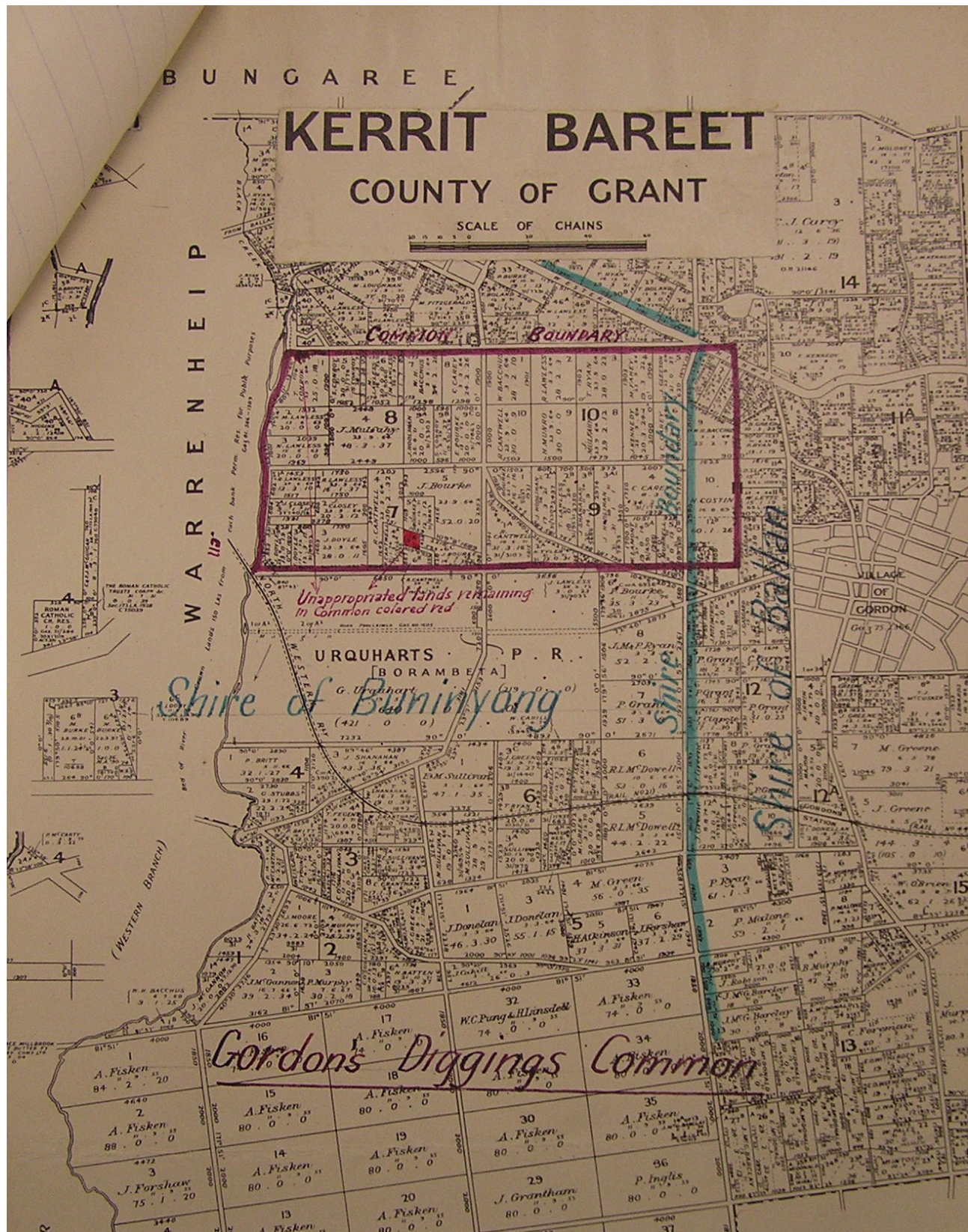
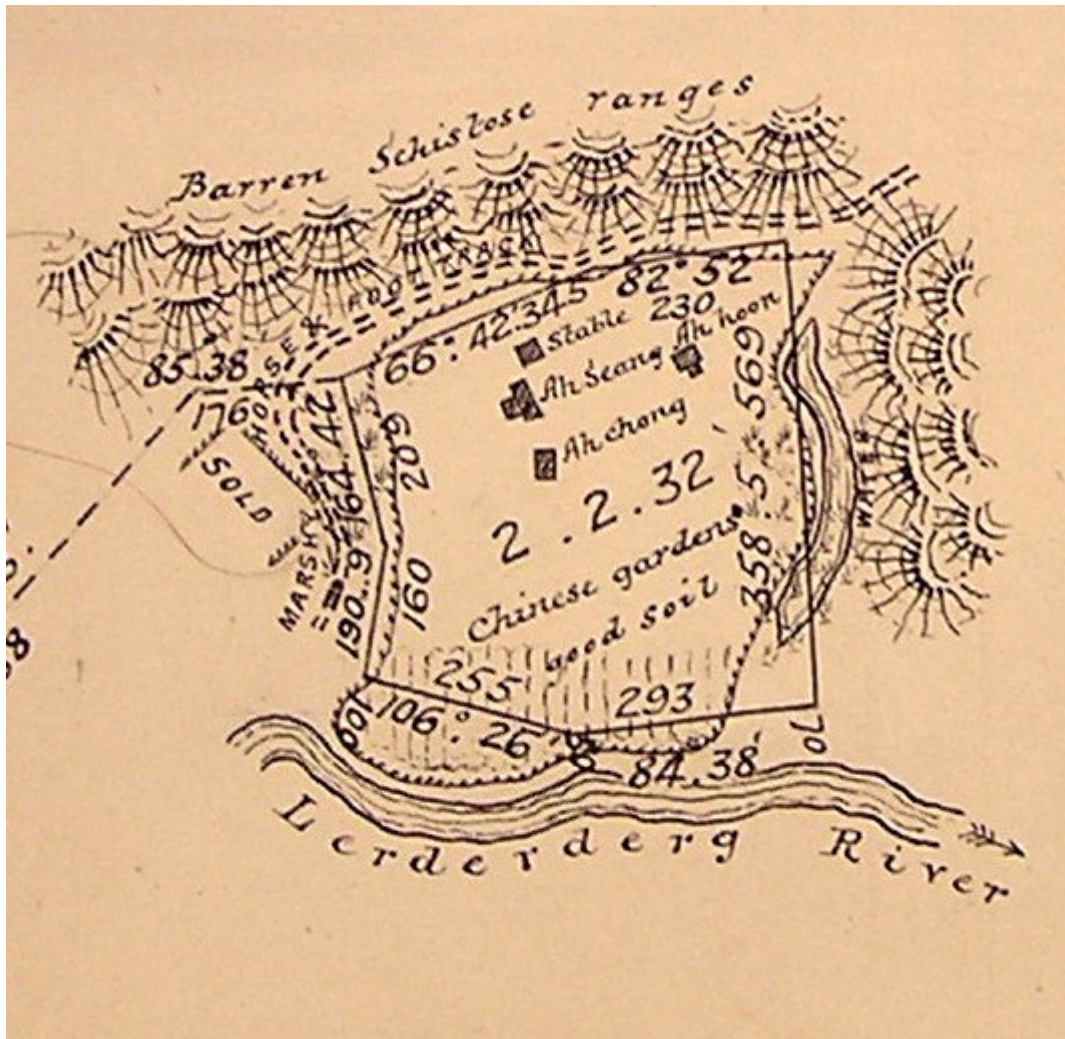


Figure 4.18: Map of the Gordon Diggings Common, c.1860. Source: Public Record Office Victoria, VPRS 242-274.





**Figure 4.27:** Plan of Chinese Market Garden, Blackwood, 1882. Source: Crown Land file, Public Records Office Victoria, VPRS 440-266.



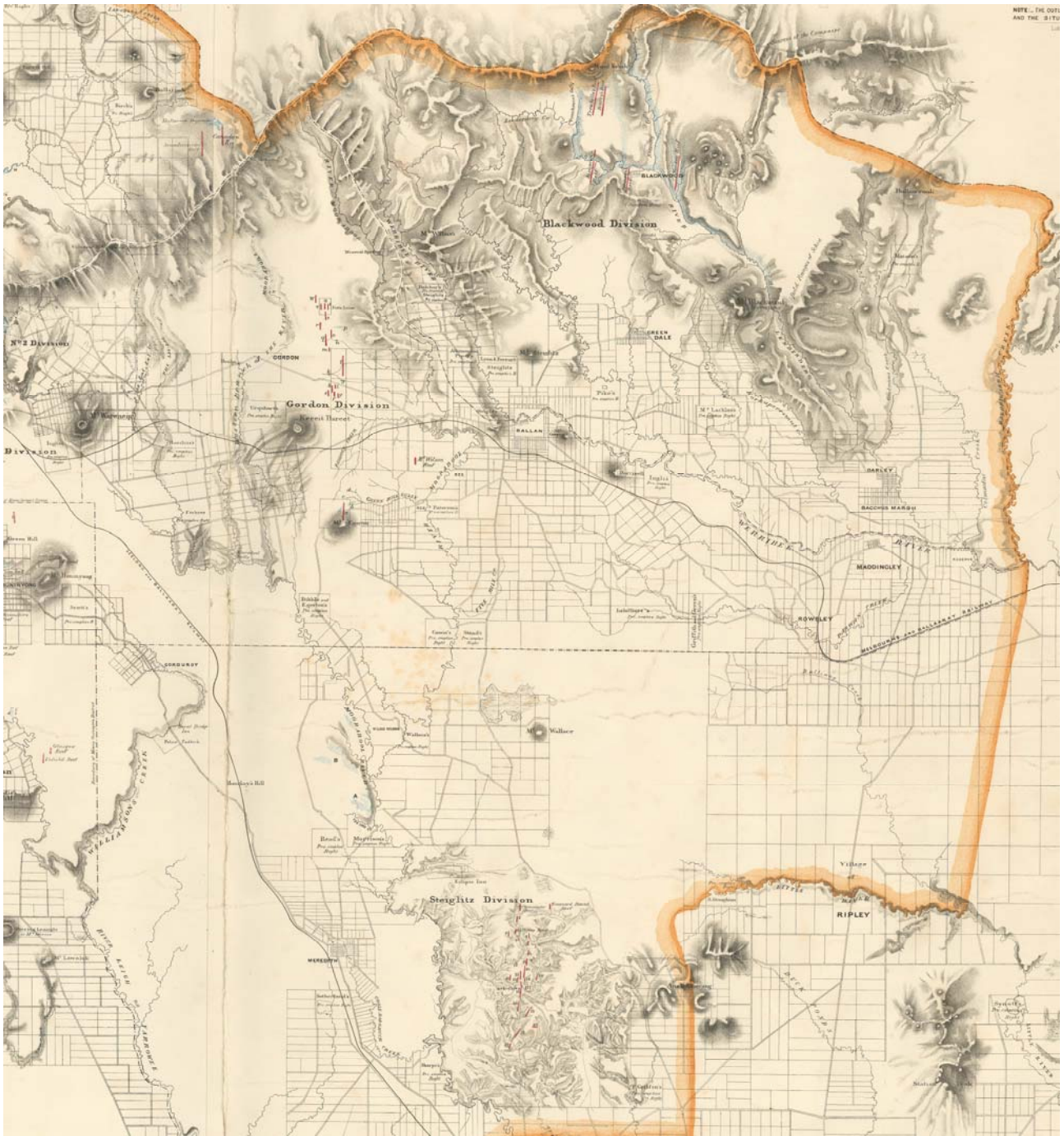
**Figure 4.27a:** The Ballaarat & Ballaarat East Water Supply Geological Survey of Country in the Parishes of Bungaree & Warrenheip, 1870, showing the location of Lang's Nursery (circled). Source: Bungaree & District Historical Society.





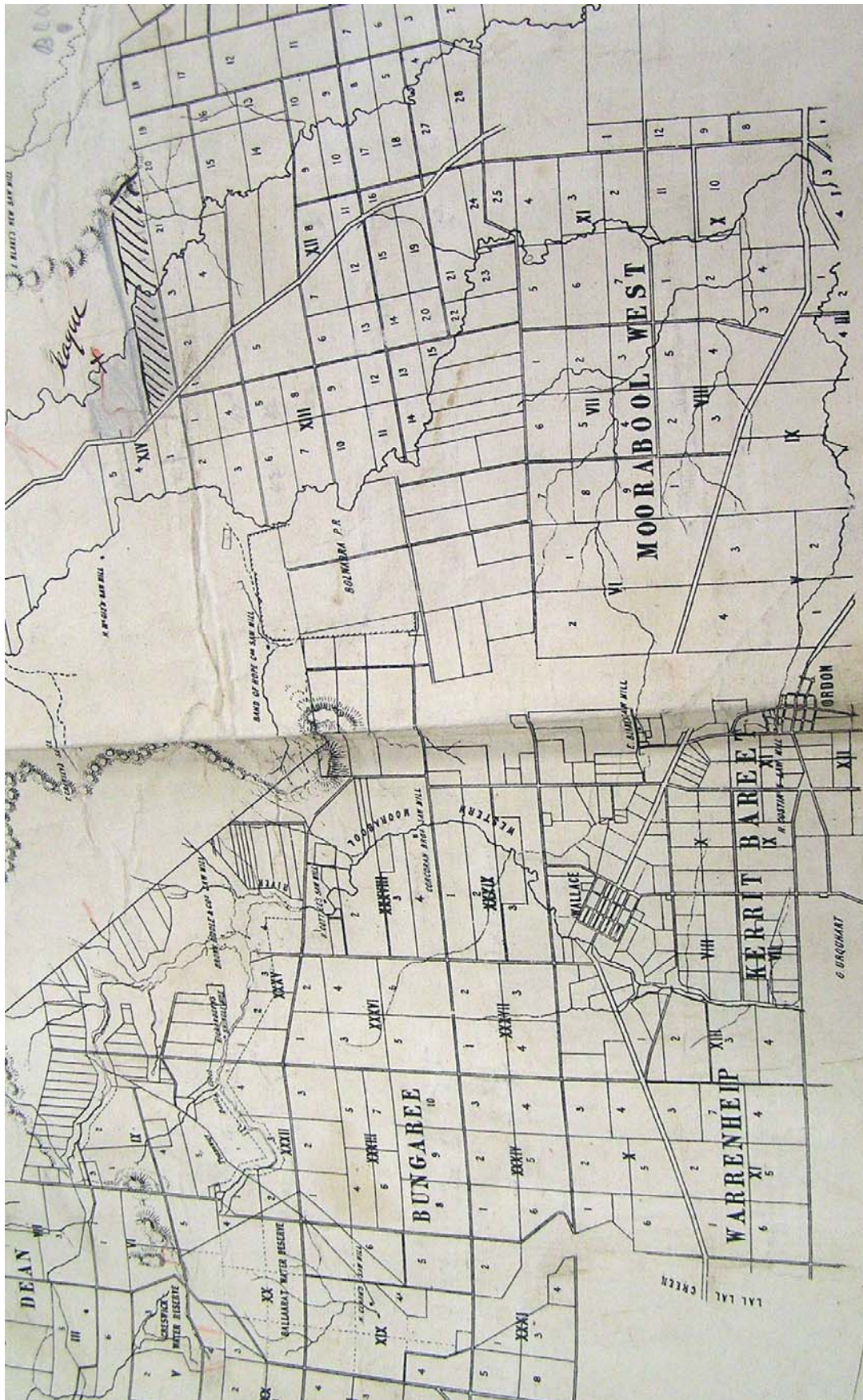
**Figure 4.33:** Map of Mining District of Ballarat, 25 June 1859. Source: La Trobe Picture Collection, State Library of Victoria.



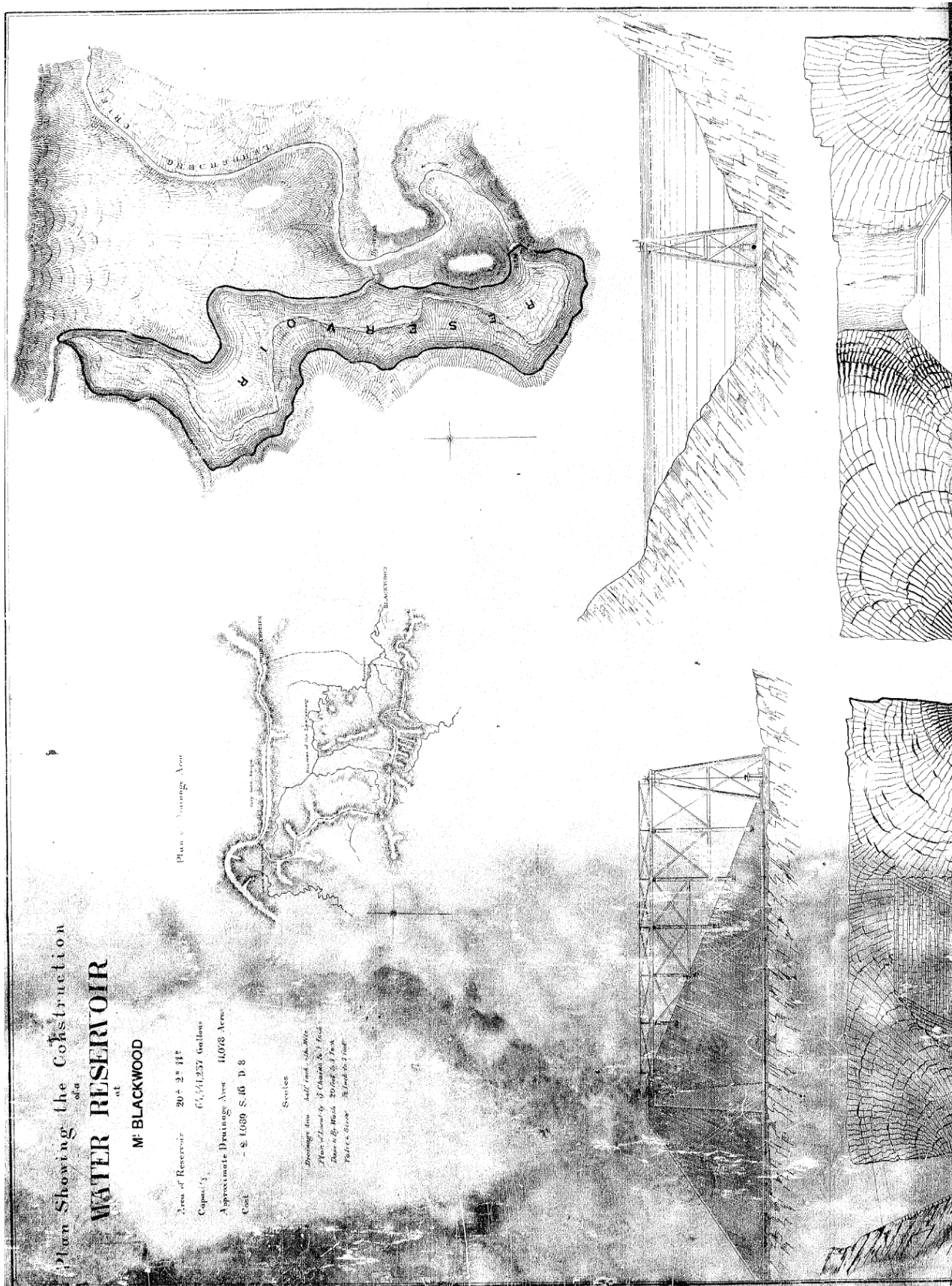


**Figure 4.33a:** Portion of Map of Mining District of Ballaarat, 25 June 1859, showing Blackwood, Gordon & Steiglitz Divisions in the Moorabool Shire. Source: La Trobe Picture Collection, State Library of Victoria.





**Figure 4.43:** J. Wiggleworth, Plan of the Bullarook State Forest showing locations of saw mills, n.d. Source: Public Record Office Victoria, VPRS 242-16.



**Figure 4.59:** Smith & Brache, Plan Showing the Construction of a Water Reservoir at Mt Blackwood, n.d. Source: Public Record Office Victoria, VPRS Map WS93.





**Figure 4.61:** Proposed Ballan Water Supply, 1860. Source: Crown land file, Public Record Office Victoria, VPRS 242, Unit 17.



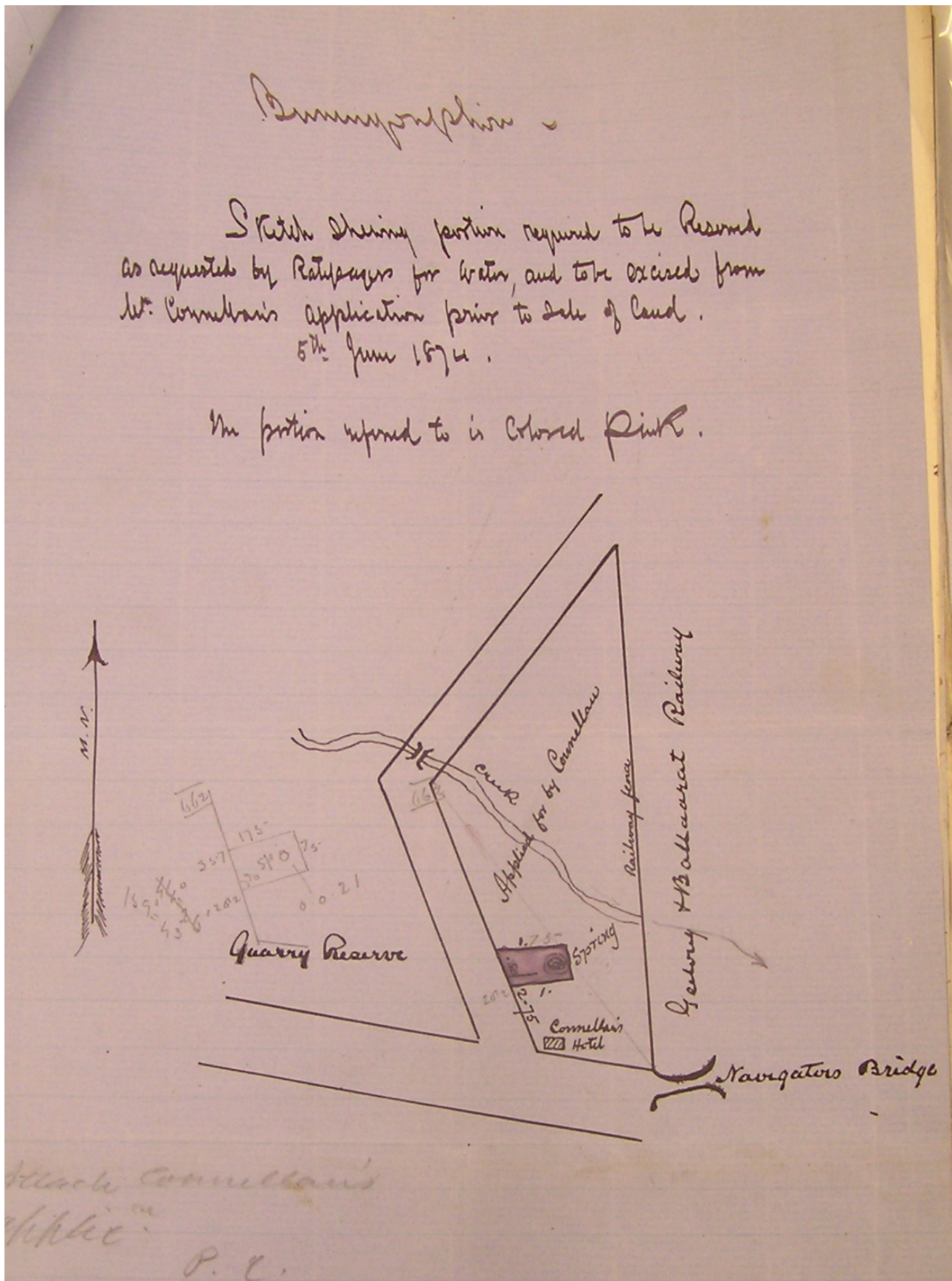


**Figure 4.62:** Greendale Water Reserve, 1870 (lower portion of map). Crown land file, Public Record Office Victoria, VPRS 242, Unit 17.



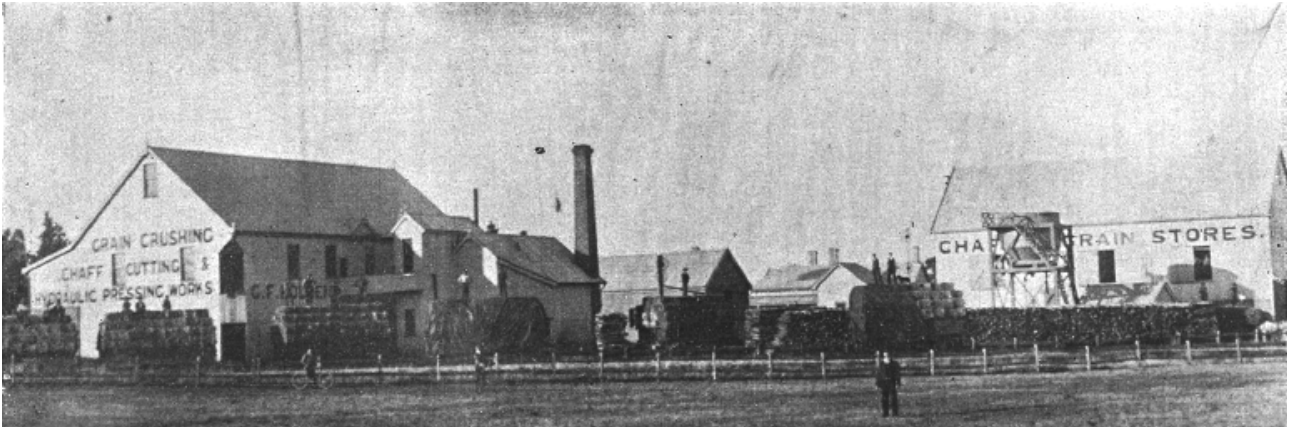


Figure 4.63: Wallace Water Reserve, 1872. Crown land file, Public Record Office Victoria, VPRS 242, Unit 17.

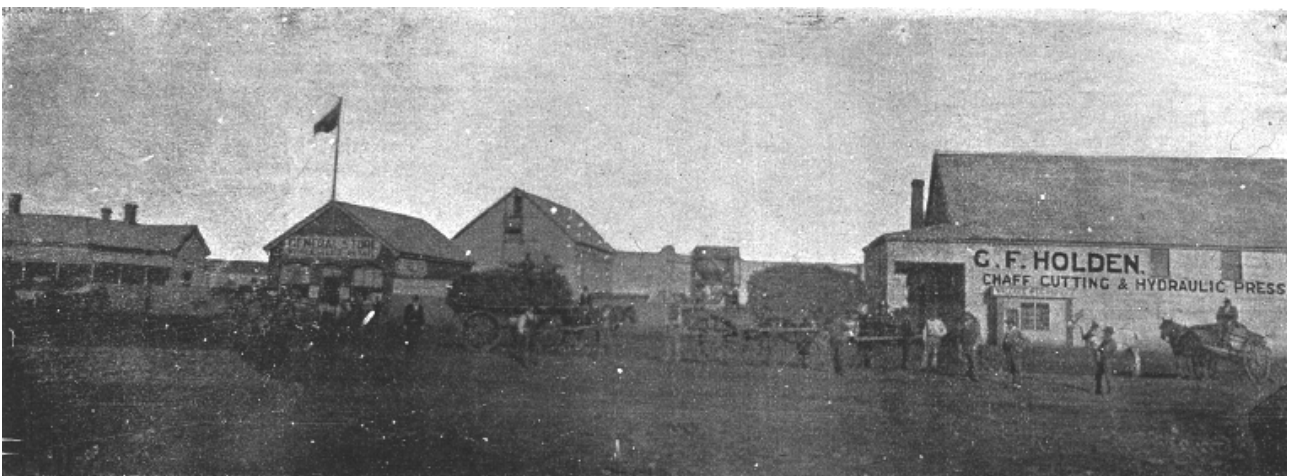


**Figure 4.64:** Navigators Water Reserve, 1874. Crown land file, Public Record Office Victoria, VPRS 242, Unit 17.





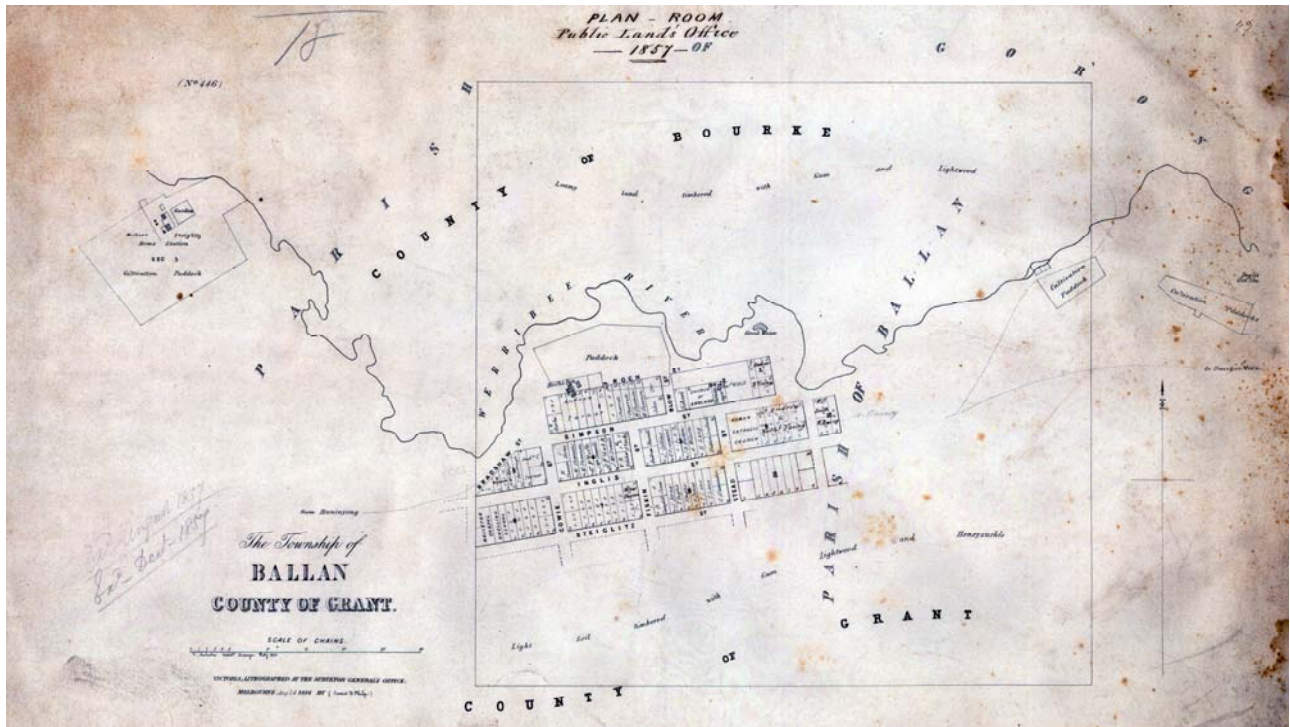
**Figure 5.11:** Holden's Chaff Cutting, Grain Crushing & Hydraulic Pressing Works, Wallace, 1901, with loading & despatching of compressed hay onto rail trucks for shipment to South Africa for the War Office. Source: Ballarat & District in 1901, plate 329.



**Figure 5.12:** Holden's Chaff Cutting, Grain Crushing & Hydraulic Pressing Works, Wallace, 1901, front view from main road. Source: Ballarat & District in 1901, plate 330.



**Figure 5.23:** Inglis Street, Ballan, looking west showing numerous shops, 1932. Source: *A Pictorial History of the Shire of Ballan*, p.82.



**Figure 6.02:** W. Malcolm, Assist Surveyor, Portion of the Township of Ballan Plan, February 1850, lithographed 24 August 1856. Source: La Trobe Picture collection, State Library of Victoria.



**Figure 6.04:** Inglis Street, Ballan, looking west at the corner of Fiskin Street, c.1915. Source: *A Pictorial History of the Shire of Ballan*, p.82.

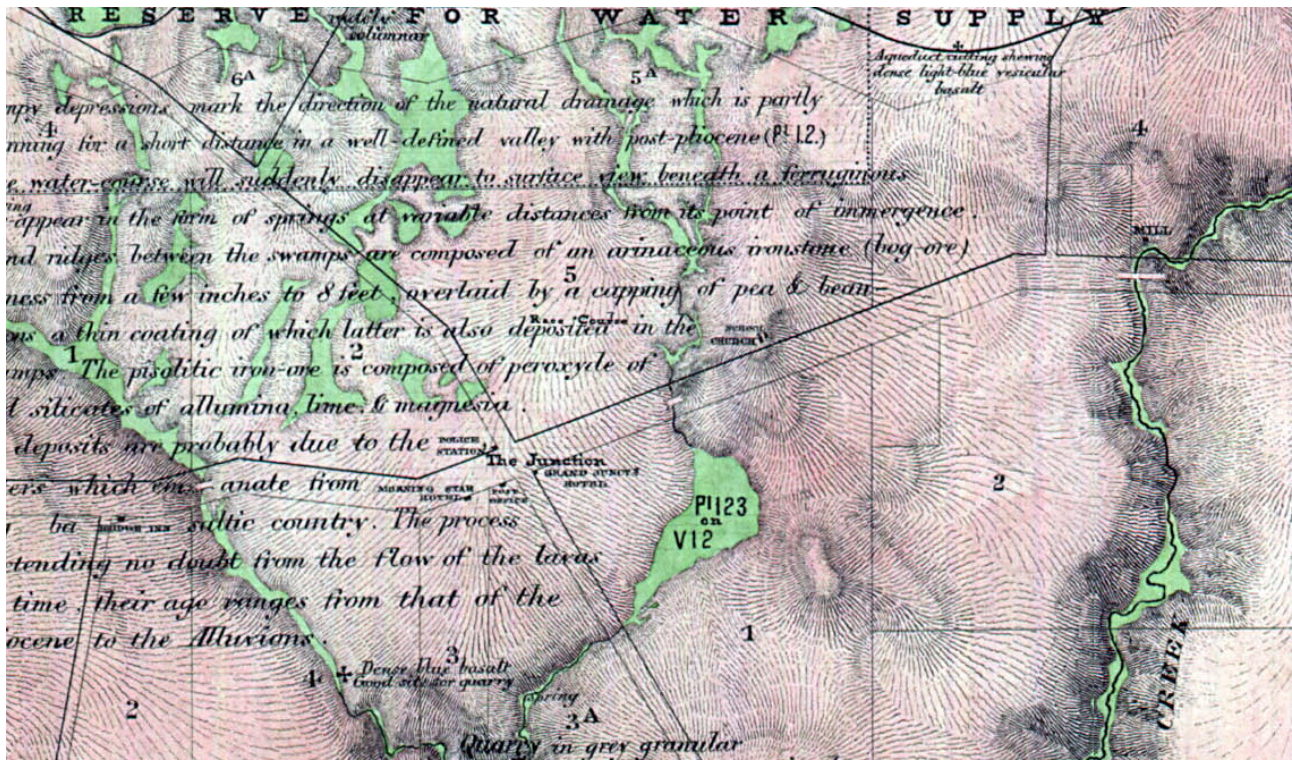


**Figure 6.05:** Aerial of the Ballan Township, 1936. Source: *A Pictorial History of the Shire of Ballan*, p.112.



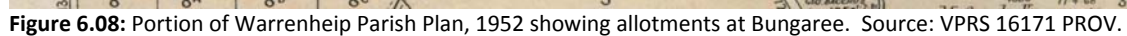
**Figure 6.06:** Aerial of the Ballan Township, 1965. Source: *A Pictorial History of the Shire of Ballan*, p.146.





**Figure 6.07:** Bungaree settlement, 1870, showing the locations of the Bungaree Junction Hotel, Anglican Church & School, Post Office, Police Station, Bridge Hotel, Morning Star Hotel and a mill. Source: The Ballarat & Ballarat East Water Supply Geological Survey of Country in the Parishes of Bungaree & Warrenheip, 1870, Bungaree & District Historical Society.





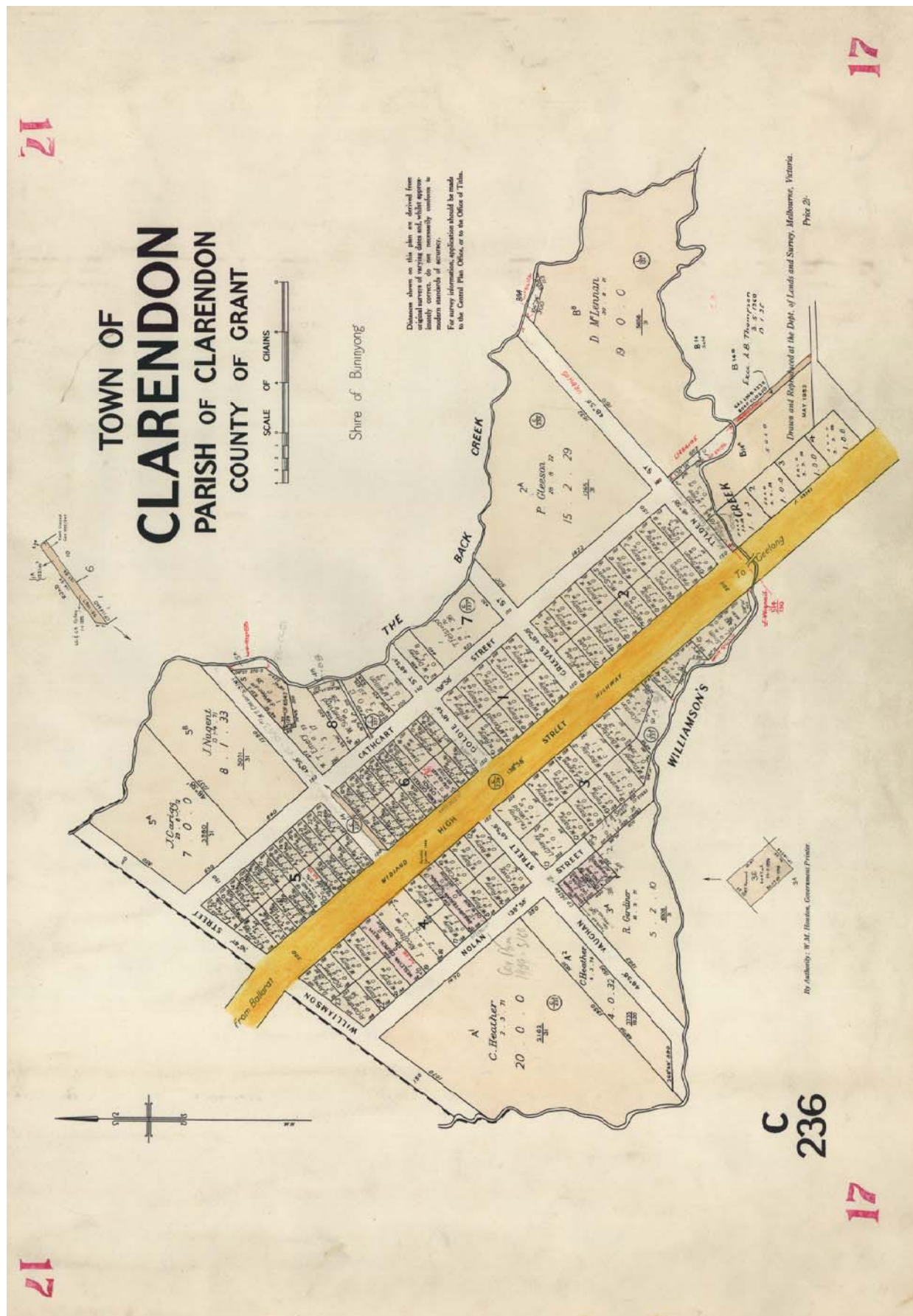


Figure 6.09: Plan of the Town of Clarendon, 1953. Source: VPRS 16171, MapC236, PROV.



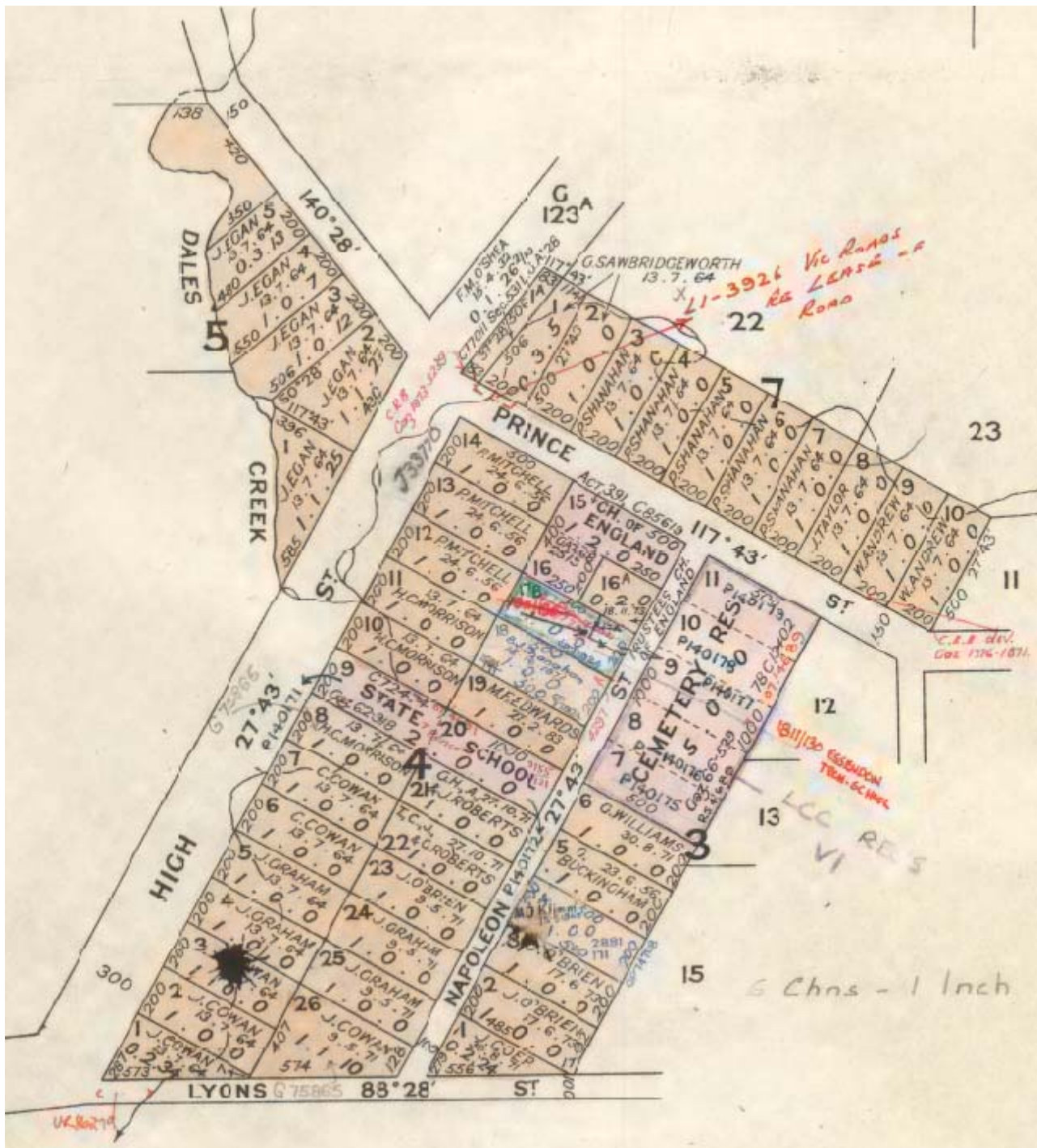


Figure 6.10: Plan of the Town of Greendale, 1939. Source: VPRS 16171, MapG37, PROV.



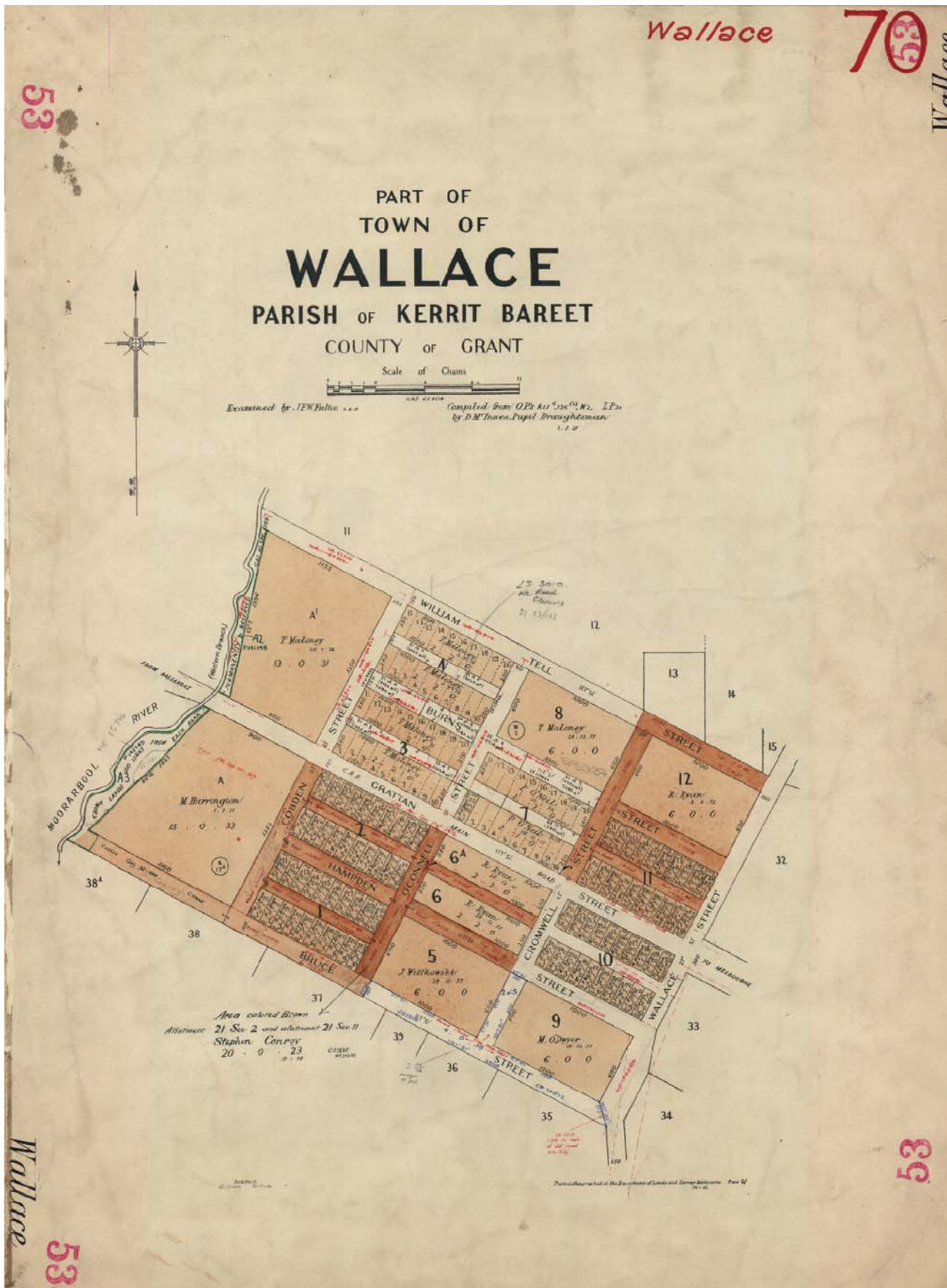


Figure 6.11: Plan of the Town of Wallace, 1931. Source: Public Record Office Victoria, VPRS 16171, MapW70.

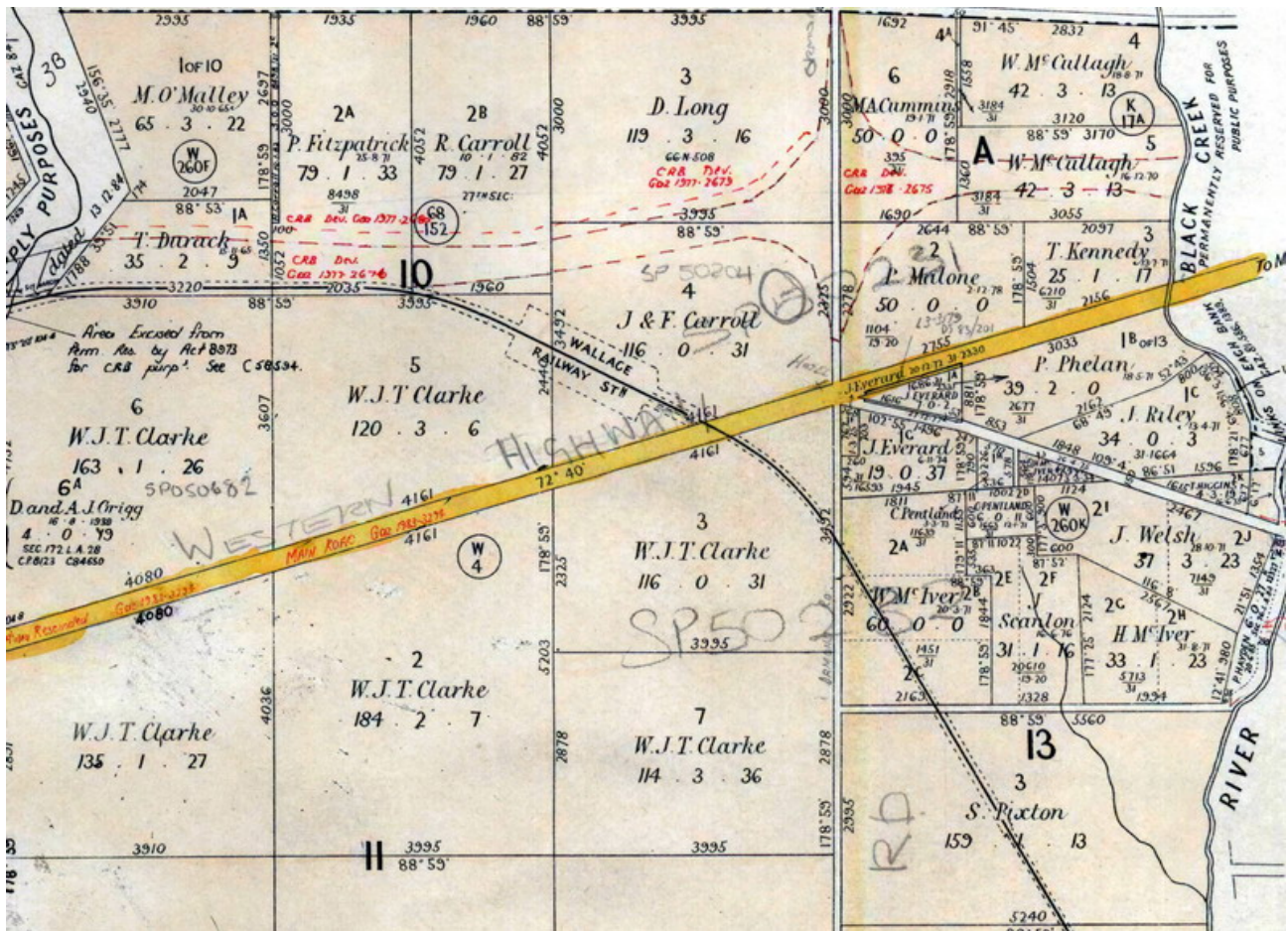


Figure 6.13: Portion of Warrenheip Parish Plan, 1952 showing allotments at Wallace. Source: VPRS 16171, PROV.



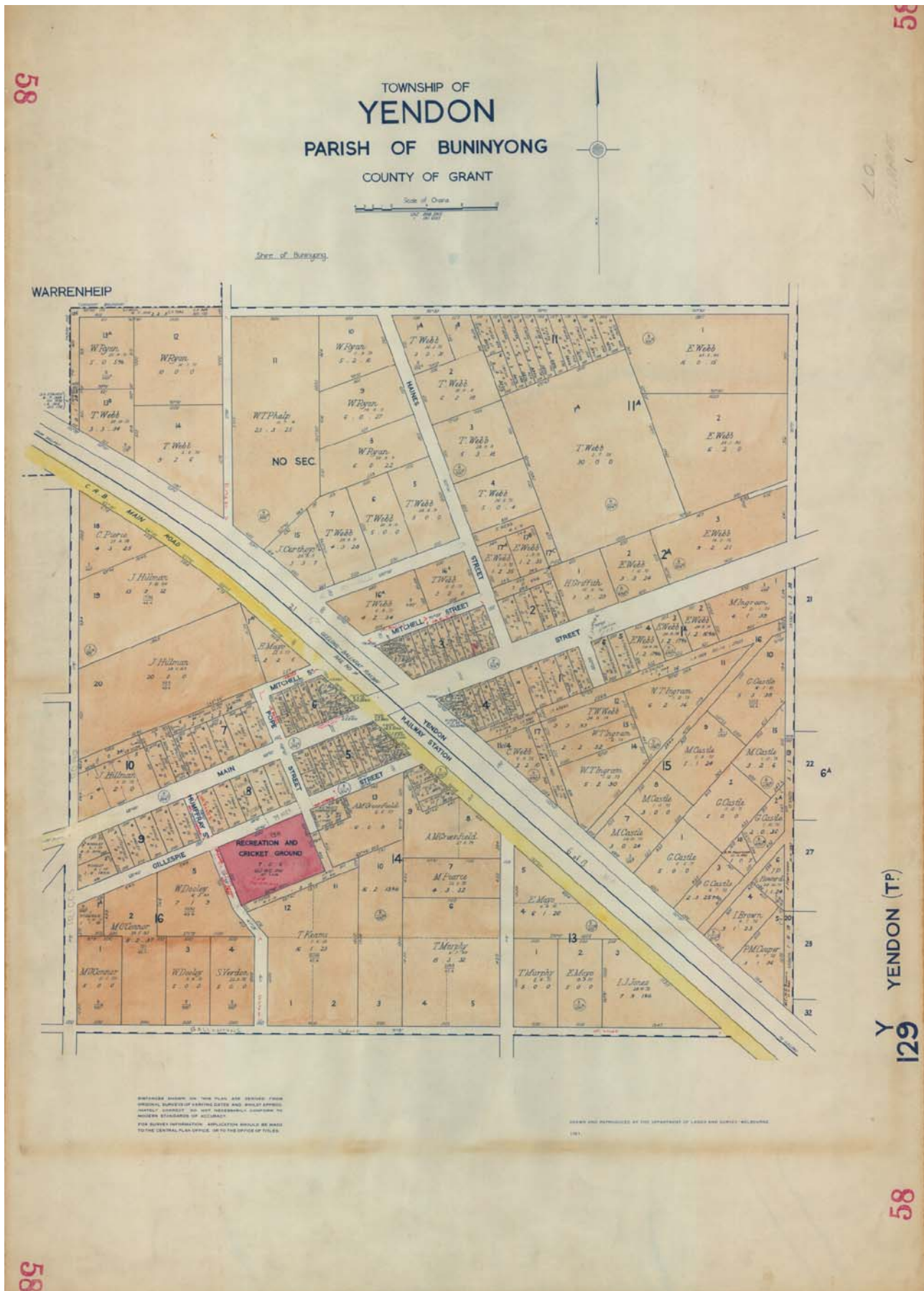
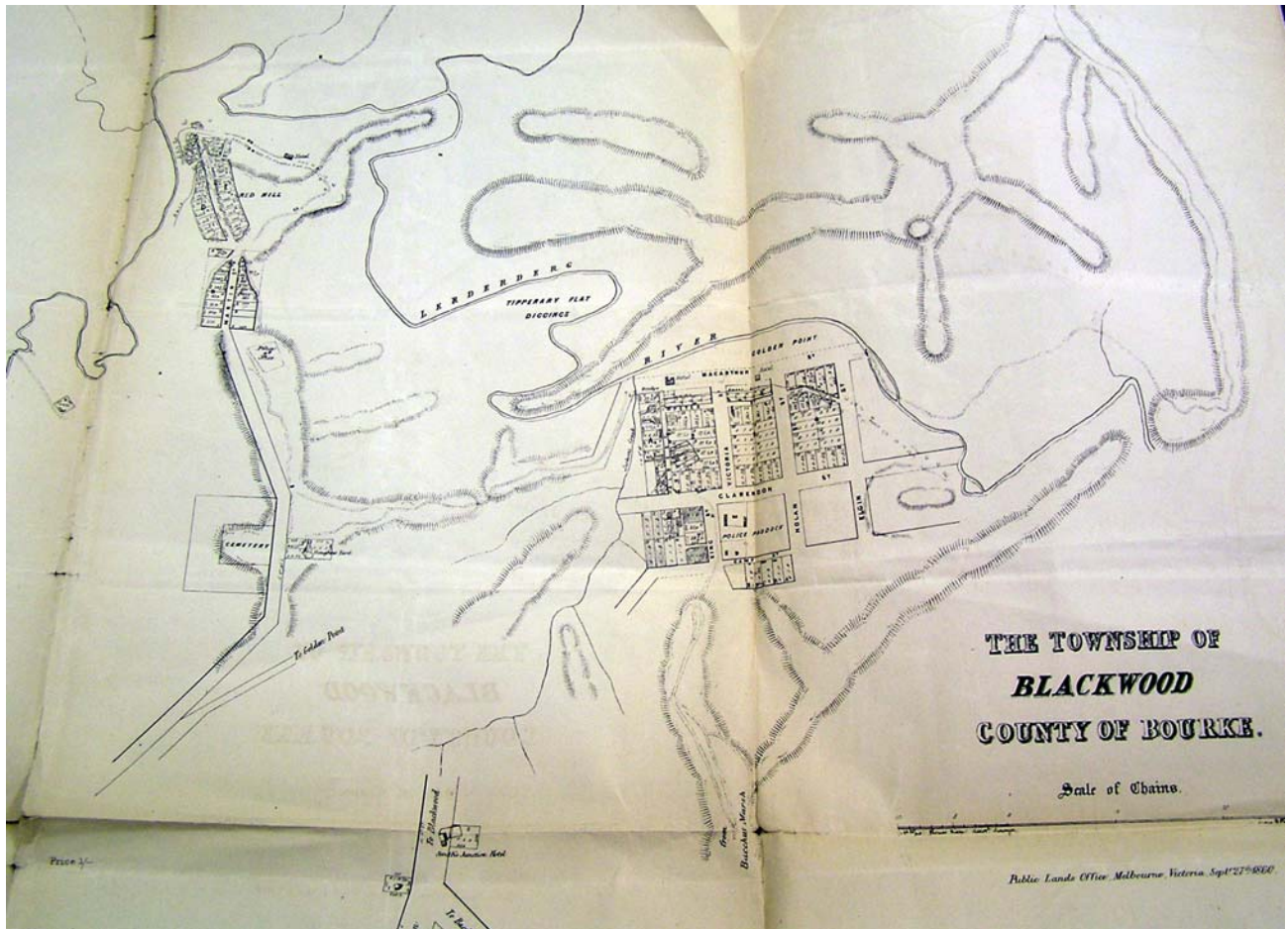
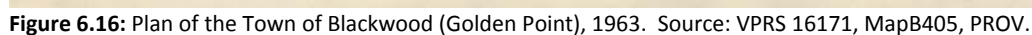


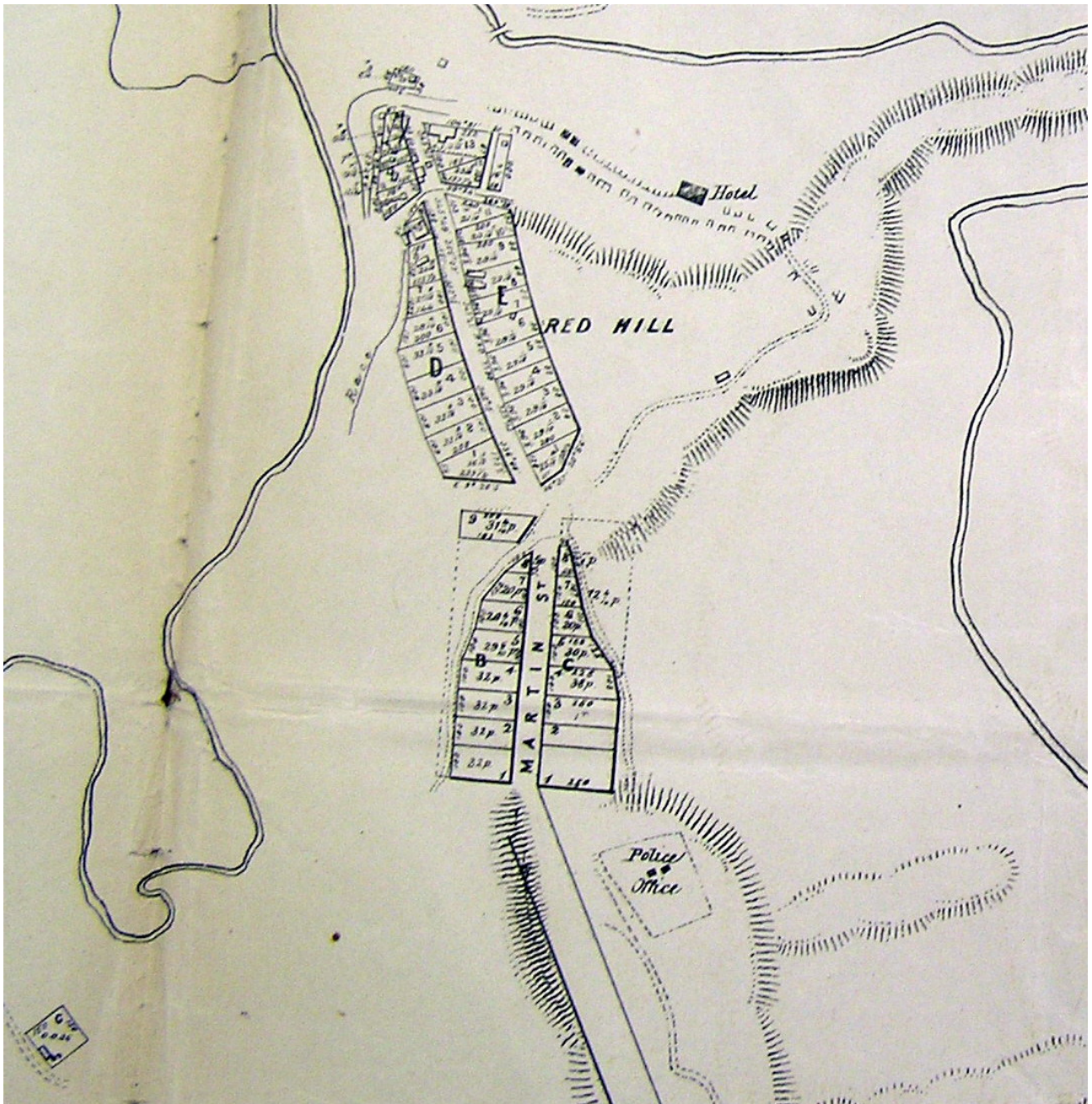
Figure 6.14: Plan of the Town of Yendon, 1961. Source: Public Record Office Victoria, VPRS 16171, Map Y129.



**Figure 6.15:** T. Nixon, Assistant Surveyor, The Township of Blackwood, 27 September 1860. Golden Point is shown by the grid-like out and Red Hill is in the top left corner. Source: VPRS 440 Unit 204, PROV.







**Figure 6.17:** T. Nixon, Assistant Surveyor, Portion of The Township of Blackwood, 27 September 1860. Sections B, C, D & E comprised the Red Hill township. Source: VPRS 440 Unit 204, PROV.



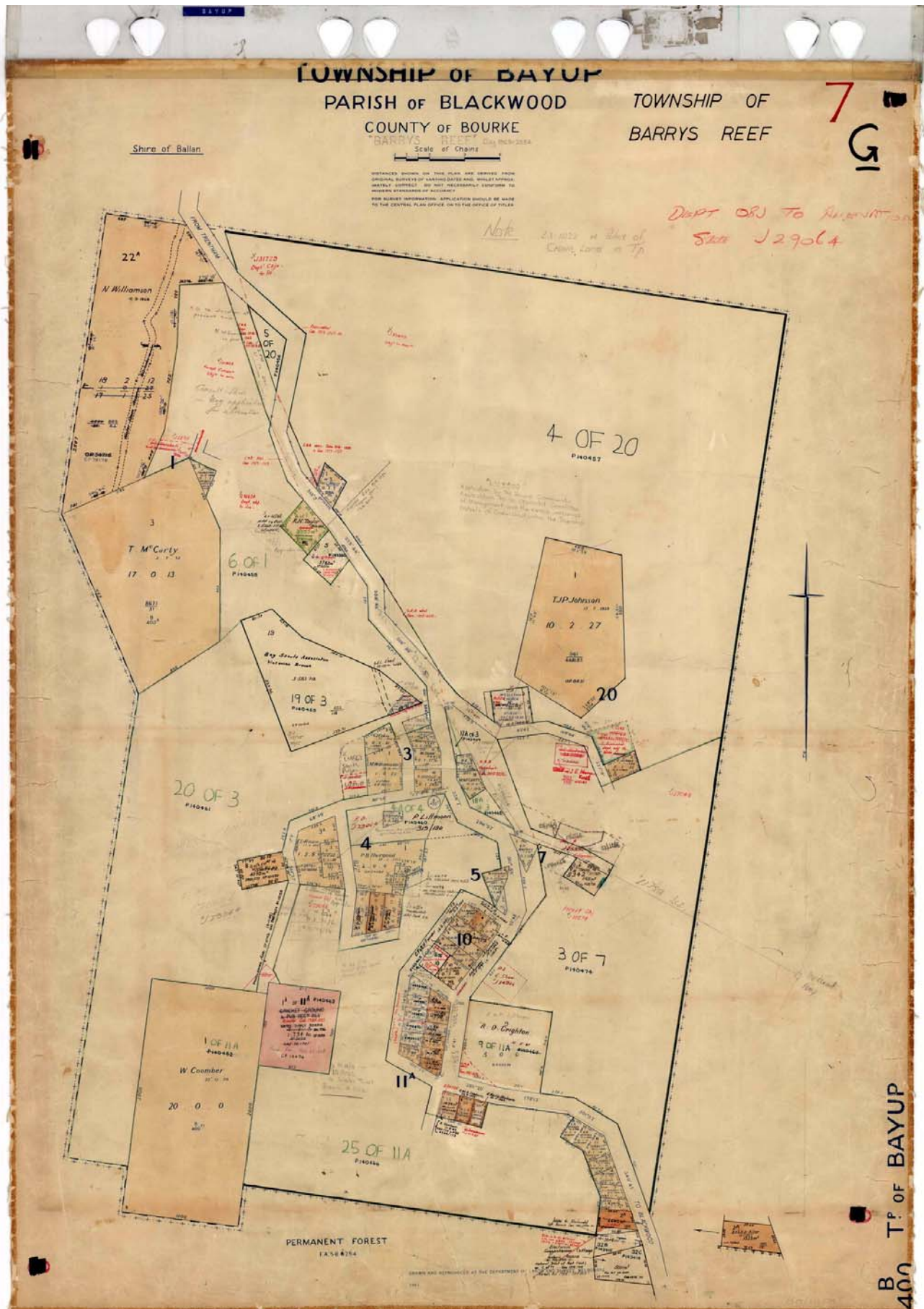


Figure 6.18: Plan of the Town of Bayup [Barrys Reef], n.d. Source: VPRS 16171 PROV.





Figure 6.19: Plan of the Town of Gordon, 1942. Source: VPRS 16171, MapG36, PROV.



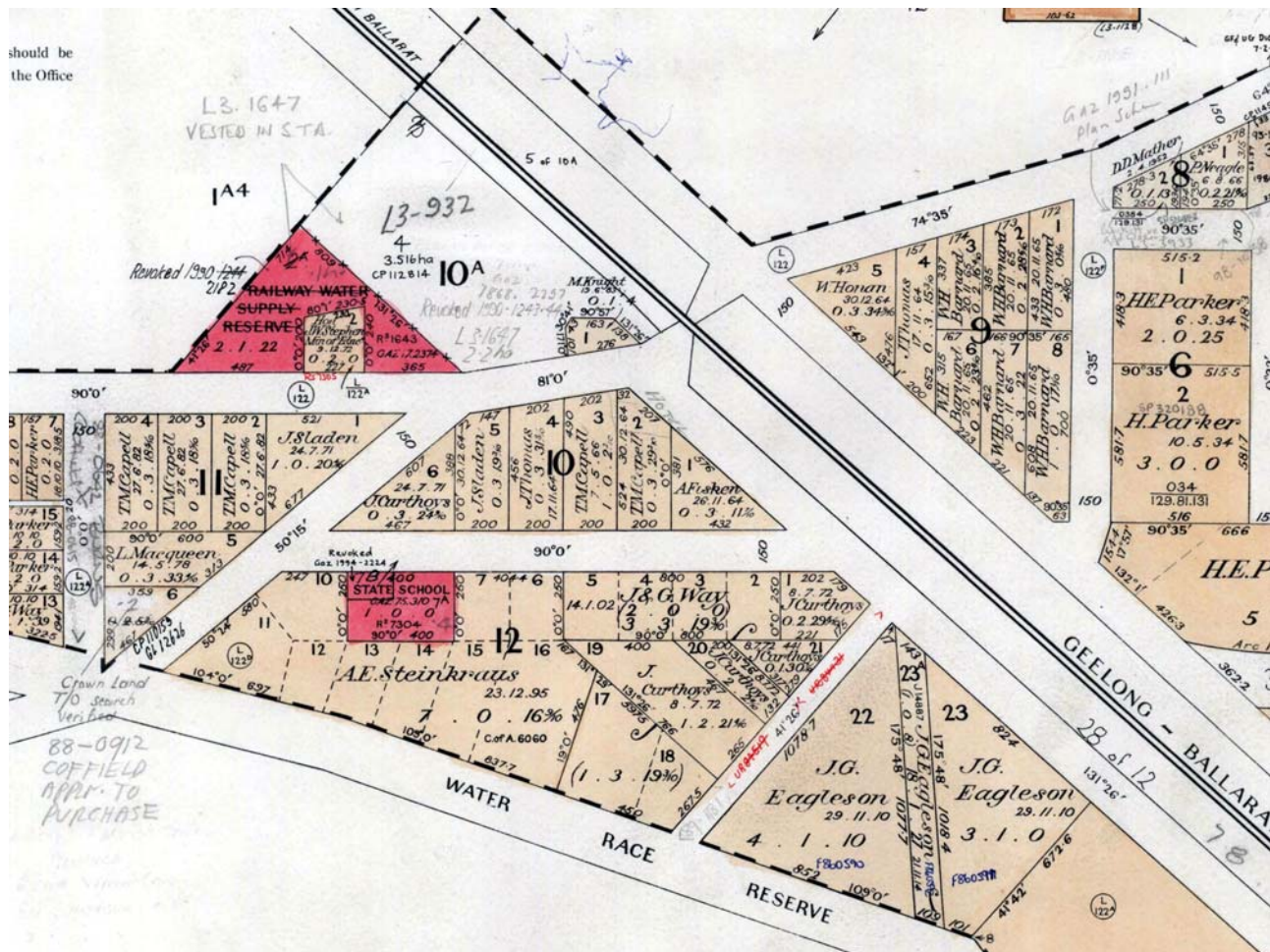
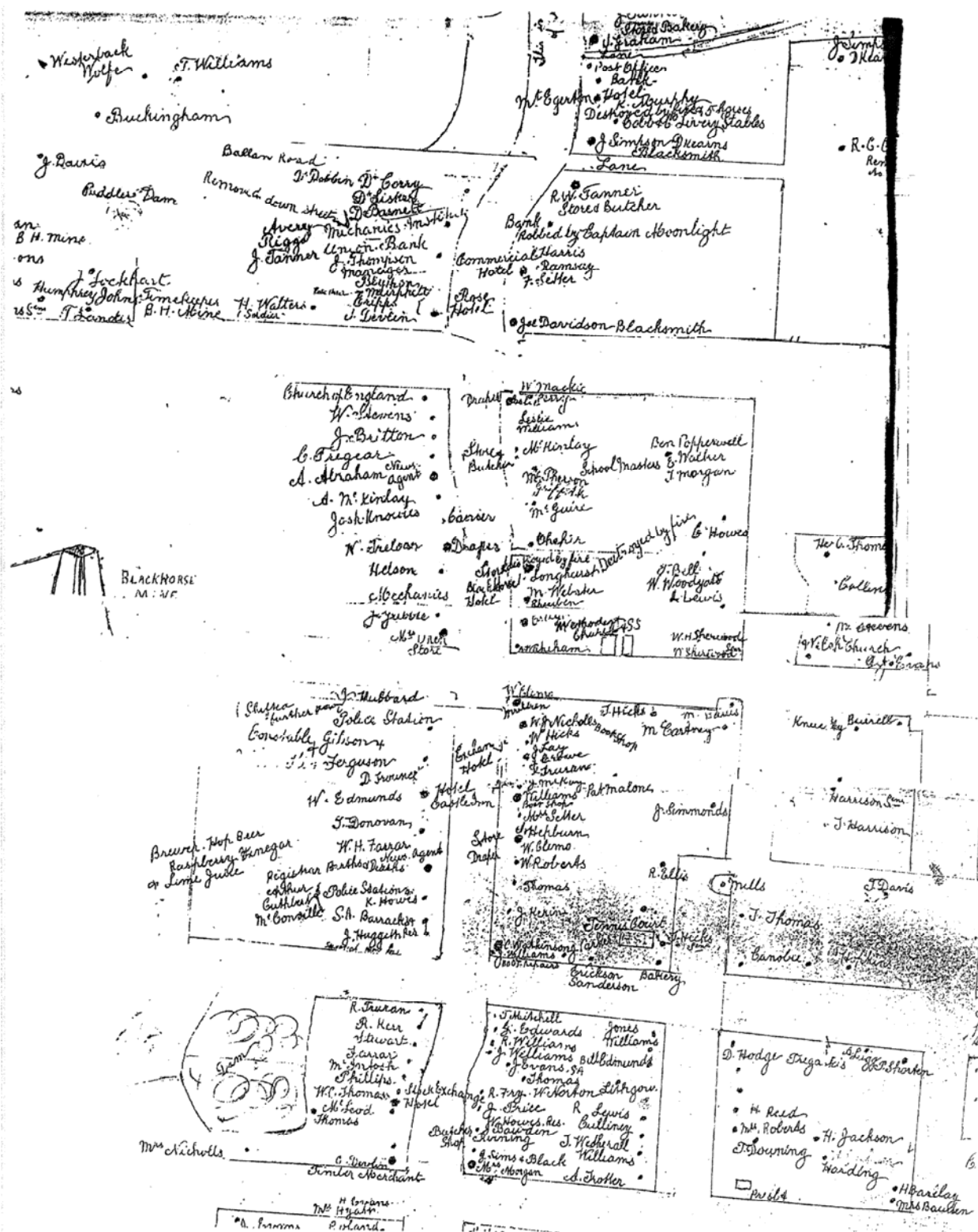


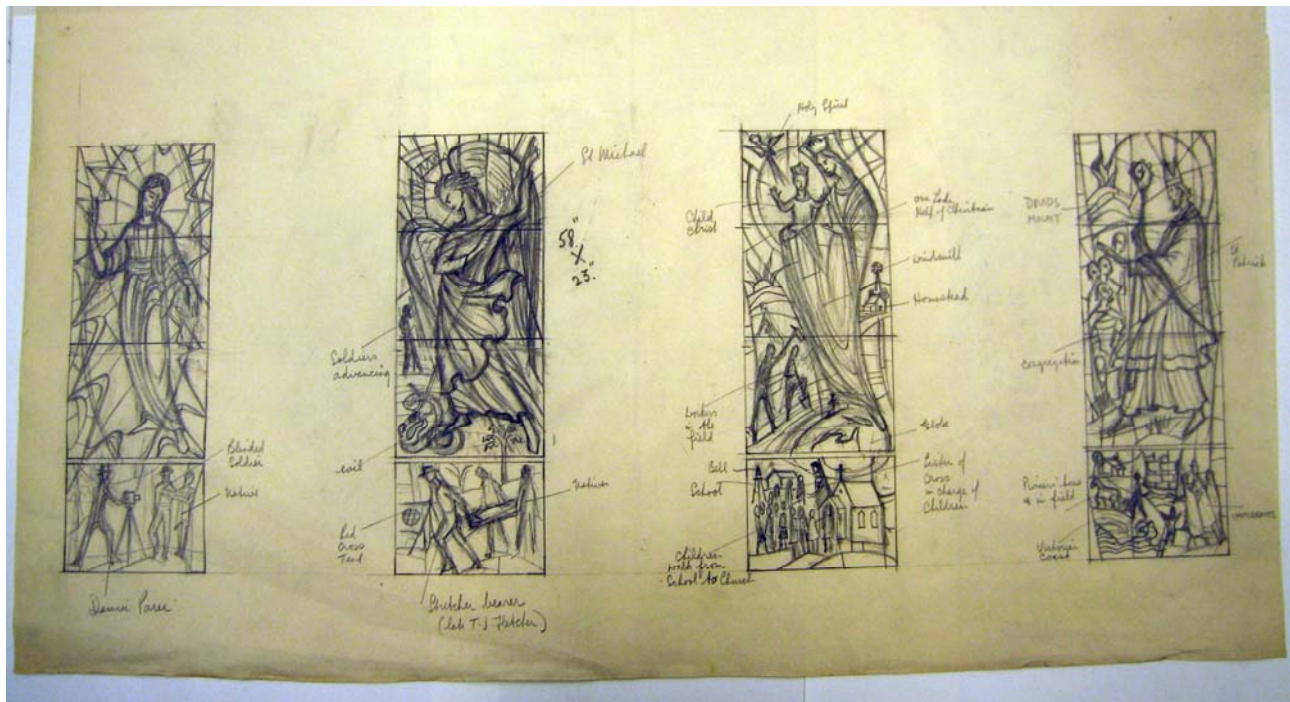




Figure 6.22: Plan of the Town of Egerton, 1959. Source: VPRS 16171, MapE105, PROV.



**Figure 6.23:** Hand drawn map of Mt Egerton, c.1890, by L.G. Hopwood, in 1958. Based on original map that was nearly destroyed by fire. Source: Genealogical Society of Victoria map drawer.



**Figure 8.77:** A. Sumner, 'Gordon Josephite Convent Windows', 1964. Source: State Library of Victoria, kindly provided by Dr Bronwyn Hughes.



**Appendix 11.02: A List of Towns in the Western Region of the Moorabool Shire  
(as prepared by Susie Zada in 2009)**

# Shire of Moorabool

Township	Pcode	Parish	County	Land District	Former LGA	Gaz Year/Page
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## Shire Notes

Towns in Moorabool Shire have been confirmed using VICNAMES, the official Land Victoria web site. They are LOCB code [Locality bounded, rural district, suburb, town]. Some towns [i.e. Grenville] are shown as being in two Municipalities [Moorabool Shire and Golden Plains Shire]. [Source - <http://services.land.vic.gov.au/vicnames/place.html?method=list>]

Information on the histories of the Shires below has been taken from - 1994 Victorian Municipal Directory, loose sheet, pp. 293-295, 354-359, 644-645

## MOORABOOL SHIRE

On 6th May 1994, the Minister for Local Government announced major municipal reform in the Ballarat area.

Shire of Moorabool – includes all of the former Shire of Ballan with parts of Bungaree and Buninyong.

Commissioners – Mr Stuart Bond & Mr Frank Frawley

Acting CEO – Mr Jim Elvey

## FORMER SHIRES

### BUNINYONG SHIRE

Created a District, 9th July 1858

Proclaimed a Shire, 16th February 1864

Buninyong Borough, united, 1st October, 1915

### BALLAN SHIRE

Created a District, 14th October, 1862

Proclaimed a Shire, 2nd November, 1864

Redefined, 12th December 1890

Redefined by portion of Ballan Shire being severed and annexed to Kyneton Shire, 9th October, 1921

### BUNGAREE SHIRE

Created a District, 16th January, 1863

Proclaimed a Shire, 27th January, 1871

Subdivided into Ridings, August, 1879

Redefined, 10th October, 1890; 12th December 1890

Re-subdivided into two Ridings and part severed and annexed to Ballaarat City, 31st March, 1930

Redefined to an unsubdivided Municipality on 6th August, 1988

### WYNDHAM / WERRIBEE SHIRE

Created a District, 14th October, 1862. Proclaimed a Shire, 11th March, 1864. Divided into Ridings, 20th April, 1866.

Name changed from Wyndham to Werribee Shire, 15th Dec., 1909. Subdivided into four Ridings 31st May, 1912.

Township	Pcode	Parish	County	Land District	Former LGA	Gaz Year/Page	
<b>Ballan</b>	3342	Ballan	Grant	Ballaarat	Ballan	1861	401
<b>Other Name(s):</b>						1953	5570
<p>1890 Victorian Municipal Directory, p. 237</p> <p>A municipal township with telegraph station, post and money-order office and savings bank, situated on a plateau, at an altitude of 1660 feet above the sea level and 45 miles W. of Melbourne. The Werribee river runs through the township. Coaches run between Trentham and Ballan, via Blackwood. There is a branch of one bank, agencies of four insurance companies, four churches, State school, mechanics' Institute and free library (with 800 volumes), shire hall, court house, racecourse, cricket and recreation reserve, steam and water flour mill, wind mill, rifle, cricket and football clubs and six good hotels. The Ballan Shire Agricultural and Pastoral Society hold their annual show here. About 8 miles N.W. of Ballan there is a mineral spring of a highly medicinal character, containing magnesia, carbonate of iron, sodium, &amp;c. The Great Dividing range (12 miles to the N.), from whence spring the Moorabool (eastern and western branches) the Werribee and the Lerderderg rivers. Nearest townships – Myrnion, 7 miles E. on main Melbourne road; Gordon, 7 miles W. on main Ballarat road; Egerton, 7 miles S.W. on road to Buninyong; Greendale, 6 miles N.E. on road to Blackwood; Blakeville, 7 miles N. of Ballan. The neighbourhood abounds in valuable timber and farming is extensively carried on. Railway to Ballarat, three trains daily (Sundays excepted) fares, 4s. 2d. And 2s. Pd. The line between Ballan and Gordon was opened on 21st December, 1886. The direct line between Melbourne and Ballarat was opened the 4th December 1889. Population, 400.</p> <p>Source: www.premierpostal.com - Shire Post Offices</p> <p>Ballan (1) Post Office c.-/7/1844; renamed Bacchus Marsh Post Office 1/7/1850.</p> <p>Ballan (2) Post Office 1/7/1850; closed 1/7/1852.</p> <p>Ballan (3) Post Office c.-/9/1853; LPO 18/11/1993.</p> <p>Ballan Railway Station. Telegram Office c.1913; closed c.1917.</p>							
<b>Ballan</b>	3342	Ballan	Bourke	Ballaarat	Ballan	1861	401
<b>Other Name(s):</b>						1953	5570
SEE Ballan							
<b>Ballan (Parish)</b>		Ballan	Bourke	Ballaarat	Ballan		
<b>Other Name(s):</b>							
<b>Ballan (Parish)</b>		Ballan	Grant	Ballaarat	Ballan		
<b>Other Name(s):</b>							
<b>Ballan North</b>	3342	-	-	-	Ballan		
<b>Other Name(s):</b>							
SEE Ballan							
<b>Ballark</b>	3334	-	-	-	Ballan		
<b>Other Name(s):</b>							
<b>Ballark (Parish)</b>		Ballark	Grant	Geelong	Ballan		
<b>Other Name(s):</b>							
<b>Balliang (Parish)</b>		Balliang	Grant	Geelong	Bacchus Marsh		
<b>Other Name(s):</b>							
PART IN STUDY AREA							

Township	Pcode	Parish	County	Land District	Former LGA	Gaz Year/Page
<b>Balliang East</b>	3340	Balliang	-	-	Bacchus Marsh	
<b>Other Name(s):</b>  NOTE: Balliang (farming district) has appeared in the Municipalities of Bacchus Marsh (1914), Wyndham / Werribee (1994) and City of Greater Geelong (1994). Balliang and Balliang East are in the Parishes of Balliang and Mouyong. The south east corner of the study area includes Balliang East and the Parishes of Balliang and Mouyong. SEE also Balliang  Source: www.premierpostal.com - Shire Post Offices Balliang Receiving Office 23/3/1910; Post Office 9/6/1913; closed 30/9/1968. Balliang East Receiving Office 1/8/1911; Post Office c.-/1/1924; closed 24/11/1958						
<b>Barkstead</b>	3364	Korweinguboor	Grant	Ballaarat	Bungaree	1890 5123
<b>Other Name(s):</b>  1890 Victorian Municipal Directory, p. 281 A postal village 116¼ miles N.W. of Melbourne, situated on the most western branch of the Eastern Moorabool river. It has a police station, post office and State school. Occupation of residents, principally sawing, splitting and other forest work' but there are a few farms and mining to a small extent. Railway to Creswick, thence by coach. Population, 111.  Source: www.premierpostal.com - Shire Post Offices Barkstead Post Office 8/2/1869; closed 30/12/1972.						
<b>Barrys Reef</b>	3458	Blackwood	Bourke	Ballaarat	Ballan	
<b>Other Name(s):</b> Bayup  1890 Victorian Municipal Directory, p. 237-8 A mining township of Blackwood, 56 miles N.W. of Melbourne, situated on the Great Dividing range on the main line of road between Ballarat and Kyneton, about 35 miles distant from the former, 20 from the latter and 6 miles from the Trentham railway station. A coach conveys mails, &c, to and from these places daily; fare, from Ballarat, 6s. 6d. There are six hotels, three churches, mechanics' institute (with library of 1000 volumes), State school (attended by about 400 children), post and money-order office, saw mill and brewery. At Barrys Reef there are a number of steam engines and crushing batteries. Population, 500, chiefly engaged in quartz and alluvial mining.  Source: www.premierpostal.com - Shire Post Offices Barry's Reef Post Office 1/10/1866; closed 31/8/1956						
<b>Bayup</b>	3458	Blackwood	Bourke	Ballaarat	Ballan	
<b>Other Name(s):</b> Barrys Reef  SEE Barrys Reef						
<b>Beremboke</b>	3342	Beremboke	Grant	Geelong	Ballan	
<b>Other Name(s):</b>  1914 Victorian Municipal Directory, p. 367 Rail to Ballan, coach Tu, Th and S at 1 p.m., 14 miles; fare, 2s. R. M. Cambridge, pm. [postmaster] 1994 Victorian Municipal Directory, p. 294 Pastoral and agricultural district. Rail to Ballan, thence 22 km. Postcode 3342.  Source: www.premierpostal.com - Shire Post Offices Beremboke Post Office 1/1/1877; closed 30/11/1968						
<b>Beremboke (Parish)</b>		Beremboke	Grant	Geelong	Ballan	
<b>Other Name(s):</b>						



Township	Pcode	Parish	County	Land District	Former LGA	Gaz Year/Page
Blackwood	3458	Blackwood	Bourke	Ballaarat	Ballan	1872 98
Other Name(s): Mount Blackwood; Golden Point; Red Hill; Simmons Reef						1954 3140
1890 Victorian Municipal Directory, p. 238 A township of Blackwood, with post office, lying 55 miles N.W. of Melbourne, on the Lerderderg river, from which it gets its supply of water. It is reached by coach from Trentham (15 miles) or Bacchus Marsh railway station; also from Ballarat daily (Sundays excepted). [called Golden Point in 1890]  Source: www.premierpostal.com - Shire Post Offices Blackwood (1) Telegram Office c.1910; closed c.1910. Blackwood (2) Renamed from Mount Blackwood Post Office 22/11/1921; Licenced Post Office 20/7/1993. Blackwood Forest Receiving Office c.1902; PO 1/7/1927; closed 30/9/1939						
Blackwood (Parish)		Blackwood	Bourke	Ballaarat	Ballan	
Other Name(s):						
Blakeville	3342	Moorarbool Eas	Bourke	Ballaarat	Ballan	1929 1903
Other Name(s):  1890 Victorian Municipal Directory, p. 238 A township with post office 48 miles N.W. of Melbourne, situated on he Korweinguboor creek, close to the Dividing range, about 7 miles north of Ballan. There is one hotel, State school, free library, sawmill, quartz mine and crushing battery. Timber cutting is one of the industries. Railway to Bacchus Marsh; thence by coach, via Ballan; fare, 10s. Population, 197.  Source: www.premierpostal.com - Shire Post Offices Blakeville Renamed from Ballanee Post Office 12/8/1872; closed 31/3/1964						
Bolwarrah	3352	Korweinguboor	Grant	Ballaarat	Bungaree	1895 1986
Other Name(s):  1890 Victorian Municipal Directory, p. 281 A small township 108 miles W. of Melbourne at the junction of the Moorabool river and the Devils creek. The chief industries are agriculture and timber cutting. It has one hotel, post office and two State schools. Coaches meet each train at Wallace station, 5½ miles distant. Population 200.  Source: www.premierpostal.com - Shire Post Offices Bolwarra (1) Renamed from Devil's Creek Post Office 21/4/1875; renamed Bolwarrah Post Office c.1902. Bolwarra (2) Receiving Office c.1902; renamed Allestree Receiving Office 9/8/1907. Bolwarrah Renamed from Bolwarra Post Office c.1902; closed 30/10/1971.						
Borhoneyghurk (Parish)		Borhoneyghurk	Grant	Geelong	Buninyong	
Other Name(s):						
Bradshaw	3342	-	-	-	Ballan	
Other Name(s):  1914 Victorian Municipal Directory, p. 367 Station 52 miles; fares, 7s. 10d. and 5s. 2d. State school. M. Dames, pm.						
Bullarook	3352	Bungaree	Talbot	Ballaarat	Bungaree	
Other Name(s): Newlyn  1914 Victorian Municipal Directory, p. 406 Hamlet with post office, State school and church. Rail to Ballarat, 73¼ miles; fares, 11s. 2d. and 7s. 6d.; coach at 8 a.m., 8 miles; fare, 1s. E. E. Crump, pm.  Source: www.premierpostal.com - Shire Post Offices Bullarook Post Office 1/3/1861; closed 31/12/1973						

Township	Pcode	Parish	County	Land District	Former LGA	Gaz Year/Page
<b>Bullarto (Parish)</b>		Bullarto	Bourke	Castlemaine	Ballan	
<b>Other Name(s):</b>						
Source: www.premierpostal.com - Shire Post Offices						
Bullarto (1) Post Office 1/9/1874; closed 1/4/1893.						
Bullarto (2) Renamed from Bullarto Railway Station Post Office c.1902; closed c.1910.						
Bullarto (3) Telegram Office c.1913; Post Office c.1915; closed c.1917.						
Bullarto (4) Renamed from Bullarto Railway Station Post Office 1/5/1967; closed 31/7/1971.						
Bullarto R.S. (1) Post Office 1/3/1884; renamed Bullarto Post Office c.1902.						
Bullarto R.S. (2) Telegram Office c.1910; Post Office c.1911; renamed Bullarto Post Office 1/5/1967.						
Bullarto South (1) Post Office 1/3/1884; closed c.1884.						
Bullarto South (2) Receiving Office 15/1/1912; Post Office 1/1/1927; closed 18/1/1974.						
<b>Bunding</b>	3342	-	-	-	Ballan	
<b>Other Name(s):</b>						
1914 Victorian Municipal Directory, p. 367						
Rail to Ballan, thence, 11 miles. W. Nagle, pm.						
Source: www.premierpostal.com - Shire Post Offices						
Bunding Post Office 10/6/1886; RO 15/7/1919; Post Office 1/7/1927; closed 30/9/1969						
<b>Bungal</b>	3334	Bungal	Grant	-	Ballan	
<b>Other Name(s):</b>						
<b>Bungal (Parish)</b>		Bungal	Grant	-	Ballan	
<b>Other Name(s):</b>						
<b>Bungaree</b>	3352	Warrenheip	Grant	Ballaarat	Bungaree	
<b>Other Name(s):</b>						
1890 Victorian Municipal Directory, p. 281						
A municipal township with savings bank, post and money-order office, on the Lal Lal and Two-mile creeks. It lies 105 [sic.] miles W. of Melbourne. There are three hotels, one State and one denominational schools, two churches, agency of an insurance company, steam flour mill and flour and saw mill driven by water power. A large area of the land has been cleared of timber; farming pursuits have induced many to settle in this district. Formation, volcanic.						
Communication by rail to Warrenheip station on the Ballarat railway line, thence by the Warrenheip and Gordon railway, passing close to the township; also platform for passengers and siding for goods traffic. Population, 450.						
Source: www.premierpostal.com - Shire Post Offices						
Bungaree Post Office 1/8/1863; Licenced Post Office 1/6/1994.						
Bungaree Railway Station Telegram Office c.1911; closed c.1916.						
Bungaree Racecourse Telegram Office c.1933; closed c.1940.						
<b>Bungaree (Parish)</b>		Bungaree	Talbot	Ballaarat	Bungaree	
<b>Other Name(s):</b>						
<b>Bungeeltap (Parish)</b>		Bungeeltap	Grant	Ballaarat	Ballan	
<b>Other Name(s):</b>						
<b>Buninyong (Parish)</b>		Buninyong	Grant	Ballaarat	Buninyong	
<b>Other Name(s):</b>						

<b>Township</b>	<b>Pcode</b>	<b>Parish</b>	<b>County</b>	<b>Land District</b>	<b>Former LGA</b>	<b>Gaz Year/Page</b>	
<b>Cargerie</b>	3334	Cargerie	Grant	Geelong	Buninyong	1952	5643
<b>Other Name(s):</b> 1914 Victorian Municipal Directory, p. 408 Rail to Elaine, thence 5 miles. A. Gillanders, pm. 1994 Victorian Municipal Directory, p. 358 Rich farming, grazing and agricultural district. St Sara's monastery (Serbian Orthodox). Rail to Elaine, car only. Postcode 3334.							
<b>Cargerie (Parish)</b>		Cargerie	Grant	Geelong	Buninyong		
<b>Other Name(s):</b>							
<b>Clarendon</b>	3352	Clarendon	Grant	Ballaarat	Buninyong	1861	403
						1955	2500
<b>Other Name(s):</b> 1890 Victorian Municipal Directory, p. 283 An agricultural township 83 miles W. of Melbourne. Nearest water is Williamsons creek. It is 3 miles from Lal Lal railway station, from which conveyances run; fares, to Lal Lal, 14s. and 9s. 3d. There is a State school and two places of worship. Population, 163.  Source: www.premierpostal.com - Shire Post Offices Clarendon Renamed from Corduroy Bridge Post Office c.1858; closed 30/11/1976							
<b>Clarendon (Parish)</b>		Clarendon	Grant	Ballaarat	Buninyong		
<b>Other Name(s):</b>							
<b>Claretown</b>	3352	-	-	-	Bungaree		
<b>Other Name(s):</b> 1914 Victorian Municipal Directory, p. 406 Farming district. Hotel. Rail to Bungaree, thence 3 miles. M. Moylan, pm.  Source: www.premierpostal.com - Shire Post Offices Claretown Receiving Office c.1902; Post Office 1/7/1927; closed 30/3/1963							
<b>Clarkes Hill</b>	3352	Bungaree	-	Ballaarat	Bungaree		
<b>Other Name(s):</b> 1914 Victorian Municipal Directory, p. 406 Agricultural hamlet with post office, church and hotel. Rail to Ballarat, coach Tu, W, Th and S at 4 p.m., 9 miles; fare, 1s. M. A. Connelly, pm. 1994 Victorian Municipal Directory, p. 355 Agricultural district with school and church. Rail to Ballarat, thence 20 km. Postcode 3352.  Source: www.premierpostal.com - Shire Post Offices Clarke's Hill Post Office 1/1/1872; Receiving Office c.1909; Post Office c.1924; closed 31/1/1968							
<b>Coimadai (Parish)</b>		Coimadai	Bourke	Melbourne	Bacchus Marsh		
<b>Other Name(s):</b> NOT IN STUDY AREA							

Township	Pcode	Parish	County	Land District	Former LGA	Gaz Year/Page
Colbrook	3342	Moorarbool Eas	Bourke	Ballaarat	Ballan	
<b>Other Name(s):</b>  1914 Victorian Municipal Directory, p. 367 Mining. Rail to Ballan, thence 5 miles. M. Lorkin, pm. 1994 Victorian Municipal Directory, p. 295 Pastoral and agricultural district. Rail to Ballan, thence 8 km. Postcode 3342.  Source: www.premierpostal.com - Shire Post Offices Colbrook (1) Post Office 26/11/1889; closed 7/1/1899. Colbrook (2) Receiving Office c.1902; Post Office 1/7/1927; closed 4/3/1932						
Dales Creek	-	-	-	-	-	
<b>Other Name(s):</b>						
Dolly's Creek	3334	Ballark	Grant	Geelong	Ballan	
<b>Other Name(s):</b> Morrisons  Source: www.premierpostal.com - Shire Post Offices Dolly's Creek Post Office 1/1/1865; closed 15/3/1884						
Dunnstown	3352	Warrenheip	Grant	Ballaarat	Buninyong	
<b>Other Name(s):</b>  1890 Victorian Municipal Directory, p. 283 A small village and railway station 106¾ miles W. of Melbourne, situated close to Mount Warrenheip and about 1½ miles from the latter township. It is named after Mr Dunn, who erected the Warrenheip distillery. It has a post office, two hotels, State school and stores. Residents either agriculturalists or employed by distillery company. Railway fares to Ballarat, 1s. 2d. and 9d. Population, -.  Source: www.premierpostal.com - Shire Post Offices Dunnstown Renamed from Dunn's Town Railway Station Post Office 19/7/1909; closed 11/4/1980. Dunnstown Railway Station Telegram Office c.1911; closed c.1916						
Egerton	3345	-	-	-	Ballan	
<b>Other Name(s):</b> Mount Egerton  1890 Victorian Municipal Directory, p. 238 A postal town with telegraph station, savings bank, and money-order office, in the neighbourhood of the mountain whence it takes its name, 60 miles N.W. of Melbourne and 2½ miles from Gordon railway station, to which a coach runs regularly to meet all trains. There are nine hotels, branch of one bank, and agencies of two insurance companies, State school and five churches. The district is principally gold mining and some portions being well suited for grazing and cultivation. Selections taken up under "The Land Act" for farming purposes. Population of Egerton and adjacent gold workings, 1400.  Source: www.premierpostal.com - Shire Post Offices Mount Egerton Post Office 1/2/1856; closed 30/7/1993						
Elaine	3334	Borhoneyghurk	Grant	Geelong	Buninyong	1888 4067
<b>Other Name(s):</b>  1890 Victorian Municipal Directory, p. 283 A mining township with telegraph station, savings bank, post and money-order office, 80½ miles W. of Melbourne. There are two churches, good hotels, stores, branch of one bank and State school. Residents mostly quartz miners, district being mining. Formation, ironstone and sandstone. On Geelong and Ballarat railway line; fares, to Ballarat, 3s. 4d. and 3s. 3d; Melbourne, 12s. 9d. and 8s. 6d.; with railway goods sheds. Mrs Munro, postmistress. Population, 427.  Source: www.premierpostal.com - Shire Post Offices Elaine (1) Renamed from Mount Doran Post Office 24/6/1872; renamed Mount Doran Post Office 23/10/1877. Elaine (2) Renamed from Elaine Railway Station Post Office 23/10/1877; LPO 26/10/1993. Elaine Railway Station Post Office 14/4/1873; renamed Elaine Post Office 23/10/1877.						



Township	Pcode	Parish	County	Land District	Former LGA	Gaz Year/Page	
<b>Fiskville</b>	3342	-	-	-	Ballan		
<b>Other Name(s):</b> 1994 Victorian Municipal Directory, p. 295 Agricultural and grazing district. Country Fire Authority training establishment. Rail to Ballan, thence 10 km.							
<b>Glenmore</b>	3340	-	-	-	-		
<b>Other Name(s):</b>							
<b>Golden Point</b>	3458	Blackwood	Bourke	Ballaarat	Ballan	1872	98
<b>Other Name(s):</b> Blackwood; Mount Blackwood; Red Hill; Simmons Reef  see Blackwood  Source: www.premierpostal.com - Shire Post Offices Golden Point Post Office 10/10/1864; closed c.1935						1954	3140
<b>Gordon</b>	3345	Kerrit Bareet	Grant	Ballaarat	Ballan	1953	4922
<b>Other Name(s):</b> 1890 Victorian Municipal Directory, p. 238 A mining township with post, telegraph and money-order office and savings bank, situated on the Moorabool river, on the road from Melbourne to Ballarat, 14 miles from the latter place, and 52 miles W.N.W. of Melbourne. Connected with Ballarat by railway, 17¼ miles, the station being about 1 mile from the township. There are four trains to and from Ballarat daily (Sundays excepted); fares, from Ballarat, 2s. 10d. and 1s. 11d. The railway between Ballan and Gordon was opened 21st December, 1886. There is a branch of one bank, agencies of three insurance companies, nine hotels, State school and three churches. The workings both alluvial and quartz, principally the latter. Population, 1000.  Source: www.premierpostal.com - Shire Post Offices Gordon Renamed from Gordon's Post Office c.1887; Licenced Post Office 2/12/1993. Gordon Railway Station Telegram Office c.1910; closed c.1916. Gordon's Post Office 1/7/1858; renamed Gordon Post Office c.1887.							
<b>Greendale</b>	3341	Blackwood	Bourke	Ballaarat	Ballan		
<b>Other Name(s):</b> 1890 Victorian Municipal Directory, p. 238 A postal township situated on a flat surrounded by hills, 48 miles W. of Melbourne on Dale's creek, with the Werribee river about 5 miles distant. There is an hotel, State school and one place of worship. The district is of a mining, agricultural and grazing character. Ballan is the nearest railway station. Population, 87.  Source: www.premierpostal.com - Shire Post Offices Greendale Post Office 1/1/1867; closed 30/6/1965							
<b>Hopetoun Park</b>	3340	-	-	-	-		
<b>Other Name(s):</b>							
<b>Ingliston</b>	3342	-	-	-	Ballan		
<b>Other Name(s):</b> 1914 Victorian Municipal Directory, p. 368 Station 45 miles; fares, 6s. 10d. and 4s. 6d. State school. T. Macartney, pm. 1994 Victorian Municipal Directory, p. 295 Agricultural and grazing district. Access to Werribee Gorge. Postcode 3342.  Source: www.premierpostal.com - Shire Post Offices Ingliston Post Office 1/3/1890; closed 30/10/1954							

Township	Pcode	Parish	County	Land District	Former LGA	Gaz Year/Page	
Kerrit Bareet (Parish)		Kerrit Bareet	Grant	Ballaarat	Ballan		
Other Name(s):							
Kerrit Bareet (Parish)		Kerrit Bareet	Grant	Ballaarat	Buninyong		
Other Name(s):							
Korweinguboora	3461	-	-	-	Ballan		
Other Name(s): Spargo Creek							
1914 Victorian Municipal Directory, p. 368 Pastoral district with hotel. Rail to Daylesford, 75½ miles; fares, 11s. 6d. And 7s. 8d., coach 8 miles; fare, 1s. T. Stewart, pm. 1994 Victorian Municipal Directory, p. 295 Pastoral district with store, church, hotel. Rail to Ballan. Bus service, 18 km. Postcode 3461.							
Source: www.premierpostal.com - Shire Post Offices Korweinguboora Post Office 8/11/1878; closed 11/11/1972							
Korweinguboora (Parish)		Korweinguboor	Grant	Ballaarat	Bungaree		
Other Name(s):							
Lal Lal	3352	Clarendon	Grant	Ballaarat	Buninyong	1954	6229
Other Name(s):							
1890 Victorian Municipal Directory, p. 284 A postal township 98 miles W. of Melbourne and 17 miles S. of Ballarat on the Leigh river. It has a post office, State school; also several hotels and stores. The pastoral and agricultural society have show yards in the township; also the district branding yards. Soil poor agricultural, but good pastoral, some of the finest butter in the colony being produced here. Railway to Ballarat; fares, 16s. and 10s. 9d., thence by coach. Population, 150.							
Source: www.premierpostal.com - Shire Post Offices Lal Lal (1) Post Office 18/7/1863; closed 11/3/1969. Lal Lal (2) Telegram Office c.1910; closed c.1911. Lal Lal Railway Station Telegram Office c.1912; closed c.1916.							
Leigh Creek	3352	-	-	-	Bungaree		
Other Name(s):							
1890 Victorian Municipal Directory, p. 281 A post town 102 miles W. of Melbourne and 6 miles from Ballarat on the main Melbourne-road. The shire offices of Bungaree are situated at Leigh creek, which has two hotels and a State school. Railway to Warrenheip, thence by conveyance. Population, 200.							
Source: www.premierpostal.com - Shire Post Offices Leigh Creek Post Office 4/3/1865; closed 31/7/1979							
Lerderderg		-	-	-	-		
Other Name(s):							
Long Forest		-	-	-	-		
Other Name(s):							

Township	Pcode	Parish	County	Land District	Former LGA	Gaz Year/Page	
Merrimu (Parish)		Merrimu	Bourke	Melbourne	Bacchus Marsh		
Other Name(s):							
Millbrook	3352	-	-	-	Buninyong		
Other Name(s):							
1914 Victorian Municipal Directory, p. 409 Station 58½ miles; fares, 8s. 10d. and 5s. 10d. Rich farming land in district. State school. P. M. Carthy, pm. 1994 Victorian Municipal Directory, p. 359 Rich farming district. State school, post, telephone and telegraph office. Rapidly developing residential suburb. Postcode 3352.							
Source: www.premierpostal.com - Shire Post Offices Millbrook Renamed from Moorabool Creek Post Office 1/8/1879; closed 31/7/1985. Millbrook Railway Station Telegram Office 8/10/1910; Post Office c.1915; closed c.1916							
Moorabool East (Parish)		Moorabool Eas	Bourke	Ballaarat	Ballan		
Other Name(s):							
Morrisons	3334	Ballark	Grant	Geelong	Ballan	1885	3529
Other Name(s): Dolly's Creek							
1890 Victorian Municipal Directory, p. 238 An agricultural and mining township 76 miles W. of Melbourne, situated on the Moorabool river, with post and money-order office, State school and three places of worship. Railway to Meredith, thence by coach. Population, 250.							
Mount Blackwood	3458	Blackwood	Bourke	Ballaarat	Ballan	1872	98
Other Name(s): Blackwood; Golden Point; Red Hill; Simmons Reef						1954	3140
SEE Blackwood							
Source: www.premierpostal.com - Shire Post Offices Mount Blackwood (1) Post Office 22/9/1855; renamed Blackwood Post Office 22/11/1921. Mount Blackwood (2) Renamed from Mount Blackwood Receiving House Receiving Office 22/11/1921; closed 11/6/1927. Mount Blackwood Receiving House RH 13/9/1875; renamed Mount Blackwood Receiving Office 22/11/1921.							
Mount Doran	3334	-	-	-	Buninyong		
Other Name(s):							
1914 Victorian Municipal Directory, p. 409 Pastoral and mining district. Rail to Elaine, coach Tu and F at 11.20 a.m., 5 miles; fare, 1s. H. Miles, pm. 1994 Victorian Municipal Directory, p. 359 Pastoral and rural residential district. Rail to Elaine, thence 8.05 km. Postcode 3334.							
Source: www.premierpostal.com - Shire Post Offices Mount Doran (1) Post Office 1/3/1859; renamed Elaine Post Office 24/6/1872. Mount Doran (2) Renamed from Elaine Post Office 23/10/1877; closed 31/12/1930.							
Mount Egerton	3345	-	-	-	Ballan		
Other Name(s): Egerton							
SEE Egerton							
Source: www.premierpostal.com - Shire Post Offices Mount Egerton Post Office 1/2/1856; closed 30/7/1993							

Township	Pcode	Parish	County	Land District	Former LGA	Gaz Year/Page
<b>Mount Wallace</b>	3342	-	-	-	Ballan	
<b>Other Name(s):</b> 1914 Victorian Municipal Directory, p. 368 Rail to Ballan, coach Tu, Th and S at 1 p.m., 14 miles; fare, 1s. 6d. E. M. Robertson, pm. 1994 Victorian Municipal Directory, p. 295 Agricultural and grazing district, public hall, State school. Rail to Ballan, thence 13 km. Postcode 3342.  Source: www.premierpostal.com - Shire Post Offices Mount Wallace Post Office 1/9/1871; closed 30/10/1965						
<b>Myrniong (Parish)</b>		Myrniong	Bourke	Ballaarat	Bacchus Marsh	
<b>Other Name(s):</b>						
<b>Navigators</b>	3352	-	-	-	Buninyong	
<b>Other Name(s):</b> 1914 Victorian Municipal Directory, p. 409 Pastoral district. Rail – 93 miles; 11s. 2d. and 7s. 6d. School and hotel. B. F. McGuigan, pm. Population, 100. 1994 Victorian Municipal Directory, p. 359 Pastoral district. Postcode 3352.  Source: www.premierpostal.com - Shire Post Offices Navigators (1) Post Office 15/7/1889; closed 30/6/1976. Navigators (2) Telegram Office c.1915; closed 12/5/1941. Navigators Railway Station Post Office c.1943; closed c.1948						
<b>Parwan</b>	3340	-	-	-	Bacchus Marsh	
<b>Other Name(s):</b> NOT IN STUDY AREA 1914 Victorian Municipal Directory, p. 363 Station 29¼ miles; fares 3s. 3d. and 2s. 2d. Station school. J. J. Moore, pm.  Source: www.premierpostal.com - Shire Post Offices Parwan Renamed from Parwan Railway Station Post Office 1/7/1914; closed 30/4/1962. Parwan Railway Station Post Office 1/9/1886; renamed Parwan Post Office 1/7/1914						
<b>Pootilla</b>	3352	Bungaree	-	Ballaarat	Bungaree	
<b>Other Name(s):</b>  1914 Victorian Municipal Directory, p. 406 Farming district with State school, hotel and church. Rail to Ballarat, coach Tu, W, Th and S at 4 p.m., 12 miles; fare, 1s. W. Manley, pm. Population, 200. 1994 Victorian Municipal Directory, p. 356 Farming district, cemetery, motor engineering garage. Rail to Ballarat, thence 14 km. Postcode 3352.  Source: www.premierpostal.com - Shire Post Offices Pootilla Post Office 1/8/1878; closed 31/3/1971						
<b>Pykes Creek Weir</b>	3342	-	-	-	Ballan	
<b>Other Name(s):</b>  1914 Victorian Municipal Directory, p. 368 Rail to Ballan, thence 4 miles. 1994 Victorian Municipal Directory, p. 295 Rail to Ballan, thence 8 km. Weir for irrigation, good fishing and water skiing. Postcode 3342.						



Township	Pcode	Parish	County	Land District	Former LGA	Gaz Year/Page	
<b>Red Hill</b>	3458	Blackwood	Bourke	Ballaarat	Ballan	1872	98
<b>Other Name(s):</b> Blackwood; Mount Blackwood; Golden Point; Simmons Reef						1954	3140
<p>1890 Victorian Municipal Directory, p. 238  Lies 56 miles N.W. from Melbourne, situated on the Lerderderg river, being portion of Blackwood township. It has post, telegraph and money-order office, mechanics' institute, branch of one bank and two churches. There is a valuable mineral spring, the land surrounding it being reserved; the Shire Council has constructed a substantial footbridge across the river for the purpose of giving easy access to it.</p> <p>Source: www.premierpostal.com - Shire Post Offices  Red Hill Post Office 1/8/1871; closed 30/6/1982.  Red Hill South Receiving Office 22/1/1923; Post Office 1/7/1927; Licenced Post Office 22/7/1994</p>							
<b>Scotsburn</b>	3357				Buninyong		
<p><b>Other Name(s):</b></p> <p>1914 Victorian Municipal Directory, p. 409  Pastoral district, with post office, telephone, church and public hall and farmers' association. Rail to Buninyong, thence 3 miles. M. McInnes, pm.  1994 Victorian Municipal Directory, p. 359  Rural residential district with church, public hall and farmers' association. Rail to Ballarat; bus to Buninyong. Postcode 3357.</p> <p>Source: www.premierpostal.com - Shire Post Offices  Scotsburn Renamed from Scott's Marsh Post Office 1/11/1889; closed 30/4/1971.  Scott's Marsh Post Office 9/8/1880; renamed Scotsburn Post Office 1/11/1889</p>							
<b>Simmons Reef</b>	3458	Blackwood	Bourke	Ballaarat	Ballan		
<p><b>Other Name(s):</b></p> <p>1890 Victorian Municipal Directory, p. 238  A township of Blackwood, with two stores, one State school, hotel, and one church.</p> <p>Source: www.premierpostal.com - Shire Post Offices  Simmons' Reef Post Office 18/2/1876; closed 17/4/1900</p>							
<b>Spargo Creek</b>	3461	-	-	-	Ballan		
<p><b>Other Name(s):</b> Korweinguboora</p> <p>SEE Korweinguboora</p> <p>Source: www.premierpostal.com - Shire Post Offices  Spargo Creek Receiving Office c.1902; Post Office 1/7/1927; closed 31/1/1970</p>							
<b>Springbank</b>	3352	-	-	-	Bungaree		
<p><b>Other Name(s):</b> Spring Bank</p> <p>1890 Victorian Municipal Directory, p. 281  A small agricultural village 109½ miles W. of Melbourne with a population of 94 persons, one hotel and Roman Catholic school. Railway to Wallace (Ballarat to Ballan railway), thence by road 1½ miles.</p> <p>Source: www.premierpostal.com - Shire Post Offices  Springbank Post Office 1/9/1875; closed 31/12/1966</p>							
<b>Wallace</b>	3352	Kerrit Bareet	Grant	Ballaarat	Buninyong	1953	1614
<p><b>Other Name(s):</b></p> <p>1890 Victorian Municipal Directory, p. 284  An agricultural township with railway station 112¾ miles from Melbourne on Western Moorabool river; fares, to Melbourne, 18s. 2d. and 12s. 2d.; to Ballarat, 2s. 2d. and 1s. 5d. Partly situated in Ballan Shire and partly in Buninyong Shire. Population , 232.</p> <p>Source: www.premierpostal.com - Shire Post Offices  Wallace Post Office 2/2/1885; closed 26/2/1993.  Wallace Railway Station Telegram Office c.1911; closed c.1916</p>							

<b>Township</b>	<b>Pcode</b>	<b>Parish</b>	<b>County</b>	<b>Land District</b>	<b>Former LGA</b>	<b>Gaz Year/Page</b>	
<b>Wallace</b>	3352	Kerit Bareet	Grant	Ballaarat	Ballan	1953	1614
<b>Other Name(s):</b> See WALLACE							
<b>Warrenheip</b>	3352	Warrenheip	Grant	Ballaarat	Buninyong	1952	4607
<b>Other Name(s):</b> 1890 Victorian Municipal Directory, p. 284 An agricultural township with post office, situated on high land in the vicinity of the mountains of the same name, with telegraph station, 96 miles W. of Melbourne and 4 miles from Ballarat. There are seven hotels, two private schools, State school, two churches, glue factory and good stores. Surrounding land is of good agricultural character, principally fine chocolate soil, suitable for grain and root crops. Potatoes are largely cultivated. Warrenheip is a railway station; fares to Melbourne, 15s. 3d. and 10s. 3d.; to Ballarat, 8d. and 5d. Population, 304.  Source: www.premierpostal.com - Shire Post Offices Warrenheip Post Office 1/1/1859; closed 29/4/1988							
<b>Warrenheip (Parish)</b>		Warrenheip	Grant	Ballaarat	Bungaree		
<b>Other Name(s):</b>							
<b>Warrenheip (Parish)</b>		Warrenheip	Grant	Ballaarat	Buninyong		
<b>Other Name(s):</b>							
<b>Yaloak</b>	3342	-	-	-	-		
<b>Other Name(s):</b>							
<b>Yaloak Vale</b>	3342	-	-	-	-		
<b>Other Name(s):</b>							
<b>Yarrowee</b>	3357	Buninyong	Grant	Ballaarat	Buninyong		
<b>Other Name(s):</b>							
<b>Yendon</b>	3352	Buninyong	Grant	Ballaarat	Buninyong	1898	3915
<b>Other Name(s):</b>						1911	6010
1890 Victorian Municipal Directory, p. 284 An agricultural and postal township and telegraph station 90¾ miles W. of Melbourne and 5 miles from Buninyong, to which it is the railway station. Fares to Melbourne, 14s. 6d. and 9s. 9d.; to Ballarat, 1s. 6d. and 1s., on the Geelong and Ballarat railway. There is a State school, post office, savings bank and stores. District, first-class agricultural land. Population, 210.  Source: www.premierpostal.com - Shire Post Offices Yendon Renamed from Buninyong Railway Station Post Office 1/9/1876; closed 8/7/1978. Buninyong Railway Station (1) Post Office 5/9/1862; renamed Yendon Post Office 1/9/1876							

### **Appendix 11.03: Victoria's Framework of Historical Themes**

# Victoria's Framework of Historical Themes





# Victoria's framework of historical themes...at a glance

01



## Shaping Victoria's environment

... covers how Victoria's distinctive geology, landscapes, flora and fauna have evolved over millions of years. It traces the factors that have made Victoria's natural variety an important part of Australia's biodiversity, and includes Aboriginal people's traditions about how the land and its features were created – stories that are unique to Victoria, and of great cultural significance.

- 1.1 Tracing climate and topographical change
- 1.2 Tracing the emergence of Victoria's plants and animals
- 1.3 Understanding scientifically diverse environments
- 1.4 Creation stories and defining country
- 1.5 Living with natural processes
- 1.6 Appreciating and protecting Victoria's natural wonders

02



## Peopling Victoria's places and landscapes

... is a key theme for understanding the many ways in which people have arrived and settled in Victoria, and the successive waves of migration that have created a multicultural society expressed in the built fabric of our towns and cities. The high points of migration were the gold rush generation that influenced social and economic development until the First World War, and the post World War II migration, when Victoria had more migrants than any other state. This has had an enormous influence on the state's, and also the nation's economic, social and political development.

- 2.1 Living as Victoria's original inhabitants
- 2.2 Exploring, surveying and mapping
- 2.3 Adapting to diverse environments
- 2.4 Arriving in a new land
- 2.5 Migrating and making a home
- 2.6 Maintaining distinctive cultures
- 2.7 Promoting settlement
- 2.8 Fighting for identity

03



## Connecting Victorians by transport and communications

Early European routes often followed the pathways by which Aboriginal people moved through country over thousands of years. This theme traces the networks of routes and connections by which goods and people were moved and linked.

In the 19th and early 20th centuries, Victoria used overseas technologies to build an ambitious rail system serving the entire state. Since the 1950s, cars and road transport have had a huge impact on Victoria's rural and urban landscapes.

- 3.1 Establishing pathways
- 3.2 Travelling by water
- 3.3 Linking Victorians by rail
- 3.4 Linking Victorians by road in the 20th century
- 3.5 Travelling by tram
- 3.6 Linking Victorians by air
- 3.7 Establishing and maintaining communications



# 04

## Transforming and managing land and natural resources

... is critical to understanding how occupation and use of the land, and exploitation of its natural resources, have changed Victoria and produced its varied cultural landscapes. Important aspects are the evidence of a continuing Aboriginal occupation across the state, and the European exploitation of grasslands, minerals and forests, a source of wealth reflected in Victoria's colonial and post-Federation heritage.

This theme also illuminates the historical development of Victoria's distinctive areas of rural development, from the pastoral estates of the Western District to the family farms of Gippsland and the Mallee, and irrigation settlements.

- 4.1 Living off the land
- 4.2 Living from the sea
- 4.3 Grazing and raising livestock
- 4.4 Farming
- 4.5 Gold mining
- 4.6 Exploiting other mineral, forest and water resources
- 4.7 Transforming the land and waterways



# 05

## Building Victoria's industries and workforce

... embraces the development of Victoria's industrial and manufacturing base, and the development of service industries such as banking and finance. This has left a rich architectural and historical legacy, for example banks in every Victorian town and in Melbourne, and also the industrial complexes, large and small, throughout Victoria.

- 5.1 Processing raw materials
- 5.2 Developing a manufacturing capacity
- 5.3 Marketing and retailing
- 5.4 Exhibiting Victoria's innovation and products
- 5.5 Banking and finance
- 5.6 Entertaining and socialising
- 5.7 Catering for tourists
- 5.8 Working



# 06

## Building towns, cities and the garden state

... covers the development of goldrush cities and agricultural service centres, as well as the emergence of Melbourne as a world leader in suburban development and the expression of this in the range and variety of Melbourne's suburbs. Victoria's areas of ethnic and cultural diversity, and the distinctive heritage of our country towns, are also important under this theme.

- 6.1 Establishing Melbourne Town, Port Phillip District
- 6.2 Creating Melbourne
- 6.3 Shaping the suburbs
- 6.4 Making regional centres
- 6.5 Living in country towns
- 6.6 Marking significant phases in development of Victoria's settlements, towns and cities
- 6.7 Making homes for Victorians
- 6.8 Living on the fringes

A photograph of the Parliament Victoria building, a grand neoclassical structure with a large portico and columns. The image is overlaid with a blue gradient and the number 07 in white.

# 07

## Governing Victorians

... covers the phases of government in Victoria's history, as well as the varied heritage associated with defence, law and order and local government. It features the role Victoria played as a centre for reform campaigns, including reform of Aboriginal policies in the 20th century.

- 7.1 Developing institutions of self-government and democracy
- 7.2 Struggling for political rights
- 7.3 Maintaining law and order
- 7.4 Defending Victoria and Australia
- 7.5 Protecting Victoria's heritage

A photograph of the Mechanics Institute building, a large, ornate Victorian-style building with a prominent arched entrance. The image is overlaid with a yellow gradient and the number 08 in white.

# 08

## Building community life

... highlights the role of churches, schools, hospitals and community halls in transferring old-world belief systems, ideals and institutions to the new colonial offshoot. This includes the range and influence of women's organisations; for example the Country Women's Association had a larger membership in Victoria than any other state and was a major political force. Victoria's pioneering role in providing for women's secondary school education is also an important aspect of this theme.

- 8.1 Maintaining spiritual life
- 8.2 Educating people
- 8.3 Providing health and welfare services
- 8.4 Forming community organisations
- 8.5 Preserving traditions and commemorating
- 8.6 Marking the phases of life

A photograph of the Spinnaker Tower, a tall, white, sail-shaped tower with a complex lattice structure. The image is overlaid with a purple gradient and the number 09 in white.

# 09

## Shaping cultural and creative life

... covers the rich legacy of places and strong interconnecting creative culture, supported locally, which is highly valued by the community as part of its history and identity. Victoria's cultural life in its many facets: sport, arts, popular culture and science.

- 9.1 Participating in sport and recreation
- 9.2 Nurturing a vibrant arts scene
- 9.3 Achieving distinction in the arts
- 9.4 Creating popular culture
- 9.5 Advancing knowledge