
West Moorabool Heritage Study Stage 2A



Heritage Precincts

Volume 3

Prepared By

**Dr David Rowe, Authentic Heritage Services Pty Ltd
& Wendy Jacobs, Architect & Heritage Consultant**

October 2016

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HERITAGE PRECINCTS

VOLUME THREE

Commissioned by Moorabool Shire Council

Funded by the Victorian Government

Prepared By

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October 2016

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

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Executive Summary

1.0 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 March 2014. The project was carried out over a two year period. A draft of the Heritage Study was provided to the Shire in February 2016. It was subsequently exhibited in June-August 2016 and then redrafted.

Volume 1 provides details about the methodology, significance assessment, criteria and thresholds adopted and it also provides recommendations for implementing the study results.

Volume 2 of the project is a Thematic Environmental History. It provides the principal historic and thematic basis for the project.

This volume (Volume 3) provides the assessments of the heritage precincts that are located at Blackwood, Ballan and Lal Lal. Proposed heritage overlay maps accompany each of the assessments.

Volumes 4-5 consist of the heritage citations for each of the individual heritage places assessed as part of Stage 2A of the study. Proposed heritage overlay maps accompany each of the assessments.

Project Aim

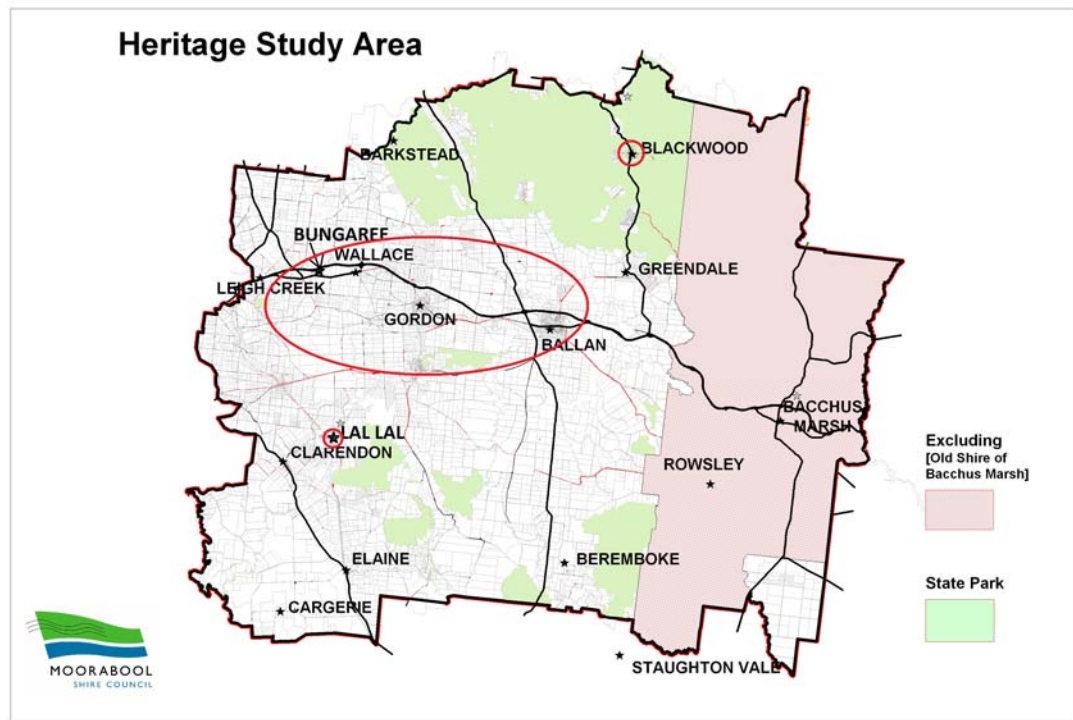
The aim of the project was to assess places of cultural heritage significance within the priority areas through fieldwork, historical research, targeted consultation, and comparative analysis, the results culminating in the preparation of heritage citations with statements of significance prepared using heritage assessment criteria in accordance with *VPP Practice Note: Applying the Heritage Overlay* (versions 2013 & 2015).

The Study Area

The Study Area is parts of the western portion of the Moorabool Shire. The Project Brief outlined the following priorities:

- Heritage Precincts.
- Ballan to Leigh Creek Corridor (the Ballan to Leigh Creek Corridor encapsulates the 19th century service town of Ballan, together the smaller centres of Gordon, Wallace, Bungaree, Leigh Creek and Warrenheip, following the original transport route between Melbourne and Ballarat, being both the original road route and railway line).
- Blackwood.

These priority areas are shown circled in the following map:



Source of base map: Moorabool Shire Council.

2.0 Recommendations

2.1 Consultation

2.1.1 Internal Consultation

It is recommended that internal workshops are held with Moorabool Shire Councillors and Council staff about the outcomes of the heritage study and how places may be managed under the heritage overlay. Incorporated Plans (listing permit exemptions) should also form part of the workshop discussions (see later subsection for further details on the Incorporated Plans).

2.1.2 Formal Exhibition

Although the West Moorabool Heritage Study Stage 2A has been exhibited and the views and information of submitters considered, it is recommended that affected owners and other stakeholders are given opportunity for further consultation as part of any planning scheme amendment to introduce the recommended heritage overlays. Several heritage assessments recommend that the condition, integrity and significance of the heritage places are confirmed by site visits (with permission from the respective owners).

It is recommended that Incorporated Plans (listing permit exemptions) are prepared by Council staff and exhibited as part of any planning scheme amendment to introduced heritage overlays.

2.2 Heritage Overlays

2.2.1 Heritage Precincts

It is recommended that the 6 heritage precincts (including the 79 places within the precincts) listed as follows are included as heritage overlays in the Schedule to the Heritage Overlay in the Moorabool Planning Scheme, through a planning scheme amendment.

A. Ballan

Fiskin Street Heritage Precinct

Principally a residential precinct, the southern landmark is the Ballan Railway Station complex. The places included in the precinct, and the respective significance of each of the places, are:

- 78 Atkinson Street – Dwelling (contributory).
- 80 Atkinson Street – Dwelling (contributory).
- 81 Atkinson Street - Ballan Railway Station complex (local).
- 2 Fiskin Street – Dwelling (contributory).
- 3 Fiskin Street – Dwelling (contributory).
- 4 Fiskin Street – Dwelling (non contributory).
- 6 Fiskin Street – Units (non contributory).
- 8 Fiskin Street – Dwelling (contributory).
- 9 Fiskin Street – Dwelling (contributory).
- 11 Fiskin Street – Dwelling (contributory).
- 12 Fiskin Street – Dwelling (contributory).
- 13 Fiskin Street – Dwelling (contributory).
- 14 Fiskin Street – Dwelling (contributory).
- 15 Fiskin Street – Dwelling (non contributory).
- 16 Fiskin Street – Dwelling (non contributory).
- 17 Fiskin Street – Ruddle House (contributory).
- 18 Fiskin Street – Dwelling (non contributory).
- 19 Fiskin Street – Dwelling (contributory).
- 20 Fiskin Street – Dwelling (contributory).
- 21 Fiskin Street – Dwelling (non contributory).
- 21a Fiskin Street – Unit (at rear) (non contributory).
- 22 & 22A Fiskin Street – Shop and Dwelling (contributory).
- 23 Fiskin Street – Dwelling (contributory).
- 24 Fiskin Street – Memorial Aleppo Pine tree, McLean Reserve (contributory).
- 24 Fiskin Street – Bills Trough (contributory).
- 25 Fiskin Street – Teresa Graham Memorial Oak Tree (contributory).
- 25 Fiskin Street – Dwelling (non contributory).
- 27 Fiskin Street – Ballan Fire Station (Federation era brick building only) (contributory).
- Fiskin Street. – Avenue of Oak Trees (mainly between Steiglitz & Atkinson Streets) (contributory).

91-97 Steiglitz Street Heritage Precinct

This small precinct is a grouping of four Victorian and Late Victorian styled dwellings. These dwellings are:

- 91 Steiglitz Street (contributory).
- 93 Steiglitz Street (contributory).
- 95 Steiglitz Street (conservation desirable).
- 97 Steiglitz Street (contributory).

B. Blackwood**13-25 Golden Point Road Heritage Precinct**

This small precinct comprises three places (two being representative examples of residential development in the late 1860s) and remnants of a water race. The places are:

- 13 Golden Point Road - Dwelling (contributory).
- 13 Golden Point Road – Garage & Outbuilding (non contributory).
- 15 Golden Point Road - Dwelling (contributory).
- 13-25 Golden Point Road – Remnant Water Race (contributory).
- 25 Golden Point Road - Dwelling (conservation desirable).

Martin Street Heritage Precinct

This precinct is the 19th and early 20th century commercial hub of Red Hill, a goldfields settlement at Blackwood. It includes a small number of commercial and public infrastructure buildings and dwellings, a landmark Oak tree and garden settings. The places are:

- 1 Golden Point Road - Blackwood Hotel (local).
- Martin Street (north of Blackwood Hotel) – Algerian Oak tree (local).
- 11 Martin Street – ‘Myrtleford’ (contributory).
- 13 Martin Street – Dwelling (non contributory).
- 15 Martin Street – former National Bank of Australasia (contributory).
- 19 Martin Street – vacant land (non contributory).
- 21 Martin Street – Blackwood Merchant & Blackwood Antique Merchant stores (contributory).
- 24 Martin Street – Dwelling (contributory).
- 25 Martin Street – Dwelling (non contributory).
- 20 Fiske Street – Dwelling (contributory).
- 26 Martin Street – former Post & Telegraph Office (local).
- 29 Martin Street – Blackwood House (contributory).
- 30 Martin Street – Dwelling (non contributory).

Prayer Hill Heritage Precinct

This is a unique precinct on the crown of the hill in the former Red Hill settlement, Blackwood, that includes three churches, Blackwood Mechanics’ institute and a number of dwellings within a picturesque bushland setting. The places are:

- Cnr Byres Road & Martin Street – War Memorial & Stamper Battery (contributory).
- 54 Byres Road – Ma’ Place (former All Saints’ Parsonage) (contributory).
- 60 Byres Road – All Saints’ Anglican Church (local).
- 74 Byres Road – St. Malachy’s Catholic Church (local).
- 24 Golden Point Road – Dwelling (non contributory).
- 28 Golden Point Road – ‘Kanagra’ (contributory).

- Lots 25B, C & F Golden Point Road – Public Hall (former Mechanics’ Institute) (conservation desirable).
- 2 Martin Street – Former Bootmaker’s Shop & Dwelling (contributory).
- Lot 16 Martin Street – Blackwood Uniting Church (contributory).
- 3 Prayer Hill Lane - Dwelling (non contributory).
- 5 Prayer Hill Lane – Dwelling (non contributory).
- 10 Prayer Hill Lane – ‘Ambleside’ (contributory).

Simmons Reef Road Heritage Precinct

This precinct is an intact residential area comprising a small number of Victorian dwellings and two former stores. The places are:

- 1069 Greendale Trentham Road – Bromwich Bed & Breakfast (contributory).
- 1071 Greendale Trentham Road – Blackwood Cobb & Co. Tea Rooms (contributory).
- 1077 Greendale Trentham Road – Dwelling (former newsagency & emporium) (contributory).
- 1077 Greendale Trentham Road (rear) – remnant Water Race (contributory).
- 6 Simmons Reef Road – ‘Byres House’ (contributory).
- 6-8 Simmons Reef Road (rear) – remnant Water Race (contributory).
- 7 Simmons Reef Road – Dwelling (contributory).
- 8 Simmons Reef Road – Dwelling (contributory).
- 9 Simmons Reef Road – Dwelling (contributory).
- 9 Simmons Reef Road – remnant Water Race (contributory).
- 11 Simmons Reef Road – ‘Woodbine Cottage’ (contributory).

Whalebone Road Heritage Precinct

A small precinct, it is especially identified by modestly-scaled log huts constructed in the early 20th century. The places are:

- 3 Richards Road – Log Hut (contributory).
- 3 Richards Road – Dwelling & Outbuilding (non contributory).
- 11 Whalebone Road – Dwelling (contributory).
- 20 Whalebone Road – ‘Green Gables’ Log Hut (contributory).
- 21 Whalebone Road – ‘Mac Haven’ Log Hut (contributory).
- 21 Whalebone Road – Dwelling (non contributory).
- 22 Whalebone Road – Two Log Huts (contributory).
- 22 Whalebone Road – Outbuilding (non contributory).

C. Lal Lal Heritage Precinct

The original centre of the small 19th century rural settlement of Lal Lal forms a precinct identified by the railway station, hotel, dwellings, hall, ruins, avenue of honour and settings. The places are:

- Clarendon-Lal Lal Road - Avenue of Honour of Cypress and Pine Trees (local).
- 391 Clarendon-Lal Lal Road: -Dwelling (contributory).
- 410 Clarendon-Lal Lal Road: -Dwelling (contributory).
- 410 Clarendon-Lal Lal Road - Outbuildings (non contributory).
- 412 Clarendon-Lal Lal Road - Soldiers’ Memorial Hall (contributory).
- 421 Clarendon-Lal Lal Road - Dwelling (contributory).
- 421 Clarendon-Lal Lal Road - Brick shop and mechanics’ garage (non contributory).
- 424 Clarendon-Lal Lal Road - Lal Lal Falls Hotel (local).
- 424 Clarendon-Lal Lal Road - Memorial Pine Trees (local).
- 424 Clarendon-Lal Lal Road - Outbuildings to rear and side of the Lal Lal Falls Hotel (non contributory).

- 5 Eaglesons Road - Lal Lal Railway Station complex (local).
- 10 Lal Lal Falls Road - Old Lal Lal Falls Hotel Kitchen ruins (contributory).
- 10 Lal Lal Falls Road - Other buildings and structures on the site of the Old Lal Lal Hotel Kitchen Ruins (non contributory).
- Off Parkers Road - Lal Lal water tower (local).
- 8 Vaughan Street - Former School Teacher's residence (local).
- 12 Vaughan Street - Lal Lal Primary School (local).

2.2.2 Individual Heritage Overlays

It is recommended that the 108 places identified as having heritage significance listed as follows are included as heritage overlays in the Schedule to the Heritage Overlay in the Moorabool Planning Scheme, through a planning scheme amendment.

Ballan

- 31 Atkinson St, Ballan (BA084) – Dwelling.
- 45 Atkinson St, Ballan (BA087) – Dwelling.
- 55 Atkinson St, Ballan (BA086) – Dwelling.
- 360 Ballan Egerton Rd, Ballan (BA108) – 'Hunterston' (recommended for the Victorian Heritage Register).
- 1001 Ballan Gordon Rd, Ballan (GOR009) – 'Llandeilo' (complex place).
- Ballan Greendale Rd, Ballan (BA076) – Caledonian Park (complex place).
- 1-5 Cowie St, Ballan (BA124) – Recreation Reserve (complex place).
- 18 Duncan St, Ballan (BA105) – Dwelling.
- 35 Edols Rd, Ballan (BA092) – Dwelling.
- 49 Edols St, Ballan (BA093) – Dwelling.
- 30 Fiske St, Ballan (BA058) – Dwelling & Former Bake House.
- Geelong Ballan Rd, Ballan (BA107) – Ballan Old Cemetery.
- Gosling St, Ballan (BA104) – Ballan New Cemetery.
- 34 Inglis St, Ballan (BA002) – Dwelling.
- 36 Inglis St, Ballan (BA004) – Dwelling.
- 42 Inglis St, Ballan (BA005) – 'White Thorn'.
- 47 Inglis St, Ballan (BA006) – 'Girraween'.
- 56 Inglis St, Ballan (BA009) – Dwelling.
- 63 Inglis St, Ballan (BA011) – Dwelling.
- 65 Inglis St, Ballan (BA012) – Dwelling.
- 73 Inglis St, Ballan (BA014) – St. Paul's Uniting Church Complex (complex place).
- 77 Inglis St, Ballan (BA017) – 'Everleigh'.
- 78 Inglis St, Ballan (BA018) – Dwelling.
- 79-81 Inglis St, Ballan (BA020) – Former Dr Salter's Residence & Medical Rooms (complex place).
- 88 Inglis St, Ballan (BA021) – 'Lucerne'.
- 90 Inglis St, Ballan (BA022) – 'Lea Hurst'.
- 92 Inglis St, Ballan (BA023) – Former Masonic Hall.
- 96 Inglis St, Ballan (BA024) – 'The Mill Cottage'.
- 98 Inglis St, Ballan (BA025) – St. Brigid's Catholic Church (complex place).
- 101 Inglis St, Ballan (BA026) – 'Invergowie'.
- 122 Inglis St, Ballan (BA034) – 'The Avenue'.
- 123 Inglis St, Ballan (BA036) – Former Saddlery Store.
- 125 Inglis St, Ballan (BA038) – War Memorial Fountain.
- 130 Inglis St, Ballan (BA039) – Former Chambers Red House Drapery Store.
- 136 Inglis St, Ballan (BA040) – Ballan Hotel.
- 143 Inglis St, Ballan (BA041) – Ballan Mechanics' Institute.
- 146 Inglis St, Ballan (BA042) – Ballan RSL Clubrooms & Bakery.

- 150 Inglis St, Ballan (BA043, 075) – Former Ballan Times Printing Office & Dwelling (complex place).
- 153 Inglis St, Ballan (BA044) – Commercial Hotel.
- 164 Inglis St, Ballan (BA048) – Ballan Health Care (formerly ‘Annean’).
- 169 Inglis St, Ballan (BA050) – ‘Mossfield’.
- 172-174 Inglis St, Ballan (BA051) – Former Police Residence, Stables & Lock ups (complex place).
- 188 Inglis St, Ballan (BA054) – ‘Westcott’.
- 439 Old Melbourne Rd, Ballan (BA056) – ‘Hadham’.
- 27 Shaws Rd, Ballan (BA130) – ‘Stirling Park’.
- 56 Simpson St, Ballan (BA057) – St. John’s Anglican Church (complex place).
- 39 Steiglitz St, Ballan (BA102) – ‘Mayfield’.
- 59 Steiglitz St, Ballan (BA099) – ‘Ramsgate’.
- 63 Steiglitz St, Ballan (BA098) – ‘Longley’.

Blackwood

- 4 Albert Street, Blackwood (GP01) – Dwelling.
- 35 Byres Road, Blackwood (BLA12) – Blackwood Cemetery.
- Caravan Park Rd, Blackwood (BLA16) – Blackwood Mineral Springs (complex place).
- 14 Clarendon St, Blackwood (GP03) – Former Blackwood Police Quarters & Court House (complex place) (recommended for the Victorian Heritage Register).
- 111 Golden Point Rd, Blackwood (GP04) – Dwelling.
- Martin St, Blackwood (BLA73) – Blackwood & District Historical Society (former Police Stables).
- 5 Old Golden Point Rd, Blackwood (BLA22) – ‘Hillside’.
- Recreation Reserve Rd, Blackwood (BLA09) – Blackwood Cricket & Recreation Reserve.
- 6 Terrill Street, Blackwood – Dwelling.
- 14 Victoria St, Blackwood (GP06) – Dwelling.

Bungaree

- 145 Bungaree Wallace Rd, Bungaree (BRE003) – ‘Hawthorn Farm’.
- 186 Bungaree Wallace Rd, Bungaree (BRE05-08) – St Michael’s Catholic Church, School, Presbytery & Convent (complex place).
- 190 Bungaree Wallace Rd, Bungaree (BRE009) – Bridge Hotel.
- 221 Bungaree Wallace Rd, Bungaree (BRE10) – Bungaree Mechanics’ Institute.
- 231 Bungaree Wallace Rd, Bungaree (BRE14) – Dwelling.
- 243 Bungaree Wallace Rd, Bungaree (BRE15) – Dwelling.
- 248 Bungaree Wallace Rd, Bungaree (BRE016) – Former Morning Star Hotel.
- 255 Bungaree Wallace Rd, Bungaree (BRE018) – Former Police Residence & Lock Up (recommended for the Victorian Heritage Register).
- 309 Bungaree Wallace Rd, Bungaree (BRE019) – St. John’s Anglican Church & Hall (complex place).
- 323 Bungaree Wallace Rd, Bungaree (BRE022) – Former London Bank of Australia (recommended for the Victorian Heritage Register).
- 323 Bungaree Wallace Rd, Bungaree (BRE21) – former State School No. 1960.
- 348 Bungaree Wallace Rd, Bungaree (BRE25) – Bungaree Primary School No. 1960.
- 447 Bungaree Wallace Rd, Bungaree (BRE004) – ‘Sunny Rise’ (complex place).
- 535-537 Bungaree Wallace Rd, Bungaree (BRE26-27) – Victorian dwelling at 535 Bungaree Wallace Rd & Canary Island & Cypress trees at 535-537 Bungaree Wallace Rd (complex place).
- 196 Lesters Rd, Bungaree (BRE31) – ‘Mayfield’ (complex place).
- 100 Murphys Rd, Bungaree (BRE36) – Dwelling.

- 64 Torpys Rd, Bungaree (BRE039) – ‘Clare Place’ (complex place).

Gordon

- 55 Boundary Rd, Gordon (GOR026) – ‘Summerhill’.
- 55 Brougham St, Gordon (GOR027) – Former St. Mark’s Anglican Church.
- 10 Careys Rd, Gordon (GOR012 & 08) – St. Patrick’s Catholic Church & Presbytery (complex place).
- 1 Dicker St, Gordon (GOR007) – Gordon Primary School.
- 179 Donnellans Rd, Gordon (GOR016) – ‘Oakvale’.
- 35 Main St, Gordon (GOR020) – Dwelling.
- 46 Main St, Gordon (GOR024) – Dwelling.
- 56-60 Main St, Gordon (GOR028) – Dwelling.
- 64 Main St, Gordon (GOR029) – Former London Chartered Bank.
- 67 Main St, Gordon (GOR030) – Gordon Post Office.
- 68 Main St, Gordon (GOR032) – Gordon Public Hall.
- 69 Main St, Gordon (GOR033) – Former Hotel.
- 71 Main St, Gordon (GOR034) – Dwelling & Outbuilding.
- 82 Main St, Gordon (GOR035) – Dwelling & Former Store & Bakery.
- 90 Main St, Gordon (GOR036) – General Store.
- 92 Main St, Gordon (GOR037) – Gordon Hotel.
- Old Melbourne Rd, Gordon (GOR005) – New Gordon Cemetery.
- 1558 & 1564 Old Melbourne Rd, Gordon (GOR013) – St. Patrick’s Catholic School & Convent (complex place).
- Old Western Highway, Gordon (GOR44) – Kerit Bareet Cemetery (Gordons Burial Ground).
- 32 Russell St, Gordon (GOR018) – Dwelling & Former Store.
- 33 Russell St, Gordon (GOR019) – Dwelling.

Millbrook

- 108 Donnellans Rd, Millbrook (GOR002) – ‘Woodlawn’.
- 91 Ryans Rd, Millbrook (YEN014) – Former Ryan Family Farm.
- 52 Sullivans Rd, Millbrook (GOR025) – ‘The Pines’.

Mount Egerton

- Ballan Egerton Rd, Mt Egerton (BA110) – Former ‘The Pines’ Dairy.

Wallace

- 634 Bungaree Wallace Rd, Wallace (WAL03) – Dwelling.
- 720 Bungaree Wallace Rd, Wallace (WAL04-05) Former Holden’s Chaff Mill Dwelling & Store (complex place).
- 4 Erin Court, Wallace (WAL08) – former ‘Maryville’ Stables.
- 10-24 Old Western Hwy, Wallace (WAL016) – Fmr Wallace Millbrook & District Factory & Creamery Complex (complex place).
- 12 Westcotts Rd, Wallace (WAL021) – Former Masonic Temple.
- 30 Westcotts Rd, Wallace (WAL022) – Former Wallace Methodist Church.
- 97 Westcotts Rd, Wallace (WAL025) – ‘Wellwood’.

2.2.3 Additional Heritage Controls in the Schedule to the Heritage Overlay

A. External Paint Controls

It is recommended that those identified face brick and masonry places, including specific rendered masonry places, are included in the Schedule to the Heritage Overlay with external paint controls. Although Clause 43.01-1 of the Moorabool Planning Scheme already requires a planning permit to externally paint an unpainted surface, the inclusion of these places in the relevant column of the Schedule reinforces this control:

A.1 Places in Heritage Precincts

Fisken Street Heritage Precinct, Ballan

- 81 Atkinson Street – Ballan Railway Station.
- 27 Fisken Street – Ballan Fire Station (Federation era brick building only).

Lal Lal Heritage Precinct

- 424 Clarendon-Lal Lal Road – Lal Lal Falls Hotel.
- 5 Eaglesons Road – Lal Lal Railway Station complex.
- 10 Lal Lal Falls Road – Old Lal Lal Falls Hotel.
- Off Parkers Road – Lal Lal Water Tower.

A.2 Individual Heritage Places

Ballan

- 360 Ballan Egerton Road – ‘Hunterston’ (main dwelling only).
- 30 Fisken St – Stone Bake House only.
- Geelong Ballan Road – Old Ballan Cemetery.
- Gosling Street – Ballan New Cemetery.
- 73 Inglis Street – St. Paul’s Church (church building only).
- 92 Inglis Street – Former Masonic Hall.
- 96 Inglis Street – The Mill Cottage.
- 98 Inglis Street – St. Brigid’s Catholic Church (church building only).
- 125 Inglis Street – War Memorial Fountain.
- 143 Inglis Street – Ballan Mechanics’ Institute front wing & main hall.
- 172-174 Inglis Street – Former Police Residence, Stables & Lock Ups.
- 188 Inglis Street – ‘Westcott’ (dwelling only).
- 56 Simpson Street – St. John’s Anglican Church (church building only).

Blackwood

- 35 Byres Road – Blackwood Cemetery.
- Caravan Park Road – Rendered masonry walls to pavilions (Blackwood Mineral Springs).
- Recreation Reserve Road – Stone Gate Piers only (Blackwood Cricket & Recreation Reserve).

Bungaree

- 186 Bungaree Wallace Road – Presbytery, Church, former Convent and Former School.
- 190 Bungaree Wallace Road – Bridge Hotel (hotel building only).
- 221 Bungaree Wallace Road – Bungaree Mechanics’ Institute & Free Library.
- 248 Bungaree Wallace Road – Former Morning Star Hotel (hotel building only).
- 309 Bungaree Wallace Road – St. John’s Anglican Church (church building only).
- 323 Bungaree Wallace Road – Former Bungaree State School.
- 348 Bungaree Wallace Road – Bungaree Primary School (original school building only).

Gordon

- 10 Careys Road – St. Patrick’s Catholic Church & Presbytery (church & presbytery buildings only).
- 1 Dicker Street – Gordon Primary School (original school building only).
- 179 Donnellans Road – ‘Oakvale’.
- 64 Main Street – Former London Chartered Bank (bank building only).
- 92 Main Street – Gordon Hotel (hotel building only).
- Old Melbourne Road – New Gordon Cemetery.
- 1558 & 1564 Old Melbourne Road – St. Patrick’s Catholic School & Convent (original school building only).
- Old Western Highway – Kerit Bareet Cemetery (existing headstone only).

Millbrook

- 108 Donnellans Road – ‘Woodlawn’ (dwelling only).
- 91 Ryans Road – Former Ryan Family Farm (main dwelling only).

Wallace

- 720 Bungaree Wallace Road – Former Holden’s Chaff Mill operations (store only).
- 4 Erin Court – Former ‘Maryville’ Stables.
- 10-24 Old Western Highway – Former Wallace Millbrook & District Butter Factory & Creamery Company Ltd. (early brick factory, chimney stack, brick Bungalow and terra cotta block tank only).
- 12 Westcotts Road – Wallace Masonic Temple.

B. Internal Alteration Controls

It is recommended that internal alteration controls apply to:

- 143 Inglis Street – Ballan Mechanics’ Institute front wing & main hall.

C. Tree Controls

It is recommended that the following place be included in the Schedule to the Heritage Overlay with tree controls, given that trees are considered to contribute to the significance of these places. It is recognised that exemptions from the need for a planning permit for the removal of the some listed trees may already apply under Clause 42.48 Bushfire Protection Exemptions in the Moorabool Planning Scheme, but these exemptions could be considered in conjunction with the locations and contexts of the trees outlined:

C.1 Places in Heritage Precincts**Fisken Street Heritage Precinct, Ballan**

- 24 Fisken Street – Aleppo Pine Tree in McLean Reserve.
- 25 Fisken Street, on nature strip – Memorial Oak Tree.
- Fisken Street (between Steiglitz & Atkinson Streets) – Avenue of Oak Trees.

Martin Street Heritage Precinct, Blackwood

- 22 Martin Street – Algerian Oak Tree.

Prayer Hill Heritage Precinct, Blackwood

- 54 Byres Road – Exotic trees.
- 60 Byres Road – Exotic trees.
- 28 Golden Point Road – Exotic trees.
- 10 Prayer Hill Lane – Bunya Bunya Pines (2).

Simmons Reef Road Heritage Precinct, Blackwood

- Simmons Reef Road - Pin Oak and Elm street trees.

Lal Lal Heritage Precinct, Lal Lal

- Clarendon-Lal Lal Road – Avenue of Honour.
- 424 Clarendon-Lal Lal Road – Memorial Trees (outside Lal Lal Falls Hotel).

C.2 Individual Heritage Places**Ballan**

- Ballan Greendale Road – Rows of Cypress Trees and other Exotic Trees.
- 1-5 Cowie Street – Rows of Cypress Trees and individual Cypress Trees (Ballan Recreation Reserve).
- 73 Inglis Street – Blue Spruce Trees (at front of St. Paul's Church complex).
- Gosling Street – Cypress and Fir Trees (Ballan New Cemetery).
- 27 Shaws Road – Golden Cypress Trees & Hedge ('Stirling Park').
- 56 Simpson Street – Cypress and Monterey Pine Trees (St. John's Anglican Church).

Blackwood

- 35 Byres Road – Spruce trees (Blackwood Cemetery).
- Caravan Park Road – Two memorial Pine trees adjacent to bridge (Blackwood Mineral Springs).
- Recreation Reserve Road – Pinus Radiata Trees (Blackwood Recreation Reserve).
- 6 Terrill Street – Dwelling.

Bungaree

- 186 Bungaree Wallace Road – Cypress trees adjacent to the grotto only (St. Michael's Catholic Church complex).
- 447 Bungaree Wallace Road – Golden Cypress Trees and mature Exotic trees near main dwelling ('Sunny Rise').
- 535-537 Bungaree Wallace Road – Canary Island Palm and Cypress Trees at rear of dwellings.
- 196 Lesters Road – Mature exotic trees in front garden and along driveway ('Mayfield').
- 64 Torpys Road – hedges to front and side boundaries to 'Clare Place' and original homestead ruin.

Gordon

- 55 Brougham Street – Mature Cypress tree in south-east corner of former St. Mark's Anglican Church site.
- 10 Careys Road – Rows of Cypress hedges and other Cypress trees (St. Patrick's Catholic Church and Presbytery).

Millbrook

- 91 Ryans Road – Mature exotic trees adjacent to main dwelling (former Ryan Family Farm).
- 52 Sullivans Road – Mature exotic trees adjacent to 'The Pines' dwelling.

Mount Egerton

- Ballan Egerton Road – Palm Tree (former 'The Pines' Dairy).

Wallace

- 634 Bungaree Wallace Road – Mature Cypress trees at front and rear.

D. Fences &/or Outbuildings of Note

It is recommended that the following fences and/or outbuildings of note are listed in the relevant column in the Schedule to the Heritage Overlay:

Ballan

- 1001 Ballan Gordon Road – Gable timber and stone outbuildings (subject to confirmation with a site visit) – ‘Llandeilo’.
- 30 Fiskens Street – Stone bake house.
- Gosling Street – octagonal robing room & gabled sexton’s buildings (Ballan New Cemetery).
- 98 Inglis Street – Metal entrance gates fronting Inglis Street (St. Brigid’s Catholic Church).
- 101 Inglis Street – Front timber picket fence along western boundary portion.
- 172-174 Inglis Street – Stables & Lock Ups (former Police Residence).
- 188 Inglis Street – ‘Westcott’ stables.
- 56 Simpson Street – Stone gate piers & associated metal gates (St. John’s Anglican Church).
- 63 Steiglitz Street – Outbuildings attached to rear west corner of ‘Longley’ dwelling.

Bungaree

- 447 Bungaree Wallace Road – Original Dwelling & Associated Gabled Outbuildings, possibly dry stone walls [to be confirmed with site visit] (‘Sunny Rise’).
- 255 Bungaree Wallace Road – Former Police Lock Up.
- 309 Bungaree Wallace Road – Parish Hall (St. John’s Anglican Church).
- 64 Torpys Road – Original Homestead Ruin (adjoining ‘Clare Place’).

Gordon

- 71 Main Street – Gabled outbuilding.

Millbrook

- 108 Donnellans Road – Outbuilding adjoining the south-west corner of ‘Wood Lawn’.
- 91 Ryans Road – Elongated gabled outbuilding and chimney stack (former Ryan Family Farm).

E. Prohibited Uses May be Permitted

It is recommended that “yes” is included in the relevant column in the Schedule to the Heritage Overlay for Prohibited Uses May be Permitted for the following places:

Fiskens Street Heritage Precinct, Ballan

- 81 Atkinson Street – Ballan Railway Station.
- 22A Fiskens Street – Shop and Dwelling.
- 27 Fiskens Street – Ballan Fire Station.
- 143 Inglis Street – Ballan Mechanics’ Institute.
- 164 Inglis Street – Ballan Health Care (formerly ‘Annean’).
- 172-174 Inglis Street – Former Police Residence, Stables & Lock Ups.

Martin Street Heritage Precinct, Blackwood

- 1 Golden Point Road – Blackwood Hotel.
- 15 Martin Street – former National Bank of Australasia.
- 21 Martin Street – The Blackwood Merchant & Blackwood Antique Merchant stores.
- 26 Martin Street – former Post & Telegraph Office.

Prayer Hill Heritage Precinct, Blackwood

- 60 Byres Road - All Saints' Anglican Church.
- 74 Byres Road - St. Malachy's Catholic Church.
- Lots 25B, C & F Golden Point Road - Public Hall (former Mechanics' Institute).
- Lot 16 Martin Street – Blackwood Uniting Church.

Simmons Reef Road Heritage Precinct, Blackwood

- 1071 Greendale Trentham Road – Blackwood Cobb & Co. Tea Rooms.
- 1077 Greendale Trentham Road – Dwelling (former newsagency & emporium).

Lal Lal Heritage Precinct

- 424 Clarendon-Lal Lal Road – Lal Lal Falls Hotel.
- 5 Eaglesons Road – Lal Lal Railway Station complex.

Individual Heritage Places**Ballan**

- 1-5 Cowie Street – Ballan Recreation Reserve.
- 73 Inglis Street – St. Paul's Uniting Church complex.
- 92 Inglis Street – Former Masonic Hall.
- 96 Inglis Street – The Mill Cottage.
- 98 Inglis Street – St. Brigid's Catholic Church.
- 123 Inglis Street – Former Saddlery Store.
- 130 Inglis Street – Former Chambers' Red House Drapery Store.
- 136 Inglis Street – Ballan Hotel.
- 146 Inglis Street – Ballan RSL Clubrooms & Bakery.
- 150 Inglis Street – Former Ballan Times Printing Office & Dwelling.
- 151-153 Inglis Street – Commercial Hotel.
- 56 Simpson Street – St. John's Anglican Church.

Blackwood

- Caravan Park Road – Blackwood Mineral Springs.
- Martin Street – Blackwood & District Historical Society (former Police Stables).
- Recreation Reserve Road – Blackwood Recreation Reserve.

Bungaree

- 186 Bungaree Wallace Road – St. Michael's Catholic Church complex.
- 190 Bungaree Wallace Road – Bridge Hotel.
- 221 Bungaree Wallace Road – Bungaree Mechanics' Institute & Free Library.
- 248 Bungaree Wallace Road – Former Morning Star Hotel.
- 255 Bungaree Wallace Road – Former Police Residence and Lock Up.
- 309 Bungaree Wallace Road – St. John's Anglican Church and Hall.
- 323 Bungaree Wallace Road – Former London Bank of Australia.

Gordon

- 55 Brougham Street – Former St. Mark's Anglican Church.
- 10 Careys Road – St. Patrick's Catholic Church and Presbytery.
- 1 Dicker Street – Gordon Primary School.
- 64 Main Street – Former London Chartered Bank.
- 65 Main Street – Gordon Post Office.
- 68 Main Street – Gordon Public Hall.
- 69 Main Street – Former Hotel.
- 82 Main Street – Dwelling and Former Store and Bakery.
- 90 Main Street – General Store.

- 92 Main Street – Gordon Hotel.
- 1558 & 1564 Old Melbourne Road – St. Patrick's Catholic School & Convent.
- 32 Russell Street – Dwelling and Former Store.

Mount Egerton

- Ballan Egerton Road – Former 'The Pines' Dairy.

Wallace

- 720 Bungaree Wallace Road – Dwelling and Store (former Holden's Chaff Mill operations).
- 10-24 Old Western Highway – Former Wallace Millbrook & District Butter Factory & Creamery Company Ltd.
- 12 Westcotts Road – Wallace Masonic Temple.
- 30 Westcotts Road – Former Wallace Methodist Church.

F. Incorporated Plans – Permit Exemptions

It is recommended that Incorporated Plans are prepared for planning permit exemptions for specific buildings and works as outlined in the heritage assessments for each of the heritage places. The Mitchell Shire HO Permit Exemptions Incorporated Plan 2014 could be used as a basis for the preparation of the Incorporated Plan for permit exemptions for places under individual heritage overlays. The Incorporated Plans should be exhibited with the Heritage Study.

Township Places

In township contexts it is recommended that the Incorporated Plan provide permit exemptions for:

- Construction of an outbuilding (which is behind the rear façade of the significant dwelling and of non-reflective construction);
- Construction of a rear verandah or pergola not visible the road;
- Construction or extension of a rear deck no higher than 800 mm;
- Demolition of side or rear fences.
- Installation of domestic services not located on the front roof and wall planes of the dwelling (and set back from the front wall by no less than 4 metres) or project beyond roof ridgelines;
- Construction or extension of a domestic swimming pool, spa, mechanical equipment and fencing at the rear of the dwelling
- Construction of side and rear fences to match existing or are timber paling fences no higher than 1800 mm (and side fences that are raked to the height of the front fence in the front setback).

Rural Places

In rural contexts, it is recommended that the Incorporated Plan provide permit exemptions for:

- Construction of an outbuilding (which is behind the rear façade of the significant dwelling and of non-reflective construction);
- Construction of a rear verandah or pergola not visible from the road;
- Construction of a rear verandah or pergola not visible the road;
- Demolition of side or rear fences,

- Installation of domestic services not located on the front roof and wall planes of the dwelling (and set back from the front wall by no less than 4 metres) or project beyond roof ridgelines;
- Construction or extension of a domestic swimming pool, spa, mechanical equipment and associated fencing at the rear of the dwelling.
- Construction of rural/agricultural fencing to match existing rural/agricultural fencing.
- Upgrades and construction of driveways and roadways physically distant from significant buildings, outbuildings, trees and gardens.

2.3 Nominations for the Victorian Heritage Register

Given their potential state significance, it is recommended that the following places are nominated for the Victorian Heritage Register:

- 360 Ballan Egerton Road, Ballan – ‘Hunterston’.
- 14 Clarendon Street, Blackwood – Former Blackwood Police Quarters & Court House.
- 255 Bungaree Wallace Road, Bungaree – Former Police Residence & Lock Up.
- 323 Bungaree Wallace Road – Former London Bank of Australia.

In accordance with the Project Brief, the above list of places has been peer-reviewed by an officer from Heritage Victoria.

2.4 HERMES

It is recommended that any changes resulting from consultations and a planning scheme amendment are reflected in HERMES.

It is recommended that the Moorabool Shire Council prepare a heritage page on its website, giving basic details on the purpose and application of the heritage overlay, suggested resources and contacts, definitions for heritage conservation and a link to the Victorian Heritage Database.

2.5 Moorabool Planning Scheme

Clause 21.06: Heritage – Municipal Strategic Statement

It is recommended that the Municipal Strategic Statement is refreshed given the completion of Stage 2A of the West Moorabool Heritage Study.

Clause 22: Local Heritage Policy

It is recommended that consideration is given to the preparation of a local heritage policy to guide the protection, conservation and management of heritage places in the Shire, including those identified in the West Moorabool Heritage Study Stage 2A.

Reference Documents

It is recommended that the West Moorabool Heritage Study Stage 2A including the Report (vol. 1), Thematic History (vol. 2), Heritage Precincts (vol. 3) and Individual Places (vols. 4-5) are included as a Reference Document in the Moorabool Planning Scheme.

2.6 Heritage Information/Guidance Sheets

It is recommended that consideration is given to the inclusion of *The Heritage Overlay: Guidelines for Assessing Planning Permit Applications* prepared for the Victorian Heritage Council, draft, February 2007) as one basis for assisting Council planners and affected owners in making changes to heritage places identified in the West Moorabool Heritage Study Stage 2A.

More ideally, it is recommended that illustrated Heritage Information Sheets are prepared that give illustrated practice advice on specific, local heritage matters including (but not limited to):

- Front Fences.
- Signage.
- Repairs.
- Demolition.
- Additions.
- Carports and Garages.

2.7 Additional Heritage Assessments: Stage 2B

Priority Single Heritage Places

It is recommended that the 124 single priority heritage places identified in Stage 1 of the West Moorabool Heritage Study and not assessed as part of Stage 2A of the Heritage Study are assessed as part of a study in the immediate future. See Appendix 7.04 for an illustrated list of these places.

Priority Complex Heritage Places (Places with more than one building and may include significant settings and other fabric)

It is recommended that the 11 complex priority heritage places identified in Stage 1 of the West Moorabool Heritage Study and not assessed as part of Stage 2A of the Heritage Study are assessed as part of a study in the immediate. See Appendix 7.05 for an illustrated list of these places.

Single Built Heritage Places with Existing Heritage Overlays

It is recommended that the 12 single built heritage places with existing heritage overlays and without heritage assessments form part of a study in the immediate future. This would give a basis to the significance of these places and greatly assist in the assessment of planning permit applications. See Appendix 7.06 for an illustrated list of these places.

Complex Built Heritage Places with Existing Heritage Overlays

It is recommended that the 9 complex built heritage places with existing heritage overlays and without heritage assessments form part of a study in the immediate future. This would give a basis to the significance of these places and greatly assist in the assessment of planning permit applications. See Appendix 7.07 for an illustrated list of these places.

Archaeological Sites

It is recommended that the 75 archaeological sites identified in Stage 1 and not assessed in Stage 2A of the West Moorabool Heritage Study are assessed as part of a future Study. See Appendix 7.08 for a list of these places.

Dry Stone Walls

It is recommended that the 9 dry stone walls (and any other dry stone walls) identified in Stage 1 of the West Moorabool Heritage study are assessed as part of a future study. The known dry stone walls are:

- Reidys Road, Bungaree (BRE37).
- Clarendon (CLA01).
- 6301 Midland Highway, Clarendon (CLA10).
- 6329 Midland Highway, Clarendon (CLA11).
- 360 Hewitsons Road, Dunnstown (DUN02).
- Yendon No. 2 Road, Scotsburn (SCO02).
- 89 Ditchfield Road North, Yendon (YEN15).
- Haines Street, Yendon (YEN14).
- Wroe's Road, Yendon (YEN16).

Water Infrastructure Sites

It is recommended that the 18 heritage water infrastructure sites (including 13 major infrastructure sites and 5 local water supply sites) identified in Stage 1 and not assessed in Stage 2A of the West Moorabool Heritage Study are assessed as part of a future study. These water infrastructure sites are:

Major Infrastructure Sites

- Shaws Road, Ballan (BA129) – Bostock Reservoir.
- Linehams Road, Bolwarrah (BWH01) – Moorabool Reservoir (including Lodge & Gardens).
- Springbank Road, Bullarook (BU05) – Water Channel from Beal Reservoir.
- Wilsons Road, Bullarook (BU09) – Wilsons Reservoir (including surrounds & buildings).
- Denhert's Road, Bunding (BUN06) – Bolwarra Weir (formerly Hunt's Dam).
- Denherts Road, Bunding (BUN07) – Ballan Water Channel.
- Barkstead Road, Claretown (CT02) – Beales Reservoir.
- Reservoir Track, Korweinguboorra (KOR09) – Korweinguboorra Reservoir.
- Lal Lal (LAL01) – Lal Lal Reservoir (formerly Bungal Dam).
- Frawleys Road, Leigh Creek (LCK01) – Water Channel from Pincott Reservoir.
- Donnellans Road, Millbrook (MIL02) – Millbrook Reservoir.
- Frawleys Road, Pootilla (POO04) – Pincott Reservoir.
- Old Western Highway, Pykes Creek Weir (PCW02) – Pykes Creek Reservoir & Tower.

Local Water Supply Sites

- Blackwood (BLA06) – Shaws Lake Swimming Pool & Lookout.
- Kennedy's Lane, Bunding (BUN08) – Railway Weir.
- Wades Road, Bungaree (BRE43) – Water Channel.
- Millbrook Egerton Road, Millbrook (MIL07) – Greenes Springs & Toohy's Water Facility.
- Simmons Reef (SR02) – Simmons Reef Reservoir.

Bridges

It is recommended that the 2 heritage bridges identified in Stage 1 and not assessed in Stage 2A of the West Moorabool Heritage Study are assessed as part of a future study. These bridges are:

- Bungaree Wallace Road, Bungaree (BRE44) Bluestone Bridge.
- Yendon Egerton Road, Lal Lal (LAL17) – Blue Bridge.

Other heritage bridges identified on any current Moorabool Shire bridge mapping and numbering system should also be assessed at this stage.

Geological Sites

It is recommended that the 80 geological sites (most having been identified by the Geological Association of Australia) in Stage 1 and not assessed in Stage 2A of the West Moorabool Heritage Study are assessed as part of a future study. See Appendix 7.09 for a list of these places.

2.8 Heritage Advisory Service

It is recommended that the Moorabool Shire Council establish a heritage advisory service by engaging a suitably qualified heritage consultant. Given the notable number of proposed heritage overlays, in addition to the heritage overlays already in the Moorabool Planning Scheme, a heritage advisor is vital in ensuring the appropriate conservation of places in the municipality and assisting owners and planners with change and development to heritage places.

West Moorabool Shire Heritage Study Stage 2A: 2014-16**PLACE NAME:** Fiskien Street Heritage Precinct

Place No. PRECINCT

ADDRESS: Fiskien & Atkinson Streets, Ballan

Assessment Date: Feb 2016

Historic Themes:

Theme 3.3: The Railway Network

Theme 5.4: Commerce

Theme 6.1: Building Towns

Theme 6.2: Building Homes in the Shire

Theme 8.3: Health & Welfare

Theme 8.4: Community Organisations

Condition: Fair - Good**Integrity:** Moderate**Photograph Date:** 2009-2014**CURRENT HERITAGE STATUS ON STATUTORY REGISTERS****Victorian Heritage Register:**

No

Victorian Heritage Inventory:

No

Local Planning Scheme:

HO18 (Ballan Railway Station)

CURRENT HERITAGE STATUS ON OTHER REGISTERS:**National Trust (Victoria) Register:****RECOMMENDED LEVEL OF SIGNIFICANCE:****Local Significance****RECOMMENDATIONS:**Recommended for inclusion in the Victorian Heritage Register: **No**Recommended for inclusion in the Victorian Heritage Inventory: **No**Recommended for inclusion as a Heritage Overlay in the Planning Scheme: **Yes****Schedule to the Heritage Overlay**

External Paint Controls Should Apply?

Yes – 81 Atkinson St (Ballan Railway Station) and 27 Fiskien St (Ballan Fire Station) only.

Internal Alteration Controls Should Apply?

No

Tree Controls Should Apply?

Yes – Aleppo Pine Tree in McLean Reserve, the Memorial Oak Tree in the nature strip outside 25 Fiskien Street & Oak trees forming an avenue in Fiskien Street (between Steiglitz & Atkinson Streets).

Fences &/or Outbuildings of Note?

No

Prohibited Uses May be Permitted?

Yes (22A & 27 Fiskien Street & 81 Atkinson Street only)

Incorporated Plan

Yes (see recommendation below)**Other Recommendations**

It is recommended that the individual heritage overlay is removed from the Ballan Railway Station site and that this site is included in the heritage overlay for the heritage precinct.

It is recommended that an Incorporated Plan is prepared to provide permit exemptions for: demolition of non-contributory places; construction of small outbuildings, rear pergolas or verandahs or decks; construction of garages or carports (that are not attached to the dwelling and set back from the front wall plane by at least 2 m); construction of rear single storey additions where the main roof forms are retained; construction of rear swimming pools; and the installation of domestic services normal to a dwelling where visible from a street so long as the services are not on the front wall or roof of a dwelling or located in the front setback). The Mitchell Shire HO Permit Exemptions Incorporated Plan 2014 could be used as a basis for the preparation of the Incorporated Plan for permit exemptions for the Fiskien Street Heritage Precinct.

STATEMENT OF SIGNIFICANCE:

What is Significant?

The Fisken Street Heritage Precinct, Fisken and Atkinson Streets, Ballan, has significance for its Late Victorian, Federation and interwar era building stock that are a physical legacy of the evolution and importance of Fisken Street as the principal thoroughfare between the main street of Ballan, Inglis Street, and the Ballan Railway Station. The residential allotments were first laid out in 1850 and after the opening of the Melbourne to Ballarat railway line in 1886 Fisken Street vied to become the main street in the Ballan township. The dwellings are largely rudimentary in design and have experienced some alterations. The significant fabric includes:

- Modestly-scaled, single storey, hipped and/or gabled Late Victorian, Federation and interwar Bungalow styled dwellings, with front and/or side verandahs, corrugated sheet metal or tiled roof cladding, primarily timber weatherboard wall cladding, modest-wide eaves, brick chimneys and timber framed windows. This includes the small number of relocated dwellings (11 and 23 Fisken Street, and possibly 80 Atkinson Street).
- Ballan Railway Station and Ballan Fire Station (both of brick construction) that are local landmarks.
- Recessive carports and/or garages.
- Wide street layout with broad greased nature strips.
- Regular, rectangular residential allotment layouts.
- Open front garden settings.
- Bills Trough in the nature strip in Fisken Street (outside the McLean Reserve).
- Memorial Aleppo Pine tree, McLean Reserve (24 Fisken Street).
- Teresa Graham Memorial Oak tree (nature strip outside 25 Fisken Street).
- Avenue of Oak trees in Fisken Street (between Steiglitz & Atkinson Streets).

How is it significant?

The Fisken Street Heritage Precinct, Ballan, is historically, architecturally, aesthetically and socially significant at a LOCAL level.

Why is it significant?

The Fisken Street Heritage Precinct is historically significant for its associations with residential development influenced by the opening of the Melbourne to Ballarat Railway line in 1886, and the construction of the Ballan Railway Station in 1889 (Criterion A). While Fisken and Atkinson Streets had been laid out as part of the grid-like survey of the town in 1850, and some dwellings were built in the ensuing years (including Dr J.B. Marr's dwelling at 3 Fisken Street in 1874), it was from the late 19th century when the land adjacent to the railway became more sought after and dwellings and a select number of other buildings (including the Railway Hotel in 1885 – now demolished and Ballan Fire Station in 1908) were constructed. In the mid-late 1880s, Fisken Street was considered to become the main street of Ballan, and while this did not eventuate, a number of streetscape improvements were made as a consequence of its elevated status of the principal thoroughfare between the railway station and the main street of Inglis Street, including the planting of Cypress and Poplar trees in 1888 (which appear to have been replaced with the existing Oak trees) and the installation of street lamps. The historical importance of Fisken Street is embodied in the existing building stock constructed during the early years of progress from the 1870s until World War Two in the 1940s, and especially the properties immediately adjacent to the railway station as a consequence of the opening of the railway line. All that survives of the few commercial enterprises that once operated in Fisken Street is the former coffee palace and boarding house at 22 and 22A Fisken Street, established in c.1922-25 and extended in c.1931-35 for Mrs Ellen Densley, original owner. The Precinct also has historical significance for the Bills Trough in the nature strip in Fisken Street (outside the McLean Reserve). It is associated with Annis and George Bills from 1931, who

established a fund in the early 20th century to provide adequate watering facilities for horses. The trough is just one of over a thousand troughs installed throughout Australia, and the USA, which are a legacy of the Bills Estate. They demonstrate a distinctive custom that is no longer in use.

The precinct has further historical significance for its associations with Dr Joseph Bell Marr (c.1843-1911), local medical practitioner, surgeon and health officer who lived at 3 Fisken street between 1874 and 1878. He contributed much to the welfare of locals in Ballan until the mid 1880s.

The Fisken Street Heritage precinct is architecturally significant for its demonstration of Late Victorian, Federation and interwar Bungalow styled design qualities (Criterion D). The few more elaborate or particular exemplars of their architectural type include the Late Victorian styled Ruddle House at 17 Fisken Street and the Federation styled dwelling at 20 Fisken Street. Most of the dwellings are vernacular or conventional in character, reflecting the regional and socio-economic (predominantly working class) status of the original owners. A number have been altered or extended, although the original designs, character and appearance remain clearly discernible. A small number have also been relocated to their current sites, and their designs and construction are reflective of the styles of buildings in the area. The vernacular character of the dwellings is particularly prevalent in the small number of Late Victorian and Edward dwellings, including those at 3, 11, 13 and 23 Fisken Street. The interwar Bungalows at 78 Atkinson Street and possibly at 9 Fisken Street are reflective of the standard designs of the State Savings Bank of Victoria's finance, design and construction scheme. Other dwellings typical for their design types include the interwar Bungalows at 2 and 8 Fisken Streets. Architecturally, the precinct is defined by local landmarks. The Late Victorian Tudor Gothic designed brick building (based on the 'Casterton style' of station buildings) has a notable presence at the southern end of Fisken Street and it is one of two similarly-designed station buildings of this type in the Moorabool Shire. At the north end of Fisken Street, the Classically-derived Edwardian era brick fire station, while altered, is the only surviving Edwardian fire brigade station building in the Moorabool Shire. On the north-east corner at 22 and 22A Fisken Street is the former coffee palace and boarding house, being contextually unusual as the only interwar era combined commercial and residential building in the precinct and one of few surviving in the town.

The Fisken Street Heritage Precinct is aesthetically significant for its visual qualities established by the wide street, broad grassed nature strips. It is further defined in the Aleppo Pine tree in McLean Reserve, Memorial Oak tree in the nature strip outside 25 Fisken Street and in the avenue of Oak trees in Fisken Street between Steiglitz and Atkinson Streets (Criterion E).

The Fisken Street Heritage Precinct is socially significant for its commemorative value in the memorial Oak tree to Mrs Teresa Graham in the nature strip at 25 Fisken Street (commemorating her 49 years service as Secretary of the Ballan Red Cross) and the Aleppo Pine tree in McLean Reserve (honouring the service and sacrifice of the local soldiers in World War One) (Criteria G & H). The Ballan Railway Station also has social significance as an important traditional transportation hub for local produce, as well as the meeting place for arrivals and departures in the town.

SIGNIFICANCE OF COMPONENTS

Local Significance

These places are considered to be of sufficient integrity and therefore meet the local significance threshold. This is due to their local high design quality, rarity value or overriding historical or social value to the community:

- 81 Atkinson Street - Ballan Railway Station complex.

Contributory Significance

These places make an important contribution to an understanding of the historical evolution of the Fiskin Street precinct, being representative examples of development in the important period between the 1870s and the 1940s (or with overriding historical associations within or outside this period).

- 78 Atkinson Street – Dwelling.
- 80 Atkinson Street – Dwelling.
- 2 Fiskin Street – Dwelling.
- 3 Fiskin Street – Dwelling.
- 8 Fiskin Street – Dwelling.
- 9 Fiskin Street – Dwelling.
- 11 Fiskin Street – Dwelling.
- 12 Fiskin Street – Dwelling.
- 13 Fiskin Street – Dwelling.
- 14 Fiskin Street – Dwelling.
- 17 Fiskin Street – Ruddle House.
- 19 Fiskin Street – Dwelling.
- 20 Fiskin Street – Dwelling.
- 22 & 22A Fiskin Street – Shop and Dwelling.
- 23 Fiskin Street – Dwelling.
- 24 Fiskin Street – Memorial Aleppo Pine tree, McLean Reserve.
- 24 Fiskin Street – Bills Trough (on nature strip adjacent to McLean Reserve).
- 25 Fiskin Street – Teresa Graham Memorial Oak Tree.
- 27 Fiskin Street – Ballan Fire Station (Federation era brick building only).
- Fiskin Street. – Avenue of Oak Trees (mainly between Steiglitz & Atkinson Streets).

Non Contributory

These places do not relate to the significant era of building development of the Fiskin Street Heritage Precinct between the 1870s and the 1940s:

- 4 Fiskin Street – Dwelling.
- 6 Fiskin Street – Units.
- 15 Fiskin Street – Dwelling.
- 16 Fiskin Street – Dwelling.
- 18 Fiskin Street – Dwelling.
- 21 Fiskin Street – Dwelling.
- 21a Fiskin Street – Unit (at rear).
- 25 Fiskin Street – Dwelling.

Precinct Map

The following precinct map shows the boundaries of the Fisken Street Heritage Precinct and the locations of the places of local, contributory and non-contributory significance, and conservation desirable places.



DESCRIPTION:

Precinct Boundaries (see plan above)

The precinct takes in the properties fronting Fisken Street between Inglis and Atkinson Streets, together with two properties fronting Atkinson Street, Ballan Railway Station complex and McLean Reserve, 24 Fisken Street.

General Overview

The Fisken Street Precinct, Ballan, takes in the properties on the east and west sides of Fisken Street between Atkinson and Inglis Street. It comprises 30 properties (having rectangular allotments) in the

central township area, with most of the sites being dwellings fronting Fisken Street. A key focal point to the south of Fisken Street is the Ballan Railway Station at 81 Atkinson Street: it is an architectural landmark and a physical legacy of the importance of the arrival of the railway at Ballan in 1889. At the northern end of the precinct are other non-residential sites including the brick Ballan Fire Station building at 27 Fisken Street and the former coffee palace and boarding house at 22 and 22A Fisken Street, while at 24 Fisken Street (corner of Inglis Street) is a Bills Trough in the nature strip and the McLean Reserve that has a brick public toilet pavilion, rotunda and an Aleppo Pine tree, being a memorial to the local soldiers and who fought and died in war.

Building Fabric

The Fisken Street precinct is largely a residential area, identified by modestly scaled, single storey, hipped, gambrel and/or gabled timber weatherboard and brick dwellings of rudimentary design that feature front and/or side verandahs, corrugated sheet metal or tiled roof cladding, and timber framed windows. The conventional character and appearance of most of the Victorian, Late Victorian, Edwardian and interwar Bungalow dwellings reflects the socio-economic status of the owners for which they were originally built. There are also a smaller number of postwar and later 20th century dwellings in the area. These dwellings are single storey and designed with hipped and/or gabled roof forms, and are not visually prominent in the streetscape.

The Fisken Street precinct therefore has dwellings of varying developmental eras, reflecting the progress of this part of the central Ballan township in the 19th and early 20th centuries. Several dwellings have also experienced early alterations and additions. Some of these alterations contribute to an understanding of change and development in the precinct. This is further revealed in a small number of dwellings that have been relocated to the site, which was not uncommon in the Shire. The different eras and styles of dwellings that comprise the character of the area are as follows:

Victorian and Late Victorian Style Dwellings

Very few in number in the precinct are the Victorian style dwellings. They are primarily characterised by elongated gabled or hipped roof forms that traverse the site. They are as follows:

3 Fisken Street (built 1874).

This Victorian styled timber weatherboard dwelling has a gabled roof, symmetrical front, central door, and an introduced front verandah. The dwelling appears to be in good condition and of moderate integrity, the existing front post-supported verandah having replaced an earlier verandah. There is an introduced carport on the north side of the site, forward of the dwelling. Early chimneys and possibly rear wing have been removed, and rear skillion additions constructed.



Photo 1, 2009



Photo 2, 2014

West Moorabool Shire Heritage Study Stage 2A: 2014-16

PLACE NAME: Fiskien Street Heritage Precinct

ADDRESS: Fiskien & Atkinson Streets, Ballan

Place No. PRECINCT

Assessment Date: Feb 2016

11 Fiskien Street (relocated to site c.1923).

The Victorian vernacular styled timber weatherboard dwelling has double traversing gabled roof forms and a minor projecting gable on south side. There is a post-supported front verandah. The timber framed double hung windows and the front door opening are reflective of the Victorian design. Relocated to the site in the early 20th century, the external brick chimneys at the north end are sympathetic to the design of the dwelling. It appears to be in fair-good condition and of moderate integrity when considering that it was relocated to the site.



Photo 3, 2009

17 Fiskien Street, "Ruddle House" (built c.1891)

'Ruddle House' has an elongated hipped roof form that traverses the site and a minor projecting gabled wing at the southern end. There are multi-corbelled brick chimneys, a hipped, convex, post-supported front verandah with cast iron valances and brackets, and decorative timber bargeboards and pendant in the gable end. There are also timber framed double hung windows and a timber framed front doorway. The dwelling appears to be in good condition and of moderate-high integrity.



Photo 3a, 2009.

81 Atkinson Street: Ballan Railway Station building (built 1889):

This Late Victorian Tudor Gothic styled building represents the most substantial and elaborate structure of the Victorian era in the Fiskien Street precinct. The railway complex comprises the station building (with its elongated hipped roof form and central gabled entrance portico on the north façade, introduced corrugated colorbond roof sheeting, face brick wall construction with rendered bands (painted cream), bracketed elongated window hoods on the north/street façade and the skillion platform verandah supported by cast iron columns on the south façade, segmentally-arched window and door openings, timber framed double hung windows, timber framed and panelled doors, timber bargeboards, modest eaves and the elaborate face brick and rendered chimneys), gabled, modest timber weatherboard signal box (with a minor gable that projects on the east side, corrugated sheet metal roof cladding, and banks of timber framed 6 paned windows on the south façade), gabled galvanised corrugated steel goods shed (with the roof faces projecting beyond the north and south walls to create wide verandahs), and the metal framed water tower with round metal header tank to the north-east of the station building. Overall, the railway station building is in good condition and of moderate-high integrity. There is also sufficient original and early infrastructure that reflects the late 19th century development of the railway station complex, which is of moderate-high integrity overall.



Photo 4, 2014



Photo 5, 2014



Photo 6, 2014



Photo 7, 2014

Edwardian Style Dwellings

The Fisken Street precinct includes eight Edwardian era dwellings. They are largely characterised by double fronted and asymmetrical compositions, broad hipped or gambrel roofs with gables and verandahs that project towards the front, face brick chimneys, modest eaves (some with exposed timber rafters), timber verandah posts, timber fretwork verandah valances and timber verandah brackets, timber framed window hoods above the windows on the projecting front gables, decorative gable infill (panelling and battening), timber framed double hung windows (mainly arranged singularly or in pairs) and face brick chimneys. They are:

80 Atkinson Street (built c.1913, relocated to site 1939-40).

This dwelling seems to reflect the standard Victorian Railways Department design for a railway dwelling during the Edwardian period (with its gambrel roof form), apart from the projecting front gabled windows and banks of timber framed windows that appear to have been added in c.1939-40 when the dwelling was relocated to this site. Overall, the dwelling is in good condition and of moderate integrity when considering that the alterations are original to this site.



Photo 8, 2014

4 Fisken Street (built c1910).

This dwelling has an elongated hipped roof form, central minor projecting gabled wing and flanking hipped post-supported verandahs at the front. Originally an Edwardian styled dwelling, the northern portion (including the main roof and northern verandah) has been introduced. The timber framed double hung windows in the front gable end are early. Overall, the dwelling is in good condition and of low integrity given the substantial side additions.



Photo 9, 2014

12 Fisken Street (built 1907-08, altered c.1936-38).

This dwelling has an Edwardian styled composition with its main hipped roof form and front gabled wing and hipped verandah roof form, eaves overhangs with exposed timber rafters and front panelled timber door with sidelights and transom. However, the squat round concrete Doric verandah columns and face brick piers, timber framed double hung windows are indicative of alterations of the interwar era. There is also a later 20th century skillion addition at the side, and an addition at the rear. The dwelling is in good condition. As an Edwardian dwelling, it has low integrity, but when considering the important eras of development in the precinct (including Edwardian and interwar Bungalow designs), it is reflective of the evolution of the change that is part of the character of the



Photo 10, 2009

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precinct.

13 Fisken Street (built 1903-05).

This early Edwardian styled, asymmetrical, timber weatherboard dwelling has a hipped roof, together with a projecting gable on south side and a post-supported front verandah. The dwelling appears to be in good condition and of moderate integrity.



Photo 11, 2009



Photo 12, 2014

15 Fisken Street (built c1900).

A rudimentary Edwardian styled dwelling, it has gabled roof with a projecting gable on south side. The introduced roof and wall cladding and front verandah have undermined its integrity. The dwelling appears to be in good condition and of low-moderate integrity.



Photo 13, 2014

20 Fisken Street (built 1910).

The Edwardian styled dwelling features a main gambrel roof form, together with minor gable that project at the front and side, linked by a return verandah (as an extension of the main roof). The corner of the dwelling is emphasised by a projecting gabled portico. The verandah has turned timber posts and fretwork valances. Although the tiled roof cladding appears to have been introduced and some alterations made to the front window hood, the remaining fabric appears to be original or early (including the chimneys). Overall, the dwelling is in good condition and of moderate-high integrity. There is an introduced gambrel-roofed garage at the rear as well as a mature tree.



Photo 14, 2009



Photo 15, 2014

23 Fisken Street (built c.1910, relocated to site c.1950s)

This dwelling was relocated to the current site, having replaced the former Railway Hotel. Of Edwardian design, it features a main hipped roof form and a projecting minor gabled wing and hipped verandah (as an extension of the main roof) at the front. The roof has introduced corrugated colorbond sheeting and there are timber framed window hung windows (comprising a pair with a window hood in the front gable end) and simple strapped cement sheet gable infill. The verandah has timber posts with timber brackets and there



Photo 20, 2014

is an early front door opening. Towards the rear is a brick chimney with a soldier-coursed capping, suggestive of its relocation to this site. The dwelling is in good condition and as an Edwardian dwelling it is of moderate integrity, despite its relocation to the site.

27 Fisken Street, Ballan Fire Station:

In addition to the dwellings constructed or relocated to the precinct during the Edwardian era is the Ballan Fire Station. The Classically-derived, three-bayed face red brick building is especially identified by its crowning parapet with a central rendered pediment and flanking minor pediments above the projecting brick piers. The original arched door openings have been removed and replaced with a rendered lintel and face brick piers, with recessed central door opening and flanking windows. Evidence of the original arched openings is seen in the surviving brick voussoirs and rendered label moulds above the introduced lintel. On the south side of the original building and setback from the front boundary is a more recent parapeted single storey fire station building. There are wide concrete driveways to the front and rear of the more recent station building.



Photo 21, 2009

Interwar Bungalow Styled Dwellings

There are at least eight surviving dwellings in the Fisken Street precinct associated with the interwar era. Most of these dwellings are designed in a conservative mode, more reflective of the Edwardian era as they feature broad hipped or gambrel roof forms with projecting minor gabled wings and front hipped verandahs. All except the face brick dwelling at 14 Fisken Street are of timber weatherboard construction with corrugated sheet metal roof cladding.

The dwelling at 2 Fisken Street is a more common example of a modest interwar Bungalow. It has a broad, gable roof form that traverses the site, together with a projecting gable at the front. Another variation on the Bungalow design is the altered dwelling at 16 Fisken Street, with its main hipped roof form, projecting minor hipped wing, flat-roofed verandah supported on tapered Tuscan columns and brick piers (which extends to form a window hood), wide eaves and banks of timber framed double hung windows. At 22 Fisken Street is an interwar dwelling and shop, comprising a former coffee palace and boarding house.

Examples of interwar era dwellings in the precinct are:

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78 Atkinson Street (built 1931-35).

This single storey double fronted dwelling has a main hipped roof form, gambrel-roofed attic addition at the rear, projecting front minor hipped wing and a front corner hipped porch supported by round concrete Doric columns. Apart from the attic additions, this fabric is reflective of the original interwar State Savings Bank Bungalow design, as is the side chimney, box timber framed double hung windows (with six paned upper sashes, wide eaves, lapped galvanised corrugated steel roof cladding and the timber weatherboard wall cladding. The dwelling appears to be in fair-good condition and is of moderate integrity.



Photo 22, 2009



Photo 23, 2014

2 Fisken Street (built 1931-35).

An asymmetrical, interwar Bungalow styled dwelling, it has a broad gable roof form that traverses the site, together with a projecting minor front gabled wing at the north end. These roof forms are clad in corrugated sheet metal and solar panels have been introduced on the main front roof face. While the shallow skillion verandah roof appears to have replaced the original verandah roof, the square tapered Tuscan verandah columns and face brick piers are original, as is the face brick chimney, banks of timber framed double hung windows, front doorway and the wide eaves. The dwelling is in good condition and of moderate-high integrity.



Photo 24, 2009

8 Fisken Street (built c.1936).

An asymmetrical interwar Bungalow, it has a main hipped roof form with a projecting gabled wing and hipped verandah (as an extension of the main roof) at the front. The verandah is supported by squat round Doric concrete columns on brick piers. There is an early face brick chimney (with soldier course capping), timber framed double hung windows, front door opening, strapped sheet gable infill and eaves overhangs with exposed timber rafters. At the rear is a skillion wing. A high capped timber picket fence has recently been introduced. The dwelling is in good condition and of high integrity.



Photo 25, 2009

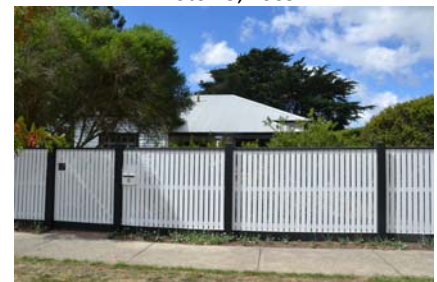


Photo 26, 2014

9 Fisken Street (built c.1930).

Similar in design as the interwar Bungalow at 8 Fisken Street, this asymmetrical dwelling has a main hipped roof form, projecting minor gabled wing at the front, and a broken back return verandah supported by timber posts with solid timber brackets. The verandah has introduced infill at the north end. Other early features include the face brick chimney with soldier course capping, paired timber framed double hung windows, front doorway, strapped cement sheet



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gable infill and the eaves overhangs with exposed timber rafters. The form and composition of the dwelling is reflective of a standard State Savings Bank design. The dwelling is in fair-good condition and of moderate integrity.

Photo 27, 2009

14 Fisken Street (built 1926-30).

The design of this dwelling, with its prominent gambrel roof form, projecting front and side gabled wings and return verandah (formed as extension of the main roof) is closely aligned with the Federation style common 10 years prior to its construction. The projecting corner verandah gable, terra cotta tile roof cladding with terra cotta finials, timber framed casement windows in the gable ends and gable brackets are other details typical of Federation era design. However, the pitch of the gable roof forms, concrete roofs to the bay windows, face brick construction, brick verandah piers (which support square timber posts) and terra cotta ventilation openings are suggestive of interwar era construction. The timber verandah brackets may have been introduced. The dwelling appears to be in good condition and of moderate-high integrity.



Photo 28, 2009

16 Fisken Street (built c.1940).

This late interwar Bungalow styled dwelling has a main hipped roof and a projecting minor hipped wing and flat-roofed verandah at the front. The verandah extends to form a window hood over the windows in the front wing. It is supported by tapered and fluted squat Tuscan columns on face brick piers. Other features include the face brick chimney, wide eaves, broad timber framed double hung windows arranged in banks of three at the front, and the front doorway with sidelight. The introduced tiled roof cladding and metal wall cladding undermined the integrity of the dwelling. It appears to be in fair condition and of low-moderate integrity.



Photo 29, 2014

22 Fisken Street (built c.1922-25, altered & extended c.1935).

The dwelling has a main hipped roof form and projecting minor gabled wing and hipped post-supported verandah at the front. The timber verandah brackets appear to have been introduced, as has a modest skillion wing on the east side. The painted corrugated sheet roof cladding, timber weatherboard wall cladding, timber framed double hung windows, front door opening and ventilator in the gable end of the southern portion represents early interwar era fabric. On the side (west) elevation is an early interwar era shopfront with highlights, glazed tile surrounds and an ingo with a panelled timber and glazed door with a two paned transom above. The projecting skillion-roofed post-supported verandah appears to be of interwar era construction, having replaced an earlier verandah. The rear hipped wing with a projecting gable on the west elevation represents interwar era alterations and additions. Overall, the dwelling and shop, as a legacy of interwar era developments, is in fair-good condition and of moderate integrity.



Photo 16, 2009



Photo 17 2014



Photo 18, 2014



Photo 19, 2014

24 Fisken Street – Toilet Block, McLean Reserve

The single storey, hipped and gambrel roofed comfort station (toilet block) at the southern end of the McLean Reserve appears to represent another late interwar building development in the precinct. It has an introduced tiled roof with face brick wall construction, augmented by clinker brick quoinwork and cream brick banding. In fair-good condition, it has experienced some alterations and is of moderate integrity.



Photo 30, 2009

Postwar & Introduced Dwellings

The Fisken Street precinct has a relatively small number of postwar and later 20th century/recent dwellings. They are single storey, hipped and/or gabled in form and mainly constructed in timber. These dwellings include:

1 Fisken Street.

Possibly a former railway dwelling built in the late 1940s or early 1950s, it was a shallow hipped roof form with broad eaves and exposed timber rafters, skillion entry porch and multi-paned timber framed windows.



Photo 31, 2014

6 & 6A Fisken Street.

There are two modestly-scaled hipped and gabled units on this site constructed in recent times.



Photo 32, 2014

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18 Fisken Street.

A hipped roofed brick dwelling with a tiled roof, this single storey dwelling was constructed in the late 20th century.



Photo 33, 2014

21 Fisken Street.

This dwelling has a gabled roof form that traverses the site and projecting flat-roofed, introduced front verandah. The broad cream brick chimney and the front timber framed double hung windows are reflective of postwar era (c.1950s) design. The decorative verandah brackets have been introduced. The dwelling appears to be in good condition and of moderate integrity



Photo 34, 2014

21A Fisken Street.

Introduced single storey dwelling at the rear of the dwelling at 21 Fisken Street.

25 Fisken Street.

An altered gabled dwelling with attic.



Garages & Carports

Apart from the dwellings on corner sites, the majority of the dwellings in the precinct have side driveways providing vehicular access from the front. The majority of the properties also have recessive carports and/or garages, and these types of structures are therefore not dominant features in the streetscape.

Front Fences

Front fences range in design, construction and height (from approximately 1m – 1.8 m) throughout the precinct, and none are original to the construction of the dwellings. There are a number of pointed and rounded timber picket front fences, with those at 13, 17 and 19 Fisken Street being appropriate to the design, construction and era of the Late Victorian and Edwardian dwellings (when these types of fences prevailed). The design, spacings, rounded picket heads and scrolled metal pedestrian gate comprising the front fence at 12 Fisken Street is also applicable to the Edwardian and interwar era construction of this dwelling. Likewise, the timber post and rail and woven wire construction, design and height (approximately 1.2 m) of the recently-constructed fence at 89 Atkinson Street, and the capped timber picket fences at 80 Atkinson Street and 23 Fisken Street are appropriate to the construction and eras of the respective dwellings.

Urban Design & Engineering Infrastructure

The streets and allotments within the Fisken Street precinct comprise a grid layout as part of the original Town Plan for Ballan. There is a general conformity of rectangular allotment sizes throughout the area, apart from some allotments that have been subdivided for recently-constructed

units, such as those at 6 Fisken Street. Most of the buildings in the precinct have similar modest front setbacks and narrower side setbacks, with gardens in the front. Some exceptions are the dwellings at 3 and 4 Fisken Street which have more substantial front setbacks. The Ballan Fire Station building is set on the property boundary.

Introduced concrete kerbs and channels predominate in Fisken Street, and there are also introduced concrete footpaths and projecting kerbs at the corner of Fisken and Steiglitz Streets. In Atkinson Street are gravelled and grassed verges and open spoon drains.



Photo 35, Fisken Street nature strip and concrete kerb, 2014



Photo 36, Fisken Street projecting kerb, 2014



Photo 37, Atkinson Street gravelled and grassed verge, and open spoon drain, 2014

Landscaping

Most of the private gardens feature open grassed areas with either perimeter garden beds and/or trees, a number of which are contextually substantial to their settings.

The precinct is also especially defined by the tree-lined Fisken Street streetscape of Oak trees (and one Plane and one Ash trees). Wide grassed nature strips complete the public landscaping. In Atkinson Street, mature deciduous trees line the north side of the street in the grassed nature strips.



Photo 38, Fisken Street, looking south, 2014

In the precinct are also trees of particular commemorative value. A Brown Ash tree in the nature strip outside 25 Fisken Street is a memorial to Mrs Teresa Graham. An Aleppo Pine Tree in the McLean Reserve at 24 Fisken Street commemorates the local soldiers who fought and died in World War One.



Photo 39, Teresa Graham Memorial Tree, 25 Fisken Street, 2014



Photo 40, Aleppo Pine tree, McLean Reserve, 2014

Integrity

The Fisken Street precinct includes 29 sites. Of this total, 18 of these sites contribute to the historical, architectural, aesthetic, and/or social heritage values of the precinct. The precinct is therefore of moderate-high integrity.

HISTORY:

The Early History of Ballan

While the Werribee Hunt Hotel was built in 1848 at Ballan, it was to be another two years before the northern portion of the village was surveyed by Assistant Surveyor Malcolm in 1850.¹ Comprising a

¹ T. O'Callaghan, *Names of Victorian Railway Stations*, H.J. Green, Acting Government Printer, Melbourne, 1917, p.25.

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.² 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.³ From these early years, Ballan was destined to become an important service town in the Western Moorabool Shire region.

The original Town Plan only included township allotments to the north of Steiglitz Street (Figure 1). It appears that it was not until 1872 when the remainder of the township was laid out and allotments created (Figure 2). 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 Ballarat. It boasted a flour mill (where Anglican Church services were first held until 1853), an Anglican Vicarage (built in 1849), Anglican Church (built in 1862), hotels, a small number of stores and dwellings, and a court house. 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.⁴ 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.⁵

By 1890, the population of Ballan had reached 400.⁶ 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.’⁷ 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.⁸ 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.⁹

² L.J. Blake, *Place Names of Victoria*, Rigby, Adelaide, 1976, p.30.

³ *A Pictorial History of the Shire of Ballan*, Ballan Shire Historical Society, Ballan, 1989, p.19.

⁴ *Ibid.*, pp.23-25.

⁵ *Bacchus Marsh Express* newspaper, 18 May 1872.

⁶ *Victorian Municipal Directory* 1890, p.237.

⁷ *Ibid.*

⁸ *A Pictorial History*, *op.cit.*, p.49, citing the Australian Handbook, 1894.

⁹ *Ibid.*, p.81, citing A. Gunsser in the *Weekly Times*, 17 June 1879.

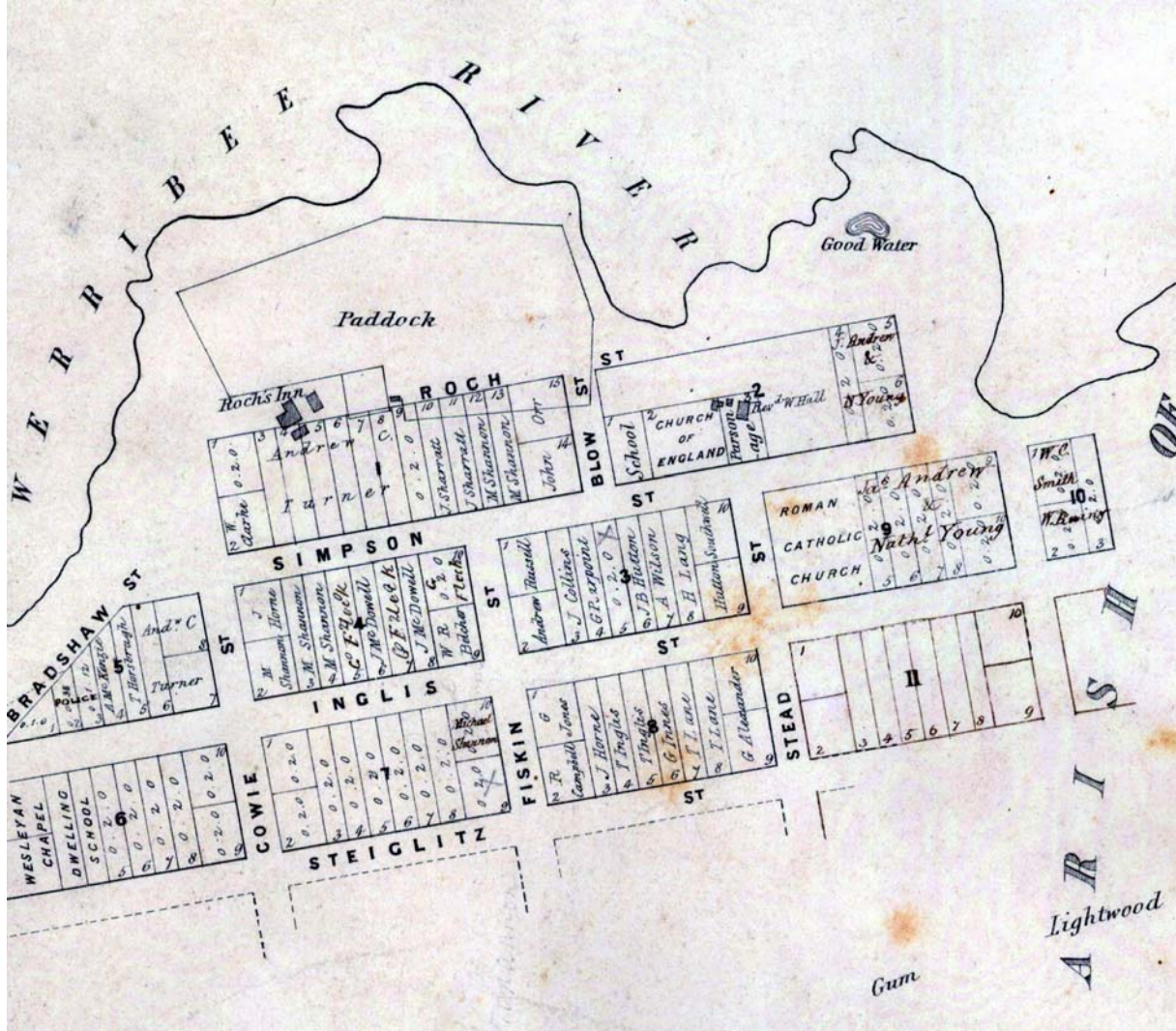


Figure 1: W. Malcolm, Assist Surveyor, Portion of the Township of Ballan Plan, February 1850, lithographed 24 August 1856.

Source: La Trobe Picture collection, State Library of Victoria.

Development in the Fiskin Street Heritage Precinct

Early Land Sales

Named after Archibald Fiskin (1892-1907), a Glaswegian who was Ballan's Postmaster between 1845 and 1847 and later owner of Lal Lal Homestead, Fiskin Street was first spelt as Fiskin Street (with the spelling being changed in later years).¹⁰ The thoroughfare was originally planned as a secondary street that intersected with the main commercial centre in Inglis Street. As part of the original, regular grid layout of the Ballan township, each of the allotments fronting Fiskin Street were identical in layout and size, being rectangular and each comprising 2 roods. Apart from the four northern-most allotments between Inglis and Steiglitz Streets which sold between 1853 and 1858, the bulk of the land fronting Fiskin Street was not taken up for private ownership for another 14 years, when H. Atkinson, D. Pierpoint and D.K. Fraser acquired allotments between Edols and Steiglitz Streets in 1872.¹¹ The southern-most land was purchased by M. Bildstein and J.B. Marr and in 1874, and J. Lay in 1886.¹² Before 1874, John Julian had taken up one acre of land at the south-east corner of Fiskin and Atkinson

¹⁰ Fiskin Street was still spelt as "Fiskin" Street in the Bacchus Marsh Express on 18 September 1875, p.3.

¹¹ See Town Plan of Ballan, 1954, VPRS16171, Public Record Office Victoria.

¹² Ibid.

Streets, where he erected 'a comfortable dwelling house'.¹³ It was sold to M. Walsh in 1876. The earliest buildings in Fiskin Street were therefore those at the corners of Inglis and Fiskin Streets, being D.K. Fraser's wheelwright shop at 133 Inglis Street, and Cousen's Butcher Shop at 24 Fiskin Street (opened in c.1855).¹⁴

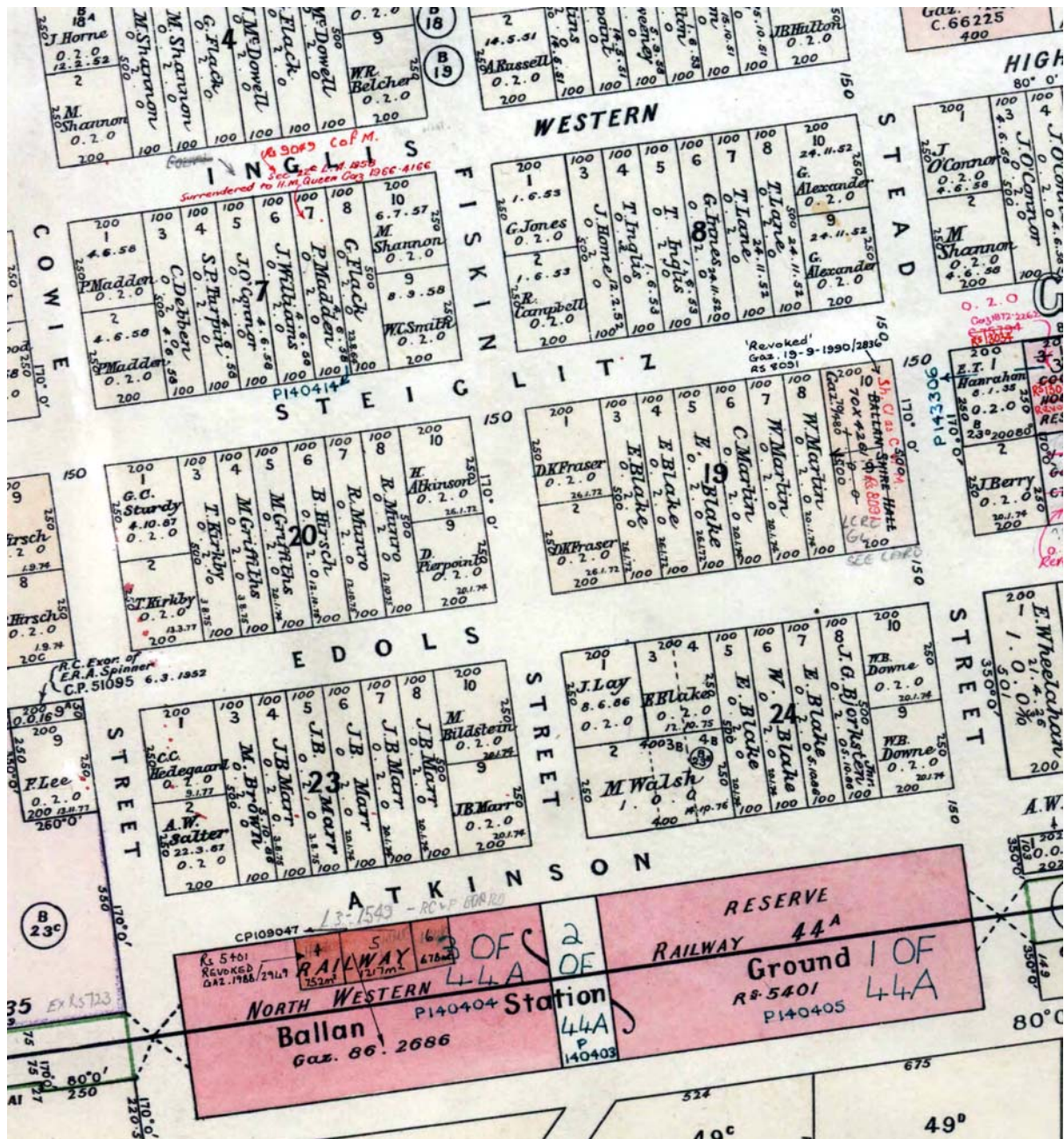


Figure 2: Portion of the Town Plan of Ballan, 1954, showing original crown purchasers of the allotments in Fiskin Street.

Source: VPRS16171 Public Record Office Victoria.

The Arrival of the Railway

Impetus for street improvements and building development in Fiskin Street came in the 1880s, with the opening of the Melbourne to Ballarat Railway Line fronting Atkinson Street. This street had been named after William Atkinson, son of Captain Francis Morton and Elizabeth Caroline von Stieglitz, who

¹³ Bacchus Marsh Express, 18 July 1874, p.2.

¹⁴ 'A Heritage Walk Through Ballan', Ballan Shire Historical Society, 1996.

built Spreydon homestead in 1856 and who was a Councillor of the Ballan Shire Council between 1866 and 1871.¹⁵ With the arrival of the railway line from Gordon, a goods shed and platform were erected in December 1886 at the south end of Fisken Street.¹⁶ They were followed by a brick railway station in 1889, when the direct line between Ballan and Bacchus Marsh was opened.¹⁷ The railway therefore provided much-needed transportation to Melbourne and Ballarat markets and commerce for produce, as well as easy and convenient public transport to the metropolis. The station building became a focal point, being a local landmark visible from the main street of Inglis Street and a social hub for farewelling and greeting passengers.

The positive effect of the opening of the railway were first realised with the increase in property values in Ballan and particularly in Fisken Street. As reported in the *Bacchus Marsh Express* in 1888:

The rapid increase in the value of land so noticeable all over the colony is making itself felt (though tardily) in the district of Ballan; and the sale of certain allotments in this township, effected by Messrs. W.R. Looker and Sons at Scott's hotel, Melbourne, on the 16th inst., proves that the residents of the overcrowded metropolis are not slow to recognise the advantages offered by this locality, in the way of climate, salubrity, and beauty of scenery. No doubt, previously to this sale of the Messrs. Looker, certain pieces of land in Ballan had changed hands by private sale, at what were then considered very high prices, and which were, in fact, an enormous advance on what had been originally paid for such land, but it remained for the auction sale by that firm in Melbourne on the 16th inst. To show what prices the Melbourne people were really prepared to give for Ballan allotments when they had an opportunity of bidding at their own doors ... The prices obtained by the auctioneers at the sale referred to were much higher than anyone in Ballan expected to hear of, the following having been reported in next day's Argus as having been realised: Half an acre fronting Fisken street, by Mr A.W. Salter, at £3 per foot, or £195 the lot; half an acre fronting Curie street (a considerable distance from the railway station) at £2 17s 6 d per foot or £474 7s the lot ... The Fisken street, Aitkinson, and Edol streets frontages were part of the property owned by Mr. George O. Lyon, which was known to be valuable, but not nearly as much so as has been proved by the recent sale.¹⁸

Street Improvements

Street improvements were soon carried out after the opening of the railway. In 1886, plans and specifications were prepared for metalling Fisken Street and improving the footpaths¹⁹ to cater for the increased vehicular and pedestrian traffic between the station and Inglis Street. A one horse coach service commenced operations in 1887 between the railway platform and Flack's Hotel at the north-west corner of Inglis and Fisken Streets.²⁰ The road and paths were regularly maintained (often after pressure from locals). In 1907, an asphalt footpath was laid out in Fisken Street, and it received a favourable response.²¹

In 1888, an avenue of Elm and Poplar trees were planted on both sides of Fisken Street between the railway station and Flack's Hotel, being a major beautification of the thoroughfare that was anticipated to become the main street of Ballan. As reported in the *Bacchus Marsh Express*:

15 *The Settler: Official Quarterly Newsletter of the Ballan Shire Historical Society*, June 2003.

16 *Victoria Government Gazette*, 10 December 1886, p.3610, State Library of Victoria.

17 *The Settler*, *op.cit.*, December 1989.

18 *Bacchus Marsh Express*, 27 October 1888, p.3.

19 *Ibid.*, 18 December 1886, p.3.

20 *Ibid.*, 29 January 1887, p.3.

21 *Ibid.*, 11 May 1907.

The Shire Council authorities have just completed planting of trees along both sides of Fisken Street (that leading from Flack's Hotel to the railway station) a work which will in a short time greatly improve the appearance of that street, and of the township generally, especially in the summer, when the young trees – elms and poplars, are in full leaf. There is a considerable difference of opinion as to the wisdom of selecting deciduous trees, such as these, rather than evergreens, like pines and blue gums, which latter have made a wonderful improvement in Inglis street, and, as far as appearance goes, no doubt the blue gums have the advantage, but it is claimed by the adherents to English trees that they are better suited to a cold and damp climate and soil, such as that of Ballan, than the others, which, it is contended, keep the ground about them colder and wetter in the winter than otherwise be, owing to the shade of their foliage. At all events, if the newly planted trees in Fisken Street thrive as well as the evergreens in Inglis Street they will greatly enhance its appearance, and help to make what is prophesied it will be – the main street of Ballan.²²

The avenue of trees continued to be an important feature of the Fisken Street streetscape into the 20th century, and they were valued by the public for their visual qualities and shade. In November 1908, the trees were lopped and assurances were given in the *Bacchus Marsh Express* in the following month that the trees would survived:

The street trees, that many people though would die, on account of their late lopping, are again springing into vigorous life, and should shortly afford us that grateful shelter their beheading deprived us of.²³

The survival of the street trees in Fisken Street was threatened by the arrival of the telegraph line and scale insect attack in 1914. On 2 April, the *Bacchus Marsh Express* reported that:

After destroying one row of trees in Inglis street, the Postal Department, on the erection of the new post office, removed the existing telegraph line to the back street. Residents then thought that the destruction of street trees would cease, but such is not the case. The telephone has been laid on to various places, and the latest addition has caused an attack to be made on the trees in Fisken street – the centre being cut out of several fine trees. An unsightly pole has been stuck up at the corner in front of one of the street lamps, and altogether the officer in charge must have taxed his ingenuity in laying out the work. This work is carried out without consulting the Shire authorities, and unless Councillors kick up a row and direct an attack in the right quarter, the postal authorities will simply walk over them without apology. Remember the line of gum trees in Inglis street – these were simply hacked and cut about by direction of the Department, until they now resemble so many scarecrows.²⁴

A few months later, Cr Stewart reported at the Ballan Shire Council meeting that the street trees in Ballan were being attacked by scale and that 'if he was right, then they would lose all their street trees.'²⁵ The only tree that was not affected was the silver poplar.²⁶ The mature trees are shown in the background of an aerial image of Ballan in 1936 (Figure 3). They also appear in an aerial image of the town in 1965 (Figure 4), when their canopies extended well into Fisken Street, almost touching each other. It may have been for this reason or possibly senescence that seemed to have caused the removal of the trees after 1965. Some appear to have been replaced with new trees (mainly Oaks) south of Steiglitz Street and on the north side of Atkinson Street, flanking the junction with Fisken Street.

22 *Ibid.*, 18 August 1888.

23 *Ibid.*, 5 December 1908, p.1.

24 *Ibid.*, 2 April 1914.

25 *Ibid.*, 6 August 1914, p.3.

26 *Ibid.*

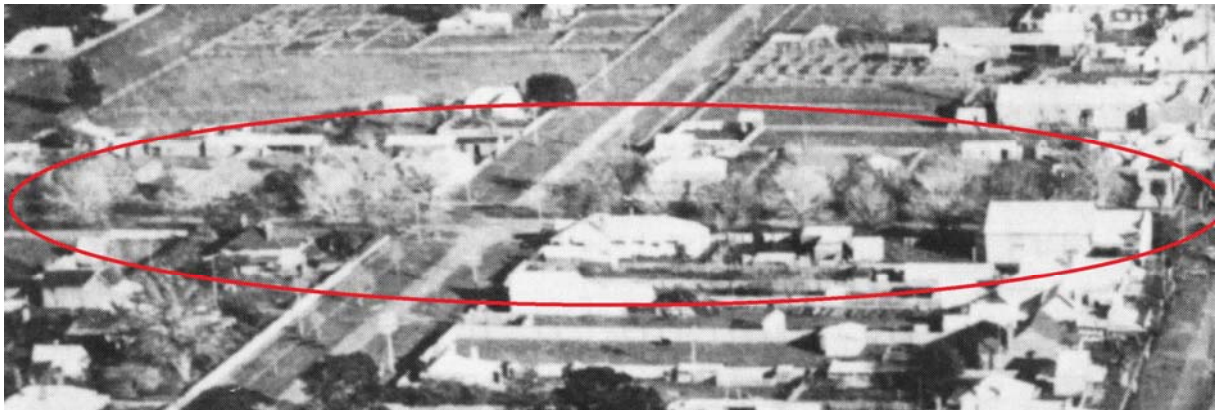


Figure 3: Part aerial image of Ballan showing Fiskin Street, 1936. Source: *A Pictorial History of the Shire of Ballan*, p.112.



Figure 4: Aerial of Ballan showing Fiskin Street and the mature street trees, 1965 (the railway station is in the lower portion of the image).

Source: *A Pictorial History of the Shire of Ballan*, p.146..

Other early streetscape improvements included the installation of three street lamps in 1887 on the east side of Fiskin Street 'between Mr. M. Cousen's [butcher's shop] corner to the railway station' 'for the comfort of persons coming and going by the evening trains.'²⁷ While acknowledged as only a very small beginning, they were proudly declared to give 'the street something of a civilised appearance.'²⁸

²⁷ *Ibid.*, 16 July 1887, p.3.

²⁸ *Ibid.*

However, frustration mounted the following 1889, when the lights ceased to work, as noted in the *Bacchus Marsh Express*:

The street lamps erected along one side of Fisken street, leading from the railway station to the heart of the township, were a source of great convenience to the travelling public last winter. For some reason or other, during all the intensely dark nights which have prevailed during the month of May, not a glimmer [sic.] has been seen. It certainly does seem strange that now the Council has erected the pillars, and provided good and serviceable lanterns, they should be allowed to remain useless for want of a very small amount of labour in lighting the lamps and putting them in their place, and of a small expenditure in the shape of kerosene. A good lamp has been placed by the Railway Department at the entrance gate to the station, at the top of Fisken street, and this solitary light draws attention to the dark and gloomy state of the street below it.²⁹

In 1902, there was a proposal to relocate the street lamps from the east to the west side of Fisken Street. It met resistance from residents east of Fisken Street and they suggested two additional lamps be installed on the west side of the street.³⁰ By 1927, the Ballan Electric Supply Co. Pty Ltd proposed to supply electricity for public and private purposes. Lines were to be erected or laid down in Fisken Street, bringing an end to the lamps installed in 1888.³¹

General Building Developments

While there was much anticipation that Fisken Street would become the main street of Ballan after the arrival of the railway, few building developments occurred in the 1880s and 1890s. Commercial progress in Fisken Street was also confined to the construction of the Railway Hotel at 23 Fisken Street in 1885 (now demolished) and a coffee palace and boarding house in c.1922-25 at 22 and 22A Fisken Street.³²

Another important building constructed in Fisken Street was the Ballan Fire Station in 1908, 18 years after the formation of the Ballan Fire Brigade.³³ The face brick building having arched door openings with a crowning parapeted pediment, it was briefly described in the *Bacchus Marsh Express*:

The appearance of Fisken street is very much enhanced by the addition of the new brick Fire Brigade station; the tasty plaster work of cream color, and the dark lined tuck pointing, give it quite an airy yet substantial appearance.³⁴

Apart from the conversion of two gatekeepers' cottages having been relocated from the Avoca line to Atkinson Street near the railway station as a station master's house in 1893,³⁵ development was mainly confined to the west side of Fisken Street (south of the Railway Hotel) until after 1902.³⁶ An exception was John Julian's dwelling at the south-east corner of Fisken and Atkinson Streets, built before 1874. Opposite Julian's property at 3 Fisken Street, the local medical practitioner and surgeon, Dr J.B. Marr, built a dwelling in 1874. This would appear to be the earliest surviving dwelling in the precinct. Other dwellings followed at the turn of the century, including Charles and Mercy Bull's house in 1903-05 at 13 Fisken Street, and Jack and Sarah Lay's house in 1907-08 at 12 Fisken Street. On the north-west corner

²⁹ *Ibid.*, 1 June 1889, p.3.

³⁰ *Ibid.*, 6 September 1902, p.4.

³¹ *Victoria Government Gazette*, 19 January 1927, p.184.

³² See history on the property at 22 and 22A Fisken Street for further details.

³³ 'A Heritage Walk Through Ballan', op.cit.

³⁴ *Bacchus Marsh Express*, 5 December 1908, p.1.

³⁵ *Victoria Government Gazette*, 20 October 1893, p.4191. The dwelling was demolished between 2009 and 2013.

³⁶ *Bacchus Marsh Express*, 6 September 1902, p.4, quoting Cr. Walsh who 'said there were no buildings on the east side, but several on the west.'

of Fisken Street (25 Fisken Street), a dwelling had been built in c.1920 for Misses Eliza and Teresa McCoppin.³⁷ By 1930, Teresa had married, becoming Mrs Tersesa Graham. She was the original secretary for the Ballan Red Cross which formed in August 1914. Mrs Graham was honoured with an M.B.E. for her work with the Red Cross.³⁸ It appears that the dwelling was greatly altered after 1965.

The construction of additional dwellings occurred during the Edwardian period (early 20th century), during the era when Ballan was a hive of activity. One of the more notable developments was the construction of W.R. Fraser's house at 20 Fisken Street in 1910.³⁹ The 8-roomed dwelling was described glowingly in the *Bacchus Marsh Express* in 1914 as a 'superior dwelling house of Queen Anne design', being 'one of the best situated and most valuable residences in the town.'⁴⁰

Several houses were built in Fisken Street during the interwar period of the 1920s and 1930s. They included the dwellings at 2 Fisken Street (built 1935-36), 8 Fisken Street (built c.1936) and 14 Fisken Street (built 1926-30).

The interwar Bungalow at 78 Atkinson Street and possibly 9 Fisken Street appear to have been 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.⁴¹ He created 56 standard timber designs in Victoria, generally of five main rooms.⁴² 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.⁴³ 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 £800.⁴⁴

After the Second World War, further dwellings were constructed and a small number of houses have been built in Fisken Street recently.

Other Developments

In 1931, a concrete drinking trough for horses was installed in the road reserve in Fisken Street, near the corner of Inglis Street. It had been funded by the Bills Trust.⁴⁵ Immediately adjacent the Bills Trough at the corner of Inglis and Fisken Streets, Cousen's former butcher shop, dwelling and outbuildings were demolished in 1939 and replaced with a new shop and the Ballan Motor Garage,

37 The Late Victorian design of the dwelling is taken from the aerial image of Ballan of 1965 in *A Pictorial History*, *op.cit.*

38 J. Huggins, 'Ballan Red Cross – 80 Years of Service', Ballan Shire Historical Society.

39 *Bacchus Marsh Express*, 10 November 1910.

40 *Ibid.*, 12 February 1914, p.2.

41 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.

42 *Ibid.*

43 *Ibid.*

44 *Ibid.*

45 *The Settler*, *op.cit.*, June 2001, p.3.

operated by Harry Linsdell.⁴⁶ With the garage and shop destroyed by fire in 1942, they were removed and a public reserve established, named McLean Reserve.⁴⁷ A brick comfort station was soon constructed at the south end of the reserve. On 16 November 1962, two trees were planted in McLean Reserve to commemorate the centenary of the Ballan Shire Council.⁴⁸ One of the trees was planted by Mrs Bolte, wife of the Premier of Victoria, Henry Bolte (Figure 5). A year later outside the home of the late Teresa Graham at 25 Fisken Street, a Brown Ash tree was planted in the nature strip to commemorate her 49 years of service as Secretary of the Ballan Red Cross.⁴⁹ In later years an Aleppo pine was planted in McLean Reserve in memory of the local soldiers involved in World War One.⁵⁰



Figure 5: Official tree planting of a commemorative centenary tree in McLean Reserve by Mrs Bolte, 1962. Source: *The Settler*, June 2013.

Development of Specific Existing Buildings in Fisken Street

Details on the specific development of existing buildings in the Fisken Street Heritage precinct are as follows:

Ballan Railway Station Complex, 81 Atkinson Street

Opening of the Melbourne to Ballarat Railway Line

A direct 'light' rail line between Melbourne and Ballarat was to be built in stages, with a branch line built in 1879 from Warrenheip to Gordon (then known as Gordons).⁵¹ The 12.87 miles of rail line to Gordon, built by King and Co., was opened on 7 May 1879.⁵² 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 raw materials from the district's mining, timber and particularly agricultural industries.

⁴⁶ 'A Heritage Walk Through Ballan', op.cit.

⁴⁷ Ibid. The park was later named after A.A. McLean, Secretary and Engineer of the Ballan Shire who retired in 1975 after 45 years' service.

⁴⁸ *The Settler*, op.cit., June 2013.

⁴⁹ Huggins, op.cit., 'A Heritage Walk Through Ballan', op.cit., and commemorative plaque adjacent to the tree.

⁵⁰ See plaque adjacent to the tree in the reserve.

⁵¹ *Bungaree and District Historical Society Newsletter*, no. 40, October 2001.

⁵² A. Waugh, 'Ballan – Llandeillo' in *Victorian Signalling Histories*, no.90, version 1.0, September 2005, p.1.

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.⁵³ The line from Gordon to Ballan was opened to passengers on 22 December 1886.⁵⁴ 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.⁵⁵ A banquet was held at the Ballan Town Hall, prepared by a Mr J. Reid.⁵⁶

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.⁵⁷ 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.⁵⁸

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.⁵⁹ 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.⁶⁰ The rail route became known as the Serviceton line⁶¹.

Development of the Ballan Railway Station Complex

The construction of goods shed and platform by Colville and Lang in 1886 at a cost of £418/5/10 brought with it the beginnings of railway infrastructure at Ballan.⁶² Fronting Atkinson Street, the station complex was situated on the southern extremity of Fiskin Street, bringing the closure of this part of the road. On 11 January 1887, the line between Ballan and Gordon opened for goods transportation.⁶³

Consideration was soon given to the construction of a railway station at Ballan. On 22 June 1889, Park and Vickers were granted the contract for the erection of the station building at a cost of £1799/0/0.⁶⁴ J. Patterson was granted the contract for the building a brick or terra cotta storage shed for

53 *Ibid.*

54 *The Argus*, 22 December 1886, p.7.

55 *Ibid.*

56 *Ibid.*

57 'Final Returns on the Line Contracts Filed at Cashiers' and 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.

58 *A Pictorial History, op.cit.*, p.46, citing the *Ballarat Courier*, August 1887.

59 A. Waugh, 'Rowsley – Ingliston', *Victorian Signalling Histories*, no.94, version 1.0, September 2005, p.1.

60 D. Moloney, 'Shire of Melton Heritage Study Stage 2: The Environmental Thematic History', vol.2, prepared for the Shire of Melton, May 2007, p.116.

61 A. Ward & A. Donnelly, 'Victoria's Railway Stations: An Architectural Survey, vol.3, The Great Railway Age 1880-1900', Australian Railway Historical Society, March 1982.

62 *Victoria Government Gazette*, 10 December 1886, p.3610.

63 *The Settler, op.cit.*, December 1889.

64 Waugh, 'Ballan – Llandeillo', *op.cit.* See also A. Ward & A. Donnelly in association with the Australian Railway Historical Society, 'Victoria's Railway Stations: Architectural Survey', vol.3, prepared for Australian Railway Historical Society, March 1982.

£327/13/4.⁶⁵ During the course of construction, the Ballan Cricket Team played a team of men working on the building of the station complex.⁶⁶ Both the station building (Figure 6) and the cool storage shed were completed by 26 October 1889, the station being designed on the 'Casterton style' of railway station buildings.⁶⁷

On 4 December 1889, the completion of the direct line between Melbourne and Ballarat, and the Ballan Railway Station, were officially opened with a celebratory banquet.⁶⁸ The opening was not without controversy, with the residents of Ballan boycotting the event in opposition to the Governor's first levee on the use of the railway.⁶⁹ However, the importance of the opening of the railway line and station was not lost by auctioneers and others who highlighted the fact that Ballan was now only 1.5 hours from Melbourne.⁷⁰



Figure 6: Ballan Railway Station, c.1900. Source: *A Pictorial History of the Shire of Ballan*, p.61

In 1893, a turntable was installed, with a second turntable installed in 1903, having been relocated from Scarsdale.⁷¹

Throughout the second half of the 20th century, a number of other developments ensued. In 1959, the signal cabin foundations were renewed while in 1967 the turntable was removed.⁷² Flashing lights were installed on the Geelong Road level crossing at the Ballarat end in 1969 and in 1988 there was a major rearrangement with the crossing loop occupying the former goods shed siding removed and the former main line and loop side no. 3 were removed.⁷³ The platform track became the main line and the track at each end was realigned.⁷⁴ On 3 December 1989, a centenary plaque provided by V/Line was

65 *Ibid.*

66 *Bacchus Marsh Express*, 12 October 1889.

67 *Ibid.*, 26 October 1889. See comparative analysis for details on the 'Casterton style'.

68 *Ibid.*, 7 December 1889, p.7.

69 *Ibid.*

70 *Ibid.*, 14 December 1889, p.2.

71 *Victoria Government Gazette*, 13 January 1893, p.126 and Waugh, op.cit.

72 *Ibid.*

73 *Ibid.*

74 *Ibid.*

unveiled by the Western Region Manager, M. Caldwell and the President of the Ballan Shire Council, Cr. F. Conroy.⁷⁵

Histories of Significant Individual Properties

Dwelling, 78 Atkinson Street

In 1930-31, the land comprising lot 4B of Section 24 in the Township of Ballan was owned by Mrs Elizabeth Alford (she owned 7 allotments comprising Sections 21 and 24).⁷⁶ Between 1931 and 1935, the existing dwelling was built for Michael Brady, Postal Clerk.⁷⁷ The interwar composition and layout of the dwelling was based on a slight variation on the State Savings Banks standard 'Type T2' design by G. Burrige Leith, Melbourne architect (Figure 7).⁷⁸ In 1935-36, the dwelling was sold to Roy Leo Davis, a produce inspector.⁷⁹

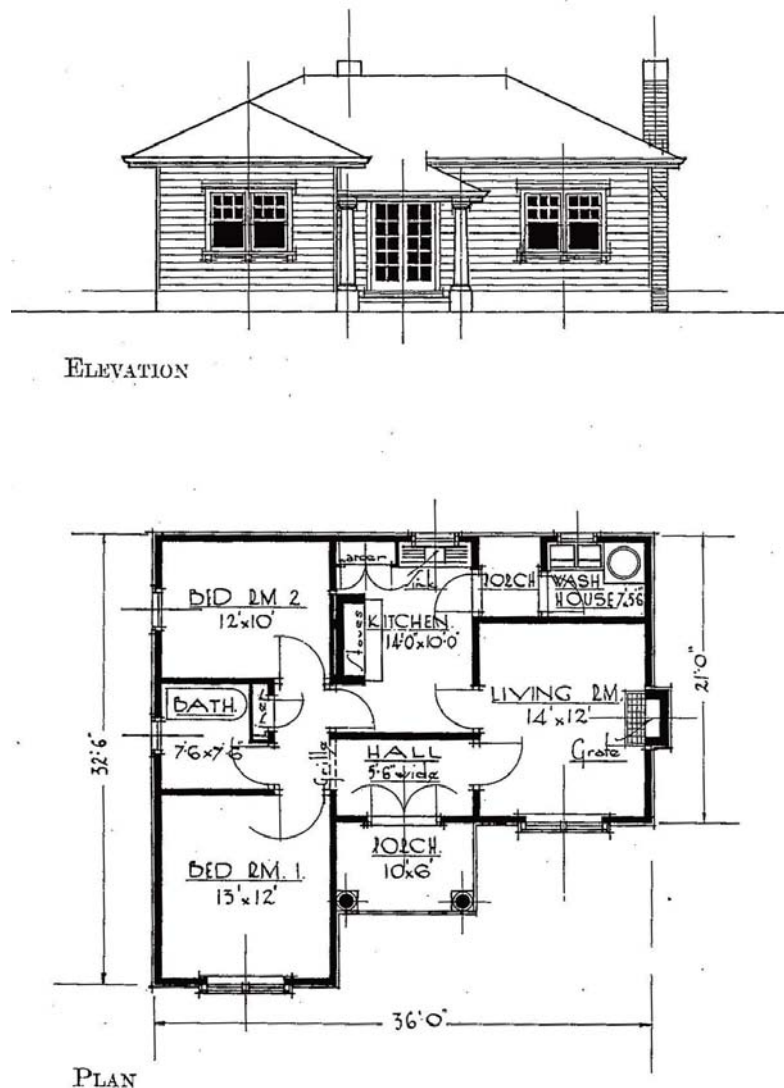


Figure 7: State Savings Banks standard 'Type T2' design. Source: *The State Savings Bank of Victoria Design Book: Timber-Framed Dwellings Containing 56 Standard Types*, March 1929, VPRS8933/P0437, Units 2 and 3, Public Record Office Victoria.

⁷⁵ *The Settler, op.cit.*, March-May 1990.

⁷⁶ Ballan Shire Rate Book, 1930-31, PROV (Ballarat).

⁷⁷ *Ibid.*, 1930-31 & 1935-36.

⁷⁸ The Rate Book for 1935-36 listed Michael Brady as the "owner/tenant" with the "owner" being the State Savings Bank, further suggesting that the dwelling was based on one of the Bank's standard designs.

⁷⁹ *Ibid.* & Davis, Roy Leo, Probate Administration files, 1983, VPRS 28/P14, Unit 47, 7591/P10, Unit 10, PROV.

Dwelling, 80 Atkinson Street

In 1930-31, the land comprising lot 3B of Section 24 in the Township of Ballan was owned by Mrs Elizabeth Alford (she owned 7 allotments comprising Sections 21 and 24).⁸⁰ By 1935-36, allotments 2 and 3B in Section 24 had been sold to David Horace Jamieson, who leased a dwelling on lot 2 to T. O'Hehir.

In 1938-39, part of allotment 3B was occupied David Ball, apparently as unimproved land as the net annual value at this time was only £2.⁸¹ By 1940-41, Ball was occupying a dwelling on the site, with Jamieson having sold the property to Mrs Clarice Maude Williams of Edols Street, Ballan.⁸² It would appear that the existing dwelling had been erected by this time. The design of the dwelling, with its main gambrel roof form, might suggest that it was relocated to the site from elsewhere. The outward appearance is suggestive of standard Victorian Railways Department dwellings constructed during the Federation era (see comparative analysis for further details). The projecting minor gable and banks of timber framed double hung windows were built at the front of the dwelling at this time.

Clarice Williams (nee Gosling) was born in c.1885, the daughter of Aldis and Ellen (nee Moore) Gosling.⁸³ She married William Arnold Williams (c.1870-1943) a hairdresser and they appear to have first lived at 15 Fisken Street.⁸⁴ They had four children born at Ballan: Emma Victoria Florence (1908), Annie Vina May (1909), Aldis William (1911) and Clarice Jane (1913).⁸⁵ On the death of Clarice senior in 1967, her property at 80 Atkinson Street was described as including 'a four roomed weatherboard dwelling of 9 ½ squares' that was valued at \$1680.⁸⁶

Dwelling, 2 Fisken Street

Before 1874, John Julian had taken up one acre of land comprising allotment 2, 3B and 4B of Section 24 at the south-east corner of Fisken and Atkinson Streets, Ballan.⁸⁷ He advertised the property for sale on 18 July 1874 which included a 'small but comfortable Dwelling house and improvements thereon', with the allotment being 'substantially fenced, [and] laid down with English grass, and planted with trees all round.'⁸⁸ The sale notice described the dwelling as a 'snug little Home' and 'a most desirable investment.' By October 1974, the property remained in the hands of Michael Walsh, auctioneer.⁸⁹

Before 1910-11, Julian's property had been acquired by Mrs Elizabeth Alford.⁹⁰ She sold lots 2 and 3B to David Horace Jamieson between 1931 and 1935 and he had the existing interwar Bungalow constructed at this time.⁹¹ In 1935-36, the dwelling was occupied by T. O'Hehir.⁹²

80 Ballan Shire Rate Book, 1930-31.

81 Ibid., 1938-39.

82 Ibid., 1940-41.

83 Victorian Births, Deaths and Marriages Indexes, Department of Justice, Melbourne.

84 W.A. Williams is listed as the occupant of lot 9, section 20 in the Ballan Shire Rate Book, 1910-11, op.cit., which equates to 15 Fisken Street today.

85 Victorian Births, Deaths and Marriages Indexes, op.cit.

86 Williams, Clarice, Probate Administration files, 1967, VPRS 28/P4, Unit 4291, PROV.

87 *Bacchus Marsh Express*, 18 July 1874, p.2.

88 Ibid.

89 Town Plan of Ballan, op.cit. Several articles in the *Bacchus Marsh Express* in the 19th century refer to Michael Walsh as an auctioneer.

90 Ballan Shire Rate Book, op.cit., 1910-11.

91 Ibid., 1930-31 & 1935-36.

92 Ibid.

Dwelling, 3 Fiskin Street

On 4 May 1872, the *Bacchus Marsh Express* reported on the impending removal of Dr. J.B. Marr from Egerton to Ballan.⁹³ After a time at Ballan, Marr purchased land in the township comprising allotments 3-8 of Section 23 from 20 January 1874.⁹⁴ On the larger 2 rood allotment (lot 9) fronting Fiskin Street he erected a dwelling which had been completed by July 1874.⁹⁵

Marr's ownership and occupation of the dwelling at 3 Fiskin Street (lot 9) was to be short-lived. On 24 July 1875, the property was advertised for sale in the *Bacchus Marsh Express*. It was described as 'a substantial and well-built family residence, consisting of eight rooms, also a four-stalled stable and buggy shed, and sundry outhouses.'⁹⁶ It would appear that the existing dwelling at 3 Fiskin Street is the main front portion of the original dwelling built for Dr Marr. Apart from two unimproved allotments (lots 4 and 5) being sold in September 1875,⁹⁷ Marr's property did not sell immediately. He continued to reside there and practice medicine until 1878 when George Owen Lyon, gentleman, purchased the property (along with Marr's other allotments, 4-8 and 10).⁹⁸

Dr Joseph Bell Marr was born in c.1832 in England.⁹⁹ He trained as a medical practitioner and in 1860 he was made a Licentiate of the Faculty of Physicians and Surgeons, Glasgow.¹⁰⁰ 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 1864.¹⁰¹ By 1869, Marr had emigrated to Spring Cove, Nelson, New Zealand.¹⁰² 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 1872.¹⁰³ After selling his property in Fiskin Street, Marr continued to practice in Ballan until at least 1878¹⁰⁴ where he was also listed as the public vaccinator for the town.¹⁰⁵ He had relocated to New South Wales before 1880 but in 1881 he was again practicing in Ballan.¹⁰⁶ By early 1882 he was practising in Launceston, Tasmania.¹⁰⁷ 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.¹⁰⁸ 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 1886.¹⁰⁹ Dr and Mrs Marr lived in a dwelling owned by Edward Atkinson, where he continued to practice medicine.¹¹⁰ In 1890, the Marrs occupied a dwelling

93 *Bacchus Marsh Express*, 4 May 1872, p.3.

94 Town Plan of Ballan, op.cit. & Certificates of Title, vol. 669, fol. 647, 1874 & vol. 696, fol. 067, 1874.

95 The sale notice for John Julian's property at 2 Fiskin Street in the *Bacchus Marsh Express* on 18 July 1874, p.2 gave the location of Julian's premises as being 'in Fiskin street, opposite the residence of Dr. Marr', which confirms that Marr's dwelling had been built by this time.

96 *Bacchus Marsh Express*, 24 July 1875, p.4.

97 Certificate of Title, vol. 809, fol. 616, 1 September 1875.

98 Lot 6 had been sold to Lyon in 1874, and Marr had purchased lot 10 on 21 July 1874. See Certificate of Title, vol. 696, fol. 067.

99 Australian Medical Pioneers at <http://www.medicalpioneers.com/>

100 Ibid.

101 Ibid.

102 Ibid.

103 Ibid.

104 See Ballan Shire Rate Book, op.cit., 1878, where Dr Marr was listed as owner of a tenement.

105 *The Argus*, 12 August 1876.

106 Australian Medical Pioneers, op.cit.

107 *Launceston Examiner*, 14 February 1882.

108 *The Argus*, 25 October 1883.

109 Victorian Births, Deaths and Marriages Indexes, op.cit.

110 *Bacchus Marsh Express*, 31 March 1886 & Ballan Shire Rate Book, op.cit., 1886.

owned by R. Parker.¹¹¹ By 1902, Marr had removed to Merino where he was the medical officer to the Australian Natives Association.¹¹² While living at Maryborough, Victoria in 1904, Marr was arrested for using a revolver.¹¹³ This controversy may have caused him to relocate to Forbes, New South Wales, in 1905.¹¹⁴ 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.¹¹⁵

At 3 Fisken Street, George Owen Lyon, gentleman, squatter and superintendent of St. John's Church of England Sunday School, Ballan, took up residency from 1878 after his purchase of the property from Dr Marr.¹¹⁶ During this time, he was a member of the Ballan Mechanics' Institute, being elected President in 1879.¹¹⁷ In July 1882, Lyon relocated to Scotland.¹¹⁸ The *Bacchus Marsh Express* described the sale of Lyon's furniture and the high regard held by Lyon in the Ballan community:

In connection with Mr. G.O. Lyon I may mention that he has left Ballan, greatly to the regret of every person whom I have heard express an opinion on the subject. Mr. M. Walsh held a clearing sale of his furniture on Friday, at which there was a large attendance, and on the whole very satisfactory prices were obtained. Mr. Lyon's departure from the district will be regretted by all who knew his frank and genial manner, and his sterling goodness of heart.¹¹⁹

At St. John's Sunday School, Lyon had also been presented with a pair of gold sleeve studs by the teachers and scholars.¹²⁰

Lyon continued to own the dwelling at 3 Fisken Street. He leased to John Shaftesbury Cooper, pound keeper and later electoral registrar from 1879 until 1891.¹²¹ In 1893, the property was transferred to Kate Lyon and in 1902 she sold it to Dr George Herbert Salter who lived at 81 Inglis Street.¹²² Salter leased the property to Charles McClelland, teacher, before it was acquired by Lance Edward and Annie Jane (nee Patterson) Simmons in 1905-06.¹²³

With the death of Lance Simmons in 1908, Annie Simmons took sole ownership.¹²⁴ She continued to live there, initially with her daughters, Catherine Margaret (born 1902) and Alice Paterson (born 1905),¹²⁵ until 1933 when the property was purchased by Albert Lawrence, saddler.¹²⁶

111 *Ibid.*, 1890.

112 Australian Medical Pioneers, op.cit.

113 *North Western Advocate & the Emu Bay Times*, 15 August 1904.

114 *Sydney Morning Herald*, 3 March 1905.

115 *The Argus*, 3 May 1911, 2 July 1911 & Horsham Times, 6 June 1911.

116 Certificate of Title, vol. 1058, fol. 544, 2 September 1878. The Ballan Shire Rate Books 1878-1882 described Lyon as a gentleman, clergyman and squatter.

117 *Bacchus Marsh Express*, 25 January 1879, p.3.

118 *Ibid.*, 29 July 1882, p.3.

119 *Ibid.*

120 *Ibid.*, 2 September 1882, p.3.

121 See Ballan Shire Rate Books, op.cit., 1879, 1881, 1886 & 1891. Cooper was to later own the property at 13 Fisken Street.

122 Certificate of Title, vol. 2489, fol. 663.

123 Title was not transferred to Annie Simmons until 1908, having first been transferred to Edith Salter (wife of Dr Salter), following Dr Salter's death in 1907.

124 Certificate of Title, op.cit.

125 Ballan Shire Rate Books, op.cit., 1910-11, 1915-16, 1935-26, Victorian Births, Deaths and Marriages Indexes, op.cit.

Dwelling, 8 Fisken Street

On 8 June 1886, John Lay, labourer, hotel keeper, farmer and bullock driver of Blakeville purchased allotment 1 of Section 24 in the Town of Ballan comprising 2 roods (8-12 Fisken Street).¹²⁷ Married to Sarah, they had a son John Edward (Jack) Lay (1870-1952), who became a carpenter.¹²⁸ John Lay senior died in 1903 and the unimproved allotment at 12 Fisken Street was acquired by Jack Lay.¹²⁹

Between c.1936 and 1938, Jack Lay excised the southern portion of his property at the south-east corner of Fisken and Edols Streets (comprising 1 rood). He built the existing timber dwelling at 8 Fisken Street at this time.¹³⁰

Dwelling, 9 Fisken Street

In 1928, Annie Simmons excised 30 perches of her land fronting Fisken Street and sold it to Robert McClelland.¹³¹ With his wife, Daphne, they built the existing dwelling at 9 Fisken Street.¹³² It had been completed by 1930-31.¹³³ The design, composition and layout of the dwellings might suggest that it is a variation on the State Savings Banks standard 'Type T54' design by G. Burridge Leith, architect (Figure 8).¹³⁴ At 9 Fisken Street, the standard minor projecting hipped wing was reconfigured for a gabled wing.

126 Certificate of Title vol. 5837, fol. 374.

127 Town Plan of Ballan, op.cit.

128 Victorian Births, Deaths and Marriages Indexes, op.cit. & M.G. Lay, 'That dinkum breed of true Aussies: the storey of the lay family from Wiltshire to Ballan, a family history', M.G. Lay, Bulleen, 2003.

129 Ibid. See also Lay family at tribalpages:
<http://www.tribalpages.com/tribe/familytree?uid=royststringer&surname=LAY>

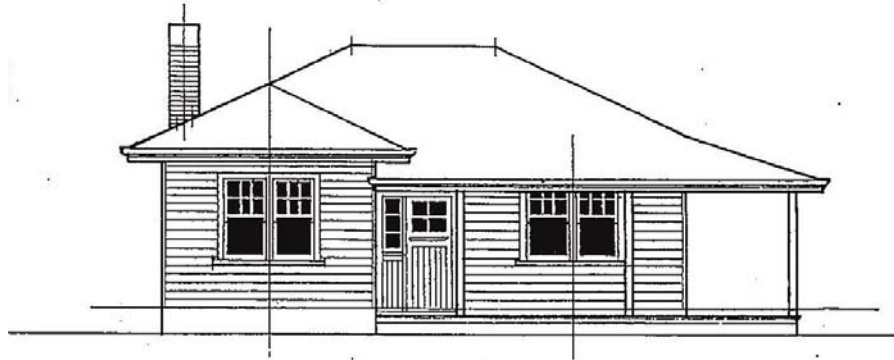
130 Ballan Shire Rate Books, op.cit., 1935-35 & 1938-9.

131 Certificate of Title, vol. 2489, fol. 663, 14 August 1938.

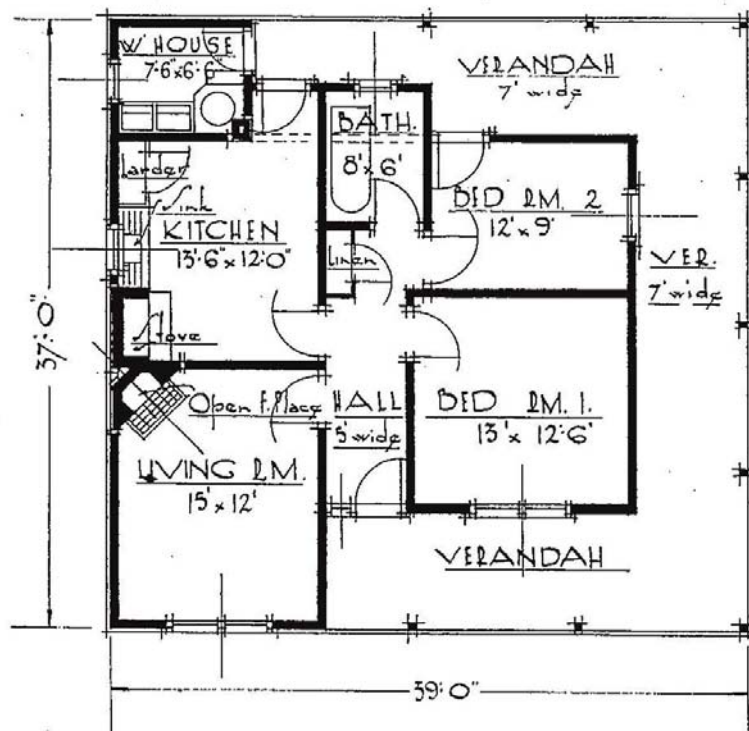
132 Ibid. & Ballan Shire Rate Book, op.cit., 1930-31.

133 Ibid.

134 See *State Savings Bank of Victoria Design Book*, op.cit.



ELEVATION



PLAN

Figure 8: State Savings Banks standard 'Type T54' 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, Public Record Office Victoria.

By 1935-36, the property had been purchased by Mrs Bessie Bucklow (nee Saunders).¹³⁵ She owned it until her death at Burwood in 1948, aged 73.¹³⁶ The property was taken up by her husband, Alexander Brown Bucklow until his death at Ballarat in 1968 at the age of 96 years.¹³⁷

¹³⁵ Ballan Shire Rate Book, op.cit., 1935-36 & Victorian Births, Deaths and Marriages Indexes, op.cit.

¹³⁶ Ibid.

¹³⁷ Ibid. & Victorian Births, Deaths and Marriages Indexes, op.cit. Alexander Bucklow was born in England in c.1872 and Bessie Bucklow (nee Saunders) was born about 1875. They had one child, Elsie May (Mrs Kit Staude). Bessie Bucklow died at Burwood in 1948. See *The Argus*, 9 October 1948.

Dwelling, 11 Fisken Street

On 20 January 1874, Magnus Bildstein, a German labourer, acquired allotment 10 of Section 23 comprising 11-13 Fisken Street.¹³⁸ He sold the land to Dr J.B. Marr on 21 July 1874 and he in turn sold it to George Owen Lyon in 1878.¹³⁹ A caveat was placed on the land in 1888 which lapsed in 1890.¹⁴⁰ At this time, he sold allotment 10 to Hibbert Henry Newton and Henry John Looker.¹⁴¹ In 1895, Looker became sole owner of the unimproved land and in 1897 ownership had been transferred into Henry Looker's wife's name, Fanny Maud Looker.¹⁴² She sold the land to John Marmon Fowler, a wheelright in 1897.¹⁴³ He held the land until 1906 when it was purchased by Charles Bull, carrier.¹⁴⁴ On the adjoining land to the north of the site, Bull built a dwelling (see 13 Fisken Street for further details). On Bull's death in 1908, the site at 11 Fisken Street was described as 'containing ¼ acre being other part of said allotment adjoining the above [dwelling at 13 Fisken Street]'.¹⁴⁵

In March 1921, the property passed to Christine Marguerite Collins and in turn to Annie West Simmons in October of that year.¹⁴⁶ She sold it to Mrs Helena Augusta Pearpoint in May 1923.¹⁴⁷ It would appear that the existing dwelling at 11 Fisken Street was relocated to the site soon after. By 1930-31, Mrs Pearpoint seems to have leased the dwelling to Albert Mark Lawrence, a saddler.¹⁴⁸ The property had a net annual value of £22 at this time.¹⁴⁹ In 1935-36, James Victoria Walker, a labourer was Mrs Pearpoint's tenant and in 1940-41, Carmel Suroney, a hairdresser, was occupying the property.¹⁵⁰

The property was sold to Arthur Edmond Frichot, a labourer in November 1943.¹⁵¹ Born in 1897, he was the son of Peter and Gardener Louisa Ann Frichot, and was an only child. He died in 1961 in Footscray at the age of 64.¹⁵²

Dwelling, 12 Fisken Street

On 8 June 1886, John Lay, labourer, hotel keeper, farmer and bullock driver of Blakeville purchased allotment 1 of Section 24 in the Town of Ballan comprising 2 rood acres (8-12 Fisken Street).¹⁵³ With Lay's death in 1903, the land was acquired by his son, John Edward (Jack) Lay, a carpenter.¹⁵⁴ In 1907-08, he built a timber dwelling on the site where he lived with his wife, Grace, and their three children that had been born at Blakeville: Elise (born 1899), John Charles (born 1901) and Annie (born 1904).¹⁵⁵

138 Town Plan of Ballan, op.cit.

139 Certificate of Title, vol. 696, fol. 067 & vol. 1058, fol. 544.

140 Ibid., 31 October 1888.

141 Ibid., vol. 2269, fol. 634, 7 June 1890.

142 Ibid., 10 December 1895, transfer no. 365271 & 5 April 1897, transfer no. 388840.

143 Ibid., vol. 2672, fol. 340, 1 December 1897.

144 Ibid., 11 October 1906, transfer no. 534599.

145 Bull, Charles, Probate Administration files, 1908, VPRS 28/P2, Unit 831, PROV.

146 Certificate of Title, op.cit., 24 March 1924, transfer no. 990459, 21 October 1921, transfer no. 101216.

147 Ibid., 4 May 1923, transfer no. 1102474.

148 Ballan Shire Rate Book, op.cit., 1930-31.

149 Ibid.

150 Ibid., 1935-36, 1940-41.

151 Certificate of Title, op.cit., 25 November 1943, transfer no. 1901119.

152 See <http://www.ancientfaces.com/person/arthur-edmond-frichot/144945605>

153 Town Plan of Ballan, op.cit.

154 Lay, op.cit.

155 Ibid.

Between c.1936 and 1938, Lay excised the southern portion of his property and built a new timber dwelling (see 8 Fisken Street for further details). It would appear to have been at this time when he altered his Edwardian dwelling, with new brick piers and concrete columns supporting the verandah, and new timber framed windows. At the time of his death in 1952, his property at 12 Fisken Street was described as 'a (47 years old) 4 roomed weather-board dwelling house occupied by the deceased.'¹⁵⁶

Dwelling, 13 Fisken Street

On 20 January 1874, Magnus Bildstein, a German labourer, acquired allotment 10 of Section 23 comprising 11-13 Fisken Street.¹⁵⁷ He sold the land to Dr J.B. Marr on 21 July 1874 and he in turn sold it to George Owen Lyon in 1878.¹⁵⁸ A caveat was placed on the land in 1888 which lapsed in 1890.¹⁵⁹ At this time, he sold allotment 10 to Hibbert Henry Newton and Henry John Looker.¹⁶⁰ In 1895, Looker became sole owner of the unimproved land and in 1897 ownership had been transferred into Henry Looker's wife's name, Fanny Maud Looker.¹⁶¹ The property was immediately transferred into the ownership of Albert Wilson Salter, merchant, who sold it to Charles Bull, a carrier, in 1900.¹⁶²

Between 1903 and 1905, Bull had the existing dwelling constructed. The property had a net annual value of £10 in 1905-06.¹⁶³ Charles Bull lived there with his wife, Mercy Bull. Born about 1854, Mrs Bull was the daughter of David and Elizabeth Pierpoint.¹⁶⁴ On the death of Charles Bull in 1908, the property was described as containing ¼ acre on which was 'a weatherboard house occupied by deceased, valued £150.'¹⁶⁵ The property passed to Mrs Mercy Bull, who soon relocated to Kyneton.¹⁶⁶ In 1910-11, the dwelling was leased to Mrs Susan Wakeham, although it appears Mrs Bull had returned to live there in 1915-16.¹⁶⁷

Mercy Bull sold the property to Mrs Christine Margeurite Collins in 1921 and she in turn sold it to Mrs Annie West Simmons in the same year.¹⁶⁸ Two years later, she sold it to Mrs Helena Augusta Victoria Pearpoint.¹⁶⁹ Recently widowed after only one year of marriage, Mrs Pearpoint established a boarding house at 13 Fisken Street,¹⁷⁰ probably as a means of supporting herself after the death of her husband, Herbert Pearpoint.¹⁷¹ Along with Mrs Pearpoint, all of the existing owners had acquired the adjoining

¹⁵⁶ Lay, John Edward, Probate Administration files, 1952, VPRS 28/P4, Unit 360, PROV.

¹⁵⁷ Town Plan of Ballan, op.cit.

¹⁵⁸ Certificate of Title, vol. 696, fol. 067 & vol. 1058, fol. 544.

¹⁵⁹ Ibid., 31 October 1888.

¹⁶⁰ Ibid., vol. 2269, fol. 634, 7 June 1890.

¹⁶¹ Ibid., 10 December 1895, transfer no. 365271 & 5 April 1897, transfer no. 388839.

¹⁶² Ibid., vol. 2673, fol. 444, 15 December 1897 & vol. 2590, fol. 267, 15 May 1900, transfer no. 421673.

¹⁶³ Ballan Shire Rate Book, op.cit., 1905-06.

¹⁶⁴ Victorian Births, Deaths and Marriages Indexes, op.cit. David Pierpoint was a pioneer stonemason and bricklayer at Ballan, having been brought from Geelong by Dugald Macpherson in the early 1860s to build Bungeeltap Homestead and later 'Westcott' in Inglis Street. See the *Ballan Times*, 15 August 1918, p.3.

¹⁶⁵ Bull, Charles, op.cit.

¹⁶⁶ See Ballan Shire Rate Book, op.cit., 1910, which listed Mrs Mercy Bull's address as Kyneton.

¹⁶⁷ Ibid., 1915-16.

¹⁶⁸ Certificate of Title, op.cit., 24 March 1921, transfer no. 990459, 21 October 1921, transfer no. 1018216.

¹⁶⁹ Ibid., 4 May 1923, transfer no. 1102474.

¹⁷⁰ Mrs Pearpoint is only listed as operating a boarding house in 1926. She was noted listed in 1927. See Ballan Shire Boarding Houses Register, VPRS 5578/P0, Unit 1, PROV (Ballarat).

¹⁷¹ See Victorian Births, Deaths and Marriages Indexes, op.cit. According to *The Argus*, Joseph Herbert died at the Ballarat Hospital on 10 August 1922 as a result of an accident. A farmer, he had served with the 4th Light Horse Regiment, 13th Reinforcement in the A.I.F. between 1915 and 1919.

vacant allotment to the south of the dwelling (see 11 Fisken Street for further details). Mercy Pearpoint owned the property until 1943 when it was sold to John Shaftesbury Cooper.¹⁷² He lived there with his wife, Mrs Elizabeth Sarah Cooper, who took ownership when John Cooper died in 1968.¹⁷³

Dwelling, 14 Fisken Street

The land at 14 Fisken Street originally comprised 2 roods, being allotment 2 of Section 19 first owned by Donald Kennedy Fraser, a wheelright whose business was located at the corner of Inglis and Fisken Streets.¹⁷⁴ By 1910, the property had passed to Fraser's son, William Rose, who built his family home on adjoining allotment 1 in 1914.

Between 1926 and 1930, Fraser sold the unimproved allotment at 14 Fisken Street to Archibald Clifton Hateley, a farmer.¹⁷⁵ He had the existing brick dwelling constructed at this time. Hateley and his wife, Blodwen, had two children: Margaret and Bronwyn.¹⁷⁶

By 1935-36, Hateley had sold the property to Mrs Margurite Gray. She leased it to Dr Percy G. Clarke, medical practitioner, in 1940-41.¹⁷⁷

Ruddle House, 17 Fisken Street

The property at 17 Fisken Street was first sold to D. Pierpoint as allotment 9 of Section in the Town of Ballan on 26 January 1874.¹⁷⁸ In c.1885, the northern portion of allotment 9 was purchased by Richard Shillito, hotelkeeper, who established the neighbouring Railway Hotel.¹⁷⁹ The land was subsequently enclosed as part of his hotel property.¹⁸⁰ On Shillito's death in 1887, the land was sold to Albert Wilson Salter, draper of Ballan, in 1890.¹⁸¹ He sold it to Frederick Mehrens, carpenter, in 1891.¹⁸² Mehrens built the existing dwelling soon after as he was rated as the owner of a tenement with a net annual value of £15 in 1894, 1895 and 1897.¹⁸³ In 1898, Mehrens sold the property to Mrs Susan Whale, apparently on behalf of her son, John Whale.¹⁸⁴

Susan Whale (nee Ruddle) was born on 26 February 1837 at Pewsey, Wiltshire, England.¹⁸⁵ She was employed by the Day family (from near her birthplace) and in July 1854 they paid for her passage to

See <https://www.aif.adfa.edu.au/showPerson?pid=237033>. Helena Pearpoint's brother, Alexander Gibson, also served in the Great War where he was killed in action at Pozieres, France, in 1916. See <https://www.aif.adfa.edu.au/showPerson?pid=109999>.

172 Certificate of Title, 21 December 1943, transfer no. 1905257.

173 Ballan Shire Rate Book, op.cit., 1950-51 & Certificate of Title, vol. 2673, fol. 444, 22 August 1969.

174 Town Plan of Ballan, op.cit.

175 Ballan Shire Rate Books, op.cit., 1925-26, 1930-31.

176 Hateley, Archibald Clifton, Probate Administration files, 1954, VPRS 28/P4, Unit 799, PROV.

177 Ballan Shire Rate Books, op.cit., 1933-36, 1940-41.

178 Town Plan of Ballan, op.cit.

179 See historical details for 23 Fisken Street.

180 Ibid.

181 Certificate of Title, vol. 2232, fol., 233, 7 February 1890.

182 Ibid., 28 September 1891, transfer no. 310645.

183 Ballan Shire Rate Books, op.cit., 1894, 1895 & 1897.

184 The Certificate of Title, op.cit., 1 August 1898, transfer no. 396691, had Mrs Susan Whale as the new proprietor, while the Ballan Shire Rate Book for 1898 listed John Whale (Susan Whale's son) as the owner and Frederick Mehrens as the occupier.

185 *Ballan Times*, 21 March 1918.

Victoria aboard the 'Nelius'.¹⁸⁶ The Day family had arrived prior to Susan coming to Victoria and on her arrival, she was re-employed by the family as Mrs Day had suffered an accident on the voyage to Australia, becoming an invalid.¹⁸⁷ Tragically, Mrs Day died three months later at Richmond.¹⁸⁸ Susan Ruddle's aunt, Mrs John Lay of East Ballan, sent for Susan and she found work at Athorn's Hotel.¹⁸⁹

On Boxing Day, 1854, Susan Ruddle married George Whale at Ballan.¹⁹⁰ Whale was also from Wiltshire and he was the nephew of John Lay.¹⁹¹ He had emigrated to South Australia before trying his luck at the Bendigo diggings and later the Blackwood diggings.¹⁹² He made sufficient income to buy a farm (named 'Whale's Farm'¹⁹³) at East Ballan, being 60 acres at the rear of John Lay's property earlier purchased from C.H. Lyon.¹⁹⁴ It was here where George and Susan raised their twelve children born between 1863 and 1878.¹⁹⁵

In c.1886, George and Susan let their farm and acquired a property in the Ballan township.¹⁹⁶ George Whale died in 1888 and his death was reported in the *Bacchus Marsh Express*:

I regret to have to announce the death of Mr. George Whale, one of the earliest of the Ballan residents, which took place on Thursday morning. He had been out of health for some time back, but not seriously so, and up to within a very short time of his death his relations had no idea that his illness was in any way dangerous. He had been engaged in farming his whole life up to within about two years ago, when he let his farm, and purchased a house in Ballan, where he has resided ever since. His death is believed to have been the result of some disease of the digestive organs. He leaves a widow and seven sons and daughters, most of them grown up. The late Mr. Whale was a good specimen of the old English agriculturist, outspoken and straight forward.¹⁹⁷

In 1906-07, Mrs Whale leased the dwelling to John Valentine Porter, an ironmonger.¹⁹⁸ Extensions may have been carried out at this time.¹⁹⁹ Valentine continued to occupy the shop and dwelling in the ensuing years where he seems to have run an accountancy business.²⁰⁰

Susan Whale died in 1927 at the age of 97 years.²⁰¹ At the time of her death, the property at 17 Fiskin Street was described as an '8 roomed W.B. dwelling with iron roof.'²⁰² It was bequeathed to three of her sons, John, Angel and Edward.²⁰³ They immediately sold the property to Katherine Jane Porter and

186 *Ibid.*

187 *Ibid.*

188 *Ibid.*

189 *Ibid.*

190 *Ibid.*

191 *Ibid.*

192 *Ibid.*

193 *Ibid.*, 11 April 1918.

194 *Ibid.*, 21 March 1918.

195 *Ibid.*, 23 May 1918, p.3 & Victorian Births, Deaths and Marriages Indexes, op.cit.

196 *Ibid.*, 11 April 1918.

197 *Bacchus Marsh Express*, 14 April 1888, p.3.

198 Ballan Shire Rate Book, op.cit., 1906-07.

199 *Ibid.*, The net annual value of the property had also increased to £21 from £5 in 1905-06.

200 Valentine was listed as an accountant in the Rate Book for 1910-11.

201 Whale, Susan, Probate Administration files, 1927, VPRS 28/P3, Unit 1747, PROV.

202 *Ibid.*

203 *Ibid.*

in 1939 it was acquired by William House, a retired railway official, and his wife, Amelia Ruddle House.²⁰⁴ In 1953, the dwelling was acquired by Miss Ivy Lay.²⁰⁵ Today, the dwelling is named 'Ruddle House', probably after the maiden name either Susan Whale or Amelia House.

Dwelling, 19 Fisken Street

On 26 January 1872, H.A. Atkinson of Millbrook purchased 2 roods comprising allotment 10 of Section 2 at 19 Fisken Street in the Town of Ballan.²⁰⁶ In early 1885, the site had been acquired by Richard Shillitto, publican, who established the Railway Hotel.²⁰⁷ On his death in 1887, Shillitto's property was described as 'a weatherboard house containing eleven rooms used as Hotel with a 5 stall stable and feed room attached.'²⁰⁸ The hotel was situated on the northern portion of the site.

During the ownership of the Railway Hotel by William Henderson between 1889 and 1900, a dwelling was erected on the southern portion of the site (now addressed as 19 Fisken Street).²⁰⁹

On Henderson's death in 1900, the hotel and the neighbouring dwelling were purchased by George and Annie Bull (see 23 Fisken Street for biographical details on these owners). In November 1906, George Bull engaged Messrs. L.A. Fairbairn and Company to sell the dwelling at 19 Fisken Street for removal.²¹⁰ On the then vacant site, the existing Edwardian dwelling was erected. In 1910-11 and again in 1915-16, it was listed as having a net annual value of £22.²¹¹ When George Bull died in 1923, the property was described as 'a 4-roomed W.B.G. dwelling, stable and fowl house. Fenced with posts and rails and pickets', and was valued at £110.²¹²

Dwelling, 20 Fisken Street

The land at 20 Fisken Street originally comprised 2 roods, being allotment 1 of Section 19.²¹³ It was first purchased by Donald Kennedy Fraser, a wheelright, who established a shop at the corner of Inglis and Fisken Streets in the 1850s.²¹⁴ Fraser married Margaret Rose and they had five children that were all born at Ballan. One of their children, William Rose Fraser (born 1877) went into the wheelright business with his father. In 1910, W.R. Fraser had the existing dwelling constructed following his marriage to Elizabeth Henry Marshall. It was at this time that the *Bacchus Marsh Express* reported that 'the 8-room residence in Fisken street now nearing completion for Mr. William Fraser, is quite an acquisition.'²¹⁵

204 Certificate of Title, vol. 5321, fol. 042, 31 October 1927, transfer no. 1341925 & 11 November 1939, transfer no. 1752358. On the death of William House in 1941, sole ownership was transferred to Amelia House, the daughter of William and Elizabeth Lay. See House, William, Probate Administration files, 1941, VPRS 28/P3, Unit 3491, PROV, and Victorian Births, Deaths and Marriages Indexes, op.cit.

205 Certificate of Title, op.cit., 29 December 1953, transfer no. 2614537.

206 Town Plan of Ballan, op.cit.

207 See history for 23 Fisken Street for further details.

208 Shillitto, Richard, Probate Administration files, 1887, VPRS 28/P2, Unit 217, PROV].

209 The first entry for the subsequent owners, George & Annie Bull, in the Ballan Shire Rate Books, op.cit., for 1903-04, has a listing separate to the Railway Hotel, with tenement described. This may still have been part of the Railway Hotel complex, but separate accommodation for Henderson.

210 *Bacchus Marsh Express*, 3 November 1906, p.2.

211 Ballan Shire Rate Books, op.cit., 1910-11, 1915-16.

212 Bull, George, Probate Administration files, 1923, VPRS 28/P3, Unit 1360, PROV.

213 Town Plan of Ballan, op.cit.

214 'Heritage Walk Through Ballan', op.cit.

215 *Bacchus Marsh Express*, 10 November 1910.

William and Elizabeth had three children born at Ballan: Robert Marshall (born 1911, Margaret Rose (born 1912) and Donald Duncan (born 1918).

In February 1914, the property was sold to Arthur Theodore Blake.²¹⁶

Shop and Dwelling, 22 Fisken Street

R. Campell purchased allotment 2 of Section 8 in the Town of Ballan on 1 June 1853.²¹⁷ The land totalled 2 roods in size. In later years, Tom Urquhart established a blacksmith's shop on the Inglis Street frontage.²¹⁸ It was subsequently acquired by Moses Cousens, who had also purchased adjoining allotment 1 fronting Inglis Street. Fronting Inglis Street, he built a five-roomed timber butcher's shop and dwelling, stable, hayshed, cowshed and other outbuildings.²¹⁹ On his death in 1893, the land comprising 22 and 22A Fisken Street was described as being 'fenced with post two rail and paling fence, pig sty and kitchen garden' and was valued at £200.²²⁰ Cousens' land remained under the ownership of his Estate during the lifetime of his wife. Although Mrs Cousens died in 1912, the land at the corner of Fisken and Inglis streets, 'together with butcher's shop and premises' were advertised for sale in 1915 but the property remained unsold in the ensuing years.²²¹ In 1920-21, it was occupied by a Miss Gibson, having a net annual value of £24.

It appears that the land now comprising 22 and 22A Fisken Street was purchased by Gilbert Cowan, a farmer of Ballan, between 1922 and 1925.²²² The existing dwelling fronting Steiglitz Street and the shop fronting Fisken Street had been built by 1925-26.²²³ The property operated as a Coffee Palace and Boarding House from these early years by Cowan's daughter and son in law, Ellen and Frederick Lewin (Figure 9).²²⁴ The premises were one of six boarding houses operating in Ballan in 1926, the other boarding house in Fisken Street being owned by Mrs Helen Pearpoint at 13 Fisken Street.²²⁵ By 1930, Lewin was owner of the property when it was listed with a net annual value of £40.²²⁶

²¹⁶ *Ibid.*, 12 February 1914. See also Ballan Shire Rate Book, op.cit., 1915-16, which listed Blake as the owner.

²¹⁷ Town Plan of Ballan, op.cit.

²¹⁸ *Ballan Times*, 11 July 1918, p.3.

²¹⁹ Cousens, Moses, Probate Administration files, 1893, VPRS 28/P2, Unit 364, PROV.

²²⁰ *Ibid.*

²²¹ *Ballan Times*, 29 April 1915, p.2. As outlined in Moses Cousens' Probate Administration files, op.cit., there were difficulties selling the property and family disquiet as a result. In a letter to the Master in Equity on 25 September 1916, Jules Gascard jnr. (executor) explained that 'the beneficiaries are not disposed to part with the balance [of Cousens' Estate] comprising the Butcher shop and dwelling unless it brings something near the value £500. There was an offer by auction of £450 but they would not sell and at the present it would not bring £250.'

²²² Cowan was listed as owner of part allotment 2 of Section 8 with a coffee palace on 1 rood in the Ballan Shire Rate Book in 1925-26.

²²³ *Ibid.* The net annual value of the property had increased to £70 at this time, clearly suggesting that the land had been improved from the net annual value of £24 in 1920-21.

²²⁴ *Ibid.* & Victorian Births, Deaths and Marriages Indexes, op.cit. Ellen Myrtle Cowan married Frederick Collier Lewin in 1911. They had a son, Frederick Keith Lewin.

²²⁵ Ballan Shire Boarding Houses, 1926, VPRS 5578/P0, Unit 1, PROV (Ballarat).

²²⁶ Ballan Shire Rate Book, op.cit., 1930-31.



Figure 9: Frewin's shop and boarding house, 22 Fisken Street, n.d. [c.1925], before the alterations & additions in the early 1930s. Source: Ballan Shire Historical Society.

On Frederick Lewin's death in 1933, the boarding house business was continued by Mrs Lewin. By 1935-36, she had married Walter John Densley, son of Henry and Annie (nee Pierpoint), pioneers of Ballan.²²⁷ At this time, the net annual value of the property had increased to £100, suggesting that Ellen and Walter Densley had carried out alterations and additions to the shop and the rear of the dwelling, fronting Fisken Street. Mrs Densley continued to operate the coffee palace until at least 1940-41.²²⁸ Ellen Densley died at Bacchus Marsh in 1966.²²⁹

Dwelling, 23 Fisken Street

On 26 January 1872, H.A. Atkinson of Millbrook²³⁰ purchased 2 roods comprising allotment 10 of Section 2 at 19 Fisken Street in the Town of Ballan.²³¹ In late 1884, Richard Shillitto sought to acquire a publican's license from Frederic Lee of the Carriers' Arms hotel at the 'corner of the Ballarat and Daylesford roads,' for the establishment of a hotel at the south-west corner of Fisken and Steiglitz Streets, on the land previously owned by Atkinson.²³² The licensing meeting had been adjourned as the new hotel 'was in an unfinished state.'²³³ A favourable report by Sergeant Murphy found that 'the house was in perfect order' and the transfer of the license was granted. The *Bacchus Marsh Express* promoted Shillitto's success:

As the new licensee is a very old resident of the district, and, with his family, is much respected, no doubt he will do a fair amount of business in his new house.²³⁴

²²⁷ Ibid., 1935-36 & Victorian Births, Deaths and Marriages Indexes, op.cit.

²²⁸ Ballan Shire Rate Book, op.cit., 1940-41.

²²⁹ Victorian Births, Deaths and Marriages Indexes, op.cit.

²³⁰ The *Bacchus Marsh Express*, 18 August 1888, p.3, stated that H.A. Atkinson was of Millbrook.

²³¹ Town Plan of Ballan, op.cit.

²³² *Bacchus Marsh Express*, 24 January 1885, p.3.

²³³ Ibid.

²³⁴ Ibid.

The hipped roofed building was to become a landmark in this part of Fisken Street, with gabled attic dormers projecting from the main roof and a return post-supported verandah addressed the corner location (Figure 10).



Figure 10: Railway Hotel, south-west corner Fisken and Steiglitz Streets (now addressed as 23 Fisken Street), n.d. Source: Ballan Shire Historical Society collection.

Known as the Railway Hotel, Shillito promoted his new establishment by advertising a handicap quoit match on the ground at the rear of his hotel on Easter Monday, 1885. First prize was a set of gold studs.²³⁵ In December 1885, Shillito advertised that he intended to obtain a publican's license 'for a house situate at Ballan, known as the Railway Hotel, and containing six rooms exclusive of those required for the use of the family.'²³⁶

Shillito's tenure at the Railway Hotel was to be short-lived as he died in 1887. A Statement of Assets as part of Shillito's Probate in April 1887 listed his real estate as including allotment 10 of Section 20 in the Township of Ballan, 'containing half an acre on which is erected a weatherboard house containing eleven rooms used as an Hotel with 5 stall stable and feed room attached.'²³⁷ His hotel property also included part of the adjoining allotment 9 of Section 20. This land was enclosed as part of the hotel land.²³⁸ Shillito's death brought about Mrs Shillito to relinquish the business and to retire into private life. She advertised the sale of the hotel furniture in June 1887.²³⁹

The Railway Hotel and license was subsequently purchased by John Barry of Bacchus Marsh.²⁴⁰ In 1889, he sold the hotel to William Henderson. After a short period as licensee, Henderson, leased the hotel to Mrs Ellen Philip Carter. In 1891, Mrs Carter died in somewhat controversial circumstances, as reported in the *Bacchus Marsh Express*:

The death of Mrs. Carter having caused a profound sensation in this township, and surrounding district, it may be of interest to state that she was a widow, 34 years of age, with four children, two boys and two girls, the eldest about 13 and the youngest 7. She lost her husband about two years ago. It is sixteen or seventeen months since she came to Ballan, having rented the Railway Hotel

²³⁵ *Ibid.*, 28 March 1885, p.2.

²³⁶ *Ibid.*, 12 December 1885, p.2.

²³⁷ Shillito, Richard, op.cit.

²³⁸ *Ibid.*

²³⁹ *Bacchus Marsh Express*, 18 June 1887, p.2.

²⁴⁰ *Ibid.*, 6 April 1889, p.3. The *Bacchus Marsh Express* on 30 April 1891, p.7, stated that Barry was from Bacchus Marsh.

(where she died) from Mr. W. Henderson, of Richmond, the owner and former licensee. ... Mrs. Carter was a well educated and attractive young woman, frank and pleasant in her manner, and exceedingly good hearted and generous, subscribing freely to all deserving objects. Her moral character was also, to all appearance, quite irreproachable. It is no wonder therefore, that she was very popular, and very great regret was expressed on all sides when it was reported that she was generously ill, suffering from inflammation of the bowels. Everyone in the township called or sent to enquire as to her health, and when the report as to her illness being due to an illegal operation was first spread it was received with general incredulity. ... Dr. Marr deposed that he had been called in to attend the deceased professionally on the 15th inst. He found her very unwell, suffering from peritonitis. He subsequently discovered that she was suffering from the effects of a miscarriage, and on being taxed with this she admitted it, and accounted for it by saying that she recently had two teeth extracted in Ballarat, and had an overdose of chloroform, and that, in order to restore animation, she had been pulled about a good deal.²⁴¹

In the ensuing years, the license to the Railway Hotel was taken up by Mrs Emma Gilbert, on lease from William Henderson. She too, met her death while running the hotel in 1895:

Mrs Gilbert, licensee of the Railway Hotel died of diabetes. ... The deceased was widely known and esteemed, and leaves an orphan family of several sons and daughters, the youngest of whom is about 12 years old.²⁴²

The following year, 1896, William Henderson was again operating the hotel.²⁴³ He continued running the business until his death in September 1900, when the *Bacchus Marsh Express* described him as 'one of our most upright and well-liked men' and that 'no man can ever say that he was lured to drink by Mr. Henderson.'²⁴⁴

Henderson's Railway Hotel property, and the neighbouring dwelling at 19 Fiskin Street, was purchased by George and Annie Bull. George Bull was born at Twerton, Somersetshire in 1833. He sailed for Williamstown on the 'Calpernia', arrived in early April 1852.²⁴⁵ After a short stint as a shepherd, he was lured to the gold diggings and moved to Ballarat.²⁴⁶ He married Annie Butler (born c.1841) in 1866 and commenced farming.²⁴⁷ In 1881, they ceased farming and went to Queensland, before returning to Ballan, and then travelling to England where they stayed for about 18 months.²⁴⁸ By 1885, George and Annie Bull were again at Ballan, and they took up the license of the Victoria Hotel.²⁴⁹ Between 1886 and 1888, they purchased the Freeman's Hotel from W.C. Pung, but sold it two years later to J.R. Wootton.²⁵⁰

George and Annie Bull continued to operate the Railway Hotel as a restaurant until prior to 1917, when the business was de-licensed under the local option provision of the Licensing Act.²⁵¹ They continued to own the property until their deaths (Annie passed away in 1920 and George in 1923). Annie's real

241 *Ibid.*, 20 May 1891, p.7.

242 *Ibid.*, 13 April 1895, p.3.

243 *Ibid.*, 18 January 1896, p.3.

244 *Ibid.*, 22 September 1900, p.3.

245 J.L. Walsh (J.L. Turner, ed.), *The Walsh Papers: Memoirs of the Early Settlement of Western Victoria and, In Particular, Ballan Shire: 1830-1875*, James Laurence Turner, 1985.

246 *Ibid.*

247 *Ibid.*

248 *Ibid.*

249 *Bacchus Marsh Express*, 2 January 1886.

250 Walsh, *op.cit.*

251 *Ibid.*

estate was listed as the land comprising allotment 10 of Section 20 in the Town of Ballan, 'upon which is erected one W.B. dwelling containing 13 rooms, with stable loose box, open shed, hay shed, buggy shed, fowl house and pig sty – fenced with posts rails and pickets.'²⁵² It was valued at £520.

The hotel property was later purchased by Gilbert Cowan, a farmer of Ballan.²⁵³ A Mr Garland operated a bakery from the premises in 1930-31.²⁵⁴ In 1935-36 and again in 1940-41, John Harding, labourer, was listed as the occupier.²⁵⁵ On Cowan's death in 1941, the property was described as including 'an old two story wooden building which is now in a bad state of repair and is vacant.'²⁵⁶

It appears that the property was soon acquired by Harold Henry Lidgett, a grazier of Greendale. In 1950-51, it was occupied by Mrs Jane Rhodes.²⁵⁷ Possibly soon after, Lidgett demolished the old Railway Hotel and other buildings and had the existing timber weatherboard Edwardian dwelling relocated to the site.²⁵⁸ He retired to this property until his death in 1977.²⁵⁹

Ballan Fire Station, 27 Fisken Street

In 1879, a Mr Blake purchased a small portable fire Engine which he made available to anyone in the town who required it.²⁶⁰ This brought about the initial suggestion of establishing a Volunteer Fire Brigade at Ballan. Eleven years were to elapse before the Ballan Fire Brigade was formed in 1890.²⁶¹ Initially, the brigade served the community with basil beaters made by Thomas Darcy, saddler, and a 150 gallon water tank supplied by D.K. Fraser and Co.²⁶² Ted Windows, Ed. Gunsser and John Hishon made available vehicles to take volunteers to the fires.²⁶³ In 1896, a reel and hose were purchased.²⁶⁴ When required in these initial years, brigade members were awakened by the ringing of the state school bell.²⁶⁵ The first brigade building was erected in 1899 on land owned by Cousen's butchers (now McLean Reserve). It was described as a 'neat little building.'²⁶⁶

By 1908, a site for a new station building had been selected at 27 Fisken Street, opposite Cousen's central corner. Construction of the brick building progressed throughout late 1908 and 1909 and it was officially opened on 19 March 1909.²⁶⁷ The *Bacchus Marsh Express* reported this important event:

252 Bull, Annie, Probate Administration files, 1920, VPRS 28/P3, Unit 1082, PROV.

253 Ballan Shire Rate Book, op.cit., 1930-31.

254 Ibid.

255 Ibid., 1935-35, 1940-41.

256 Cowan, Gilbert, Probate Administration files, 1941, VPRS 28/P3, Unit 3552, PROV.

257 June Huggins, Ballan Shire Historical Society, March 2014, stated that Lidgett acquired the property. This is confirmed in the Ballan Shire Rate Book, op.cit., 1950-51.

258 Huggins, op.cit., claims that the dwelling was relocated to the site by Harold Lidgett. This is confirmed in the Schedule to Lidgett's Probate in 1968, where the property was described as having 'erected thereon (transport) ... a 4 roomed Weatherboard dwelling with G.C. iron roof.' See Lidgett, Harold, Probate Administration files, 1977, VPRS 28/P8, Unit 665, PROV.

259 Ibid.

260 See Ballan Fire Brigade website at www.ballanfirebrigade.com.

261 'Heritage Walk Through Ballan', op.cit.

262 D.D. Fraser & J.B. Ranken (eds), *Centenary of the Shire of Ballan 1862-1962*, Shire of Ballan Council, Ballan, 1962, p.63.

263 Ibid.

264 Ballan Fire Brigade, op.cit.

265 Ibid.

266 Ibid.

267 Ibid. & *Bacchus Marsh Express*, 14 November 1908, 27 March 1909.

BALLAN. The official opening of the brick station for the Fire Brigade drew a goodly assemblage. Major Marshall, Chief Inspector of Country Fire Brigades handed over the building to Cr. Gascard J.P., as Trustee, and in a felicitous speech dwelt on the utility of a local Brigade. Capt. Crouch, M.H.R., also spoke. An apology for absence was forwarded by Mr. G. F. Holden, M.L.A. After the speeches the first dance was held in the Brigade building. The company, about 80 couples, adjourned to the Mechanic's hall, where the revelry was kept up till early morning. As a slight tribute for the many kindnesses shown the Brigade in the past, its members provided a free supper.²⁶⁸

The cost of the station building amounted by £300, with £100 of this total being provided by the Country Fire Brigades' Board.²⁶⁹ The layout of the building is shown in the early floor plan (Figure 11). Rectangular in plan, the building had a large apparatus room with a corner fireplace, and two rear ante rooms. In 1929, the apparatus room was described as having 'brick walls, painted inside, has ceiling joists but no ceiling, roof c.g.i. [corrugated galvanised iron] (with "giant" paper-felt insulating sheets directly under c.g.i.), floor h.w. [hardwood].'²⁷⁰ At this time, the Fire Brigades' board also supplied free uniforms for 15 members who had attended two practices a month of ½ hour each. Under the Board's regulations, a Captain, Lieutenant and Secretary were appointed by the members of the Ballan Volunteer Fire Brigade.

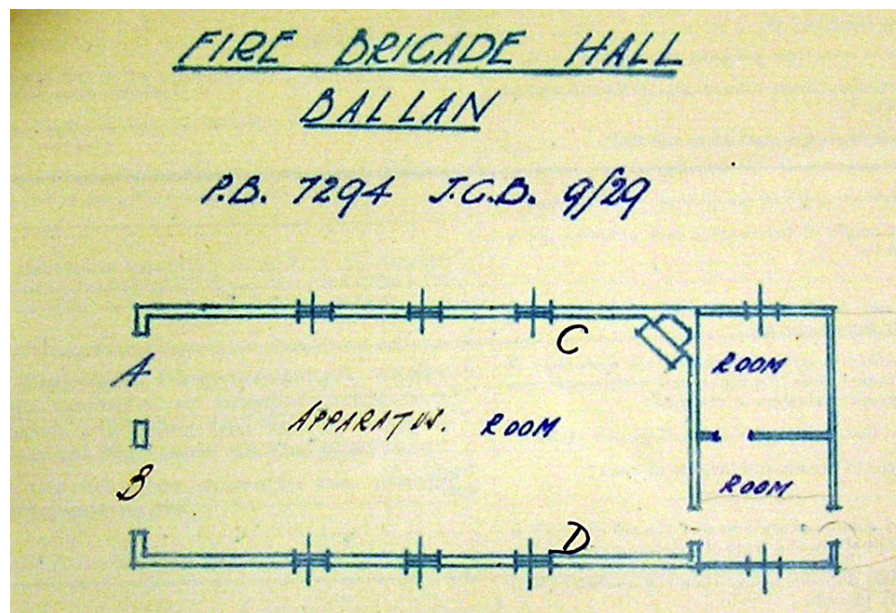


Figure 11: Country Fire Brigades' Board, Floor Plan of the Ballan Fire Station, 1929.

Source: Public Building file, VPRS7882 Unit 7294, Public Record Office Victoria.

A few months later in July 1909, a bell tower was erected. It was described as being:

... '40 feet high, completed throughout with angle iron, the base of the four legs being bolted in concrete. The apex terminates in an iron ring, which is to receive the flag pole.'²⁷¹

The fire bell, weighting 2.5 hundredweight, was installed in July 1910 (Figure 12).²⁷²

²⁶⁸ *Ibid.*

²⁶⁹ *Ibid.*, 31 July 1909.

²⁷⁰ Public Building file, VPRS7882 Unit 7294, Public Record Office Victoria.

²⁷¹ *Ibid.*, 17 July 1909.

²⁷² *Ibid.*, 20 July 1910.



Figure 12: Ballan Fire Station, c.1960. Source: *A Pictorial History of the Shire of Ballan*, p.63.

In 1913, the Ballan Fire Brigade became a member of the Bush Fire Brigade Association.²⁷³ It appears that social events continued to be held by the Fire Brigade at the station, following on from the celebratory dance held at the opening of the building. In 1929, this caused a stern warning from the Public Health Department which claimed that the brigade hall was being 'illegally used as a public hall' and that permission was needed before any further public use took place.²⁷⁴

In 1945, the Ballan Fire Brigade became a member of the Country Fire Authority.²⁷⁵ With the construction of a new station building to the south of the old station in c.1997, the front of the original building was altered with the construction of a lintel and recessed front wall and window and door openings. The old bell tower was removed and a new tower erected at the rear of the building.²⁷⁶

COMPARATIVE:

Other Heritage Precincts in the western region of the Moorabool Shire

The Fisken Street Heritage Precinct represents one of six heritage areas in the western region of the Moorabool Shire. The only other partly comparable precinct is the Lal Lal Heritage Precinct at Lal Lal. The comparison lies in the precinct being centred about the railway line and station complex built in 1862 as part of the Geelong to Ballarat line. There is a Victorian bluestone railway station and lamp room. The Lal Lal precinct is a physical legacy of a once thriving 19th and early 20th century industrial, transport and commercial and tourist hub serviced by the nearby iron, lignite (brown coal) and gold mining and brickmaking industries, and the railway station, hotel, school and a small number of dwellings in the centre of Lal Lal township. The precinct has a more rural, bushland appearance than the Fisken Street precinct. Like the dwellings in Fisken Street, those at Lal Lal are also modest in scale, single storey in height and of conventional (as opposed to elaborate) design. There is also a remnant avenue of exotic trees (being an Avenue of Honour of memorial Cypress and Pine trees planted in 1918 and two mature memorial pine trees (planted in 1921), a small number of Victorian dwellings, interwar era hotel building (Lal Lal Falls Hotel), Victorian styled brick school and a noticeably altered Memorial Hall.

²⁷³ 'Heritage Walk Through Ballan', op.cit.

²⁷⁴ Public Building file, VPRS7882 Unit 7294, Public Record Office Victoria.

²⁷⁵ 'Heritage Walker Through Ballan', op.cit.

²⁷⁶ Oral information from the Ballan Shire Historical Society, 1 July 2009.

Other Dwellings

In relation to the dwellings, many are directly comparable with other Victorian, Federation and interwar era houses in other parts of Ballan. The more elaborate Late Victorian styled dwelling at 17 Fisken Street, Ruddle House, is comparable to the Victorian styled timber dwellings constructed in the more affluent area of Ballan in the east end of Inglis Street, particularly Everleigh, 77 Inglis Street) built in 1896 for the schoolmaster, I. Venables)²⁷⁷ and the dwelling at 81 Inglis Street (built in c.1870s with additions in 1894, for Dr G.H. Salter, third medical doctor in Ballan).²⁷⁸ The other more vernacular Victorian dwellings are comparable to a range of other houses in the town, including those at 55 Atkinson Street, 35 Edols Road, 34 Inglis Street, 42 Inglis Street, and 56 Inglis Street. In terms of the Federation era dwellings in the precinct, there are some comparable in other parts of Ballan, including those at 31 Atkinson Street, 30 Fisken Street, 47 Inglis Street, 79 Inglis Street and 150 Inglis Street. A select number of interwar era dwellings, including those at 78 Atkinson Street and 9 Fisken Street with main hipped roofs and projecting gabled wings and verandahs – are comparable with a small number of similarly-composed interwar houses in other parts of Ballan. They include those at 45 Atkinson Street and 8 Windle Street. The dwelling at 45 Atkinson Street, along with the house at 49 Edols Street, appear to represent other State Savings Bank designs, being other variations on the State Savings Bank designs at 78 Atkinson Street and possibly 9 Fisken Street.

The main roof form of the dwelling at 80 Atkinson Street is compared to other dwellings constructed for the Victorian Railways Department adjacent railway lines and stations in other parts of Victoria. In particular, they have an affinity with the Departmental houses erected in 1913 along the Gheringhap-Marnoo line, including the three dwellings at 38-42 Cemetery Road, Inverleigh, one each at Gheringhap, Cressy, Derrinallum and Maroona.²⁷⁹ Like the dwelling at 80 Atkinson Street, they feature gambrel roof forms, front post-supported skillion verandahs and side brick chimneys. At Ballan, the dwelling has a hipped verandah (as an extension of the main roof) which may be an addition as part of the construction of the front projecting gabled wing during the interwar era. While the dwelling at Ballan has therefore been altered, it is one of few known surviving Departmental houses in Victoria, and it would appear to be only example associated with the Victorian Railways Department in Ballan.

Other Railway Stations

The design of the Ballan Railway Station was modelled on the 'Casterton' style' of railway buildings, after the construction of the Casterton Railway Station in 1886.²⁸⁰ Constructed of brick, the building was characterised by an elongated hipped roof form punctuated at the centre by a minor gabled roof with entrance into the central booking office below. In plan, the building was a prototype for other similar buildings (including Ballan), with a central booking hall with offices on one side and waiting facilities on the other. The outward Late Victorian Tudor Gothic expression of the exterior of the building was the first departure by the Railways Department from the earlier Victorian Italianate design, and which also characterised the Ballan station.²⁸¹

The only comparable building to the Ballan Railway Station on the Melbourne to Ballarat line is the Bacchus Marsh Railway Station, also built in 1889 to a Late Victorian Tudor Gothic design as part of the 'Casterton style'.²⁸² It a similar elongated hipped roof form punctuated by a gabled portico, and

²⁷⁷ *Bacchus Marsh Express*, 16 May 1896, p.3, 5 December 1896, p.1.

²⁷⁸ *Ibid.*, 5 December 1885, p.4, 11 August 1894, p.3, 11 May 1907, p.2 and *The Argus* 6 June 1885, p.11.

²⁷⁹ D. Rowe, 'Preliminary Heritage Assessment of the Inverleigh Railway Station & Houses', prepared for the Golden Plains Shire Council, November 2013.

²⁸⁰ 'Casterton Railway Station', H1663, Victorian Heritage Database online, 22 August 2014.

²⁸¹ *Ibid.*

²⁸² R. Peterson and D. Catrice, 'Bacchus Marsh Heritage Study', prepared for the Shire of Bacchus Marsh and the Historic Buildings Council, 1995.

bracketed elongated window hood on the principal elevation to the street. The face brick wall construction with cream brick banding, central large entrance opening and flanking regular bays of timber framed window openings are other similar features. The original main roof cladding of the Bacchus Marsh building, like the Ballan station, appears to have been replaced.

Other station buildings designed on the 'Casterton style' are those at Coleraine, Kerang, Warracknabeal and Yarrawonga.²⁸³

Other Fire Stations in the Moorabool Shire

The Ballan Fire Station is the only surviving early 20th century fire brigade station building in the Moorabool Shire. While a station building had been constructed in 1915 at Bacchus Marsh (to a design by Eggleston and Oakley, architects of Melbourne),²⁸⁴ it no longer survives.

²⁸³ Ward & Donnelly et.al.

²⁸⁴ *Bacchus Marsh Express*, 20 February 1915, p.2.

West Moorabool Shire Heritage Study Stage 2A: 2014-16**PLACE NAME:** Steiglitz Street Dwellings

Place No. BA094-097

ADDRESS: 91-97 Steiglitz Street, Ballan

Assessment Date: Feb 2016

Historic Themes:

Theme 6.1: Building Towns

Theme 6.2: Building Homes in the Shire

Condition: Fair - Good**Integrity:** Moderate**Photograph Date:** 2009-2014

2014

CURRENT HERITAGE STATUS ON STATUTORY REGISTERS**Victorian Heritage Register:**

No

Victorian Heritage Inventory:

No

Local Planning Scheme:

No

CURRENT HERITAGE STATUS ON OTHER REGISTERS:**National Trust (Victoria) Register:**

No

RECOMMENDED LEVEL OF SIGNIFICANCE:

Local Significance

RECOMMENDATIONS:Recommended for inclusion in the Victorian Heritage Register: **No**Recommended for inclusion in the Victorian Heritage Inventory: **No**Recommended for inclusion as a Heritage Overlay in the Planning Scheme: **Yes****Schedule to the Heritage Overlay**

External Paint Controls Should Apply?

No

Internal Alteration Controls Should Apply?

No

Tree Controls Should Apply?

No

Fences &/or Outbuildings of Note?

No

Prohibited Uses May be Permitted?

No

Incorporated Plan

Yes (see recommendation below)

Other Recommendations

It is recommended that an Incorporated Plan is prepared to provide permit exemptions for: construction of an outbuilding (no greater than 10 square metres and no higher than 3 metres above ground level and which is behind the significant dwelling); construction of a rear verandah or pergola not visible from Steiglitz Street; construction or extension of a rear deck no higher than 800 mm; demolition of side or rear fences, installation of domestic services not located on the front roof and wall planes of the dwelling (and set back from the front wall by no less than 4 metres) or project beyond roof ridgelines; and the construction or extension of a domestic swimming pool, spa, mechanical equipment and fencing at the rear of the dwelling. The Mitchell Shire HO Permit Exemptions Incorporated Plan 2014 could be used as a basis for the preparation of the Incorporated Plan for permit exemptions for places under individual heritage overlays.

STATEMENT OF SIGNIFICANCE:**What is Significant?**

The four dwellings at 91-97 Steiglitz Street, have significance as the only 19th century speculative development of detached timber Victorian styled cottages in Ballan. The dwelling at 97 Steiglitz Street appears to have been built in 1874 as the cottage of Bernard Hirsh, a German draper, wine dealer and manufacturer. The three dwellings at 91-95 Steiglitz Street were built in 1890 for James

Alford, draper and local entrepreneur, using building materials from Hirsch's former manufactory that had been built on the once larger site in 1876. Along with the dwelling at 97 Steiglitz Street, these dwellings are representative examples of the Victorian style. The significant fabric includes the hipped roof forms, front post-supported verandahs, brick and rendered chimneys, symmetrical compositions defined by the central front doorways and flanking timber framed double hung windows, narrow eaves, moulded timber architraves, timber window sills, four panelled timber doors with transoms, stop-chamfered timber verandah posts, cast iron verandah decoration, single storey heights, timber weatherboard wall cladding and the galvanised corrugated steel roof cladding.

How is it significant?

The dwellings at 91-97 Steiglitz Street are historically and aesthetically significant at a LOCAL level.

Why is it significant?

The dwellings at 91-97 Steiglitz Street are historically significant for their associations with residential and commercial developments in Ballan in the 1870s and 1890s and they comprise the only speculative development of detached timber dwellings remaining in the town (Criterion A). The dwelling at 97 Steiglitz Street, built in 1874, appears to be the only surviving legacy of the developments by the original owner, Bernard Hirsch, a German draper, colonial wine dealer and manufacturer (Criterion H). Hirsch also built one of the largest timber stores on his Steiglitz Street property in 1876, comprising a general store and stocking-weaving factory. Hirsch's business was to be short-lived as he died in 1880. His property was acquired by James Alford, a draper, storekeeper and entrepreneur of Maddingley in 1888. He built the three timber dwellings at 91-95 Steiglitz Street in 1890 and leased them to local employees and other members of the community. They remained an investment of the Alford family until the death of Mrs Elizabeth Alford in 1939, when the four dwellings were subsequently sold individually in the 1940s.

The dwellings at 91-97 Steiglitz Street are architecturally significant as representative examples of a Victorian and Late Victorian style in Ballan. The design qualities are especially borne out in the hipped roof forms, front verandahs, symmetrical compositions defined by the front central doorways and flanking windows, narrow eaves, chimneys and surviving verandah detailing, in addition to the weatherboard wall construction and timber framing (having been recycled from Hirsch's manufactory building now demolished) and the galvanised corrugated steel roof cladding.

SIGNIFICANCE OF COMPONENTS

Contributory

These places make an important contribution to an understanding of the historical and architectural development of this part of Steiglitz Street, as moderately intact and representative examples of Victorian and Late Victorian styles:

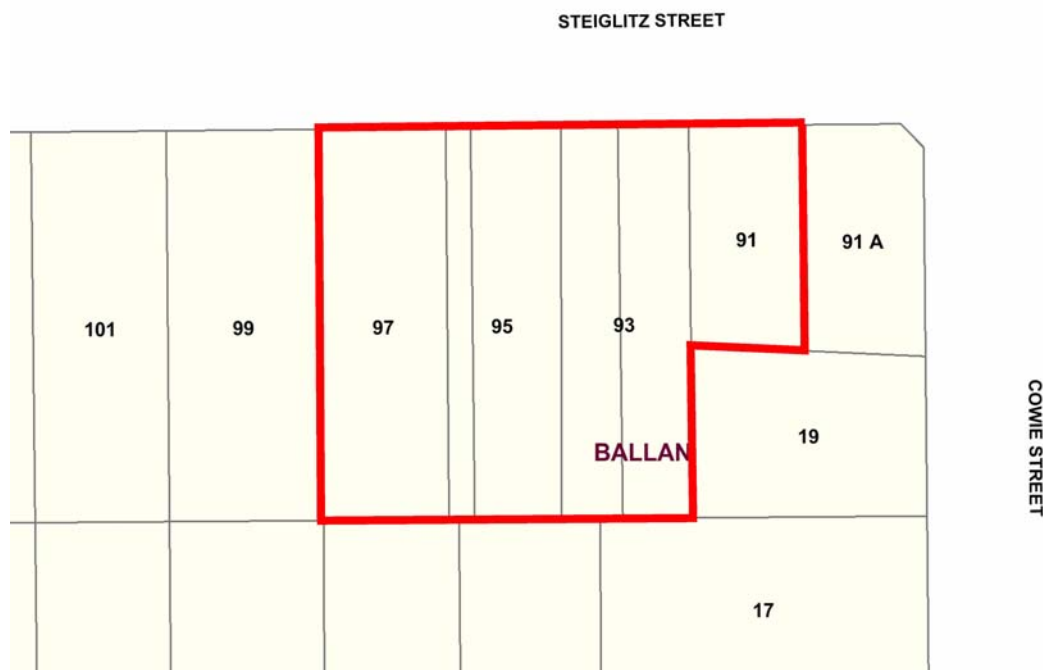
- 91 Steiglitz Street.
- 93 Steiglitz Street.
- 97 Steiglitz Street.

Conservation Desirable

The dwelling at 95 Steiglitz Street has been noticeably altered (as shown in the introduced roof and wall cladding, and aluminium framed windows), but the original Late Victorian styled hipped roof forms, front verandah, chimney, narrow eaves, symmetrical composition of the central front doorway and flanking window openings survive. The original design of the dwelling is discernible however due to the extent of alterations it does not meet the threshold for contributory significance. Restoration and repairs could return the dwelling to its earlier Late Victorian styled appearance.

Heritage Overlay Map

It is recommended that the heritage overlay is applied to the properties at 91-97 Steiglitz Street, as shown on the following map:



DESCRIPTION: ¹

The dwellings at 91-97 Steiglitz Street, Ballan, are set on regular, rectangular allotments and have modest frontages to Steiglitz Street, narrow side setbacks and large rear yards with open grassed areas, mature trees and introduced gabled and skillion single storey outbuildings.

The relatively homogenous character of this part of the Steiglitz Street streetscape is due to the similar Late Victorian appearance of these dwellings, with their single storey heights, hipped roof forms and front verandahs. Details on each dwelling are as follows:

91 Steiglitz Street

The single storey, timber weatherboard, Late Victorian styled dwelling has a hipped roof form that traverses the site, rear double hipped roof forms and rear skillion wings, and a front hipped roofed verandah. These roof forms are clad in red painted galvanised corrugated steel. There are narrow eaves and an early brick chimney with a dentillated capping (now overpainted). The symmetry of the design is accentuated by the central front timber framed doorway with a four panelled timber door, and the flanking timber framed double hung windows.

An early feature of the design is the front verandah. It is supported by square timber posts (which appear to have replaced original stop chamfered square timber posts) and has early decorative cast iron valances and brackets. A skillion glazed conservatory projects from the west end of the verandah, into the front yard.



Photo 1, 2009

¹ Descriptive analysis of the rear portions of the site has been based on an aerial image of the property provided by the Moorabool Shire.

West Moorabool Shire Heritage Study Stage 2A: 2014-16

PLACE NAME: Steiglitz Street Dwellings

ADDRESS: 91-97 Steiglitz Street, Ballan

Place No. BA094-097

Assessment Date: Feb 2016

Other early features include the moulded timber architraves and the timber window skills. A gabled carport has been added on the east side after 2009. Solar panels have also been installed on the front roof face.

There is an introduced hollow steel post and rail and cyclone wire front fence (approximately 1100 mm high) with vegetation growing through it. At the east end are steel vehicular gates.

Overall, the dwelling appears to be in good condition (when viewed from the front) and of moderate integrity. Although there have been some alterations at the front, they are modest and the overall Late Victorian character is clearly discernible.



Photo 2, 2014

93 Steiglitz Street

The Late Victorian styled, timber weatherboard dwelling has a main hipped roof form at the front that traverses the site, rear double hipped roof form and skillion wings, and a hipped concave front verandah. These roof forms are clad in corrugated galvanised steel. There are early narrow eaves and on the east side a prominent face brick chimney with corbelled top.

Other early features of the design include the central timber framed front doorway with a four panelled timber door and transom, flanking timber framed double hung windows (as well as timber framed windows on the sides of the dwelling), moulded timber architraves, timber window sills and the stop-chamfered square timber verandah posts with cast iron brackets.

The verandah extends to the front boundary which is defined by an early flat timber picket fence approximately 1 m high.

The dwelling appears to be fair condition when viewed from the front, with deterioration noted in the rusting roof cladding, weathered wall cladding and missing pickets to the front fence. The dwelling has moderate-high integrity.



Photo 3, 2009



2014

95 Steiglitz Street

A single storey, Late Victorian styled dwelling, it has a front hipped roof form with rear modest double hipped roofed wings and skillion addition, and a front skillion verandah. The dwelling has experienced a number of alterations including the introduced tiled roof cladding, aluminium wall cladding, timber posts and concrete floor to the verandah and the aluminium framed windows. Apart from the overall form and composition, other surviving early fabric includes the rendered brick chimneys with a corbelled top, symmetrical arrangement of the central front doorway and flanking window openings.

At the front is a post and rail and cyclone wire fence, approximately 1100 mm high, together with a scrolled metal and wire pedestrian gate.

Overall, the dwelling appears to be in fair condition and of altered integrity. While the dwelling has experienced a number of alterations, the original Late Victorian design is discernible.



2009



2014

97 Steiglitz Street

A modest, symmetrical, single storey, timber weatherboard Victorian styled dwelling, it has a main hipped roof form with an elongated skillion wing at the rear, and a front skillion verandah. The roof forms are clad in galvanised corrugated steel. There are narrow eaves and a brick chimney (altered) at the rear on the east side. The dwelling is especially characterised by the front elevation, with the central timber framed doorway having a four panelled timber door and transom, and flanking timber framed 12 paned double hung windows. There are moulded timber architraves and timber window sills. The verandah is supported by early stop-chambered timber posts with moulded timber capitals. The verandah floor boards are missing.

Overall, the dwelling appears to be in poor condition when viewed from the front, with rotted timber weatherboards and missing verandah floor boards. The roof cladding is in good condition, suggesting that the dwelling may be watertight. It has moderate integrity.



2009



2014

HISTORY:**The Early History of Ballan**

While the Werribee Hunt Hotel was built in 1848 at Ballan, it was to be another two years before the northern portion of the village was surveyed by Assistant Surveyor Malcolm in 1850.² 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 County Tyrone, Northern Ireland.³ 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.⁴ From these early years, Ballan was destined to become an important service town in the Western Moorabool Shire region.

The original Town Plan only included township allotments to the north of Steiglitz Street. 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

² T. O'Callaghan, *Names of Victorian Railway Stations*, H.J. Green, Acting Government Printer, Melbourne, 1917, p.25.

³ L.J. Blake, *Place Names of Victoria*, Rigby, Adelaide, 1976, p.30.

⁴ *A Pictorial History of the Shire of Ballan*, Ballan Shire Historical Society, Ballan, 1989, p.19.

agricultural industries, and as a stopping place along the mail and gold escort route to Ballarat. It boasted a flour mill (where Anglican Church services were first held until 1853), an Anglican Vicarage (built in 1849), Anglican Church (built in 1862), hotels, a small number of stores and dwellings, and a court house. 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.⁵ 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.⁶

By 1890, the population of Ballan had reached 400.⁷ 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.'⁸ 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.⁹ 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.¹⁰

History of the Dwellings at 91-97 Steiglitz Street

Initial Development by Bernard Hirsch

The dwellings at 91-97 Steiglitz Street are situated on allotments 7-9 of Section 21 in the Township of Ballan first owned by Bernhardt Hirsch from 1 September 1874.¹¹ Born in Germany in c.1833, the son of Anselm and Johanna Hirsch, he married Catherina Broders.¹² They settled in Alphington, Melbourne, where in 1871 Hirsch advertised as a draper.¹³ By July 1874, Bernard (as he became known) and Catherina had settled at Ballan, where Hirsch continued his drapery business in addition to becoming a dealer in colonial wines.¹⁴ By the end of 1874, Hirsch had constructed a small dwelling and a large store, which were described in the *Bacchus Marsh Express* in January 1875:

Mr. Hirsch's exceedingly well-appointed although small residence, which is so tastefully designed, with its pagoda summer house, and neat garden, has to be an ornament to Ballan, and well worth visiting during the summer season, which is the time when Ballan looks at its best. Mr. Hirsch has recently added to his drapery business that of colonial wine selling, and has already acquired a local reputation for selling an article of a quality much superior to what is ordinarily obtainable, and worthy of the good name all colonists who are natives of wine-making countries have acquired of

5 *Ibid.*, pp.23-25.

6 *Bacchus Marsh Express* newspaper, 18 May 1872.

7 *Victorian Municipal Directory* 1890, p.237.

8 *Ibid.*

9 *A Pictorial History, op.cit.*, p.49, citing the Australian Handbook, 1894.

10 *Ibid.*, p.81, citing A. Gunsser in the *Weekly Times*, 17 June 1879.

11 See Township of Ballan Plan, 1954, VPRS 16171 PROV. Kelly resigned as Civil Engineer in 1872 and took up a position with the Pyalong Shire. See *Bacchus Marsh Express*, 3 February 1872, p.2. According to Fraser and Ranken, *Centenary of the Shire of Ballan 1862-1962*, Shire of Ballan, 1962, p.8, he had commenced employment with the Ballan Shire Council in 1866.

12 Victorian Births, Deaths and Marriages Indexes, Department of Justice, Melbourne.

13 *Bacchus Marsh Express*, 23 September 1871, p.1.

14 *Ibid.*, 8 August 1874, p.2, 12 December 1874, p.2 & J. Huggins, 'Six Years in the life of Bernhardt Hirsch', in *The Settler: Official Quarterly Newsletter of the Ballan Shire Historical Society*, vol. 5, no. 6, June 1999.

being intuitively excellent judges of the quality of wine, just as Englishmen are supposed to be the best judges of beer, or Scotchmen or Irishmen of the quality of whiskey. Mr. Hirsch has two acres of land all enclosed with a close picket fence, neatly capped with a painted moulding, which fence of itself has a very pleasing effect upon persons whose ideas of the beautiful take the same practical turn as did those of the renowned Samuel Johnson. These two acres have been levelled at considerable expense, and the same process is going on with four acres adjoining which Mr. Hirsch has lately purchased. His original intention was to build a large store near his dwelling, but the quietness now prevailing in the district has induced him to forego that step for the present. A colonial wine depot will be expected to have a cellar of some sort, but Mr. Hirsch has come to the conclusion that a cellar is objectionable owing to the difficulty of keeping out the surface water. Accordingly he has had a room built with double walls and provided with a large water tank, from which, by turning a tap, the earth floor can be flooded and the barrels and racks of bottles of wine kept cool by evaporation.¹⁵

The small residence 'with its neat garden' described in the *Bacchus Marsh Express* appears to have been the dwelling at 97 Steiglitz Street, built in 1874.

By April 1876, Hirsch commenced the manufactory of woollen hosiery for L. Stevenson and Sons, warehousemen, Melbourne.¹⁶ He designed an impressive factory at his Steiglitz Street premises, which he built by day labour. The *Bacchus Marsh Express* reported on Hirsch's progress in May 1876:

The premises at Ballan now being erected by Mr. B. Hirsch present an imposing appearance, and can be seen from all parts of the township. The centre portion of the building is about 30 feet high, and the space covered by the foundations (which are of bluestone) is 48 feet by 36 feet. The building is constructed principally of hardwood from Mr. Blake's mills, and the moulded weatherboards for which his mills are famed show to great advantage in the building. A great quantity of soft wood will be used for the inside linings and floors. The building is formed of a centre portion 36 feet in depth by a width of 18 feet, and containing two floors, with a commodious loft or attic forming a third floor. On each side of this centre portion two wings are erected, the roofs of which are carried up to about half the height of the sides of the first floor of the centre building, consequently they support or buttress the main building, and at the same time afford space for two large spaces 15 feet wide, and 36 feet deep, on each side of the centre building. Above these spaces, and level with the first floor, there are narrow rooms intended for storage purposes. The ground floor plan presents a centre shop 36 feet by 18 feet, flanked by the aforesaid wings, which are divided into four rooms, the two front ones being 16 feet by 15 feet, and the two rear ones 20 feet by 15 feet. Viewed from the exterior the building resembles a large quartz battery house, but is much more substantially built in respect to the supports for the upper floors, and shows a better finish. Mr. Hirsch is his own architect and builder, and employs day labour. One novelty he has introduced to the notice of his neighbours-and his whole proceedings are a novelty-is the coating of all the wood used with what is known as water glass, a liquid wash which has hitherto been used for stone or cement work only. He believes it will protect his building greatly against the severe climate of Ballan, and also render it less liable to destruction by fire. Perhaps he has applied it rather soon before the sap is out of the wood, but if not there is no doubt that the silicate will be of considerable value to the building. The business which Mr. Hirsch intends carrying on is that of the manufacture of worsted socks, with machines which produce an article equal to the Scotch and German handmade socks, which are seamless, and much more comfortable to wear and more durable than other machine-made socks. ... Mr. Hirsch will stock his premises with sewing

¹⁵ *Bacchus Marsh Express*, 2 January 1875, p.2.

¹⁶ Huggins, *op.cit.*

machines, furniture, and wholesale groceries. Moreover he contemplates making his own gas, both for lighting and warming purposes, and his ambitious ideas do not even stop there, for he hints at making his own worsted, as the machinery in the colony for the purpose does not give a sufficiently strong staple for his purposes.¹⁷

Hirsch's business at Ballan was to be short-lived as he died in January 1880. The *Bacchus Marsh Express* reported his death:

Last Sunday a large procession followed to their last resting-place the remains of Mr. B. Hirsch, who died very suddenly last Saturday. The deceased gentleman, some two or three weeks ago meet with a heavy fall in getting out of his waggon, and though attended by Dr. Marr it was felt that, owing to his enormous weight, very little hopes could be entertained of his recovery. At the time of the accident he was 20st. 12lbs. weight, although a short man. He determined last week to go to Melbourne to purchase good for his store in Ballan, and appeared quite hearty to within a few hours of his death, which took place near Myrniong on Saturday night, in his own wagonette, while on the journey home; - and his last home, as it proved. Mrs. Hirsch was with him.¹⁸

In March 1882, Hirsch's property was auctioned, including the land, dwelling and the store which was claimed to be 'the largest building in Ballan, excepting perhaps Flack's hotel'.¹⁹ Having cost £2,000, the auction passed in with the highest bid amounting to only £150.²⁰ By 1888, Hirsch's property had passed to his creditor, James Dodgshun, and later to Mrs Catherine Moran, wife of John Moran, contractor.²¹

Residential Development by James Alford

On 18 August 1888, the *Bacchus Marsh Express* announced that 'the land and building known as Hirsch's, in Steiglitz street, has been sold by the recent owner, Mr. J. Moran, to Mr. J. Alford, of Maddingley, for £600.'²² Born on 27 January 1832 in Devon, England, he emigrated to South Australia with his brother, William, in February 1855.²³ James Alford married Honora Fallon on 26 October 1855 at Encounter Bay, South Australia.²⁴ Having been agricultural labourers in England, James and William were successful in ploughing competitions in South Australia and Victoria.²⁵ In 1873, James Alford purchased 171 acres at Parwan for £530.²⁶ In 1880, the year his wife, Honora, died,²⁷ Alford sold his farm²⁸ in order to establish a grocery and parcel delivery business at Maddingley.²⁹ He built a new

17 *Bacchus Marsh Express*, 6 May 1876, p.2.

18 *Ibid.*, 31 January 1880, p.3.

19 *Ibid.*, 1 April 1882, p.3.

20 *Ibid.*

21 Certificate of Title, vol. 937 fol. 383 actually listed Dodgshun as proprietor as earlier as 1877, which appears to have accounted for a mortgage on the property taken out by Hirsch. See also Ballan Shire Rate Book, 1888, VPRS 5557/P0 Unit 45 PROV (Ballarat), which listed John Moran, contractor as owner, which was crossed out and replaced with J. Alford.

22 *Bacchus Marsh Express*, 18 August 1888, p.3.

23 L. Phelan, 'Backtracking: Trove Tuesday: Ploughing a straight furrow', 27 November 2012 at <http://boobookbacktracks.blogspot.com.au/2012/11/trove-tuesday-ploughing-straight-furrow.html>

24 *Ibid.*

25 *Ibid.*

26 *Bacchus Marsh Express*, 19 July 1873, p.2.

27 Phelan, op.cit.

28 *Bacchus March Express*, 17 January 1880, p.4.

29 *Ibid*, 29 January 1881, p.2.

stone store there in 1883,³⁰ a year after he married Elizabeth Kell.³¹ The first of their five children was also born in 1883 at Bacchus Marsh: Ethel Agnes (later known as Elizabeth Agnew).³² Three other children were also born at Bacchus Marsh: Thomas (born 1885), Christina (born 1887) and Annie Jane (born 1888).³³

Enterprising and entrepreneurial, Alford built 'another wooden house near the railway station' at Maddingley in August 1888 at the same time as acquiring Hirsch's property in Ballan.³⁴ The Alford family relocated to Ballan in 1890, where he erected two dwellings with front shops in Inglis Street. The *Bacchus Marsh Express* described the design as 'ingenious, as the shops can be altered to dwellings without making the change observable.'³⁵ Another two shops and dwelling followed as reported in the *Bacchus Marsh Express* on 19 July 1890:

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.³⁶

A few months later in October 1890, Alford had built the three dwellings at 91-95 Steiglitz Street, using material from Hirsch's former manufactory (that was demolished).³⁷ Although erroneously described as being located in Edols Street, the *Bacchus Marsh Express* reported on the impending construction of the dwellings:

The tender for the erection of three four-roomed cottages recently called for by Mr. Alford has been let to Messrs. Mehrens & Sawyer. These dwellings, when completed, will enliven Edols street, wherein at present very few houses are erected and those few greatly scattered.³⁸

In 1891, Alford's shops and dwellings (including the dwellings at 91-97 Steiglitz Street) were leased William Bosemke, printer; Ostle Casson, police constable; William Horder, plumber; James Lay, labourer; William Norman, stationmaster; and Frank Johnstone, labourer.³⁹ A Miss Kennedy, dressmaker, took over the lease of the dwelling occupied by William Bosemke in 1891.⁴⁰ Tragically, she died in the following year.⁴¹

It was also in 1892 when James Alford took ill with enlargement of the liver.⁴² He died in September 1895 as reported in the *Bacchus Marsh Express*:

30 *Ibid.*, 5 May 1883, p.2.

31 Phelan, op.cit.

32 Victorian Births, Deaths and Marriages Indexes, op.cit.

33 *Ibid.*

34 *Bacchus Marsh Express*, 4 August 1888, p.2.

35 *Ibid.*, 17 May 1890, p.2.

36 *Ibid.*, 19 July 1890, p.2.

37 Huggins, op.cit.

38 *Bacchus Marsh Express*, 25 October 1890, p.2, 7.

39 Ballan Shire Rate Book, op.cit., 1891.

40 *Ibid.*

41 *Bacchus Marsh Express*, 26 March 1892, p.2, 3.

42 *Ibid.*, 31 December 1892, p.2.

Mr. James Alford, a prominent townsman here, and well known in Bacchus Marsh and Maddingley, died on Sunday night, about 8 o'clock. The deceased, who was 62 years of age, had been ailing for many months past, and he recently undertook to go through a heavy task at stock-taking at his grocery store here, which he had disposed of to Mr. J.D. Evans, intending to relinquish business for a more retired life. While thus engaged he had the misfortune to break a blood vessel internally, which, from his already weakened state, culminated in his death. Mr. Alford, since his residence here, showed himself a man of extreme energy by his endeavours to advance the interest of the town by building several commodious business establishments and various handsome villa residences. The public are likewise indebted to him for more evenly gauging the prices of general groceries.⁴³

At the time his death, the properties at 91-97 Steiglitz Street were valued at £750, being described in the Statement of Assets in Alford's Estate as follows:

Crown allotments one to nine inclusively of Section 21 Township and Parish of Ballan County of Grant, containing 4-2-0, and on which are built 2 four-roomed and 2 five-roomed cottages partly of wood and partly of iron which at the time of the death of the said deceased yielded a gross weekly rent of £1:2:0 ...⁴⁴

Ownership of the dwellings at 91-97 Steiglitz Street was taken up by Alford's wife, Elizabeth Alford and James Atkinson.⁴⁵ William Henderson, hotelkeeper of Ballan, acquired Atkinson's share of the properties in 1896.⁴⁶ The dwellings continued to be leased.⁴⁷

In 1925, the dwelling at 91 Steiglitz Street was sold to Patrick John Thyne, a farmer of Egerton.⁴⁸ He appears to have leased the property to Charles Fuller, a labourer, until 1946 when it passed to Miss Annie Margaret Fuller, daughter to Charles Fuller.⁴⁹

The properties at 93-97 Steiglitz Street (Figure 1) remained under the ownership of Elizabeth Alford until her death in 1939.⁵⁰ Ownership was taken up by her daughter, Mrs Elizabeth Agnew Lyle, in 1944.⁵¹ She sold the properties at 95 and 97 Steiglitz Street to Stewart Alexander Cowell, a machinist, and Mrs Edith Moysey, respectively, in 1945, while the dwelling at 93 Steiglitz Street was purchased by Henry Joseph Lavery, a railway employee, in 1947.⁵²

43 Ibid., 14 September 1895, p.3.

44 Alford, James, Probate Administration files, 1895, VPRS 28/P2 Unit 416 PROV.

45 Certificate of Title, vol. 2056 fol. 164.

46 Ibid.

47 See Ballan Shire Rate Books, op.cit., 1897-1901.

48 Certificate of Title, op.cit. & vol. 4972 fol. 246.

49 Ibid.

50 Alford, Elizabeth, Probate Administration files, 1939, VPRS 28/P3 Unit 3298 PROV.

51 Certificate of Title, vol. 2056 fol. 164.

52 Ibid., 6723 fol. 512 & vol. 6766 fol. 193, vol. 6766 fol. 196 & vol. 7014 fol 609



Figure 1: Aerial image showing dwellings at 91-97 Steiglitz Street (right), 1936.

Source: *A Pictorial History of the Shire of Ballan*, p.112.

COMPARATIVE:

Other Speculative Residential Developments in Ballan

The four dwellings at 91-97 Steiglitz Street comprise the only surviving 19th century speculative detached residential development in Ballan. At 169 Inglis Street, is a semi-detached terrace of two shops and a dwelling. Built in c.1859,⁵³ this terrace is not historically or architectural comparable to the dwellings in Steiglitz Street.

Other Victorian Styled Dwellings in Ballan

The dwellings at 91-97 Steiglitz Street are comparable stylistically to a number of Victorian styled timber dwellings in Ballan. They include the following:

- Everleigh', 77 Inglis Street:⁵⁴ built in 1896, the symmetrical, timber weatherboard dwelling has a hipped roof form at the front and a projecting front convex verandah supported by cast iron columns with decorative cast iron bracket and balances. The symmetry is emphasised by the red brick chimneys and the central front door opening with flanking timber framed tripartite double hung windows. The dwelling has high integrity when viewed from the front, and has a timber picket front fence. The hipped roofed composition and front verandah of 'Everleigh' is directly comparable to the dwellings in Steiglitz Street, although 'Everleigh' is a more elaborate example.
- Dwelling, 78 Inglis Street:⁵⁵ built in c.1894, this dwelling has a similar hipped roof form, central timber door openings and flanking windows at the front, and symmetrically composed chimneys. However, the return verandah and scale of the dwelling is not directly comparable to most of the dwellings at 91-97 Steiglitz Street (the scale appears to be comparable to the dwelling at 93 Steiglitz Street).
- Dwelling, 81 Inglis Street:⁵⁶ built in c.1890, the symmetrical timber weatherboard Victorian styled dwelling has a hipped roof form and a front hipped verandah. The verandah is supported by turned timber posts with cast iron brackets and valances. There are original rendered brick chimneys with multi-corbelled tops and terra cotta pots, and a central doorway flanked by timber framed double hung windows. The design of this dwelling is directly

⁵³ See heritage citation for 169 Inglis Street for further details.

⁵⁴ *Bacchus Marsh Express*, 16 May 1896, p.3, 5 December 1896, p.3, 18 February 1901, p.1.

⁵⁵ John Farrow, grazier of 'Lilyvale' near Ballan appears to have built this dwelling in c.1894. He held a sale of stock and equipment at 'Lilyvale' in May 1894, possibly in anticipation of relocating to 78 Inglis Street. It appears that during the construction of the dwelling Farrow relocated temporarily to Mangalore, where he died, having never assumed residency at 78 Inglis Street. See *Bacchus Marsh Express*, 19 May 1894, p.2. The first listing of a tenement in Ballan was Mrs Farrow in 1895 in the Ballan Shire Rate Book, op.cit.

⁵⁶ *Ibid.*, 30 May 1891 & 6 June 1891, p.7.

compared to the dwellings in Steiglitz Street, and particularly with the dwelling at 91 Steiglitz Street. It is more elaborate example compared to the dwellings at 93-97 Steiglitz Street.

- 'Lea Hurst', 90 Inglis Street: built in 1902-03, the single storey, hipped roofed, weatherboard dwelling has an introduced hipped bullnosed verandah (being appropriate for the design and era of the dwelling) with original cast iron verandah valances and brackets. There are original paired timber framed double hung windows at the front, with a central front panelled timber door with sidelights and highlights. The design of 'Lea Hurst' is directly comparable to the dwelling in Steiglitz Street, and particularly with the dwelling at 91 Steiglitz Street.
- 'Invergowie', 101 Inglis Street:⁵⁷ built c.1895, the single storey, hipped roofed, weatherboard dwelling has a return convex verandah supported by timber posts (which may have replaced the original posts). There are paired timber eaves brackets and a rendered chimney. The main doorway flanked by timber framed double hung windows faces onto the eastern portion of the site. The dwelling appears to be predominantly intact.
- 'Annean', 164 Inglis Street:⁵⁸ built in 1897 for Jules Gascard junior, horse dealer, the asymmetrical, single storey, weatherboard, Late Victorian Italianate styled dwelling has a hipped roof form that traverses the front of the site, with minor hipped wings at the rear and side and a return bullnosed verandah supported by cast iron columns with decorative capitals, and cast iron verandah valances and brackets. There are timber framed double hung tripartite windows under the verandah and a projecting faceted bay. The composition, scale and elaboration of 'Annean' are not comparable to the dwellings in Steiglitz Street.
- 'Mayfield', 39 Steiglitz Street: built 1886-87:⁵⁹ the symmetrical, single storey, weatherboard, Victorian Picturesque styled dwelling has a double hipped roof form that traverses the site and a central projecting minor gable and return verandah with a central gabled portico. The composition and detailing is unusual which is continued in the projecting faceted bay window to the west of the front door, elaborate remnant timber bargeboard in the gable end of the verandah portico, elongated timber verandah brackets and in the detailing of the surviving brick chimney. Apart from the main hipped roof forms, the composition and detailing of 'Mayfield' is not directly comparable to the dwellings in Steiglitz Street.
- 'Longley', 63 Steiglitz Street:⁶⁰ built in 1895 for Harry Blake, the asymmetrical single storey, weatherboard, hipped roofed dwelling has a return verandah supported by timber posts. There are prominent red brick chimneys with multi-corbelled tops. On the front façade is a central front doorway flanked by timber framed double hung windows. The dwelling appears to be of moderate integrity, having been substantially repaired. The hipped roof forms are similar to the designs of the dwellings in Steiglitz Street, although 'Longley' is a more substantial example and has a return verandah.

57 See McQualter, Robert, Probate Administration files, 1894, VPRS 7591/P2 Unit 233 PROV, which stated that the subject site, owned by Robert McQualter and gifted to his daughter, Annie, was unimproved in 1894, and the Ballan Shire Rate Book, op.cit. 1895, which listed the widow of McQualter, Elizabeth, as owner of a tenement.

58 Gascard was not listed in the Ballan Shire Rate Book for 1898, op.cit., but he was listed as owner in subsequent years. See also J. Huggins, 'Jules Samuel Gascard 1836-1899', in *The Settler: Official Quarterly Newsletter of the Ballan Shire Historical Society*, vol. 3, no. 10, June 1995.

59 The unimproved land at 39 Steiglitz Street had been purchased by R.F. Marshall in 1886 – see Certificate of Title, vol. 928 fol. 505. The dwelling had been built by May 1887, as it was partially damaged by fire at this time – see *Bacchus Marsh Express*, 21 May 1887, p.3.

60 *Bacchus Marsh Express*, 6 April 1895, p.3.

- 'Ramsgate', 59 Steiglitz Street, built in c.1891:⁶¹ this hipped roofed building has a projecting hipped roofed return verandah supported by stop chamfered timber posts with decorative cast iron brackets and valances. The composition of the hipped roof form and projecting verandah is similar to the dwellings at 91-97 Steiglitz Street (as is also the verandah treatment), although the return verandah is not comparable to the more standard projecting front verandahs on the Steiglitz Street dwellings.

⁶¹ See Certificate of Title, 29 April 1885, vol. 858 fol. 586, when ownership was acquired by Edward Blake. A mortgage was taken out with the Commercial Bank in 1891, suggesting that 'Ramsgate' was built at this time.

West Moorabool Shire Heritage Study Stage 2A: 2014-16**PLACE NAME:** Golden Point Road Dwellings & Water Race Place No. PRECINCT**ADDRESS:** 13-25 Golden Point Road, Blackwood

Assessment Date: Feb 2016, Updated Oct 2016

Historic Themes:

Theme 4.2: Gold Mining

Theme 6.1: Building Towns

Theme 6.2: Building Homes in the Shire

Condition: Fair - Good**Integrity:** Moderate-Altered**Photograph Date:** 1 April 2014**CURRENT HERITAGE STATUS ON STATUTORY REGISTERS****Victorian Heritage Register:**

No

Victorian Heritage Inventory:

No

Local Planning Scheme:

No

CURRENT HERITAGE STATUS ON OTHER REGISTERS:**National Trust (Victoria) Register:****RECOMMENDED LEVEL OF SIGNIFICANCE:**

Local Significance

RECOMMENDATIONS:Recommended for inclusion in the Victorian Heritage Register: **No**Recommended for inclusion in the Victorian Heritage Inventory: **No**Recommended for inclusion as a Heritage Overlay in the Planning Scheme: **Yes****Schedule to the Heritage Overlay**

External Paint Controls Should Apply?

No

Internal Alteration Controls Should Apply?

No

Tree Controls Should Apply?

No

Fences &/or Outbuildings of Note?

No

Prohibited Uses May be Permitted?

No

Incorporated Document

Yes (see recommendation below)

Other Recommendations

It is recommended that permission is sought from the owners to carry out an on-site inspections of the dwellings to confirm their condition, integrity and significance.

It is recommended that an Incorporated Plan is prepared to provide permit exemptions for: construction of an outbuilding (no greater than 10 square metres and no higher than 3 metres above ground level and which is behind the significant building); construction of a rear verandah or pergola not visible from a street; construction or extension of a rear deck no higher than 800 mm; demolition of side or rear fences, installation of domestic services not located on the front roof and wall planes of a dwelling (and set back from the front wall by no less than 4 metres) or project beyond roof ridgelines; and the construction of extension of a domestic swimming pool, spa, mechanical equipment and fencing at the rear of significant buildings. The Mitchell Shire HO Permit Exemptions Incorporated Plan 2014 could be used as a basis for the preparation of the Incorporated Plan for permit exemptions for places under individual heritage overlays. As there is archaeological potential with the former water race that traverses the properties, it should be noted in the Incorporated Plan that consent is required from Heritage Victoria for the disturbance of any archaeological fabric over 50 years old.

STATEMENT OF SIGNIFICANCE:

What is Significant?

The properties at 13-25 Golden Point Road have significance for their associations with gold mining and residential life at Blackwood from the mid 19th century. The properties at 13 and 15 Golden Point Road especially have significance as an embodiment of residential life at these goldfields from the late 1860s, having been built for the miners, Jane Johnson and Herman Frederick Wolter. The modestly scaled hipped and gabled dwellings have corrugated galvanised steel roofs with weatherboard wall cladding and projecting chimneys. Their irregular locations are reflective of their construction prior to the formal surveying of allotments that were sold as freehold in 1873. While both dwellings have been altered, their Victorian vernacular designs are discernible and they are representative examples of miner's dwellings at Blackwood, comparable to a small number of surviving timber cottages built in the 1860s and 1870s, most of which have also been altered. The surviving evidence of the water race that traversed the properties between 13 and 25 Golden Point Road is now an archaeological legacy of the intense mining activity that occurred close to the settlement of Red Hill.

How is it significant?

The properties at 13-25 Golden Point Road, Blackwood, are historically significant at a LOCAL level.

Why is it significant?

The properties at 13-25 Golden Point Road, Blackwood, are significant for their tangible associations with goldmining and residential life at Red Hill, Blackwood, from the late 1860s (Criteria A, C, H). These properties have potential to yield information about the early mining years, in the remnant water race that now appears to be filled but survives as archaeological reminders of the once thriving gold rush district of Blackwood. The Victorian vernacular dwellings at 13 and 15 Golden Point Road are historically significant as a physical embodiment of the lives and aspirations of the early owners who contributed to mining and commercial activity at Blackwood in the second half of the 19th century. In particular, the dwellings have associations with the Herman Frederick and Anna Wolter. H.F. Wolter was a ship's carpenter and arrived at Blackwood to try his luck at gold mining in the 1860s. He later operated a bakery in 1896.

SIGNIFICANCE OF COMPONENTS

Contributory Significance

These places make an important contribution to an understanding of the historical evolution of the properties at 13 and 15 Golden Point Road, being representative examples of residential development in the late 1860s. They are altered but their Victorian vernacular character is discernible.

- 13 Golden Point Road, Dwelling.
- 15 Golden Point Road, Dwelling.

Although filled in, the water race that traverses the properties at 13-25 Golden Point Road also has contributory significance as an archaeological remnant that has potential to yield information about 19th century gold mining activity.

West Moorabool Shire Heritage Study Stage 2A: 2014-16

PLACE NAME: Golden Point Road Dwellings & Water Race Place No. PRECINCT

ADDRESS: 13-25 Golden Point Road, Blackwood

Assessment Date: Feb 2016, Updated Oct 2016

Conservation Desirable

This place has been noticeably altered and therefore does not meet the threshold for contributory significance. However, it has historical interest for its associations with residential development as part of the gold mining era from at least 1872:

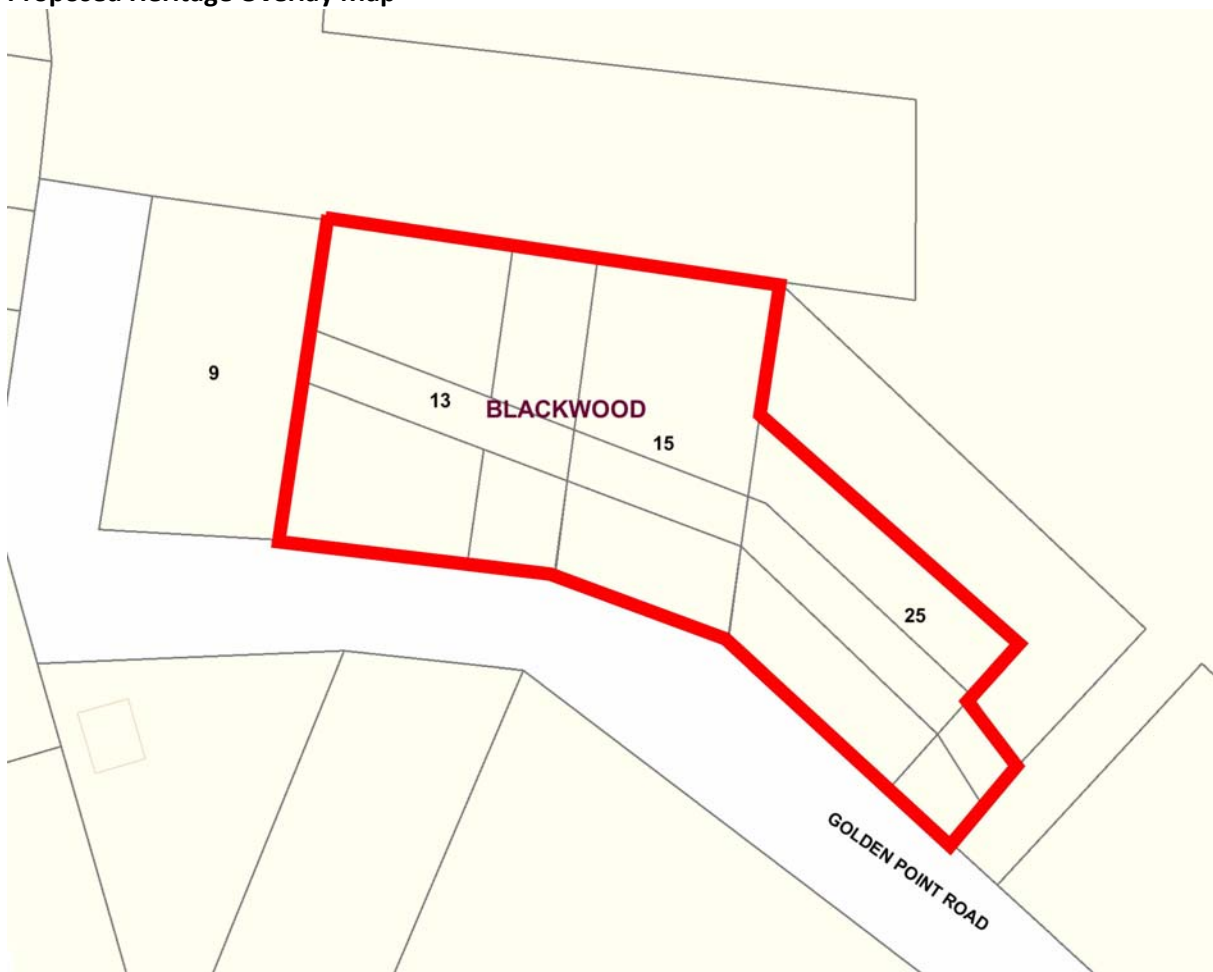
- 25 Golden Point Road – 'Bradshaw' dwelling.

Non Contributory

This place has been introduced to the area and therefore has been constructed in an area outside the significant era of development of the late 1860s:

- 13 Golden Point Road, Garage and Outbuilding.

Proposed Heritage Overlay Map



Source of base Map: Interactive Map, Land Services online.

DESCRIPTION:

Located on the north side of Golden Point Road, on the bend leading towards the junction with Martin Street, are a small number of residential allotments set on steeply sloping land overlooking the Lerderberg River valley. These allotments are traversed by a former water race that has been filled in, and which provides archaeological potential of the former gold mining activity in this part of the settlement formerly known as Red Hill. Three early dwellings survive in the western portion of the area.

West Moorabool Shire Heritage Study Stage 2A: 2014-16

PLACE NAME: Golden Point Road Dwellings & Water Race Place No. PRECINCT

ADDRESS: 13-25 Golden Point Road, Blackwood

Assessment Date: Feb 2016, Updated Oct 2016

13 Golden Point Road

At 13 Golden Point Road is a hipped and gabled Victorian vernacular dwelling that is set down on the site and is not immediately visible from Golden Point Road. The dwelling is partially screened by several trees and shrubs. It has experienced some alterations, but its early design is discernible. The dwelling has an elongated hipped roof with a minor gable that projects to Golden Point Road at the west end, and a gabled wing at the east end. These roof forms are clad in galvanised corrugated steel. The weatherboard dwelling has a rendered brick chimney on the south side, together with an early four paned timber framed window in the south gable end. On the west side is a door opening and introduced windows. A skillion addition projects on the north side and there is an open deck on the west side. There is a modest, gabled timber weatherboard garage on the front boundary to the east of the dwelling. Overall, the dwelling appears to be in fair condition and of moderate integrity.



Photo 1, 2014.



Photo 2, 2014.

15 Golden Point Road

At 15 Golden Point Road is a modest, steeply pitched, hipped roofed Victorian vernacular dwelling set on the front (southern) boundary. A narrow grassed road verge and mature trees and other plantings at the sides establish the front setting. There is an introduced front skillion verandah supported by introduced square timber posts that in turn are set on introduced, tapered and rendered, squat piers with solid rendered balustrading. This verandah and balustrade has recently replaced an earlier hipped verandah with introduced round posts and rendered solid balustrade. The western-most verandah post extends beyond the verandah roofline to take the electricity cable. At the east end is a prominent face brick chimney. The front façade is symmetrical, having an early central door opening with a four panelled timber door and flanking timber framed double hung windows. At the rear appear to be skillion additions. Overall, the dwelling appears to be in fair condition and of moderate integrity, with the early design discernible.



Photo 3, 2009



Photo 4, 2014

25 Golden Point Road

At 25 Golden Point Road is an altered, hipped and gabled Victorian vernacular dwelling set on steeply sloping land. The dwelling is situated near the street boundary. The narrow frontage has an informal landscaped setting of garden beds and native and exotic trees. The dwelling has an introduced post-supported front verandah. There is a four panelled front door and highlights, with flanked introduced timber framed casement windows. At the west end is a hipped wing with another introduced post-supported skillion verandah, with introduced timber and glazed doors and windows, balcony deck and balustrade. At the east end are gabled additions. There are also triple-gabled additions on the north side, overlooking the valley. It appears that the central portion represents the original dwelling. It seems to be in good condition and of low integrity.



Photo 5, 2016.



Photo 6, 2016.

The Early History of Blackwood

Gold Mining and Early Development

The Blackwood goldfields originally comprised four distinct townships. The earliest was Golden Point, closest to the original gold finds and rush in early 1855.¹ 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.²

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.³ At this time, permanent buildings were few in number and included no more than five stores and two butcher shops.⁴ All other structures were mainly tents, including apparently many grog shops.⁵ It was also during the mid 1850s when Golden Point was officially surveyed and the township laid out following a grid pattern. This township was officially known as Blackwood.

Red Hill was the second main village established at the height of the rush in 1855.⁶ 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 1).

¹ A.J. Buckingham & M.F. Hitchcock, *Aspects of Early Blackwood*, 5th printing, Blackwood Publishing, Blackwood, 2002, p.13.

² *Ibid.*

³ *Ibid.*

⁴ *Ibid.*, p.11. See also Reports of the *Mining Surveyors and Registrars, Ballarat District (including Smythesdale, Creswick, Blackwood & Buninyong)*, 1859-1878, Mines Dept of Victoria, fasc. edn. that include original reports by D Evans, Ballarat, which give occasional descriptions of the early buildings.

⁵ *The Argus* 30 July 1855, p.6.

⁶ D. Bannear, 'Victorian Goldfields Project: Historic Gold Mining Sites in the South West Region of Victoria, Report on Cultural Heritage', prepared for the Department of Natural Resources & Environment, August 1999, pp.34-35 & D. Bannear, 'Victorian Goldfields Project: Historic Gold Mining Sites in the South West Region of Victoria, Gazetteer: Station & Regional Significant Sites', prepared for the Department of Natural Resources & Environment, August 1999, pp.105-111, 117-120, 122-127.



Figure 1: T. Nixon, Assistant Surveyor, The Township of Blackwood, 27 September 1860. Golden Point is shown by the grid-layout and Red Hill is in the top left corner. Source: VPRS 440 Unit 204, PROV.

By the end of July 1855, Golden Point and Red Hill had made noticeable progress as gold towns. As the *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.⁷

By September 1855, the population of the broader Blackwood goldfields had reached 13,000 people.⁸ In one week, the Police Warden issued 457 miners rights and 95 business licenses.⁹ 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.¹⁰ Yet, just a year later, the bulk of the goldmining population had left the Blackwood district and by 1858 the population had fallen to 950.¹¹ Although the township was maligned for some years as a

⁷ *The Argus*, op.cit.

⁸ Buckingham & Hitchcock, op.cit., p.14.

⁹ *Ibid.*

¹⁰ *Ibid.*

¹¹ *Ibid.*, p.15.

consequence of the depressed mining activity,¹² this did not prevent the further development of infrastructure including businesses, churches and schools, possibly as a consequence of sawmilling enterprises established by former miners. Although the township of Blackwood was proclaimed in 1872 with the town reserve centred around Golden Point,¹³ most of the building development appears to have occurred in the Red Hill area, indicating the initial developmental shift towards this settlement as the central hub of community, cultural and commercial activity that was sustained into the 20th century.

From 1885, there was a small boom in deep lead mining at Blackwood, after the North Beneditti Company discovered an auriferous drift.¹⁴ This caused the population to peak at Blackwood around 1890,¹⁵ 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.'¹⁶

New Golden Point Road

In the early years, access to the centre of Red Hill from Golden Point 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, Blackwood, according to amended plan and specifications.'¹⁷ 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.¹⁸

The new road traversed the southern bank of the Lerderderg River valley to the west of the central Golden Point township (Figure 2). This 'new' Golden Point Road provided easier access to the commercial hub of Red Hill in Martin Street. The road was intersected by the main street, Martin Street.

12 *Bacchus Marsh Express*, 8 May 1875 & 7 April 1883.

13 See Town Plan of Blackwood, VPRS 16171, Public Record Office Victoria (PROV).

14 See D. Rowe, 'Forest, Farmland & Gold', Thematic Environmental History of the Western Region of the Moorabool Shire', prepared for the Moorabool Shire Council, 2009. [update when redraft complete].

15 A.B. Watson, *Lost & Almost Forgotten Towns of Colonial Victoria: A Comprehensive Analysis of Census Results for Victoria 1841-1901*, Angus B. Watson, 2003.

16 *Victorian Municipal Directory*, 1890, p.238.

17 *Bacchus Marsh Express*, 8 December 1866, p.3.

18 *Ibid.*, 25 February 1868, p.3.



Figure 2: 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.

History of the Golden Point Road Dwellings

Before 1872, Crown land was selected under miners' rights and dwellings were constructed on the north side of Golden Point Road near the intersection of Martin Street. These properties were therefore directly associated with gold miners after the height of the rush of 1855. In September 1872, this land was put up for sale, as outlined in the *Bacchus Marsh Express*:

On Tuesday last there was a sale of Crown lands here. Only one lot caused a little competition, the remaining lots were purchased at the upset price by persons who had paid for surveying the same. Lot 14 brought at the rate of £42 per acre; lots 10, 11, 12, and 13, were withdrawn; no reason is given; it is supposed that some sly objection has been forwarded to the Land Department. These allotments are on the Red Hill and Golden Point road, and comfortable dwellings are erected on them. The occupants can hold them under their miners' rights, but if they wished to dispose of them the fee simple is a much better title. Mr. E. Buckley bought for £10 5s. lot 14, which is 38 perches.¹⁹

The allotments for sale and the locations of dwellings already extant in 1872 are shown on a Plan of Detached Building Allotments, Township of Blackwood (Figure 3). This Plan shows the existence of the dwellings at 13, 15 and 25 Golden Point Road at this time:

¹⁹ *Ibid.*, 21 September 1872, p.3.



Figure 3: H.L. Hargreave, Contract Surveyor, Detached Building Allotments Township of Blackwood, 23 August 1872.

Source: VPRS 6420/P1, Unit 36, PROV.

On 14 March 1873, the property at 13 Golden Point Road originally comprised allotment 35 of Section C and it was purchased by Jane Johnson²⁰ (who was possibly associated with the naming of Johnson's Reef that was located between Golden Point and Red Hill) (Figure 4).²¹ The Plan of Detached Building Allotments suggests that the existing hipped and gabled dwelling had been built before 1872, possibly in the late 1860s. On 17 July 1883, Johnson sold the property to John Henry Smith, bootmaker, who had also acquired neighbouring allotment 32 in 1873 and allotment 39 in 1878²² (both allotments are now part of 25 Golden Point Road). Smith seems to have first lived in the dwelling at 25 Golden Point Road (that had been built prior to 1872²³) before relocating to 13 Golden Point Road in 1883. A member of the Good Shepherd Lodge of the International Organisation of Good Templars,²⁴ it appears that John Smith had passed away by 1891, as Mrs Smith had taken in Caleb Luby, boot and shoe-maker as a boarder.²⁵ In the ensuing years, the property was sold to Herman Frederick Wolter.²⁶

Herman Wolter (known as Frederick) was a ship's carpenter, arriving in Australia in 1863.²⁷ He soon made his way to the Blackwood goldfields where he took up allotments 34 and 35 of Section C (Figure 4), now the site of 15 Golden Point Road.²⁸ There, he appears to have built the existing hipped dwelling close to the road frontage, possibly in 1866 when he married Anna Bella Wightman.²⁹ They had two

²⁰ See Blackwood Parish Plan, sheet 4, VPRS 16171 and Certificate of Title, vol. 635, fol. 120913, PROV.

²¹ *Bacchus Marsh Express*, 22 October 1881, p.3.

²² *Ibid.* & Ballan Shire Rate Book, 1886, VPRS 5557, PROV (Ballarat).

²³ A dwelling is shown in Figure 3

²⁴ *Bacchus Marsh Express*, 13 May 1876, p.3.

²⁵ *Ibid.*, 14 February 1891, p.7, referred to the 'awfully sudden death of Caleb H.J. Luby', who 'carried on business as boot and shoe-maker' and who resided at 'Mrs. Smith's.'

²⁶ The property is included in Wolter's Probate Administration files, 1904, VPRS 28/P2, Unit 703, PROV.

²⁷ M. Hitchcock, 'History of Blackwood: Graves in the Blackwood Cemetery – Wightman Family Grave' in the *Blackwood News*, April/May 2011, p.6.

²⁸ See Parish of Blackwood Plan, op.cit.

²⁹ Hitchcock, op.cit.

West Moorabool Shire Heritage Study Stage 2A: 2014-16

PLACE NAME: Golden Point Road Dwellings & Water Race Place No. PRECINCT

ADDRESS: 13-25 Golden Point Road, Blackwood

Assessment Date: Feb 2016, Updated Oct 2016

sons, John Herman Frederick Wolter (born at Blackwood in 1873) and Frederick William Wolter (born at Blackwood in 1875).³⁰ Wolter senior purchased the freehold to allotments 34 and 35 in 1873.³¹ He initially worked as a miner at Blackwood, before operating a bakery on the Golden Point Road.³² In 1896, he appears to have established his bakery business in 'the old bake-house at Mr. A. Buchanan's, having been refitted for the purpose.'³³ Andrew Buchanan's store and dwelling was located at 29 Martin Street, Red Hill. Anna Wolter died in November 1896 at the age of 58 years, the funeral being 'largely attended.'³⁴ Frederick Wolter senior died in 1904 of miner's lung disease.³⁵ A memorial service was held at the Methodist Church, where the building 'was suitably draped, and there was a fair congregation.'³⁶ Wolter's real estate was listed in his Probate, with the property 13 Golden Point Road being described as a five-roomed weatherboard house valued at £20 and the property at 15 Golden Point Road being listed as a six-roomed weatherboard house valued at £40.³⁷

The former water race also traverses the property at 25 Golden Point Road, adjacent to the dwelling built before 1872. During the ownership of Edward Terrill in the 1920s, the dwelling was named 'Bradshaw' in honour of his late mother in-law, Maria Hayes (nee Bradshaw).³⁸

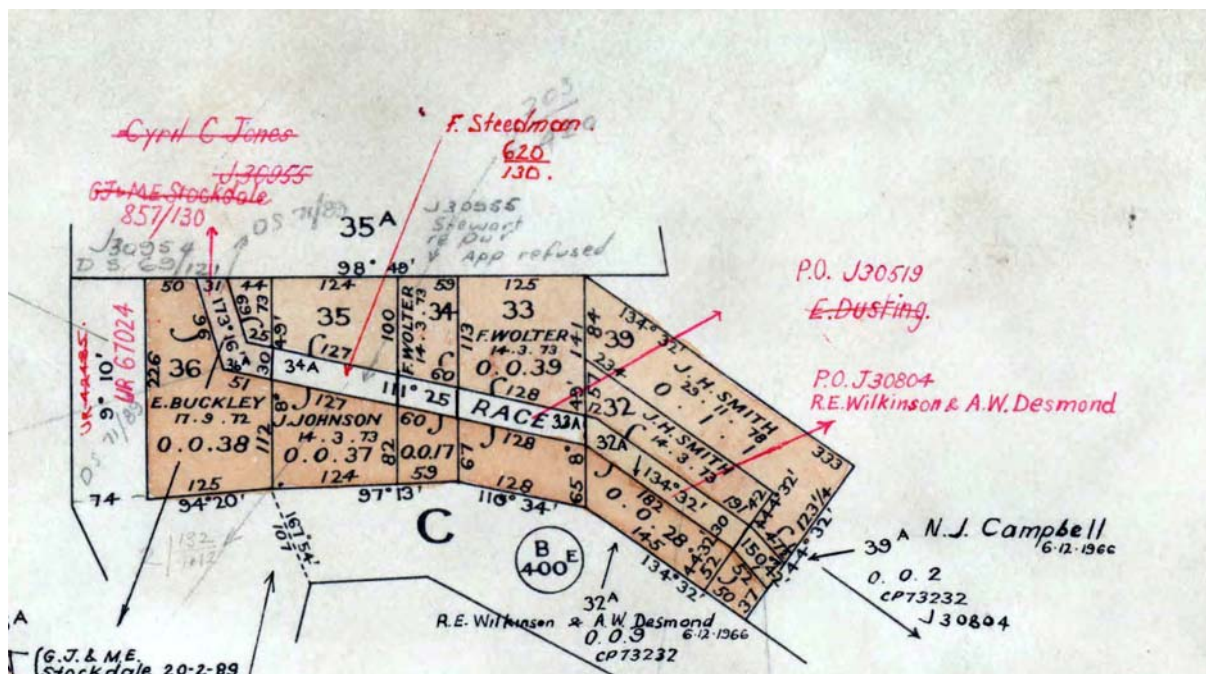


Figure 4: Parish of Blackwood Plan, 1963, showing allotments and water race in Golden Point Road.

Source: VPRS 16171, PROV.

30 *Ibid.*

31 *Bacchus Marsh Express*, 22 March 1873.

32 *Ibid.*

33 *Ibid.*, 4 July 1896, p.3. The article states that "Mr. F. Walters" was starting a bakery. This might have been an anglicised interpretation for Frederick Wolter.

34 *Ibid.*, 14 November 1896.

35 Hitchcock, *op.cit.*

36 *Bacchus Marsh Express*, 24 December 1904.

37 Wolter, Probate Administration files, *op.cit.*

38 Information kindly supplied by Brendan Hehir, Blackwood, from Robyn Zanon, Blackwood, 13 October 2016. The Victorian Births, Deaths and Marriages Indexes online, Department of Justice, Melbourne, confirm that Maria Bradshaw was the mother of Agnes Louisa Terrill (nee Hayes), and mother in-law of Edward Terrill.

The Water Race

All of the allotments put up for sale on the north side of Golden Point Road in 1872 were punctuated by a water race. The sizeable distance of the race from Golden Point Road was governed by miners 'being compelled to keep away from the main roads by a distance of thirty feet.'³⁹ It may have served as the water supply to these properties and those fronting Martin Street,⁴⁰ but was more likely to have formed part of the operations of miners, such as the Red Hill Company under the control of Henry Walker.⁴¹ A critical factor in successful gold mining operations was water. By the 1860s, gold production at Blackwood was heavily linked to the water supply. Small crushing mills for quartz mining were established and powered by steam or water.⁴² In 1859, there were 17 companies operating crushing mills, 13 being powered by water and 4 by steam.⁴³ Water to drive the wheels was delivered by races from the closest and most reliable water supply.⁴⁴ At Simmons Reef, the mills were exclusively water-driven, with water coming from the Lerderderg River.⁴⁵ The Imperial Company, for example, had a race that was 6 ¾ miles long and 670 feet being through tunnels.⁴⁶ According to Margot Hitchcock:

There were said to be between 80 to 100 miles of water races on the Blackwood Goldfield. Figures published by the Mines Department show that Blackwood was very close to having the longest mileage of water races of any mining field in the Colony.⁴⁷

COMPARATIVE:

The Victorian vernacular dwellings at 13 and 15 Golden Point Road, are representative examples of modest timber cottages built about the late 1860s for miners in the Blackwood district. They are comparable to other small-scaled, hipped and/or gabled timber dwellings constructed about the same time, most of which have also experienced alterations. They include the dwellings at 4 Albert Street, 54 Byres Road, 11 Martin Street, 5 Old Golden Point Road, and 111 Golden Point Road.

39 *Bacchus Marsh Express*, 26 August 1871, p.3.

40 *Ibid.*, 7 November 1874, p.3.

41 *Ibid.*, 30 September 1871, p.3.

42 Bannear, op.cit.

43 *Ibid.*

44 *Ibid.*

45 *Ibid.*

46 *Ibid.*

47 M. Hitchcock, 'Pauline Bonfond', at Blackwood Publishing: Genealogical and early history of Blackwood, Victoria, November 2013, <http://www.blackwoodpublishing.com/aspects-of-early-blackwood-history-and-pioneers/pauline-bonfond/>

West Moorabool Shire Heritage Study Stage 2A: 2014-16**PLACE NAME:** Martin Street Heritage Precinct

Place No. PRECINCT

ADDRESS: Martin Street & Golden Point Road, Blackwood

Assessment Date: Feb 2016

Historic Themes:

Theme 3.5: Establishing & Maintaining Communications
 Theme 4.2: Gold Mining
 Theme 5.4: Commerce
 Theme 6.1: Building Towns
 Theme 6.2: Building Homes in the Shire
 Theme 8.3: Health & Welfare

Condition: Fair - Good**Integrity:** Moderate-High**Photograph Date:** 2009 & 2014**CURRENT HERITAGE STATUS ON STATUTORY REGISTERS****Victorian Heritage Register:** No**Victorian Heritage Inventory:** No**Local Planning Scheme:** No**CURRENT HERITAGE STATUS ON OTHER REGISTERS:****National Trust (Victoria) Register:****RECOMMENDED LEVEL OF SIGNIFICANCE:**

Local Significance

RECOMMENDATIONS:Recommended for inclusion in the Victorian Heritage Register: **No**Recommended for inclusion in the Victorian Heritage Inventory: **No**Recommended for inclusion as a Heritage Overlay in the Planning Scheme: **Yes****Schedule to the Heritage Overlay**

External Paint Controls Should Apply?

No

Internal Alteration Controls Should Apply?

No

Tree Controls Should Apply?

Yes – Algerian Oak tree north of Blackwood Hotel only.

Permitted Uses May be Permitted?

Yes - 1 Golden Point Road, 15 Martin Street, 21 Martin Street & 26 Martin Street only.

Fences &/or Outbuildings of Note?

No

Incorporated Document

Yes (see recommendation below)

Other Recommendations

It is recommended that an Incorporated Plan is prepared to provide permit exemptions for: demolition of non-contributory places; construction of small outbuildings, rear pergolas or verandahs or decks; construction of garages or carports (that are not attached to the building and set back from the front wall plane by at least 2 m); construction of rear single storey additions where the main roof forms are retained; construction of rear swimming pools; and the installation of domestic services normal to a dwelling where visible from a street so long as the services are not on the front wall or roof of a dwelling or located in the front setback). The Mitchell Shire HO Permit Exemptions Incorporated Plan 2014 could be used as a basis for the preparation of the Incorporated Plan for permit exemptions for the Martin Street Heritage Precinct.

STATEMENT OF SIGNIFICANCE:

What is Significant?

The Martin Street Heritage Precinct, Blackwood, has significance as legacy of the 19th and early 20th century commercial hub of Red Hill, a central settlement in the goldfields district of Blackwood established at the height of the rush in 1855. While the township of Blackwood was officially surveyed at Golden Point in 1872 (the area first most populated with miners' dwellings, hotels, stores and the local court house and police barracks), most of the commercial progress of the district occurred at Red Hill from this time. In Martin Street, the extant building fabric was constructed between 1868 and c.1910 (some with early 20th century alterations and additions) during the prosperity and decline in gold mining over the second half of the 19th century. The significant fabric includes:

- The five modestly-scaled, single storey, hipped and/or gabled, commercial and public infrastructure buildings that are all built of timber (reflecting the important natural resource of the area) lining the main street of Martin Street, with corrugated sheet metal roof cladding, brick chimneys, and timber framed windows. These buildings are: Blackwood Hotel, 1 Golden Point Road (including the return post-supported verandah); former National Bank of Australasia, 15 Martin Street; Blackwood Merchant store and café, 21 Martin Street; Blackwood Antique Merchant, 21 Martin Street; and the former Post and Telegraph Office, 26 Martin Street.
- Three Victorian single storey, timber weatherboard dwellings with hipped (and gabled) roof forms clad in corrugated sheet metal, timber framed windows and door openings, brick chimneys, modest eaves, and front and/or return post-supported verandahs. These dwellings are at 11, 24 and 29 Martin Street.
- Predominantly rectangular allotment layouts.
- Front garden settings to the dwellings.
- Low (up to approximately 1200 mm high), visually permeable lightweight front fencing to dwellings.
- Asphalt footpaths outside the commercial buildings.
- Grassed nature strips (and lack of formal footpaths) at the northern end of Martin Street.
- Mature Algerian Oak tree outside 22 Martin Street that forms a local landmark.

How is it significant?

The Martin Street Heritage Precinct, Blackwood, is historically, architecturally and aesthetically significant at a LOCAL level.

Why is it significant?

The Martin Street Heritage Precinct is historically significant for its associations with the rise and decline of the goldfields district of Blackwood from 1855, and more particularly with the evolution and development of the settlement of Red Hill as a commercial hub from the late 1860s and early 1870s (Criteria A, H). Red Hill was centrally located with the other goldfields settlements of the district, including Barry's Reef, Simmons Reef and Golden Point. The latter had been the focus of commercial and residential life from the 1850s, but Red Hill became the centre for hotel life, commerce, post and telegraph services, banking and housing from the late 1860s and early 1870s, as the successes with gold mining ebbed and flowed, and when saw milling was considered a more viable occupational alternative. The Blackwood Hotel, 1 Golden Point Road (built in 1868), former National Bank of Australasia, 15 Martin Street (built in 1874); former Post and Telegraph Office, 26 Martin Street (built in 1875); The Blackwood Merchant and Blackwood Antique Merchant stores, 21 Martin Street (built in 1888 and c.1895, and c.1910 respectively, with alterations in the 20th century); and Blackwood House, 29 Martin Street (built in 1899 with alterations and additions in the mid 20th century); Myrtleford, 11 Martin Street (built in the c. late 1860s or early 1870s) and the dwelling at 24

Martin Street (built in c.1886-1891) are physical legacies of this development. The precinct is also associated with a number of notable figures in the early years of Blackwood including: Mrs Bridget Cruise, Edmond Buckley and Cr John Cann, hotelkeepers (the latter contributing much to local community life at Blackwood); E.G. Magnus, architect and surveyor (and designer of the former National Bank); Dr J.C. Gibson, local medical physician; and Dr Edward Plews and his wife, Nurse Mary Plews, for their work in the health and welfare of the Blackwood district; and Alexander Decker and Miss Agnes Buchanan, early landowners and storekeepers. The precinct has associations with local goldminers, including Thomas Burgess and Joseph Skinner, who were both owners and occupiers of the dwelling 11 Martin Street in the 19th and early 20th centuries. There are also associations with Rebecca Perry Cann of the Blackwood Hotel, as the Algerian Oak tree north of the hotel on Martin Street was planted by George Carruthers to celebrate her 50th birthday on 27 August 1908.

The Martin Street Heritage Precinct is architecturally significant for its demonstration of moderately intact examples of Victorian and early 20th century, modestly-scaled, hipped and gabled, commercial, residential and public infrastructure buildings (Criteria D, E). Of particular importance is that all the buildings are built in timber, a legacy of the surrounding natural resource fostered by the saw milling industry. The former National Bank at 15 Martin Street, while altered, is a rare surviving example of a 19th century timber bank building still in its original location, and the former Post and Telegraph Office, 26 Martin Street, is also unusual for its type. These two buildings and the Blackwood Hotel, 1 Golden Point Road, are distinctive for their timber eaves decoration that makes an important contribution to the character of the Martin Street streetscape. The Blackwood Hotel is also a local landmark, located on the prominent junction of Martin Street and 'new' Golden Point Road. The other 19th and early 20th century buildings in the precinct, notably the stores at 21 Martin Street, Blackwood House at 29 Martin Street and the dwellings at 11 and 24 Martin Street are representative examples of their types.

The Algerian Oak tree, north of the Blackwood Hotel on Martin Street, makes an important visual contribution to the Martin Street setting (Criterion E). It is a local landmark in this part of Blackwood.

SIGNIFICANCE OF COMPONENTS

Local Significance

These places are considered to be of sufficient integrity and therefore meet the local significance threshold. This is due to their local high design quality, rarity value or overriding historical value to the community:

- 1 Golden Point Road, Blackwood Hotel.
- North of the Blackwood Hotel on Martin Street, Algerian Oak tree.
- 26 Martin Street, former Post and Telegraph Office.

Contributory Significance

These places make an important contribution to an understanding of the historical evolution of the Martin Street Heritage Precinct, being representative examples of development in the important period between the 1860s and the 1930s (or with overriding historical associations within or outside this period). They may be altered but their original and/or early designs clearly discernible:

- 11 Martin Street, 'Myrtleford'.
- 15 Martin Street, former National Bank of Australasia.
- 21 Martin Street, The Blackwood Merchant and Blackwood Antique Merchant stores
- 24 Martin Street, Dwelling.
- 29 Martin Street, Blackwood House.

Non Contributory

These places have been introduced to the precinct and therefore have been constructed or located within the area outside the significant era of development for the precinct:

- 13 Martin Street, Dwelling.
- 19 Martin Street, Vacant Land.
- 25 Martin Street, Dwelling.
- 30 Martin Street, Dwelling.

Precinct Map

The following precinct map shows the boundaries of the Martin Street Heritage Precinct and the location of the places within the proposed heritage overlay.



Source of base Map: Interactive Map, Land Services online.

DESCRIPTION:

General Overview

The Martin Street Heritage Precinct, Blackwood, consists of the central commercial and residential core of the former Red Hill goldfields township along the main street, Martin Street. The area is set on sloping topography, having been formed out of the bushland setting. The rural nature of the precinct is therefore especially identified in the views of the immediately neighbouring bushland; in the locations of and spacings and settings between the buildings; street trees and the mature Oak tree in Martin Street immediately north of the Blackwood Hotel; and the rudimentary infrastructure.

Building Fabric

The Martin Street Heritage Precinct has 19 sites, most of which comprise single storey commercial or residential buildings. These buildings are a physical legacy in the evolution of the Blackwood township: from 19th century gold mining activity to tourist development from the early 20th century.

Commercial Buildings

There are five commercial buildings in the precinct at 15, 21, 23 and 26 Martin Street, and 1 Golden Point Road. These buildings are all single storey, with hipped or gabled roof forms clad in corrugated sheet metal, lightweight (mainly timber weatherboard) wall construction, brick chimneys and timber framed windows. These buildings are:

1 Golden Point Road – Blackwood Hotel

A Victorian styled hipped roofed building with a Late Victorian return post-supported verandah. It features early timber framed doorways (with transoms and one doorway also has sidelights), panelled timber doors in the played corner and timber framed double hung windows. The unusual, curving eaves decoration appears to have replaced the original design (the existing being similar to the original design). Although the hotel building has experienced some alterations, the original design and character dominates. The building is in good condition.



Photo 1, 2014

15 Martin Street - Foxcroft and Hudson Antiques and Book Shop (former National Bank of Australasia)

A Victorian styled hipped roofed building with a prominent rendered brick chimney at the south end and decorative eaves brackets similar to those at the former post office at 24 Martin Street. The front and side timber framed double hung windows are early. At the rear is a modest hipped rear wing (with chimney) that may have originally been a detached outbuilding. Although the front façade of the main building has been compromised by the introduction of the large recessed porch (created by c.1940), the original design and character is still discernible. The building appears to be in good condition.



Photo 2, 2014

21 Martin Street - The Blackwood Merchant (store and café)

Possibly a Victorian gabled structure with a strapped lightweight interwar era gable infill in the front north gable (the same infill in the south gable appears to have been introduced in the later 20th century). The timber framed shopfront windows appear to be early. The flat-roofed form of the projecting front verandah is early, but the square timber posts and parapet have been introduced. Overall, the building is moderately intact and a rare representative example of 19th and early 20th century commercial development in the town. It appears to be in good condition.



Photo 3, 2014

21 Martin Street - Blackwood Antique Merchant

An early 20th century hipped roofed building to the north of The Blackwood Merchant store and cafe, the front window and door openings have been introduced in the second half of the 20th century. The projecting post-supported form of the front verandah is early. The north (side) wall has introduced corrugated colorbond wall cladding and an introduced roller door. While the building has been compromised by some alterations, the original character and appearance is readily apparent. It is in fair-good condition.



Photo 4, 2009

West Moorabool Shire Heritage Study Stage 2A: 2014-16

PLACE NAME: Martin Street Heritage Precinct

ADDRESS: Martin Street & Golden Point Road, Blackwood

Place No. PRECINCT

Assessment Date: Feb 2016

26 Martin Street - Alice's Garden Gallery (former Post & Telegraph Office)

A modest hipped roofed former post office building with unusual decorative eaves brackets (similar to those at the former bank at 15 Martin Street), it has a recessive side entrance porch. Constructed of galvanised corrugated steel roof cladding and timber weatherboard wall cladding, there are early timber framed double hung windows at the front (the window hoods have been introduced) and a prominent, centrally located, rendered brick chimney. Apart from the spalled render to the chimney, it is in good condition and largely intact. At the rear is a skillion addition which links the main building to an early gabled outbuilding. Other rear outbuildings have been introduced.



Photo 5, 2009

Dwellings

The dwellings are mainly situated at the northern and southern ends of Martin Street. The majority have been constructed during the 19th century, with a smaller number in the early, mid and later 20th centuries. They are as follows:

19th Century Dwellings

The 19th century dwellings are largely characterised by rudimentary Victorian styles, being modest in scale, single storey, with hipped and/or gabled roof forms clad in corrugated sheet metal. They have timber weatherboard wall cladding, front and/or return verandahs, modest eaves, timber framed double hung windows and brick chimneys. These dwellings are located at:

11 Martin Street – Myrtleford

This dwelling has an elongated Victorian vernacular styled hipped roof form and a broken back return verandah (which has been infilled on the south side). The projecting gabled wing on the north side appears to have been added in the early 20th century, and the existing windows were possibly introduced at this time. There is a post and rail and wire fence at the front. The dwelling is in good condition and of moderate integrity.



Photo 6, 2009

24 Martin Street – Dwelling

A hipped roofed Victorian styled dwelling with a return verandah, it features prominent face brick chimneys. The front door opening and southern (right) timber framed window appears to be early, while the timber framed tripartite window may have recently been introduced after the removal of the front verandah infill in the northern portion of the verandah. The dwelling is in good condition and of moderate-high integrity.



Photo 7, 2014

29 Martin Street - Blackwood House

One of the more substantial Late Victorian styled dwellings (and former stores) in the central Blackwood area, it has an elongated hipped roof form and a return post-supported verandah with a capped timber balustrade. The front door opening and timber framed double hung windows, and the brick chimney, represent other early features. The building has been extended on the north side but the original character and appearance is clearly discernible. Overall, the dwelling is in good condition and of moderate integrity



Photo 08 2009

Early 20th Century Dwellings

There is only one early 20th century dwelling in the precinct:

28 Martin Street – Dwelling

This dwelling was relocated to the current site in the late 20th century. Recently substantially damaged by fire, it has been rebuilt to reflect its original design, with its main hipped roof form, projecting gabled wing and front hipped verandah formed as an extension of the main roof. The verandah has been infilled at the south end. On the front façade are two door openings flanked by paired timber framed casement windows of early 20th century provenance. A similar pair of windows is located in the front gable. At the rear is an early and substantial face brick chimney. At the front is an introduced timber post and rail front fence. The dwelling is in good condition.



Photo 9, 2014

Later 20th Century Dwellings

There are only two later 20th century dwellings in the heritage precinct:

13 Martin Street – Dwelling

A gabled single storey dwelling with a L layout, the front wing has lightweight sheet cladding.



Photo 10, 2014

25 Martin Street – Dwelling

A gabled two storey dwelling with stained weatherboard wall cladding. The bulk and height of the dwelling is more substantial than most of the neighbouring buildings.



Photo 11, 2014

Urban Design & Engineering Infrastructure

Most of the allotments in the Martin Street Heritage Precinct are of similar rectangular layouts and sizes. There is some variation in the setbacks of the buildings on the sites, with the commercial (and some dwellings) being set on the front boundaries, while most of the dwellings have front garden setbacks. Although a more built-up portion of the Blackwood township, most of the buildings have side setbacks, reflecting the rural and less formal character of the precinct.

The precinct has rudimentary infrastructure, with sealed roads and formalised introduced concrete kerbs and asphalt footpaths being limited to the core commercial portion of Martin Street, the remainder being grassed nature strips with walking tracks.

Within the nature strips in Martin Street are timber seats having cast iron frames. They appear to have been introduced in the early 20th century.



Photo 12, Martin Street, north end, looking south showing sealed road, concrete kerb and channel, and grassed nature strips, 2014. Also note street trees in central portion of precinct.



Photo 13, Public seat in nature strip, Martin Street, 2014.

Landscaping

The central commercial portion of the precinct in Martin Street and the north side of Golden Point Road are characterised by Ash and Pin Oak street trees, which contrast with the surrounding indigenous bushland setting. A local landmark in Martin Street is the mature Algerian Oak tree outside 22 Martin Street.

In Martin Street are grassed nature strips, the northern and southern reaches of the precinct lacking formal footpaths. There are gravelled verges fronting the properties in Golden Point Road.



Photo 14, Algerian Oak tree north of the Blackwood Hotel on Martin Street, 2014.

HISTORY:

The Early History of Blackwood

The Blackwood goldfields originally comprised four distinct townships. The earliest was Golden Point, closest to the original gold finds and rush in early 1855.¹ 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.²

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.³ At this time, permanent buildings were few in number and included no more than five stores and two butcher shops.⁴ All other structures were mainly tents, including apparently many grog shops.⁵ It was also during the mid 1850s when Golden Point was officially surveyed and the township laid out following a grid pattern. This township was officially known as Blackwood.

Red Hill was the second main village established at the height of the rush in 1855.⁶ 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 1).

¹ A.J. Buckingham & M.F. Hitchcock, *Aspects of Early Blackwood*, 5th printing, Blackwood Publishing, Blackwood, 2002, p.13.

² *Ibid.*

³ *Ibid.*

⁴ *Ibid.*, p.11. See also Reports of the *Mining Surveyors and Registrars, Ballarat District (including Smythesdale, Creswick, Blackwood & Buninyong)*, 1859-1878, Mines Dept of Victoria, fasc. edn., which include original reports by D Evans, Ballarat, that give occasional descriptions of the early buildings.

⁵ *The Argus* 30 July 1855, p.6.

⁶ D. Bannear, 'Victorian Goldfields Project: Historic Gold Mining Sites in the South West Region of Victoria, Report on Cultural Heritage', prepared for the Department of Natural Resources & Environment, August 1999, pp.34-35 & D. Bannear, 'Victorian Goldfields Project: Historic Gold Mining Sites in the South West Region of Victoria, Gazetteer: Station & Regional Significant Sites', prepared for the Department of Natural Resources & Environment, August 1999, pp.105-111, 117-120, 122-127.



Figure 1: 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.

By the end of July 1855, Golden Point and Red Hill had made noticeable progress as gold towns. As the *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.⁷

By September 1855, the population of the broader Blackwood goldfields had reached 13,000 people.⁸ In one week, the Police Warden issued 457 miners rights and 95 business licenses.⁹ 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.¹⁰ Yet, just a year later, the bulk of the goldmining population had left the Blackwood district and by 1858 the population had fallen to 950.¹¹ Although the township was maligned for some years as a

⁷ *The Argus*, op.cit.

⁸ Buckingham & Hitchcock, op.cit., p.14.

⁹ *Ibid.*

¹⁰ *Ibid.*

¹¹ *Ibid.*, p.15.

consequence of the depressed mining activity,¹² this did not prevent the further development of infrastructure including businesses, churches and schools, possibly as a consequence of sawmilling enterprises established by former miners. Although the township of Blackwood was proclaimed in 1872 with the town reserve centred around Golden Point,¹³ most of the building development appears to have occurred in the Red Hill area, indicating the initial developmental shift towards this settlement as the central hub of community, cultural and commercial activity that was sustained into the 20th century.

From 1885, there was a small boom in deep lead mining at Blackwood, after the North Beneditti Company discovered an auriferous drift.¹⁴ This caused the population to peak at Blackwood around 1890,¹⁵ 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.'¹⁶

From the late 1870s, the natural environment, including the mineral spring near the Lerderderg River – became a tourist attraction. In 1889, the Secretary of the Department of Mines and Water Supply declared that 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 four finest health resorts ...'¹⁷ 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 20th century.¹⁸ It was also from the early 20th century when some properties were either acquired or new dwellings constructed as holiday homes.

History of the Martin Street Heritage Precinct

Land Reservations and Sales

Red Hill was the second main village established at the height of the rush in 1855.¹⁹ Surrounded by 'scrubby, barren-looking soil, and tall, bleak forests',²⁰ the roads and allotments comprising the Red Hill settlement followed a lineal layout, but conformed to the topography of the land (Figure 2). Situated south of the Lerderderg River, the settlement of Red Hill was soon transformed with commercial enterprises supported by the great influx of miners. While land first appears to have been taken up under miners' rights prior to the official surveying of the area (this is shown in the

12 *Bacchus Marsh Express*, 8 May 1875 & 7 April 1883.

13 See Town Plan of Blackwood, VPRS 16171, Public Record Office Victoria (PROV).

14 See D. Rowe, 'Forest, Farmland & Gold', Thematic Environmental History of the Western Region of the Moorabool Shire', prepared for the Moorabool Shire Council, 2009. [update when redraft complete].

15 A.B. Watson, *Lost & Almost Forgotten Towns of Colonial Victoria: A Comprehensive Analysis of Census Results for Victoria 1841-1901*, Angus B. Watson, 2003.

16 *Victorian Municipal Directory*, 1890, p.238.

17 'MS Blackwood Mineral Springs, geological survey report', n.d., at <http://www.mineralwater.vic.gov.au>

18 Cr J.F. Rayner, *Blackwood & District Historical Society Notes*, 1975.

19 D. Bannear, 'Victorian Goldfields Project: Historic Gold Mining Sites in the South West Region of Victoria, Report on Cultural Heritage', prepared for the Department of Natural Resources & Environment, August 1999, pp.34-35 & D. Bannear, 'Victorian Goldfields Project: Historic Gold Mining Sites in the South West Region of Victoria, Gazetteer: Station & Regional Significant Sites', prepared for the Department of Natural Resources & Environment, August 1999, pp.105-111, 117-120, 122-127.

20 *The Argus*, 25 September 1855.

irregular locations of some buildings in Figure 2), it was from 1859 when allotments were made available for freehold purchase flanking the main street (Martin Street).²¹

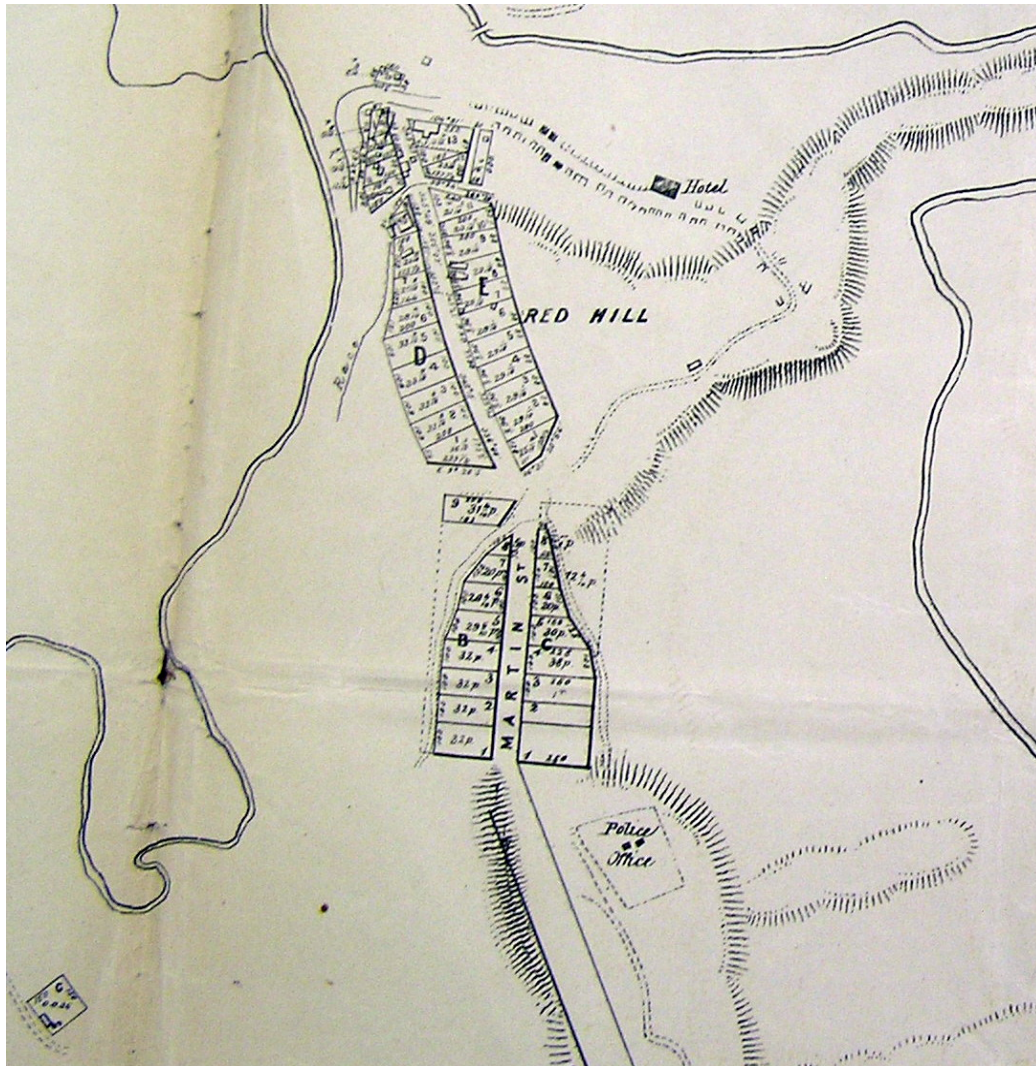


Figure 2: T. Nixon, Assistant Surveyor, Portion of The Township of Blackwood, 27 September 1860. Sections B and C now comprise much of the Martin Street Heritage Precinct today. Source: VPRS 440 Unit 204, PROV

The first Crown purchasers in 1859 were M. Grime and G.A. Martin on the east side of Martin Street, and A. Decker, P. Hanning, C.H. Lyons, J. Cox, E. Baber, T.A. Adams and J. Murphy on the west side. They were followed by J. Millyard in 1860, F. Chenico in 1867 and E.G. Magnus in 1867.²²

Roads

Linking Red Hill to Barry's Reef and Beyond

Limiting the prosperity of Red Hill (in part) was the difficulties in travelling to nearby Barry's Reef and beyond to the Trentham goldfields. In the initial years, concerted efforts were made by locals to have a proper road made to connect Red Hill and Barry's Reef. 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

²¹ See Town Plans of Blackwood (sheets 3 and 4), VPRS 16171 PROV.

²² Ibid.

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.²³

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.²⁴ The formalisation of a new road to Barry's Reef and beyond to the Trentham diggings in 1871²⁵ appears to have assisted in the commercial viability of the Red Hill settlement 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.²⁶

Main Street – Martin Street

The main street of Red Hill, Martin Street 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.²⁷

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; also dangerous and foul smelling. It requires all the grandeur of nature, which man cannot altogether destroy, to render Blackwood a place entitled to be called picturesque.²⁸

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.²⁹ However, such hope was to be short-lived. In 1870, the *Bacchus Marsh Express* was scathing about the main street and even provided a method for making improvements:

The ratepayers in the neighbourhood of Red Hill are loudly complaining of the bad state of the road in front of the Bank Hotel, and Mr. Beart's shop; and muddy water running from the road stands in pools in the pathway in these places, to the inconvenience of people passing this way, and to the residents in the vicinity also. During heaving rains the water rushes down to this place from the higher ground round about it, sweeping the refuse under Messrs. Barker's and Beart's verandahs, and swamping the premises behind their houses. If a drain were cut on the lower side of the road commencing near Mr. Baber's premises, and brought a little above the Bank Hotel, plenty of fall could be obtained, which would completely remedy this inconvenience.³⁰

The wretched state of Martin Street continued throughout the 1870s and in 1875 when the Post Office was opened it 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

23 *Bacchus Marsh Express*, 17 April 1869, p.3.

24 W. Shaw, 'Blackwood Reminiscences' in the *Bacchus Marsh Express*, 3 March 1906, p.4.

25 *Victoria Government Gazette*, no. 75, 24 November 1871, p.2077.

26 *Bacchus Marsh Express*, 7 November 1874, p.3.

27 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.

28 *Ibid.*, 17 April 1869, p.3.

29 *Ibid.*

30 *Ibid.*, 9 July 1870, p.3.

and water; but thanks to the Shire Council, we are used to it now, though it comes rather rough on strangers.’³¹

Throughout the 19th and 20th centuries, the main street of Red Hill remained a gravelled thoroughfare with deep spoon drains on both sides (Figure 2). 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.³²



Figure 2A: Martin Street, Red Hill, looking south, c.1900. Source: La Trobe Picture collection, State Library of Victoria, accession no. H97.272/45.

Commercial Life at Red Hill

From the mid 19th century when a considerable mining population converged on Blackwood, 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.’³³ Some of the earlier commercial buildings constructed in the Martin Street precinct included Jeremiah Cox’s butcher shop in c.1859.³⁴ 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

³¹ *Ibid.*, 11 September 1875.

³² This appears to have been carried out by 1966 as a photograph at this time of the Blackwood Hotel (Figure 15) seems to show an asphalt surface.

³³ Shaw, *op.cit.*

³⁴ See Town of Blackwood Plan, sheet 3, VPRS 16171, PROV & Cox, J., Probate Administration files, 1863, VPRS 28/P0 Unit 47, PROV.

Buchanan, carpenter in 1881).³⁵ 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,³⁶ Adiman Barker's Bank Hotel constructed before 1864 next door, and Samuel Beart's store and dwelling at 25 Martin Street. In 1868, Mrs Bridget Cruise had erected the Family Hotel on Grime's corner (1 Golden Point Road) and the auspicious opening was celebrated with a ball on 4 September of that year.³⁷

Most of the earliest commercial buildings in Martin Street 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 1895.³⁸ 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.³⁹

Red Hill confirmed its status as a centre of commercial progress at Blackwood in 1874 with the erection of the National Bank of Australasia at 15 Martin Street and the Post and Telegraph Office at 11 Martin Street in 1875.⁴⁰ Both buildings were constructed by Messrs. Buchanan and Williamson,⁴¹ which might have accounted for the familiar timber eaves decoration on both buildings.

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 [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.⁴²

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.⁴³

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

35 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).

36 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.

37 *Ibid.*, 27 December 1867.

38 *Ibid.*, 14 December 1867, p.3, 11 February 1888, p.3 & 13 April. 1895, p.3.

39 *Ibid.*, 5 March 1898, p.2 & Buchanan, A., Probate Administration files, 1898, VPRS 28/P2, Unit 481, PROV.

40 *Ibid.*, 26 September 1874, p.3 & 18 September 1875, p.3.

41 *Ibid.*, 26 September 1874 & 3 July 1875, p.3.

42 *Ibid.*, 7 November 1874, p.3.

43 *Ibid.*, 26 May 1894, p.3.

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.

In addition to commercial progress, the Salvation Army established a barracks at the north end of Martin Street in 1895. Immediately neighbouring the Buchanan family's store and dwelling, Andrew Buchanan commenced construction of the timber Salvation Army Barracks in early 1895, with the outside framing in position by February of that year.⁴⁴ By April, the building was being painted by Mr Harris of North Blackwood. The opening of the building was described in the *Bacchus Marsh Express* in May 1895:

The proceedings connected with the opening of the new Salvation Army barracks at Red Hill have claimed a large amount of attention during the past week, and the formal opening service was held on the evening of Saturday, 4th inst. Major Kyle conducted the proceedings, and with the assistance of a contingent from an Egerton brass band, and various Captains and other officers from neighbouring districts, kept matters going with a characteristic Salvationist swing. After the usual open air meeting and march had been held, an adjournment to the beautifully appointed new building took place.⁴⁵

The Salvation Army at Red Hill survived a little over 20 years. In 1916, the last officer was appointed and the Corps finally closed on 30 September 1917.⁴⁶ It appears that the barracks lay dormant until 1932 when the hall was removed to Ballarat North.⁴⁷ Located at the corner of Macarthur and Little Clyde Streets, it was later demolished.⁴⁸



Figure 3: Salvation Army Barracks, Martin Street, Blackwood, n.d. [c.1895]. Source: Blackwood & District Historical Society.



Figure 4: Former Blackwood Salvation Army Barracks at Ballarat North. Source: War Cry, 28 J

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

⁴⁴ *Ibid.*, 7 February 1895.

⁴⁵ *Ibid.*, 11 May 1895, p.3.

⁴⁶ D. Skewes, Salvation Army Archives, Bourke Street, Melbourne, email to Pam Jennings, 24 June 2014.

⁴⁷ *War Cry*, 28 January 1933, p11, kindly provided by D. Skewes, Heritage Centre, Ballarat.

⁴⁸ Oral information from Wendy Jacobs, based on feedback from the Ballarat branch of the National Trust of Australia (Victoria), July 2014.

West Moorabool Shire Heritage Study Stage 2A: 2014-16

PLACE NAME: Martin Street Heritage Precinct

Place No. PRECINCT

ADDRESS: Martin Street & Golden Point Road, Blackwood

Assessment Date: Feb 2016

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.⁴⁹ 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.⁵⁰

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.'⁵¹

However, some modest commercial development was carried out in the early 20th century. A hipped roofed dwelling next to the store earlier owned by Alex Decker at 21 Martin Street seems to have been removed and replaced with a hipped store in c.1910. A petrol bowser was also installed in the c.1940s outside the store of Morris Richards (the store earlier owned by Decker), which offered some incentive for tourists to visit Blackwood.⁵²

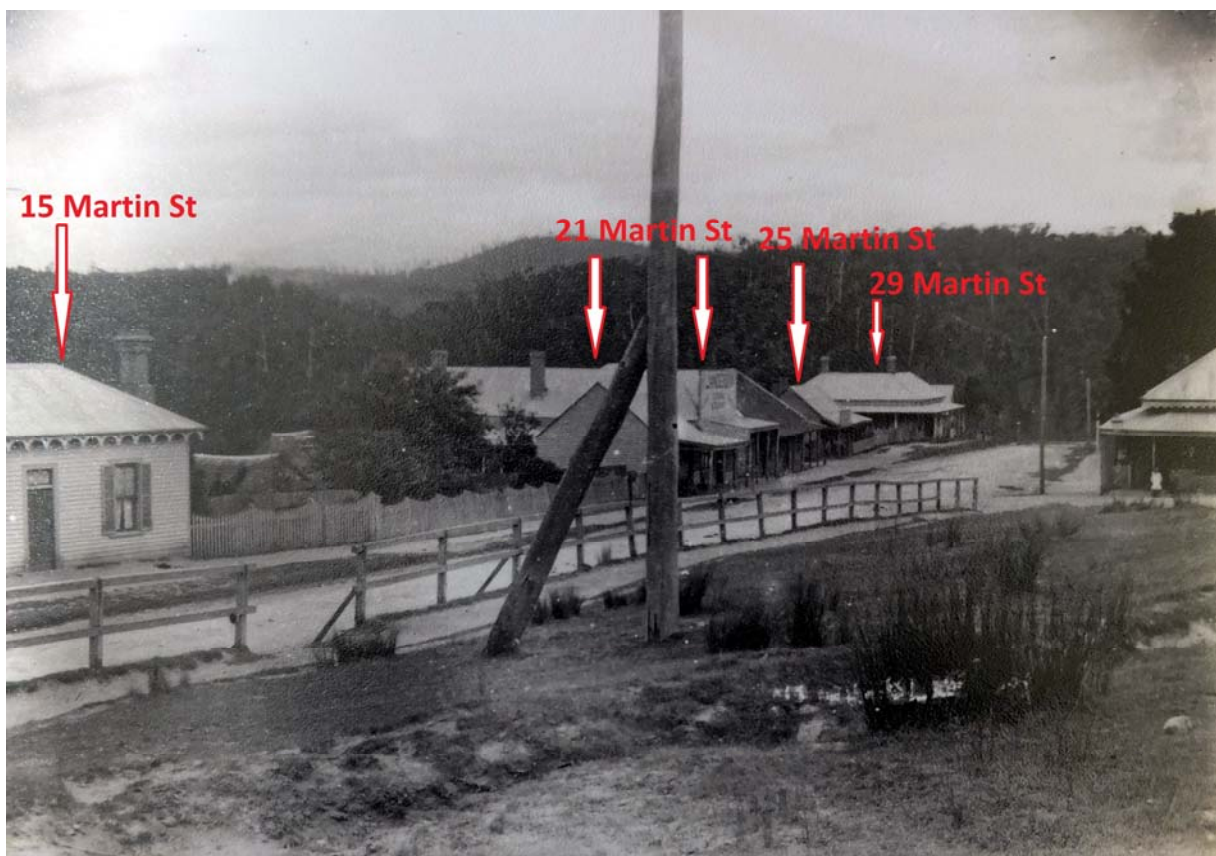


Figure 5: Martin Street, Red Hill, looking north-west from Wesleyan Church site, n.d. [c.1900].

Source: Blackwood & District Historical Society.

⁴⁹ *Bacchus Marsh Express*, 3 February 1906, p.4.

⁵⁰ *Ibid.*, 20 August 1904, p.3.

⁵¹ *Ibid.*, 11 June 1910, p.4.

⁵² The petrol bowser/s is first shown in photographs dated 1940-60. See Figures 11-12.



Figure 6: Martin Street, Red Hill, looking south-east, showing former Post and Telegraph Office, Plews' dwelling and Blackwood Hotel, c.1900. Source: La Trobe Picture collection, State Library of Victoria, accession no. H97.272/40.

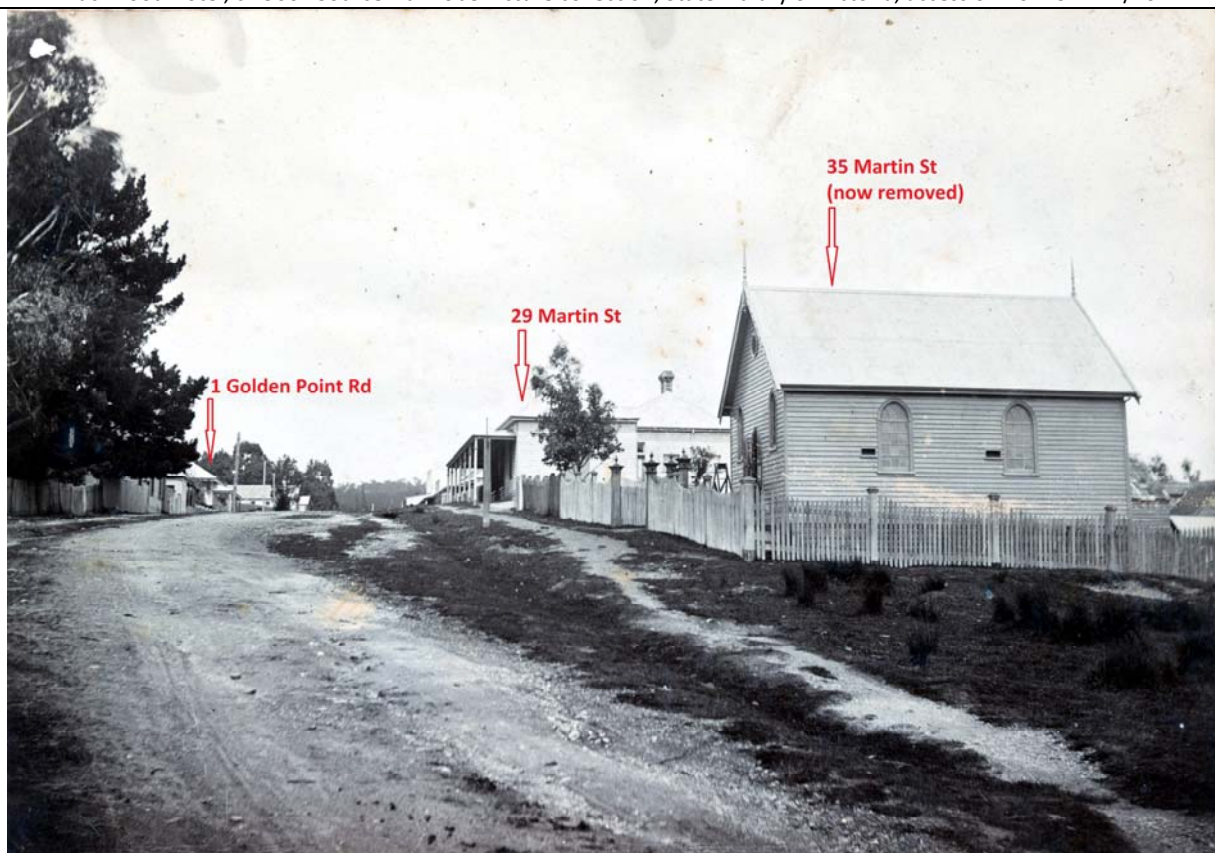


Figure 7: Martin Street, Red Hill, looking south, c.1910, showing Salvation Army Barracks in foreground, 'Blackwood House' at 29 Martin Street in the middle ground and the Blackwood Hotel at 1 Golden Point Road in the background.

Source: La Trobe Picture collection, State Library of Victoria, accession no. H97.272/53.



Figure 8: Martin Street, Red Hill, looking north, n.d. [c.1910]. Source: Blackwood & District Historical Society



Figure 9: Martin Street, Red Hill, looking north-west, c.1930, showing the former National Bank (left), Decker's former stores (centre) and the Blackwood Hotel (right). Source: Blackwood & District Historical Society.



Figure 10: Martin Street, Red Hill, looking north-west, c.1941. Note early gabled store in middleground (left).

Source: La Trobe Picture collection, State Library of Victoria, image a09108.



Figure 11: Martin Street, Red Hill, looking north-west, c.1950. Note new gabled store in middle ground (left).

Source: Blackwood & District Historical Society.



Figure 12: Martin Street, Red Hill, looking north, c.1940-60. Note altered northern portion of former National Bank (foreground, left). Source: La Trobe Picture collection, State Library of Victoria, image rg002906.



Figure 13: Martin Street, Red Hill, looking north west from Byres Road, 1953. Source: La Trobe Picture collection, State Library of Victoria, image a28707.

Domestic Life

Like the earliest commercial buildings at Red Hill, the original dwellings also appeared to have a limited life span. All built of timber, some were attached to the rear of the business premises, while others were located on residential sites (including those associated with gold mining). An early residence centrally located at 25 Martin Street was Samuel Beart's eight-roomed weatherboard dwelling with stables (it was later demolished).⁵³ Two of the earlier surviving dwellings in the Martin Street Heritage precinct were associated with medical physicians. At 11 Martin Street, Dr J.C. Gibson was resident in the 6-roomed cottage known as 'Ruby Villa' from August-September 1875 until July 1876.⁵⁴ It seems that the dwelling had been built in late 1860s or early 1870s. At 24 Martin Street, a timber dwelling was constructed between c.1882 and 1891 for Dr Edward Plews and his wife, Nurse Mary Plews.⁵⁵

Landscaping

The commercial centre of Martin Street largely remained a barren gravelled thoroughfare until the second half of the 20th century when Ash and Pin Oak street trees were planted. An exception was the planting of an Algerian Oak tree north of the Blackwood Hotel by George Carruthers on 27 August 1908.⁵⁶ It was planted on the 50th birthday of Rebecca Perry Cann, owners of Cann's family Hotel.⁵⁷

History of Early Individual Properties**1 Golden Point Road: Blackwood Hotel**

On 20 October 1869, M. Grimes acquired allotment 1 of Section C in the Parish of Blackwood.⁵⁸ Known as Grime's corner, the land was purchased by Mrs Bridget Cruise, hotel keeper, in 1867, having lost her husband and her two storey timber hotel at Golden Point just days earlier.⁵⁹ In March 1868, it was reported that Henry Grieg was erecting a 'handsome hotel' for Mrs Cruise at Red Hill.⁶⁰ A Mr Ross was also involved in the construction of the building.⁶¹ It is possible that E.G. Magnus, architect and surveyor of Golden Point (and former Mining Registrar) designed the building as he is known to have designed a number of buildings in the Blackwood district in the 1860s and 1870s.⁶² The hotel was completed in early September 1868 (see Figures 5-13 & 14).⁶³ 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.

53 Beart, S., Probate Administration files, 1881, VPRS 28/P2, Unit 125, PROV. The Statement of Assets listed the dwelling as being located on allotment three of Section B, Parish of Blackwood, which is 25 Martin Street today.

54 Gibson arrived at Portland in August 1875 and soon made his way to Blackwood. For details, see the subsection on 11 Martin Street.

55 See later subsection on 24 Martin Street.

56 Notes in 'Register of Significant Trees – Tree Registration Form', Blackwood & District Historical Society collection.

57 Ibid.

58 Town of Blackwood plan, sheet 3, VPRS 16171, PROV.

59 *Bacchus Marsh Express*, 27 December 1867. See also A.C. Robertson, *Hotels and hotelkeepers of the Blackwood goldfield*, C.C. Jones & H.M. Robertson, Melbourne, 1978.

60 *Bacchus Marsh Express*, 21 March 1868.

61 *Ibid.*, 21 March 1868.

62 See subsection on 15 Martin Street for further details.

63 *Bacchus Marsh Express*, 28 September 1868.



Figure 14: Blackwood Hotel, before 1900.

Source: A.G. Robertson, *Hotels & Hotelkeepers of the Blackwood Goldfields*, C.C. Jones & H.M. Robertson, Melbourne, 1978, sourcing Les Armstrong.

The opening of the hotel was celebrated with a ball and supper as described in the *Bacchus Marsh Express*:

The opening ball and supper at Mrs. Cruises's Family Hotel passed off very successfully on Friday evening last. About 150 persons attended the ball, although preparations had been made for nearly double that number. Dancing was carried on with much spirit until the adjournment for supper took place, and the company sat down to a splendid repast, which reflected the greatest credit on the kind and amiable hostess.⁶⁴

In June 1869, Bridget Cruise married Edmond Buckley. They continued running the hotel as 'Buckley's Hotel'⁶⁵ (which became the terminus for the Cobb and Co. coaches) until Buckley's death in 1877.⁶⁶ It was at this time when the hotel was sold to John Cann, former hotel keeper of the Royal Mail Hotel at Golden Point.⁶⁷ Named 'Cann's Family Hotel', a coach shed and stables had been erected by 1887, in anticipation of a new business venture that was described in the *Bacchus Marsh Express* in 1889:

Mr. John Cann, of the Family Hotel, Red Hill, after a vast amount of bother, and rather hard lines, has become landlord, and also coach proprietor, and will run all the mails as usual from Blackwood.

During his tenure of the hotel, John Cann suffered from ill-health. His health condition appears to have shortened his life as he died in February 1895. His death was recorded in the *Bacchus Marsh Express*:

The death of Cr. John Cann early on Monday morning last, at the comparatively early age of 51 years, is, perhaps, one of the severest losses amongst its prominent public men that Blackwood ever suffered. How general was the recognition of his exceptional business ability is well shown by the fact that, at the time of his death, quite apart from his position as coach proprietor and leading hotelkeeper in the district, he held the public elective offices of Shire councillor, member of Ballarat Mining Board, and of the district School Board, and his services on local committees was

⁶⁴ *Ibid.*, 29 September 1868.

⁶⁵ *Ibid.*, 5 February 1876, p.3.

⁶⁶ Buckley, E., Probate Administration files, 1877, VPRS 58/P2, Unit 71, PROV.

⁶⁷ Robertson, op.cit.

always availed of whenever possible ... Mr. Cann, when a favourable opportunity occurred, became the landlord of the hotel at Red Hill, and by his business tact soon made it the leading hotel in the district, a reputation which it still retains.⁶⁸

At the time of his death, the Cann's Family Hotel was valued at £750.⁶⁹ The hotel was continued by Cann's wife, Rebecca. In 1899 she had alterations carried out, including the construction of a return verandah (Figure 15) which was described as follows:

A little higher up the street I notice that extensive alterations have been made at Mrs. Cann's hotel, the main item being a large verandah erected on both sides of the house that face the cross streets. It certainly adds to the appearance and comfort of this popular hotel.⁷⁰



Figure 15: Blackwood Hotel, 1966, with return verandah. Source: J.T. Collins, La Trobe Picture collection, State Library of Victoria, image jc001525.

In 1907, the license for the hotel was taken up by Rebecca Cann's son, John William Cann, which he held until 1915 when William Stanley Buxton took over the licence.⁷¹ In 1916, the license was acquired by Fitzgerald's Brewing Company which it held until 1926.⁷² During this time the hotel keepers were William and Mary Mooney (1916-20) and John Cann (1920-27).⁷³ In 1926, the hotel was purchased by Carlton and United Breweries which in turn sold it to Cyril Jones in November 1927.⁷⁴ The owner of the Border Inn at Bacchus Marsh, it was Jones who renamed the hotel the 'Blackwood Hotel'.⁷⁵ Ernest Richard Morgan, brother-in-law of Cyril Jones, was the first licensee on 21 November 1927.⁷⁶ Between 1930 and 1943, Edward Morgan held the license before it passed to William McCarthy in 1941.⁷⁷ In May 1945, the license was held by the owner, Cyril Jones, until Ernest Burkett took it over in October

⁶⁸ *Bacchus Marsh Express*, 16 February 1895, p.3.

⁶⁹ Cann, J., Probate Administration files, 1895, VPRS 28/P2, Unit 404, PROV.

⁷⁰ *Bacchus Marsh Express*, 29 April 1899, p.2.

⁷¹ Robertson, op.cit. & *Bacchus Marsh Express*, 13 November 1915.

⁷² Ghost Research International, 'The Blackwood Hotel' Investigation Report, 2007, p.7.

⁷³ Robertson, op.cit.

⁷⁴ Ibid. & Ghost International, op.cit.

⁷⁵ Ibid.

⁷⁶ Ibid.

⁷⁷ Shire of Ballan Rate Books, op.cit., 1930-31.

1945.⁷⁸ Tragically, Laura Dalton was burned to death in the hotel's kitchen in 1948.⁷⁹ The following year in 1949, the license was held by Michael Meehan until it was taken over by Allan Watts in 1952, Donald Hillis in 1953, Aubrey Carter in 1955, Enid Weblowski in 1957, Margaret Johnson in 1961, Arthur Dillon in 1964, Robert Turner in 1966 and Herbert Francis Undy in 1970.⁸⁰ At this time, the hotel was reported as including nine bedrooms (seven for guests), a sleep out and a dining area for 32 patrons.⁸¹ Motel accommodation was added at the rear in 1982.⁸²

11 Martin Street: Myrtleford

The property at 11 Martin Street, formed part of allotment 12 of Section B in the Parish of Blackwood. The 1 rood and 38 perches were first purchased by Eugene Godfrey Magnus, a local surveyor, on 31 October 1867.⁸³ Magnus sold the property to Alfred Hadfield Woolf, miner and chemist, on 4 August 1873.⁸⁴ Only 9 months earlier in 1872, Woolf was summoned to the local Court by Charlotte Miller for the maintenance of an illegitimate child.⁸⁵ Woolf claimed that he was obliged to mortgage his property (at Golden Point) 'on account of this woman.' Woolf was ordered to pay 7 s. 6 d. a week for 8 years as well as court costs.⁸⁶

Woolf's ownership was only to last 12 months.⁸⁷ On 21 August 1874, freehold to the southern portion of allotment 12 was vested in Alexander Decker, storekeeper of 21 Martin Street.⁸⁸ The northern portion of the land was sold to Moses Thompson.⁸⁹

It appears that the original 6-roomed cottage may have been built between the late 1860s or early 1870s, possibly with a chemist shop built at the northern end during Woolf's ownership.⁹⁰ It was occupied by the local medical practitioner, Dr J.C. Gibson in 1875.⁹¹ Known as 'Ruby Cottage', the property was advertised for sale in October 1875, being described as 'at present in the occupation of Dr. Gibson, near National Bank.'⁹² It appears that the property did not sell, or was retained under the ownership of Decker.

78 Ghost International, op.cit.

79 Ibid.

80 Ibid.

81 Ibid.

82 'Gold-rush bank' in *The Age*, 1 December 1976, p.37.

83 See Town of Blackwood plan, sheet 3, op.cit. See also Certificate of Title, vol. 240, fol. 951, PROV.

84 Certificate of Title, vol. 619, fol. 650, PROV.

85 *Bacchus Marsh Express*, 14 December 1872, p.3.

86 Ibid.

87 In 1877, Woolf, with his brothers, 'succeeded to a fortune of nearly £500,000 by the death of a relative in Great Britain.' See *Kilmore Free Press*, 21 June 1877, p.4. He sailed for London on the ship, 'Kent' in February 1878. See Index to Outward Passengers to Interstate, UK, NZ and Foreign Ports 1852-1923', PROV website.

88 Certificate of Title, vol. 705, fol. 950, 21 August 1874, PROV.

89 Ibid., 8 December 1874, vol. 647, fol. 337, PROV.

90 The property was described as a 6-roomed cottage in the *Bacchus Marsh Express* 6 and 23 October 1875.

91 Ibid.

92 Ibid. It is known that 'Ruby Cottage' was situated in the existing location of the dwelling now known as 'Myrtleford', as Moses Thompson, who owned the northern portion of original allotment 12, gave evidence at the inquest of Dr Gibson's death in 1876, stating that he lived 'next door to deceased.' See *Bacchus Marsh Express*, 1 July 1876, p.3.

Dr John Charles Gibson, MRCS, LSA, LRCP Edinburgh (1870), practised in Droitwich, Worcestershire, England in 1873 before emigrating to Victoria in August 1875.⁹³ 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.⁹⁴

Gibson was registered with the Medical Board of Victoria on 11 December 1875.⁹⁵ In January 1876, he further advertised that he 'may be consulted at Ruby Villa' in January 1876.⁹⁶ 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.⁹⁷

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.⁹⁸

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.'⁹⁹

93 Australian Medical Pioneers at <http://www.medicalpioneers.com/>

94 *Bacchus Marsh Express*, 6 November 1875.

95 Australian Medical Pioneers, op.cit.

96 *Bacchus Marsh Express*, 15 January 1876.

97 *Ibid.*, 12 February 1876.

98 *The Argus*, 14 February 1876.

99 *Bacchus Marsh Express*, 11 March 1876.

Tragically, after making attempts to overcome his addiction to alcohol, Gibson succumbed in June 1876, bringing his life to an end.¹⁰⁰ 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.¹⁰¹

On 29 July 1876, Gibson's Estate was advertised for sale in the *Bacchus Marsh Express*, including household furniture, horses and other personal effects.¹⁰² It appears that the property did not sell. Before 1883, the dwelling may have been used by D.G. Stobie as a chemist's shop.¹⁰³ 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. It was taken over by Mr Burgess in 1894 where he set up business as a shoemaker.¹⁰⁴ The caveat of 1878 lapsed in 1895 and the property was formally acquired by Mary Jane Burgess, wife of Thomas Burgess, miner and apparent shoemaker.¹⁰⁵ The net annual value of the dwelling in 1905 was £7/10.¹⁰⁶

Thomas Burgess established his shoemaking business at Red Hill later in life, at the age of 62 years. He had been a miner at Blackwood since 1867 and it would appear that ill-health forced his retirement from mining. On his death in August 1904, the *Bacchus Marsh Express* gave the following remarks on Burgess' life:

One of the old identities of the district are joining the great majority. Another of our old and honoured residents, Mr. Thomas Burgess, passed away on Friday night. Deceased, who was nearly 72 years of age, came to the colony in 1853, and worked for some years in Creswick, eventually settling at Blackwood in 1867. He had been suffering from that dreaded disease, miner's complaint, for some years, so that his death was not unexpected. He leaves a widow and grown up family of four sons and three daughters, for whom much sympathy is felt. The Methodist church, of which deceased was a member, was suitably draped on Sunday night. The funeral took place on Monday, when there was a large gathering of friends who followed the remains of deceased to their last resting place in the local cemetery. The M.U.I.O.O.F. walked ahead of the hearse, the coffin bearers being P.G. Walters, and Cann, and Bros. Cocciardi and Broad. Rev. W.E. Crawford read the Oddfellows funeral service.¹⁰⁷

100 *Colac Herald*, 27 June 1876.

101 *Ibid.*

102 *Bacchus Marsh Express*, 29 July 1876.

103 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 following details).

104 *Ibid.*

105 See Certificate of Title, 619, fol. 650, 8 January 1895, PROV

106 Shire of Ballan Rate Book, op.cit., 1905.

107 *Bacchus Marsh Express*, 20 August 1904, p.3.

On 12 February 1909, the property was sold to Mrs [Iveria] Julia Skinner, wife of Joseph Alan Skinner, miner.¹⁰⁸ The following year, the Ballan Shire Rate Books listed Skinner's property as having a net annual value of £10.¹⁰⁹ Joseph Skinner (senior) and Julia Skinner were not listed in the Rate Book for 1915-16. This might suggest that the dwelling had been substantially damaged or that it was excised as part of a subdivision.¹¹⁰ In 1920-31, it was listed as being 1 rood (instead of the original 1 rood and 38 perches) while in 1935 and again in 1938 it was listed as being 1 acre. In 1920-21, the Skinners' property only had a net annual value of £1.¹¹¹

The Skinner family were connected with some of the pioneers of Blackwood. Julia Skinner was the fifth child of Henry and Julia Gribble. They migrated from Cornwall to the Burra copper mines in South Australia in 1855.¹¹² By 1856-57, they had relocated to Frenchman's Point, and with Gribble's brother, Charles, they took up a miner's right in the Mount Blackwood Division and they were most likely involved in the construction The Tunnel that was driven between the river banks at Frenchman's Point near Gribble's Track.¹¹³ By 1860, the Gribble family had moved to Simmon's Reef where they continued mining.¹¹⁴ In 1866 at the age of 35 ½ years, Henry Gribble was killed in a mining accident at the Crown Quartz Company mine at Simmon's Reef.¹¹⁵ Julia Gribble was then left to raise six children, assisted, no doubt, by Henry Gribble's Estate that was worth £250.¹¹⁶ Julia Gribble later married Samuel Rogers and they had four children.¹¹⁷

Julia Skinner's husband, Joseph, was also a miner at Blackwood. In 1892, Skinner was in partnership with a Mr Halfort, carrying out a trial crushing of 12 tons at Halfort's reef at the Star battery.¹¹⁸ In 1900, Skinner had success with a new find at Yankee Creek and he formed a syndicate of 40 shareholders.¹¹⁹ As Skinner and Co., in 1908, he was expected to yield an 'enormous return, larger than any previous yield', at the Easter Monday mine.¹²⁰ Skinner was also involved in community life. He was a member of the Manchester Unity Independent Order of Oddfellows, Barry's Reef, Blackwood Cricket Club and a founding committee member of the Blackwood Brass Band.¹²¹

In 1925-26, the property was again listed with a net annual value of £1 in 1925-26 when it was under the ownership of Miss Christina Jensen (later Mrs Christina Landale).¹²²

In 1929, Mrs Beatrice Irene Webster became the proprietor and in 1931 it was sold to Mrs Ellen Turner of Upper Hawthorn.¹²³ Under Turner's ownership, the size of the property appears to have increased

108 Certificate of Title, vol. 619, fol. 650, op.cit., 12 February 1909. Mrs Skinner's given name was Iveria.

109 Shire of Ballan Rate Book, op.cit., 1910.

110 The Rate Books rarely listed the size and allotment and section number of the property, so the above claim cannot be confirmed.

111 Shire of Ballan Rate Book, op.cit., 1920-21.

112 M. Hitchcock, 'Graves in the Blackwood Cemetery – The Gribble Family', *The Blackwood News*, August/September 2011, p.6.

113 *Ibid.*

114 *Ibid.*

115 *Ibid.*

116 *Ibid.*

117 *Ibid.*

118 *Bacchus Marsh Express*, 16 April 1892, p.3.

119 *Ibid.*, 17 March 1900, p.3.

120 *Ibid.*, 1 February 1908, p.3.

121 *Ibid.*, 23 January 1892, p.3, 3 June 1899, p.3 & 9 November 1907, p.3.

122 Shire of Ballan Rate Book, op.cit., 1925-26 & Certificate of Title, vol. 619, fol. 650, 4 March 1924. Miss Christina Jensen was listed in the Rate Book for 1930-31 as Mrs Christina Landale.

to 1 acre and the net annual value to £17.¹²⁴ This might suggest the old dwelling was renovated at this time. In 1937, Ellen Turner sold the property to Mrs Eleanor Osla Curnow of Prahran.¹²⁵

15 Martin Street: Foxcroft & Hudson Antique & Book Merchants (former Bank)

The site at 15 Martin Street comprised allotment 11 of Section B in the Parish of Blackwood, first owned by Eugene Godfrey Magnus in 1867.¹²⁶ Although a Bank of Australasia had opened at Golden Point in 1868,¹²⁷ five years were to elapse before discussions commenced on the opening of a bank branch at Red Hill. In October 1873, the *Bacchus Marsh Express* reported that 'Mr. Salmon, connected with the National Bank, paid us a visit last week. He intends recommending the opening of two establishments on Blackwood, one on Red Hill, the other on Barry's Reef.'¹²⁸ A month later in November 1873, branches of the National Bank of Australasia were opened in both locations.¹²⁹

In subsequent months, the National Bank engaged E.G. Magnus, architect and surveyor, to design a new bank building on his land at 15 Martin Street. Tenders were advertised in the *Bacchus Marsh Express* on 22 August 1874 'for the erection of a Six-roomed WOODEN BUILDING, &c., for the National Bank on Red Hill, Blackwood. Plans and specifications may be seen at Mr. Magnus's, Golden Point, Blackwood, of whom any information can be obtained.'¹³⁰ By September 1874, construction had commenced by Messrs. Williamson and Buchanan on the new building.¹³¹ Unusually constructed of timber, the modest hipped roofed building with decorative timber eaves, central door and flanking timber framed double hung windows with louvred timber shutters, opened in December 1874. The newly-completed building (Figures 5 & 9), under the management of John Robinson, was satirically described in the *Bacchus Marsh Express*:

Having been requested to report on the new National Bank of Australasia on Blackwood I chose my first station in Buckley's bar door, and took several sights of it through a magnificent glass (of. P.B. and water). Afterwards I walked round the building, and made a thorough outward inspection. It was intended to build it in quarto (per) cento style, but the rate of fixed deposits having advanced in the mean time it was altered to the cinque (per cento) style. It was intended to have had a verandah in front, with fluted columns, but as the neighbours might have objected to the noise the idea was abandoned. I may state that the plans of the architect have been carried out in an excellent manner.¹³²

Robinson terminated his position at Red Hill in 1878, at a time when there was 'dullness in mining matters', causing the closure of the Barry's Reef branch.¹³³ His position at Red Hill was taken up by F. Lewin and by 1884, J.W. Bruce Gardyne was the manager.¹³⁴ He appears to have been succeeded by William Rooney by 1891-92 and soon after by D. Macpherson until 1896.¹³⁵ The Macpherson family's removal from Red Hill was mentioned with regret in the *Bacchus Marsh Express*, as the 'Misses

123 Certificate of Title, vol. 619, fol. 650, op.cit., 29 January 1929.

124 See Ballan Shire Rate Book, op.cit., 1935.

125 Certificate of Title, vol. 619, fol. 650, op.cit., 20 February 1937.

126 Town of Blackwood plan, sheet 3, op.cit.

127 See *Bacchus Marsh Express*, 21 March 1868, which stated that 'The new Bank of Australasia is nearly completed.'

128 *Ibid.*, 11 October 1873.

129 *Ibid.*, 15 November 1873.

130 *Ibid.*, 22 August 1874, p.2.

131 *Ibid.*, 26 September 1874, p.3.

132 *Ibid.*, 26 December 1874.

133 *Ibid.*, 8 June 1878 & 28 December 1878.

134 *Ibid.*, 17 December 1881 & Wise's Directory for 1884.

135 Shire of Ballan Rate Book, op.cit., 1891-92 & *Bacchus Marsh Express*, 31 October 1896, p.3.

Macpherson have been in much request as musicians, particularly in connection with the Wesleyan meetings during their stay here.¹³⁶

Macpherson's departure as bank manager brought an end to the National Bank branch at Red Hill. In 1897, William Norton, a storekeeper and draper from Trentham, opened a branch of his drapery business in the bank premises.¹³⁷ He continued business there until at least 1906.¹³⁸ By c.1940-50, the northern portion of the front façade had been altered (Figure 12), with a recessed verandah created. These alterations may have been carried out when the property was owned by Mrs Elizabeth May Foxcroft who lived part time in Melbourne and Blackwood.¹³⁹ An outbuilding at the rear was occupied by Mrs Hudson.¹⁴⁰ The property was later owned by Mrs Kate Green (nee Crombine).¹⁴¹ In 1971, the property was offered at auction. The following description prior to the sale was given in *The Age*:

Much of the house has changed little since the early days, but some rooms have been added at the rear, and modern amenities such as electricity, water, and septic tank have been installed.¹⁴²

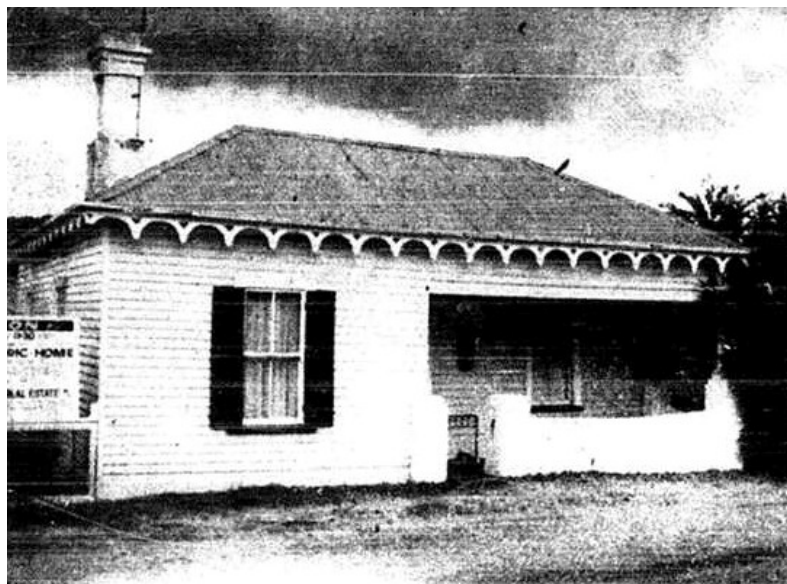


Figure 16: Former National Bank, 1976.

Source: *The Age*, 1 December 1976, p.37.

In 1982 during the construction of motel rooms at the rear of the Blackwood Hotel, the four front rooms of the former bank were used for guest accommodation.¹⁴³ The building was later used as a restaurant.

The architect for the building, Eugene Godfrey Magnus, appears to have arrived at Blackwood in the early 1860s. From 1864 until 1868, he held the position of Mining Registrar, in addition to operating

136 Ibid.

137 Ibid., 18 December 1897, p.3.

138 Norton was still listed in the Shire of Ballan Rate Book, op.cit., in 1905-06.

139 Oral information from Allan Hall, President of the Blackwood & District Historical Society, May 2014. See also Shire of Ballan Rate Book, op.cit., 1950-51, which listed Mrs Elizabeth May Foxcroft as owner.

140 Hall, op.cit.

141 Ibid.

142 'Gold-rush bank' in *The Age*, op.cit.

143 S. Fletcher in Letters to the Editor, *Blackwood Times*, October/November 2009.

the Bull and Mouth Hotel (from 1867) and providing architect and surveying services.¹⁴⁴ The first record of his surveying services was in June 1864, when he surveyed one acre of land for the Episcopalian Church at Red Hill.¹⁴⁵ As an architect, he is known to have designed a dwelling for a Mr Miller in 1869, as well as the Golden Point State School in 1871.¹⁴⁶

E.G. Magnus was highly respected in the Blackwood district. On his resignation as Mining Registrar in 1868, a celebratory dinner was held in Magnus' honour, with an attendance of 60 people. It was reported that:

Mr. Magnus had won the esteem and respect of all persons during his connection with the public service in his two fold capacity of Surveyor and Registrar; in fact, he only knew of one instance in which any resident of Blackwood had made himself so popular.¹⁴⁷

In 1880, Magnus and his wife departed Blackwood for North Melbourne, where he took up a position as Inspector of Nuisances and Weights and Measures.¹⁴⁸ His tenure with the North Melbourne Town Council continued until 1906, when he relocated to New Zealand.¹⁴⁹ He died in Dunedin, New Zealand on Christmas Day, 1908, at the age of 81.¹⁵⁰

21 Martin Street: The Blackwood Merchant & Blackwood Antique Merchant

The Blackwood Merchant (Lot 1)

On 28 December 1859, Alex Decker purchased lot 1 and P. Hanning purchased lot 2 of Section B in the Parish of Blackwood. By 1863, Decker had constructed a dwelling and probably a store.¹⁵¹ The buildings were damaged by fire in 1867, being saved 'by using wet blankets, and the strenuous exertions of those present.'¹⁵² It appears that Decker had a new store and dwelling constructed on his original site in the 1870s. Decker's premises were known as 'Blackwood House' by 1875,¹⁵³ the buildings were completely destroyed by fire in 1888, as reported in the *Bacchus Marsh Express*:

Blackwood has again been the scene of another great conflagration, which took place at Red Hill, between two and three o'clock on Wednesday morning, when the dwellings and business places of Mr. A. Decker and the Misses Gribble were totally consumed. ... Gribble's people are great losers by the fire, as they only had an insurance of £100 on the stock and premises, which at the lowest calculation were worth £300. Mr. Decker's place had only been re-decorated and painted, and the whole of the premises were comparatively new, and must have cost several hundred pounds to erect.¹⁵⁴

Within a month, Decker had constructed a small gabled business premises on his land. The *Bacchus Marsh Express* declared that 'The scene of the late fire at Red Hill is beginning to assume a different look. Mr. Decker has erected a small business premises on his late stand, and Mrs. Gribble, who purchased suitable premises close by, has altered them for a store and drapery business. Both places

¹⁴⁴ *Bacchus Marsh Express*, 24 October 1868, p.3 & 13 March 1875, p.3, & Robertson, op.cit.

¹⁴⁵ See for example, E.G. Magnus to the Committee of the Church of England, 18 June 1864, VPRS 242 Unit 728, PROV, where he indicates that he has surveyed a block of ground for the purpose of 'erecting a Church.'

¹⁴⁶ *Bacchus Marsh Express*, 16 January 1869, p.2, 3 & 10 June 1871, p.3.

¹⁴⁷ *Ibid.*, 24 October 1868, p.3.

¹⁴⁸ *Ibid.*, 3 January 1880, p.3 & North Melbourne Courier and West Melbourne Advertiser, 28 September 1906, p.2.

¹⁴⁹ *Ibid.*, 22 January 1909, p.2.

¹⁵⁰ *Ibid.*

¹⁵¹ Ballan Shire Rate Book, op.cit., 1863.

¹⁵² *Bacchus Marsh Express*, 14 December 1867, p.3.

¹⁵³ *Ibid.*, 6 & 23 October 1875.

¹⁵⁴ *Ibid.*, 11 February 1888, p.3.

will be opened for business this week.¹⁵⁵ At 21 Martin Street, Decker had built a modest gabled store with a timber shingled roof and weatherboard wall cladding. There was a parapeted post-supported verandah at the front. The building is shown in an early photograph of Martin Street, possibly soon after construction in c.1888.¹⁵⁶ It shows a parapeted verandah to Decker's hay and corn store, with a large "ALEX^R DECKER" hoarding in the wide space between the new store and the adjacent building Bank Hotel to the north (right). This wide space might have been the location of the store occupied by the Misses Gribble and destroyed by fire in 1888 (Figure 17).¹⁵⁷



Figure 17: View looking north-west along Martin Street, c.1888,¹⁵⁸ showing Decker's Hay and Corn Store on the left, and the old Bank Hotel immediately adjacent. The small gabled dwelling immediately adjacent to the old Bank Hotel was the dwelling and residence of Samuel Beart until his death in 1881.¹⁵⁹ The original store, dwelling and bakehouse of Buchanan at 29 Martin Street is shown in the background. Source: Margot Hitchcock, Blackwood & District Historical Society, Blackwood Publishing.

The trauma of the disastrous fire seems to have been an impetus for Decker to place his butcher's shop and store, including a slaughtering yard and paddock, on the market in August 1888.¹⁶⁰ On his

¹⁵⁵ *Ibid.*, 24 March 1888.

¹⁵⁶ The same building, projecting skillion verandah and front window and door openings is shown in later photographs (see Figures 5, 9 and 10), indicating that the building in Figure 17 was the newly-constructed store of 1888.

¹⁵⁷ It is possible that the Gribbles' store was not immediately adjacent to Decker's premises, given that Charles Gribble senior, had a weatherboard shop on allotment 23 of Section B (now addressed as 5 Terrill Street) at the time of death in 1887. Gribble's shop might have been taken over by his daughters after his death.

¹⁵⁸ As revealed in the following paragraphs, it is known that Decker left Blackwood in August 1888, hence the photograph would appear to have been taken during his time at Blackwood given his name appears on the sign.

¹⁵⁹ Beart, Samuel, Probate Administration files, 1881, VPRS 28/P2, Unit 125, PROV.

¹⁶⁰ *Bacchus Marsh Express*, 18 August 1888, p.2.

departure for Melbourne on 6 July, the *Bacchus Marsh Express* reported on Decker's contribution to commerce at Red Hill and his future intentions:

Mr. A. Decker, who has figured as an enterprising business man on Blackwood for the past thirty-three years leaves his old friends and patrons to-day (Wednesday) for Melbourne, where he intends starting a fresh business in addition to the one he has already in the suburbs of Melbourne. There is no doubt Mr. Decker has experienced some wonderful turns of the wheel of fortune on Blackwood, but as he has only let his premises at Red Hill for twelve months it is not at all certain that Mr. Decker has shook the dust of Blackwood off his feet for ever.¹⁶¹

It seems that Decker never returned to Blackwood. His business at 21 Martin Street appears to have been sold and in 1895 it was reported 'the building known as Blackwood House' was being completely renovated by a Mr. S.J. Bird.¹⁶² These works may have included the construction of the existing main gabled store on the site, in the location of the space previously between Decker's rebuilt store of 1888 and what appears to have been the old Bank Hotel (Figure 17). The new building featured a projecting front post-supported verandah (Figures 2, 5, 9-13). By 1901-02, William Anderson, storekeeper, was listed as the owners of a tenement and two shops,¹⁶³ giving further evidence that the gabled store had been built in the mid 1890s and certainly by 1901 (Figure 5). In 1908, Morris Richards managed the store on behalf of W.J. Anderson.¹⁶⁴

By 1935-36, the premises were owned by the Trentham Co-operative with Morris Richards as store manager.¹⁶⁵ He continued in this role until his retirement in c.1938, when John Richards took over as storekeeper.¹⁶⁶ Between c.1950 and 1953, the small gabled store addition to the south of the main gabled building was removed and replaced with the existing gabled wing¹⁶⁷ (Figures 11-13). Petrol bowers were installed at the front. In later years in the early 1960s, the store also served as the local Post Office¹⁶⁸ (Figure 18).

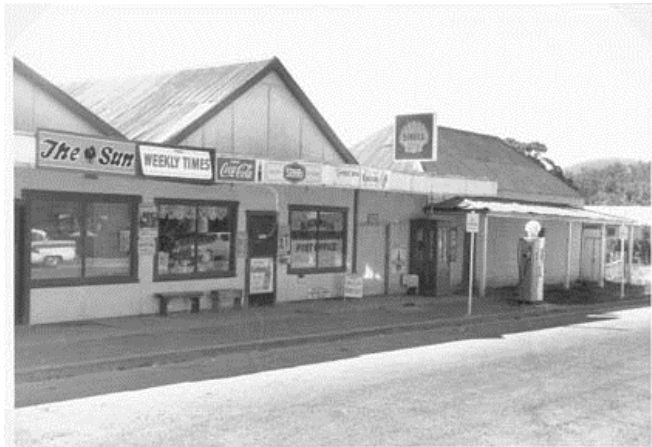


Figure 18: General Store, 21 Martin Street, as a Post Office agency and with petrol bowser, n.d. [c.1960].

Source: National Archives of Australia, series B5919, unit 240.

¹⁶¹ *Ibid.*, 6 July 1888.

¹⁶² *Ibid.*, 13 April 1895, p.3.

¹⁶³ Shire of Ballan Rate Book, op.cit., 1901-02.

¹⁶⁴ M. Hitchcock, *The Billy Pincombe Tragedy: The Tragic Shootings of a Minister and Billy Pincombe*. At Blackwood Victoria. 1908, Margot Hitchcock, 2014, pp.89-98.

¹⁶⁵ Shire of Ballan Rate Book, op.cit., 1935-36.

¹⁶⁶ *Ibid.*, 1938-39.

¹⁶⁷ This claim is based on an analysis of historical photographs. See Figures 11-13.

¹⁶⁸ *Ibid.*

Blackwood Antique Merchant (Lot 2)

Freehold to allotment 2 of Section B was purchased by P. Hanning (or Haining) on 12 December 1859.¹⁶⁹ In 1866, the land appears to have been taken up by Adiman Barker.¹⁷⁰ Earlier, in 1864, he seems to have run the Southern Cross Hotel at the northern end of Martin Street, under the ownership of a Mr Henderson.¹⁷¹ By early 1867, Barker had established the Bank Hotel on lot 2 of Section B (21 Martin Street) and he was the hotel keeper at this site for the next 13 years.¹⁷² The building is shown in Figure 17. It had steeply-pitched hipped roof forms clad in timber shingles, weatherboard wall cladding, front post-supported skillion verandah, bays of front windows and a front door. A sign above the verandah roof appears to have read "BANK HOTEL". There was a lamp in front of the sign.

Controversy surrounded Barker in 1875, when his mistress, Jessie Smith, took him to court for not providing adequate means for his illegitimate child.¹⁷³

In 1877, a miner of Blackwood, Richard Ninnes and his wife, Lydia, became the licensee of the Bank Hotel.¹⁷⁴ He was successful in applying for a billiard license.¹⁷⁵ Ninnes continued to run the Bank Hotel until his untimely death of chronic consumption in August 1883.¹⁷⁶ Lydia Ninnes continued to run the hotel until 1884.¹⁷⁷ It appears that the building continued to function as the Bank Hotel until at least c.1889.¹⁷⁸ In the late 19th century, the building served as a store, including in 1898 as the temporary premises of the Buchanan family's business.¹⁷⁹

In c.1910, it seems that William Anderson, owner of the adjoining store (Decker's former store), purchased the old Bank Hotel site. It would appear to have been at this time when the early hotel building was replaced with the existing hipped roofed timber store building (Figures 9-10). In later years, the building seems to have been used as a grain store.

169 Parish Plan of Blackwood, sheet 3, op.cit. Peter Haining died in 1868. At this time he owned allotment 5 of Section E in the Parish of Blackwood, which included 'an occupied wooden house'. See Haining, Peter, Probate Administration files, 1868, VPRS 28/P2, Unit 3, PROV.

170 Barker is listed as owner of a house, Blackwood, in the Ballan Shire Rate Book, op.cit., 1866, for the first time. There was no listing for Barker in the Rate Book for 1865.

171 See Robertson, op.cit., p.18 & Ballan Shire Rate Book, op.cit., 1864. Robertson claims that the Bank Hotel was originally the Southern Cross Hotel at the northern end of Martin Street (allotment 13, Section E). It is more likely that Barker acquired the hotel license of the Southern Cross Hotel in order to establish the Bank Hotel on allotment 2 of Section B.

172 In the Ballan Shire Rate Book for 1867, Barker was listed as the owner of a house with a net annual value of £25. In 1868, he was listed as the owner of a hotel with the net annual value of £60, suggesting that the hotel had been built in 1867. The first reference to Barker's Bank Hotel is in the *Bacchus Marsh Express*, 27 April 1867, p.3, when 'the friends of Mr. Hugh Alex. Scott, of the Bank of Australasia, Blackwood ... gave that gentleman a complimentary supper ... The supper was very creditably provided by Mr. Barker, at the Bank Hotel.' In addition to the sign that appears to read "Bank Hotel" as shown in Figure 17, the *Bacchus Marsh Express*, 9 July 1870, p.3, referred to 'the bad state of the road in front of the Bank Hotel, and Mr. Beart's shop', indicating that the hotel was next door to Beart's shop. It is known that Beart's shop was on allotment 3 of Section B, with the Bank Hotel being on lot 2.

173 *Bacchus Marsh Express*, 12 June 1875, p.3.

174 *Ibid.*, 31 March 1877, p.3, 18 June 1881, p.3.

175 *Ibid.*, 31 March 1877, p.3.

176 *Ibid.*, 11 August 1883, p.3, Ninnes, Richard, Probate Administration files, 1883, VPRS 28/P2, Unit 151, PROV.

177 Robertson, op.cit.

178 As stated, the sign on the front verandah shown in Figure 17 appears to read "Bank Hotel". However, the only hotel keeper listed in the Ballan Shire Rate Book for the 1880s known to have been in this location of Red Hill was John Cann of Cann's Family Hotel, opposite the former Bank Hotel.

179 See history of 29 Martin Street for further details.

24 Martin Street: Dwelling

Land comprising allotment 3 of Section C in the Parish of Blackwood was first purchased by J. Millyard on 25 October 1860.¹⁸⁰ Situated on the east side of Martin Street, it seems to have remained as unimproved fenced land until Millyard's death in 1882.¹⁸¹ Possibly in 1886, after the divestment of Millyard's Estate, the land was acquired by Dr Edward Plews and his wife, Nurse Mary Plews.¹⁸² They had a timber weatherboard house 'with iron roof' and an outbuilding constructed by 1891.¹⁸³ The northern portion of the front verandah was infilled as part of the medical surgery (Figures 2 & 6).¹⁸⁴

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.¹⁸⁵ He emigrated to Victoria in 1853 where he first practised at the Mount Alexander Diggings.¹⁸⁶ Residing in Fryerstown, he married Mary Sandford Jones in 1859.¹⁸⁷ 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 1869.¹⁸⁸ 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.'¹⁸⁹ Plews was appointed Health Officer for the Blackwood district in 1880.¹⁹⁰ 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.¹⁹¹

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.¹⁹² Dr Plews continued to practice until at least 1895.¹⁹³ 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.

180 See Town of Blackwood plan, sheet 4, op.cit.

181 An Inventory of Millyard's Estate in Probate Administration files, 1882, VPRS 28/P2 Unit 132 PROV, describes Millyard's real estate as being 'two pieces of land situated at Red Hill Blackwood containing one rood and twenty eight perches.' It also states that the land was fenced and included in the Post and Telegraph Office located at 26 Martin Street. This is in error as the land occupied by the Post and Telegraph Office was in addition to Millyards' unimproved fenced land comprising lots 2 and 3 of Section C as shown on the Town of Blackwood plan, sheet 3, op.cit.

182 Mrs Mary Plews, nurse, was first rated at Red Hill in 1891. See Shire of Ballan Rate Book, op.cit., 1891.

183 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.

184 Hall, op.cit.

185 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.

186 Ibid.

187 Bowden, op.cit.

188 Ibid.

189 *Australian Medical Journal*, no. 20, 1875, p.295.

190 *Bacchus Marsh Express*, 12 June 1880.

191 *Ibid.*, 16 September 1882, p.2.

192 Shire of Ballan Rate Books, op.cit., 1891, 1898-99.

193 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, Probate Administration files, op.cit.

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.¹⁹⁴

Mary Plews continued to reside at her Martin Street property and provide nursing services in the ensuing years.¹⁹⁵ In 1905, she was recorded as planting a tree at the second Arbor Day at the Golden Point School 'in commemoration of her 70th birthday.'¹⁹⁶ She planted another tree at the School on Arbor Day, 1907, in memory of her husband.¹⁹⁷ Mary Plews died at Blackwood in 1924.¹⁹⁸ Her property was sold to William and Elizabeth Sweet.¹⁹⁹

26 Martin Street: Alice's Garden Gallery (former Post Office)

Allotment 4 of Section C in the Parish of Blackwood, fronting Martin Street (now 24 Martin Street), was first purchased by G.A. Martin on 28 December 1859.²⁰⁰ It was later acquired by the adjoining owner, James Millyard.

In 1873, the Blackwood correspondent of the *Bacchus Marsh Express* reported a desire for the postal system to have sub-office at Red Hill, given that residents 'have much reason to complain of having to go to Golden Point to post and receive their letters.'²⁰¹ While the correspondent was not advocating a separate Post Office at Red Hill,²⁰² in late 1874 an Inspector of the Postmaster-General visited the Blackwood district and reported that 'one telegraph station should be enough for the district' and that it 'be placed in the most central position', being Red Hill.²⁰³ This recommendation was taken up by the Postmaster-General,²⁰⁴ but it met with some unrest by at least one resident of Golden Point, James Ferguson, who gave his opinion in the *Bacchus March Express* on 1 May 1875.²⁰⁵

On 29 May 1875, the *Bacchus Marsh Express* reported that 'the Postmaster-general has accepted Mr. Millyard's offer for building a post-office on Red Hill. The building will be commenced at once.'²⁰⁶ By July 1875, the first post of the telegraph line had been placed 'at the next allotment to the Bank of Australasia, Red Hill.'²⁰⁷ Further north across the road in Martin Street, the contractor of the new Post Office, Mr. Williamson, had laid the 'foundation and ground plates' and the building was expected to be completed 'as soon as possible.'²⁰⁸ On 11 September, the telegraph line was in full operation although

¹⁹⁴ *Bacchus Marsh Express*, 24 June 1899.

¹⁹⁵ *Ibid.*, 13 December 1907, for example, reported that 'Mrs Plews stitched a wound of someone injured in the town.'

¹⁹⁶ *Ibid.*, 15 July 1905.

¹⁹⁷ *Ibid.*, 6 July 1907.

¹⁹⁸ Plews, M.S., Probate Administration files, op.cit. & Victorian Births Deaths and Marriages Index, Department of Justice, Melbourne.

¹⁹⁹ Shire of Ballan Rate Book, op.cit., 1930-31.

²⁰⁰ Town of Blackwood plan, sheet 4, op.cit.

²⁰¹ *Bacchus Marsh Express*, 5 April 1873, p.2, 3.

²⁰² *Ibid.*

²⁰³ *Ibid.*, 28 November 1874, p.3.

²⁰⁴ *Ibid.*

²⁰⁵ *Ibid.*, 1 May 1875, p.3.

²⁰⁶ *Ibid.*, 29 May 1875, p.3.

²⁰⁷ *Ibid.*, 3 July 1873, p.3.

²⁰⁸ *Ibid.*

the opening of the post office had been postponed as the fittings and fixtures had not been completed.²⁰⁹ The Post Office was opened for business a few days later.²¹⁰ The five-roomed timber building²¹¹ featured a hipped roof form with timber eaves decoration (Figure 19), similar to the recently-constructed National Bank, suggesting that the Post Office may also have been designed by the local architect, E.G. Magnus.²¹² There was a recessive side gabled entrance porch in addition to the front door on the Martin Street boundary. Timber framed double hung windows with louvred timber shutters completed the exterior facades and the roof was surmounted by a noticeable rendered brick chimney.



Figure 19: 'Mt Blackwood' Post & Telegraph Office, c.1901.

Source: National Archives of Australia, series B5919.

The newly-completed Post and Telegraph Office remained under the ownership of James Millyard until his death in 1882 (being leased to the Postal Department of the Victorian Government).²¹³ At this time, the property was valued at £200.²¹⁴ It seems that the property was divested to Millyard's daughter.²¹⁵

On 24 August 1886, either Millyard's Estate or his daughter sold the Post Office to the Crown (Commonwealth Government).²¹⁶ This transfer of ownership was recognised by the *Bacchus Marsh Express* in 1887, which made the following, less flattering remarks about the building:

The Government took possession and commenced business in their new post and telegraph offices at Red Hill on Thursday of last week. The place seems to look more like a private office than a public one, and having to open a green baise door to procure a half-penny stamp looks rather aristocratic. The premises outside look naked and uncomfortable and I think a bracket verandah would be vast improvement and a great convenience to the public²¹⁷.

By 1898, the Post Office was in 'a sad state of disrepair' and was due to 'receive immediate attention' through restoration and repair.²¹⁸

²⁰⁹ *Ibid.*, 11 September 1875.

²¹⁰ *Ibid.*, 18 September 1875, p.3.

²¹¹ It is known that the Post and Telegraph Office was a five roomed building as it was described as such as the Inventory of Millyard's Estate in 1882. See Millyard, Probate Administration files, op.cit.

²¹² No documentary evidence has been ascertained in support of this claim.

²¹³ Millyard, Probate Administration files, op.cit.

²¹⁴ *Ibid.*

²¹⁵ *Ibid.*

²¹⁶ 'Blackwood Post Office', public building file, 24 August 1886, VPRS 242/P0, Unit 825.

²¹⁷ *Bacchus Marsh Express*, 2 April 1887, p.3.

²¹⁸ *Ibid.*, 25 June 1898.

Since its opening in 1875, the building was known as the Mount Blackwood Post and Telegraph Office. This caused considerable consternation by local residents, as outlined in the *Bacchus Marsh Express*:

There is another point of reference to our Blackwood post-offices which it is about time received more attention, and this the absurdity of the word "Mount" being prefixed to the Blackwood offices. The prefix "Mount" is both misleading and unnecessary, and is the cause of considerable postal confusion.²¹⁹

Debate on changing the name of the Post Office continued into the early 20th century.

In 1911, it was reported that a public telephone was to be installed in the Post Office.²²⁰ Eleven years later in 1922, the Commonwealth Government offered the re-transfer of the Post Office to the Victorian Government.²²¹ This offer was not taken up and by January 1923 the Post and Telegraph Office was sold to A.M. Broad.²²² It appears that it was from this time when the building no longer functioned for its original purpose, with the postal service relocating across the road, to 'Blackwood House' at 29 Martin Street and later further south to the general store (now addressed as 21 Martin Street).²²³ In 1937, the old Post and Telegraph Office was sold to William McKee.²²⁴

29 Martin Street: Blackwood House

On 28 December 1859, Ephraim Baber purchased allotments 5 and 6 of Section B in the Parish of Blackwood.²²⁵ He soon set about having a store, bakehouse and dwelling constructed (Figure 17). Baber's establishment appears to have been contextually substantial for the period, as he employed a baker as well as a servant.²²⁶ In 1867, Baber was appointed a Magistrate.²²⁷ He continued his business at 29 Martin Street until 1881 when it was sold to Andrew Buchanan, storekeeper and carpenter, and Thomas and Andrew Buchanan junior, both carpenters.²²⁸ The store business was carried on by Buchanan's wife and daughters²²⁹ while in 1896 the old bake house was leased to Frederick Walters, baker, having been refitted by Buchanan for the purpose.²³⁰

Tragedy struck the Buchanan family in the late 1890s, firstly with the death of Mrs Buchanan in 1897²³¹ and then with the death of Andrew Buchanan in 1898 when his dwelling and business were destroyed by fire. The *Bacchus Marsh Express* reported on the tragedy:

One of the most tragic events that have occurred in Blackwood for many years past was the fire at Red Hill early on Sunday morning last, when the business establishment and dwelling of Mr. A.

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- 219 *Ibid.* The name "Blackwood" or "Blackwood Red Hill" were suggested instead. The issue was again raised in the *Bacchus Marsh Express* on 9 March 1912, p.4.
- 220 *Ibid.*, 21 January 1911, p.4.
- 221 'Blackwood Post Office', op.cit.
- 222 *Ibid.*
- 223 Hall, op.cit.
- 224 'Blackwood Post Office', op.cit.
- 225 Town of Blackwood plan, sheet 3, op.cit.
- 226 *Bacchus Marsh Express*, 6 June 1867, p.3.
- 227 *Ibid.*, 20 July 1867, p.7.
- 228 Shire of Ballan Rate Book, op.cit., 1881. See also an obituary for Mrs Buchanan, *Bacchus Marsh Express*, 10 July 1897.
- 229 *Ibid.*
- 230 *Ibid.*, 4 July 1896, p.3.
- 231 *Ibid.*, 10 July 1897.

Buchanan was burnt to the ground; and this event, disastrous as it was, faded into comparative insignificance when it was found that Mr. Buchanan himself had met his death in the fire. ... Mr. Buchanan's age was 75 years, and he had experienced a good deal of the storm and stress of life. He left Scotland at 18 years to go to the goldfield of California, and did fairly well. He then returned to Scotland, and getting married there came out to Victoria over 40 years ago. During most of the time since then he has been a resident of Blackwood, and from the first to last has always taken a prominent part in all public matters. At the time of his death he was a member of the Cemetery Trust, and President of the Blackwood Mechanics' Institute. He was an expert at his trade as a carpenter, whether it was in the finer branches of cabinet making or in the heavy work incidental to fixing up mining plants; and as an architect there are numerous specimens of his skill to be seen here, the latest of which is the natty Salvation Army barracks. Mr. Buchanan had not taken a very active part in the management of the storekeeping business, which was mostly carried on by his daughters. At the time of the fire the value of the stock alone (which included drapery, grocery, ironmongery and fancy goods) was estimated at considerably over £1,000.²³²

By mid March 1898, amid the family trauma, the Buchanan family resumed their storekeeping business temporarily in the old bank hotel at Red Hill.²³³ All that was left of the family property were 'very old' outhouses 'of no value.'²³⁴ By late August 1898, construction had commenced on a new store and dwelling.²³⁵ The premises were completed in April 1899, as described in the *Bacchus Marsh Express*:

One of the buildings which is about completed is Miss Buchanan's store and residence, built on the old site, which house it will be remembered was destroyed by fire about 14 months ago. It is a fine building, and that it will be an ornament to that part of the town goes without saying. Miss Buchanan is to be commended for her enterprise in again building and starting business, and it is hope that adequate success will follow.²³⁶

Situated on elevated and sloping ground, the store and dwelling was designed with a main hipped roof form at the front, and a lower, minor hipped roofed wing at the rear (Figures 2, 5, 7-11). These roofs were clad in corrugated sheet metal and they were adorned with dichromatic chimneys having dentillated and corbelled tops. A concave verandah supported by stop chamfered square posts (having timber capital moulds) projected to the front and sides. At the front was a timber framed shopfront window flanked by timber framed windows and a door opening (Figure 2).

From 1899, the business was carried on by Miss Agnes Buchanan.²³⁷ However, dark clouds continued to linger over the Buchanan family. Having relocated to Pretoria, South Africa, in 1900, Andrew Buchanan (Agnes' brother who had a vested interest in the premises) was killed by lightning on 28 January 1903.²³⁸ In 1910, Agnes Buchanan's business and dwelling were advertised for sale.²³⁹ The property was soon acquired by Mrs Winifred May Perry and in 1916 it was registered as a boarding house with the Ballan Shire. The premises were described as being built of wood, with eight rooms to be used for sleeping for 20 boarders.²⁴⁰ She operated a guest house which was continued by Arthur

232 *Ibid.*, 5 March 1898, p.2.

233 *Ibid.*, 12 March 1898. This hotel appears to have been situated at the south-east corner of Martin Street and Whalebone Road.

234 Buchanan's real estate was listed his Probate Administration files, 1898, VPRS 28/P2, Unit 481, PROV.

235 *Bacchus Marsh Express*, 20 August 1898, p.3.

236 *Ibid.*, 29 April 1899, p.2.

237 *Ibid.* & Shire of Ballan Rate Books, op.cit., 1901-02, 1905-06, 1910-11.

238 *Bacchus Marsh Express*, 28 March 1903.

239 *Ibid.*, 17 September 1910, p.3.

240 Registration of Boarding House, 'Blackwood House', Main St., Blackwood, 24 November 1916, VPRS 5578/P0 Unit 1, PROV. Mrs Perry did not take legal ownership of the property until 1924. See Certificate of Title, 4838, fol.

Griffith, school teacher, after he took up the property in 1927.²⁴¹ Because he was a school teacher, Griffith was prevented from having employment outside his profession and so Mrs Perry again took over the guest house.²⁴² It was sold to Edward Terrill in 1933, a retired driver (who had been born on the Blackwood goldfields), who continued the running of the guest house with his wife, until it was taken over by Terrill's daughter and son-in-law, Annie and Mark Walker in c.1938.²⁴³ The property has remained in the family to the current day. It appears that the dwelling was extended on the north side after the 1950s²⁴⁴ The early outbuildings (including the bakehouse) have also been demolished.

Throughout the 20th century, 'Blackwood House' as served as a general store (the grain bins surviving in the passageway), post office, guest house, State Savings bank agency and tea rooms.²⁴⁵

COMPARATIVE:

Comparable Goldfields Towns

Within the western region of the Moorabool Shire are five other former goldfields settlements: Golden Point, Simmons Reef, Barry's Reef, Gordon and Mt Egerton. In the Blackwood district, few buildings associated with the gold era from the 1860s survive in the other centres of Golden Point, Simmons Reef (established 1855) and Barry's Reef (established mid 1850s).²⁴⁶ These timber buildings are largely dwellings, apart from the former Royal Hotel (built c.1863) and the former court house at Golden Point.

The village of 'Gordons' (as it was originally known) began with the discovery of gold in 1853.²⁴⁷ The irregularly-planned township was officially surveyed in 1863.²⁴⁸ There are approximately 39 buildings and structures built in the 19th and early 20th centuries, including a substantial brick state school, post office, hotels, dwellings and two churches. In particular, the main street of Gordon has a number of early commercial and public buildings (mainly built in brick) as well as dwellings. These include the former English Scottish and Australasian Bank at 64 Main Street (built 1876), Gordon Post Office, 65 Main Street (building 1890), Gordon Public Hall, 68 Main Street, former Gordon Hotel, 69 Main Street, former store and Mt Egerton Police Quarters, 71 Main Street (built c.1890), dwelling, 82 Main Street (built c.1875), General Store, 90 Main Street (built c.1930) and the Gordon Hotel, 92 Main Street (built c.1930). The main street of Gordon is a more substantial vestige of a goldfields town in the western region of the Moorabool Shire, but the buildings are more dispersed compared to the smaller and more compact main street and commercial centre of Blackwood.

Gold was discovered at Mount Egerton in 1853 and by 1856 there was a population of 600.²⁴⁹ Originally surveyed in 1865, 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.²⁵⁰ While there were 9 hotels, one bank, two insurance company agencies, a State school and five churches,²⁵¹ only approximately 10 buildings of the 19th century survive at Mount Egerton today. These surviving

967451, 15 April 1924, kindly provided by Robyn Zanon. Also family reminiscences supplied by Robyn Zanon to Pam Jennings, May 2014.

241 Ibid. & Certificate of Title, vol. 1734, fol. 346672.

242 Ibid.

243 Ibid. & Shire of Ballan Rate Book, op.cit., 1930-31.

244 Zanon, op.cit.

245 Ibid.

246 See D. Rowe, 'Forest, Farmland & Gold', op.cit.

247 Ibid.

248 Ibid.

249 Rowe, op.cit.

250 Ibid.

251 Ibid.

buildings of the Mount Egerton goldfields township are dispersed and do not constitute a heritage precinct.

Nearby Blackwood and outside the Moorabool Shire is the town of Trentham. Like Blackwood, this settlement was associated with goldmining and later sawmilling and farming, having been surveyed and proclaimed by 1861.²⁵² It is a larger township than Blackwood, with numerous 19th and early 20th century commercial, cultural and residential buildings, most of which (like Blackwood) are built of timber, reflecting the availability of the material close by.²⁵³

Comparable 19th Century Timber Bank Buildings

The former National Bank in Martin Street, Blackwood, appears to be a rare surviving example of a former bank constructed of timber in the 19th century. Another surviving example is the former National Bank of Australasia in the Gippsland Heritage Park, Meeniyan. It was built in 1900 as the Colonial Bank of Australasia and relocated to Meeniyan in 1970.²⁵⁴ While it is more intact than the former bank at Red Hill, it is no longer in-situ. In the Rural City of Swan Hill there are a number of similarly-designed timber former Commonwealth Bank of Australia buildings. In particular, at Ultima and Chinkapook, two of these buildings survive relatively intact.²⁵⁵ However, they were erected in c.1911 and have no associations with goldfields towns.²⁵⁶

Comparable 19th Century Timber Post Office Buildings

Numerous post offices of timber construction were built in rural Victoria in the 19th century. None were of the same design as the former post and telegraph office at Red Hill. At Edenhope and Harrow, two similarly-designed timber post offices with jerkin-head roof forms were built in c.1885.²⁵⁷ Smaller post offices of a size comparable to the former Red Hill building included those at Hawkesdale (built 1866), Linton (built c.1861 and replaced with another building in later years), and Murchison (date unknown, possibly second half of 19th century and apparently no longer extant).²⁵⁸

Comparable 19th century Timber Hotel Buildings

In the west Moorabool region of the Shire, there are seven other timber hotel buildings. They are:

- Ballan Hotel, 136 Inglis Street, Ballan (two storey building constructed in 1860 with major alterations in the interwar period).²⁵⁹
- Former Royal Mail Hotel, 100 Golden Point Road, Blackwood (Golden Point) (built c.1863).²⁶⁰
- Greendale Hotel and Store, 3 Prince Street, Greendale (19th century, date of construction unknown).²⁶¹
- Railway Hotel, 5280 Midland Highway, Elaine (built in 1889).²⁶²

²⁵² Watson, *op.cit.*, p.453.

²⁵³ D. Bick, Shire of Kyneton Conservation (Heritage) Study (Trentham-Tylden Heritage Study), 1977, p.117.

²⁵⁴ See <http://www.gippslandheritagepark.com.au/test/buildings.htm>

²⁵⁵ Allom Lovell, 'Rural City of Swan Hill Heritage Study', 2001.

²⁵⁶ Ibid.

²⁵⁷ Comparable post offices (and construction dates) taken from historical photographs online in Series 5919, National Archives of Australia at <http://www.naa.gov.au/>

²⁵⁸ Ibid. & http://en.wikipedia.org/wiki/Hawkesdale,_Victoria

²⁵⁹ *A Pictorial History of the Shire of Ballan*, Ballan Shire Historical Society, 1989, p.66.

²⁶⁰ Buckingham & Hitchcock, *op.cit.*, pp.55-57.

²⁶¹ Project database, 'West Moorabool Heritage Study Stage 2a', 2014.

²⁶² Ibid. & A. Beggs Sunter, Typescript of places in the Moorabool Shire, Buninyong & District Historical Society, November 2009.

West Moorabool Shire Heritage Study Stage 2A: 2014-16

PLACE NAME: Martin Street Heritage Precinct

Place No. PRECINCT

ADDRESS: Martin Street & Golden Point Road, Blackwood

Assessment Date: Feb 2016

-
- Former Hotel, 399 Navigators-Yendon Road, Navigators (19th century, date of construction unknown).²⁶³
 - Former Hotel, corner Spring Road and Mollonghip Road, Claretown (19th century, date of construction unknown).²⁶⁴
 - Former Olive Branch Hotel, 2881 Old Melbourne Road, Dunnstown (built c.1900).²⁶⁵

Of the above hotels, the Greendale Hotel and Store is most comparable with the Blackwood Hotel, having a similar design, return verandah and landmark presence on a prominent road junction in the centre of the settlement.

263 Ibid.

264 Ibid.

265 Ibid.

West Moorabool Shire Heritage Study Stage 2A: 2014-16**PLACE NAME:** Prayer Hill Heritage Precinct

Place No. PRECINCT

ADDRESS: Byres Rd, Golden Point Rd, Martin St, Prayer Hill Lne, Blackwood

Assessment Date: Feb 2016

Historic Themes:

Theme 4.2: Gold Mining
 Theme 6.1: Building Towns
 Theme 6.2: Building Homes in the Shire
 Theme 8.1: Spiritual Life
 Theme 8.4: Community Organisations
 Theme 8.5: Commemoration

Condition: Fair - Good**Integrity:** Substantially intact.**Photograph Date:** 2009-2014**CURRENT HERITAGE STATUS ON STATUTORY REGISTERS**

Victorian Heritage Register:	No
Victorian Heritage Inventory:	No
Local Planning Scheme:	Yes – HO28 (60 Byres Road – All Saints Anglican Church)

CURRENT HERITAGE STATUS ON OTHER REGISTERS:**National Trust (Victoria) Register:****RECOMMENDED LEVEL OF SIGNIFICANCE:****Local Significance****RECOMMENDATIONS:**

Recommended for inclusion in the Victorian Heritage Register: **No**
 Recommended for inclusion in the Victorian Heritage Inventory: **No**
 Recommended for inclusion as a Heritage Overlay in the Planning Scheme: **Yes**

Schedule to the Heritage Overlay

External Paint Controls Should Apply?	No
Internal Alteration Controls Should Apply?	No
Tree Controls Should Apply?	Bunya Bunya Pine at 10 Prayer Hill Lane, exotic trees at 54 and 60 Byres Road & 28 Golden Point Road.
Fences &/or Outbuildings of Note?	No
Permitted Uses May be Permitted?	Yes (Church buildings, Mechanics' Institute)
Incorporated Document	Yes (see recommendation below)

Other Recommendations

It is recommended that HO28 is removed from 60 Byres Road (All Saints Anglican Church) and that the precinct HO is applied to this site.

It is recommended that an Incorporated Plan is prepared to provide permit exemptions for: demolition of non-contributory places; construction of small outbuildings, rear pergolas or verandahs or decks; construction of garages or carports (that are not attached to the building and set back from the front wall plane by at least 2 m); construction of rear single storey additions where the main roof forms are retained; construction of rear swimming pools; and the installation of domestic services normal to a dwelling where visible from a street so long as the services are not on the front wall or roof of a dwelling or located in the front setback). The Mitchell Shire HO Permit Exemptions Incorporated Plan 2014 could be used as a basis for the preparation of the Incorporated Plan for permit exemptions for the Prayer Hill Street Heritage Precinct.

STATEMENT OF SIGNIFICANCE:

What is Significant?

The Prayer Hill Heritage Precinct, Blackwood, has significance as a unique and tangible legacy of cultural and residential development on the crown of the most elevated land in the goldfields township earlier known as Red Hill. Picturesquely sited in a bushland setting, the allotments date from 1869 to 1881, and the irregular and unorthodox layouts reflect the steeply sloping topography and the previous mining developments. The significant fabric includes:

- Victorian Carpenter Gothic Revival styled church buildings with steeply-pitched gabled roof forms and front gabled porches having corrugated sheet metal roof cladding, timber weatherboard wall cladding, and timber framed windows and door openings. They represent the life and witness of three of the more prominent Christian denominations in Blackwood from the 19th century: All Saints' Anglican Church, 60 Byres Road; St. Malachy's Catholic Church, 74 Byres Road; and the Blackwood Uniting (formerly Wesleyan Methodist) Church, Lot 16 Martin Street.
- Blackwood Mechanics' Institute (now known as the Public Hall), Lots 25B, C and F, Golden Point Road (built 1869). Although substantially altered, it represents the cultural progress of the town. Of particular significance is the surviving original hall and committee room.
- Dwellings, being associated with religious life, commercial life, miners and saw millers and early 20th century tourism. They are the former Anglican Parsonage at 54 Byres Road; dwelling at 24 Golden Point Road (possibly for William James Broad junior, miner), 'Ambleside' at 10 Prayer Hill Lane, built for Laurence Hayden, former miner, mining manager, saw mill operator and Councillor with the Ballan Shire Council) and 'Kanangra' at 28 Golden Point Road, constructed as a holiday house for William McKee, a furniture warehouseman. These dwellings vary in design but are composed of hipped and gabled roof forms, corrugated sheet metal roof cladding, timber weatherboard wall cladding, timber framed windows, brick chimneys, modest-wide eaves, and projecting post-supported verandahs. The random stone base wall construction at 'Kanangra' also contributes to its significance.
- Natural bushland settings combined with exotic landscapes, including the mature Bunya Bunya Pine trees at 10 Prayer Hill Lane; and the exotic trees at the former Parsonage and the All Saints' Church, 54 and 60 Byres Road, and at 28 Golden Point Road.
- Former Van Winkle Stamper Battery and World War Two Memorial, Corner Byres Road & Martin Street.
- Informal gravelled surface to Prayer Hill Lane.
- Informal gravelled and grassed verges and open spoon drains to Byres Road, Golden Point Road and Martin Street.

How is it significant?

The Prayer Hill Heritage Precinct, Byres Road, Golden Point Road, Martin Street and Prayer Hill Lane, Blackwood, is historically, architecturally, aesthetically and socially significant at a LOCAL level.

Why is it significant?

The Prayer Hill Heritage Precinct is historically significant as a rare surviving area associated with the cultural and religious life of the Blackwood goldfields community, and with residential and commercial development by miners, saw millers, bootmaker and holiday makers from the 1860s until the 1930s (Criterion A). The three church buildings: All Saint's Anglican Church, 60 Byres Road (built 1865); St. Malachy's Catholic Church, 74 Byres Road (built 1874); and the Blackwood Uniting (formerly Wesleyan Methodist) Church, Lot 16 Martin Street (built 1866 and enlarged in 1876 as the Barry's Reef Sunday School and relocated to the present site as the Wesleyan Church in 1896) embody the importance of religious life during a period of further gold mining and saw milling in the 19th century. The former Mechanics' Institute (Public Hall), although noticeably altered, is a legacy in

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the cultural progress of the town from 1869, being the centre for self-improvement in the once vast library collection, geological specimens and other items, and as the focus of numerous community and other events and entertainments. The historical significance of the former Mechanics' Institute is embodied in the surviving original hipped roofed portions of the existing building. In the Institute building, the two timber Rolls of Honour are associated with local soldiers (who were past scholars of the Mount Blackwood State School No. 1074 and Barry's Reef State School No. 885) who served in World War One. The surviving Victorian dwellings at 54 Byres Road and 10 Prayer Hill Lane are a physical manifestation of community activity in the area, the former being associated with All Saints' Anglican Church as the parsonage (built in 1868-69), and the latter with Laurence Hayden as the home of the Hayden family (built in c.1881-82). Hayden was a miner at Blackwood from the late 1850s, saw miller from the late 1870s, cemetery trustee and revered Councillor with the Ballan Shire Council between 1891 and 1899. The dwelling at 2 Martin Street is associated with commercial life in Blackwood at the turn of the century, having been built in c.1901-02 as Alfred Martin's bootmaker's shop and dwelling. Another early 20th century building reflecting the continued mining activity at Blackwood is the dwelling at 24 Golden Point Road, possibly built between 1916 and 1921 for William James Broad junior, miner. From the late 19th century, Blackwood also became an important tourist destination, which continued into the 20th century. The timber and stone Bungalow at 28 Golden Point Road, built in the 1930s, has associations with this part of Blackwood's history as the weekend holiday home of the McKee family until the 1950s. The former Van Winkle Stamper Battery and World War Two memorial, while erected outside the important 1860s-1930s era of development of the precinct, have associations with Blackwood's mining history and tourism, and the role played by local soldiers in war respectively.

The Prayer Hill Heritage Precinct is architecturally significant for the largely intact Victorian Carpenter Gothic design in the three church buildings (All Saints' Anglican Church, St. Malachy's Catholic Church and the Blackwood Uniting Church); representative examples of Victorian residential design in the moderately-intact former All Saints' Parsonage at 54 Byres Road and 'Ambleside' at 10 Prayer Hill Lane; Late Victorian designed former bootmaker's shop and dwelling of moderate integrity at 2 Martin Street; and a locally substantial and intact example of an interwar Bungalow style at 'Kanangra', 28 Golden Point Road (Criteria D & E).

The Prayer Hill Heritage Precinct is aesthetically significant for its important visual qualities reflected in the natural bushland setting within which the roads and lanes have conformed to the topography and landscape (Criterion E). In addition, the mature Bunya Bunya Pine trees at the front of 10 Prayer Hill Lane, exotic trees at the All Saints' Church and former Parsonage at 60 and 54 Byres Road, and at 'Kanangra', 28 Golden Point Road, further contribute to the aesthetic significance of the place.

The Prayer Hill Heritage Precinct is socially significant (Criterion G) as the church buildings (All Saints' Anglican Church, St. Malachy's Catholic Church and the Blackwood Uniting Church) are recognised by sections of the Blackwood community as symbols of their faith and their history of local participation in faith education from the 19th century until the present day. The World War Two memorial in the precinct has social significance for its commemorative values associated with locals who fought and made the supreme sacrifice during the war of 1939-45 (Criteria H & G). Similarly, the two timber honour boards listing the local soldiers who served in World War One, and who were past scholars of the Mount Blackwood State School No. 1074 and Barry's Reef State School No. 885, have social significance for their commemorative values (Criteria H & G).

SIGNIFICANCE OF COMPONENTS

Local Significance

These places are considered to be of sufficient integrity and therefore meet the local significance threshold. This is due to their local high design quality, rarity value or overriding historical or social value to the community:

- 60 Byres Road - All Saints' Anglican Church.
- 74 Byres Road - St. Malachy's Catholic Church.

Contributory Significance

These places make an important contribution to an understanding of the historical evolution of the Prayer Hill Heritage Precinct, being representative examples of development in the important period between the 1860s and the 1930s (or with overriding historical associations within or outside this period). They may be altered but with their original and/or early designs clearly discernible:

- Corner Byres Road & Martin Street – War Memorial and Stamper Battery.
- 54 Byres Road - Ma's Place (former All Saints' Parsonage).
- 28 Golden Point Road – Kanangra.
- 2 Martin Street – Former Bootmaker's Shop and Dwelling.
- Lot 16 Martin Street – Blackwood Uniting Church.
- 10 Prayer Hill Lane – Ambleside (including dwelling and two mature Bunya Bunya Pine trees).

Conservation Desirable

This place has been noticeably altered and therefore does not meet the threshold for contributory significance. However, it has notable historical interest for its associations with community life from 1869 until the present day:

- Lots 25B, C & F Golden Point Road - Public Hall (former Mechanics' Institute: this place has important historical associations with the wider Blackwood community).

Non Contributory

These places do not relate to the significant era of building development of the Prayer Hill Heritage Precinct between the 1860s and the 1930s:

- 24 Golden Point Road – Dwelling.
- 3 Prayer Hill Lane – Dwelling.
- 5 Prayer Hill Lane – Dwelling.

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Precinct Map

The following precinct map shows the boundaries of the Prayer Hill Heritage Precinct and the locations of the places within the proposed heritage overlay.



Source of base Map: Interactive Map, Land Services online.

DESCRIPTION:

General Overview

The Prayer Hill Heritage Precinct, Blackwood, is an important 19th and early 20th century ecclesiastical and residential area having a rural bushland setting on steeply sloping ground. The religious hub of the Blackwood township earlier known as Red Hill, the precinct includes three timber Churches, former Mechanics Institute (now public hall), five dwellings constructed between the 19th century and more recent times (including the former Anglican Church Vicarage), and a World War Two Memorial and Stamper Battery. Overall, there are 12 sites that comprise the Prayer Hill Heritage Precinct which front onto either Byres Road, Golden Point Road (south side), Prayer Hill Lane or Martin Street (east side).

Building Fabric¹

The Churches

60 Byres Road - All Saints Anglican Church

Located on high ground and a large front setback to Byres Road, the All Saints Anglican Church is set on a substantial rectangular allotment. Access is by a gravelled driveway from Byres Road. Immediately surrounding the church building are open grassed and gravelled areas, while to the west (along the front boundary) and to the south and south-east are mature eucalypt and exotic trees. Tennis courts are situated in the southern portion of the site, having high cyclone wire fencing and asphalt surface.

The single storey, timber weatherboard, Victorian Carpenter Gothic styled church building has a steeply pitched gable roof form, together with a minor gabled porch at the front. These roofs are clad in red-painted galvanised corrugated steel. Particular features of the design include the corner timber pilasters with stylised capitals, timber framed, point-arched multi-paned windows (some with stained glassed), pointed-arched door opening with vertically boarded timber door, oculus ventilator in the gable end and the projecting timber buttresses. Overall, the building appears to be in fair condition and of high integrity.



2014

74 Byres Road - St. Malachy's Catholic Church

St. Malchys Catholic Church is also situated on elevated land on a large rectangular allotment at 74 Byres Road, adjacent to the former Mechanics' Institute. The church building is located near the northern boundary which has an interwar era timber post and rail and cyclone wire fence and hollow steel framed cyclone wire pedestrian gate. The ground immediately surrounding the church building is open and grassed, with the remainder of the site being treed with eucalypts. At the rear of the church is a gabled outbuilding.

The primitive Carpenter Gothic styled church building is single storey and constructed of timber weatherboard wall cladding with a recent corrugated colorbond roof. It has a steeply pitched gabled roof form and a minor projecting gabled porch at the front. The three-bayed church is defined by the pointed arched timber framed 9 paned windows with hopper sashes. There is an early vertically boarded timber door on the side of the front porch. Timber buttresses (which appear to have been introduced) project at the sides. Overall, the building appears to be in good condition and of high integrity.



2009

Lot 16 Martin Street - Blackwood Uniting Church

Situated on elevated and sloping ground between Byres Road and Martin Street is the Blackwood Uniting Church property. The site has a triangular layout and is bound by eucalypts and other trees on the property boundaries. Immediately surrounding the church building and in the northern portion of the site are open grassed areas.

The single storey, timber weatherboard, Primitive Carpenter Gothic styled building has a simple steeply-pitched gabled roof form and a minor projecting steeply pitched front porch (this porch having been



¹ All physical analyses have been based on views from outside the properties, unless otherwise noted or where permission was given to access the site.

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added). In the south-east corner is a steeply pitched gabled wing that represents an early addition. The building has corrugated sheet metal roof cladding (which has replaced the original timber shingles), introduced plain timber bargeboards at the front (with more decorative original bargeboards on the rear gables), square-headed timber framed double hung windows (the originally 12 paned glazing bars have been removed or the original windows replaced), early main door opening in the front porch (the door may have been introduced) and a secondary, original door opening (with introduced timber door) at the rear of the north elevation. At the front, the main gable end features an original, diamond, timber louvred ventilation opening, while at the rear are timber cross-braces to the wall. A steeply sloping concrete pedestrian path leads to a short ramp to the front door. Overall, the building appears to be in fair condition and of moderate integrity.

2014



2014

Lots 25B, C & F Golden Point Road - Public Hall (former Mechanics' Institute)

The former Mechanics' Institute (now public hall) is located on the rise near the corner of Byres and Golden Point Roads. There is a gravelled car park at the front of the building (Byres Road frontage), with heavily treed, steeply sloping land comprising the frontage to Golden Point Road.

The single storey Victorian building has been altered and extended since its construction in 1869. The surviving fabric of the original Mechanics' Institute building is denoted in the elongated hipped roof form and the side projecting minor hipped wing to the south of the complex. The parapeted flat-roofed forms, brick wall construction, windows and doors reflect the alterations and additions of 1976.

The interior of the original Mechanics' Institute building is more intact. It has an elongated, coved, beaded edged timber lined ceiling with exposed iron tie rods. The ceiling is punctuated by early and later ventilation openings. At the east end is an early stage and proscenium. The timber floor has replaced the original timber floor boards while on the side is a large introduced opening with concertina doors, leading to part of the additions of 1976. On the south wall (east end) are two timber World War One Honor Boards. The honor past scholars of the Mount Blackwood State School No. 1074 and the Barrys Reef State School No. 885 who fought and died.

Overall, the building appears to be in fair-good condition and of low integrity.



2014



2014



2014

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The Dwellings

54 Byres Road - Former All Saints' Church Vicarage (now known as Ma's Place)

The former Vicarage at 54 Byres Road is set on a contextually small rectangular allotment for the precinct area, with a modest front setback to Byres Road. The dwelling is surrounded by native and exotic trees, and there is steel post and wire fence along the front boundary.

The single storey, timber weatherboard, Victorian styled dwelling has a main hipped roof form at the front, with double hipped wings at the rear. A feature of the dwelling is the return verandah. These roofs are clad in red-painted galvanised corrugated steel. The verandah has introduced narrow steel posts and the timber verandah floor appears to have been recently replaced. Other early features include the timber framed double hung windows and the brick chimney with a corbelled top. The front door appears to have replaced the original timber door.

Overall, the building appears to be in fair condition and of moderate integrity.



2009

24 Golden Point Road - Dwelling

The dwelling at 24 Golden Point Road is located on steeply-sloping and heavily-treed ground and is obscured from Golden Point Road and Prayer Hill Lane. There is a flat timber picket fence (approximately 1300 mm in height) and a metal framed and wire pedestrian gate with informal timber gateway structure along the front (Golden Point Road) boundary. From the gateway is a curved and stepped path that leads to the dwelling.

The elevated dwelling has a gambrel-roofed wing on the south-east side and a projecting gabled wing on the north-west side. There are skillion wings at the rear. The gambrel roof form has an affinity with early 20th century design, but the projecting gabled wing would appear to reflect postwar construction. The dwelling has green painted corrugated galvanised steel roof cladding, vertical cement sheet wall cladding, strapped cement sheet wall cladding and timber framed windows. Two rendered chimneys may date from the early 20th century or postwar period.

Overall, the building appears to be in fair condition and of low integrity.



Front view from gate, 2014.



Rear view, 2014.

28 Golden Point Road – 'Kanangra'

'Kanangra' at 28 Golden Point Road is also set on a steeply-sloping land and the site is heavily-treed with native and exotic trees. There are winding, random stone pedestrian path and steps that lead to the main entrance, together with other random stone paths throughout the site. The property also features well-maintained gardens. The front boundary defined by timber post and rail and woven wire fence, metal framed and wire pedestrian gates and a gabled timber gateway structure on the front (Golden Point Road) boundary. There is also an early gabled timber weatherboard garage on flat ground at the front, adjacent to the front gates.



Source: Domain.com

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The two storey, timber weatherboard, interwar Bungalow styled dwelling is characterised by hipped roof forms and a return broken back verandah supported by square timber posts. At the front given the steeply sloping topography of the site, the basement of the dwelling has random stone wall construction. The roofs are clad in galvanised corrugated steel and there are wide eaves. Other early features include the brick chimney with soldier course capping, box timber framed double hung windows, and the timber and glazed entry doors on the main level. Other similarly-designed and constructed doors at basement level appear to have been introduced.

Also on the site are other outbuildings of more recent construction.

Overall, Kanangra appears to be in good condition and of moderate-high integrity.

2 Martin Street – Dwelling (former bootmaker's shop and dwelling)

The dwelling at 2 Martin Street (former bootmaker's shop and dwelling) is situated on gently-sloping ground at the foot of the hill. The site has an open grassed setting but is heavily treed at the rear. There is a capped, timber post and cyclone wire fence and flat timber picket gate (approximately 1 m high) on the front boundary.

The asymmetrical, single storey, timber weatherboard, Late Victorian dwelling has a gable roof form that traverses the site together with a rear skillion wing. It is clad in corrugated colorbond, as is the projecting skillion verandah at the front. This verandah – supported by square timber posts – has been introduced, replacing an earlier verandah. A early feature of the design is the face brick chimney. The dwelling has experienced extensive repairs, and the larger front window opening (the location of the former bootmaker's shop on the northern/right side) has been introduced in more recent times, as have the timber shutters. The other timber framed windows at the front may be early, or replacements similar to the original design and construction. The front timber framed door also appears to have replaced the original door.

Overall, dwelling appears to be in good condition and of moderate integrity (the original form and overall original appearance is clearly discernible).



2009

3 & 5 Prayer Hill Lane – Later Dwellings

The dwellings at 3 and 5 Prayer Hill Lane are of more recent (late 20th century) construction. They are single storey and modestly scaled, with hipped and/or gabled roof forms clad in corrugated sheet metal and lightweight wall cladding. These properties are bound by timber post and rail fences.



3 Prayer Hill Lane, 2014



5 Prayer Hill Lane, 2014.

10 Prayer Hill Lane – ‘Ambleside’

‘Ambleside’ at 10 Prayer Hill is located on an irregular-shaped and sloping site. There is an open grassed area at the front, punctuated by a gravelled pedestrian path which leads to the front boundary defined by two mature Bunya Bunya pine trees. The remainder of the site is heavily-landscaped with native and exotic trees.

The single storey, Victorian styled dwelling has two steeply-pitched hipped roof forms clad in introduced corrugated red colorbond, together with a return hipped concave verandah. This verandah also has an introduced corrugated red colorbond roof and is supported by square timber posts. These posts and the capped timber verandah balustrades appear to have replaced earlier posts and balustrades.

The dwelling is comprised of two hipped roof forms, with the north wing being the smaller of the two. The rear southern wing extends further east, where there is an introduced deck.² The dwelling has shiplap wall cladding, with an early four panelled timber door and transom above on the west elevation, which is flanked by timber framed, 12 paned double hung windows. The timber framed window and door openings on the south elevation appear to have been introduced, although a multi-paned timber framed window at the east end may be early, as may the altered chimney. The overall composition of the dwelling would also appear to be early, comprising 7 rooms.³

Overall, ‘Ambleside’ appears to be in good condition and of moderate integrity.



2014



2014

War Memorial and Stamper Battery Reserve

At the junction of Martin Street and Byres Road is an open grassed reserve with a gabled information shelter, picnic table and seats and stone World War Two War Memorial and Stamper Battery. The memorial has a random stone headstone with plaques affixed to it. The headstone is set on a raised brick and stone platform, with a paved area and smaller platform in front. The top plaque reads: “1939-1945 In Proud Memory of those Men and Women who Served in World War II and of Those who Passed from the Sight of Man “Lest We Forget”.” The bottom plaque reads: “Shire of Ballan Bicentennial



2014

² See schematic floor plan for ‘Ambleside’ online at http://house.ksou.cn/house_img.php?sta=vic&id=110913&addr=10+Prayer+Hill+Lane®ion=Blackwood&img=1

³ Ibid.

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Committee Initiative Project Blackwood Anzac Memorial Garden An Australian Bicentennial Project To commemorate the nation's Bicentenary in 1988."

Further south is the stamper battery set in a timber frame on a concrete-paved base. An interpretive plaque reads: "This stamper battery was donated to the community of Blackwood by Mr and Mrs Herbert Cann. Originally owned and used by H.H. Cann, the Byers Bros. and C. Gribble in the late 1880s to crush gold bearing rock, it was driven by a 30 foot water wheel. Later moved to the Easter Monday Mine where it was retrieved by Herb and Ken Cann in the 1970-s. Erected on this site by the Blackwood Progress Association in 1996."



2009

Urban Design & Engineering Infrastructure

The roadways and laneways in the Prayer Hill precinct are not uniform and have conformed to the steeply-sloping topography and bushland setting of the area. Byres Road, Golden Point Road and Martin Street are sealed roads, while Prayer Hill Lane is more rudimentary, being gravelled. There are rural gravelled and grassed verges and open spoon drains. Given the diverse ecclesiastical and residential functions of the properties in the area, the allotment sizes and layouts also vary.



Byres Road, looking north near intersection with Prayer Hill Lane, 2014.



Byres Road, looking south, near intersection with Prayer Hill Lane.



Prayer Hill Lane looking east, at intersection with Byres Road.



Prayer Hill Lane looking south, east of the property at 5 Prayer Hill Lane.

Generally, there is a lack of formal pedestrian paths, with the natural grassed and bushland setting being the dominant feature. There is a stretch of concrete pedestrian path at the front of the former Vicarage at 54 Byres Road.



Byres Road looking south-east to the front of the All Saints' Church site, with the former Parsonage in the background, 2014. Note the footpath in front of the former Parsonage.

The low building density of the precinct is especially identified in the generous allotment sizes and substantial front and side setbacks of the churches and dwellings in their settings.

Landscaping

The dominant and homogenous feature of the Prayer Hill heritage precinct is the steeply-sloping bushland setting that has partially conformed to European settlement in the layout of the roadways, cleared grassed areas and contextually smaller number of exotic trees.

Although there are no formal avenues of street trees, the native eucalypts predominate. Similarly, most of properties (churches and dwellings) feature eucalypts in addition to some open grassed areas and exotic trees. The buildings and roadways are set amongst and within the landscape, with a number of the dwellings obscured to immediate public view as a consequence.

Of particular importance are the mature Bunya Bunya Pine trees marking the entrance of Ambleside at 10 Prayer Hill Lane, together with the garden setting at Kanangra, 28 Golden Point Road.

HISTORY:

The Early History of Blackwood

The Blackwood goldfields originally comprised four distinct townships. The earliest was Golden Point, closest to the original gold finds and rush in early 1855.⁴ 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.⁵

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.⁶ At this time, permanent buildings were few in number and included no more than five stores and two butcher shops.⁷ All other structures were mainly tents, including apparently many grog shops.⁸ It was also during the mid 1850s when Golden Point was officially surveyed and the township laid out following a grid pattern. This township was officially known as Blackwood.

Red Hill was the second main village established at the height of the rush in 1855.⁹ Unlike Golden Point, the roads and allotments comprising the Red Hill settlement were irregular (Figure 1).

⁴ A.J. Buckingham & M.F. Hitchcock, *Aspects of Early Blackwood*, 5th printing, Blackwood Publishing, Blackwood, 2002, p.13.

⁵ *Ibid.*

⁶ *Ibid.*

⁷ *Ibid.*, p.11. See also Reports of the *Mining Surveyors and Registrars, Ballarat District (including Smythesdale, Creswick, Blackwood & Buninyong)*, 1859-1878, Mines Dept of Victoria, fasc. edn. Of original reports by D Evans, Ballarat, which give occasional descriptions of the early buildings.

⁸ *The Argus* 30 July 1855, p.6.

⁹ D. Bannear, 'Victorian Goldfields Project: Historic Gold Mining Sites in the South West Region of Victoria, Report on Cultural Heritage', prepared for the Department of Natural Resources & Environment, August 1999, pp.34-35 & D. Bannear, 'Victorian Goldfields Project: Historic Gold Mining Sites in the South West Region of Victoria, Gazetteer: Station & Regional Significant Sites', prepared for the Department of Natural Resources & Environment, August 1999, pp.105-111, 117-120, 122-127.



Figure 1: 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.

By the end of July 1855, Golden Point and Red Hill had made noticeable progress as gold towns. As the *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.¹⁰

By September 1855, the population of the broader Blackwood goldfields had reached 13,000 people.¹¹ In one week, the Police Warden issued 457 miners rights and 95 business licenses.¹² 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.¹³ Yet, just a year later, the bulk of the goldmining population had left the Blackwood district and by 1858 the population had fallen to 950.¹⁴ Although the township was maligned for some years as a

¹⁰ *The Argus*, op.cit.

¹¹ Buckingham & Hitchcock, op.cit., p.14.

¹² *Ibid.*

¹³ *Ibid.*

¹⁴ *Ibid.*, p.15.

consequence of the depressed mining activity,¹⁵ this did not prevent the further development of infrastructure including businesses, churches and schools. Although the township of Blackwood was proclaimed in 1872 with the town reserve centred around Golden Point,¹⁶ most of the building development appears to have occurred in the Red Hill area, indicating the initial developmental shift towards this settlement as the central hub of community, cultural and commercial activity that was sustained into the 20th century.

From 1885, there was a small boom in deep lead mining at Blackwood, after the North Beneditti Company discovered an auriferous drift.¹⁷ This caused the population to peak at Blackwood around 1890,¹⁸ 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.'¹⁹

From the late 1870s, the natural environment, including the mineral spring near the Lerderderg River – became a tourist attraction. In 1889, the Secretary of the Department of Mines and Water Supply declared that 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 four finest health resorts ...'²⁰ 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 20th century.²¹ It was also from the early 20th century when some properties were either acquired or new dwellings constructed as holiday homes.

History of the Prayer Hill Heritage Precinct

Land Reservations and Sales

Until the early 1860s, the most elevated southern part of Red Hill (which had not been subdivided into small allotments) was the location of the police office (roughly where the former Mechanics' Institute is today)²² (Figure 2). Between the 1860s and 1881, this steeply sloping land was subdivided for the building of private dwellings or more particularly, for the construction of church buildings and the mechanics' institute. The centre of religious life at Red Hill and Golden Point, the ad hoc nature of gold activities and the steeply-sloping bushland topography influenced the irregular layout and sizes of the land.

15 *Bacchus Marsh Express*, 8 May 1875 & 7 April 1883.

16 See Town Plan of Blackwood, VPRS 16171, Public Record Office Victoria (PROV).

17 See D. Rowe, 'Forest, Farmland & Gold', Thematic Environmental History of the Western Region of the Moorabool Shire', prepared for the Moorabool Shire Council, 2009. [update when redraft complete].

18 A.B. Watson, *Lost & Almost Forgotten Towns of Colonial Victoria: A Comprehensive Analysis of Census Results for Victoria 1841-1901*, Angus B. Watson, 2003.

19 *Victorian Municipal Directory*, 1890, p.238.

20 'MS Blackwood Mineral Springs, geological survey report', n.d., at <http://www.mineralwater.vic.gov.au>

21 Cr J.F. Rayner, *Blackwood & District Historical Society Notes*, 1975.

22 Two buildings are shown in an irregular allotment named "police office" in T. Nixon, Assistant Surveyor, Plan of the Township of Blackwood, 27 September 1860, VPRS 242 Unit 204, PROV.



Figure 2: T. Nixon, Assistant Surveyor, Portion of The Township of Blackwood, 27 September 1860. The undeveloped land comprising the Prayer Hill precinct is shown in the location of the police office in the lower part of the map.

Source: VPRS 440 Unit 204, PROV

In the early years, access to the area from Golden Point 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, Blackwood, according to amended plan and specifications.'²³ 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.²⁴

Allotments on both sides of the new road were made available for purchase at Red Hill in the late 1860s (Figure 3). It traversed the southern bank of the Lerderderg River valley to the west of the central

²³ *Bacchus Marsh Express*, 8 December 1866, p.3.

²⁴ *Ibid.*, 25 February 1868, p.3.

West Moorabool Shire Heritage Study Stage 2A: 2014-16

PLACE NAME: Prayer Hill Heritage Precinct

Place No. PRECINCT

ADDRESS: Byres Rd, Golden Point Rd, Martin St, Prayer Hill Lne, Blackwood

Assessment Date: Feb 2016

Golden Point township. A reservation for a Roman Catholic School prevented direct access to Martin Street on paper, but a school does not appear to have been built and the road was extended to link Golden Point with Red Hill.

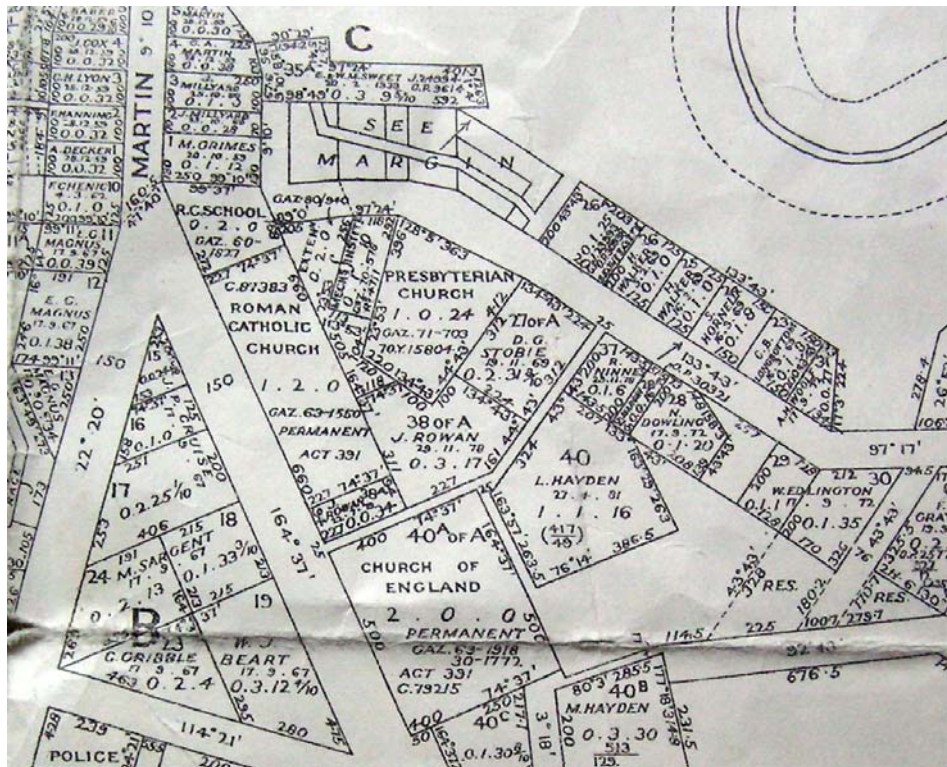


Figure 3: Portion of the Parish Plan of Blackwood, 1941. The 'new Golden Point Road' is shown in the top right.

Source: VPRS 16171, PROV.

Ferguson's urging of the Shire Council to undertake works to the new road fell on deaf ears. In 1870, the *Bacchus Marsh Express* lamented that:

A great amount of dissatisfaction is felt in consequence of the main road between Golden Point and Red Hill being closed for such a length of time. It is to be hoped that the usual inspection will be made at once, and this great thoroughfare opened. It is the most frequented one on Blackwood.²⁵

This road was no better than a gravelled track well into the early 20th century, with rough-hewn post and rail fencing providing a slight barrier from the deep valley on the north side (Figure 4). Upgrades to the roads were constantly required and the Ballan Shire Council often called tenders to undertake the works.



Figure 4: 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.

This 'new' Golden Point Road provided easier access to the religious and social centre of Red Hill. The area was intersected by the main street, Martin Street, as well as Byres Road, forming a large triangular parcel of allotments on the west side. A much more rudimentary and narrow thoroughfare was created between the 'new' Golden Point Road and Byres Road, known as Prayer Hill Lane, probably named as a gesture to the churches there. Martin Street appears to have been named after the early publican and storekeeper, G.A. Martin, who first acquired land in the centre of Red Hill in 1859 and who 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.²⁶ Byres Road (originally named "Byer's Road") was named after the Byres family, pioneers of Blackwood who arrived from London in 1857.²⁷

Building Community Life at Red Hill

Central to community life on the Blackwood goldfields was religion. While the first places of worship were established in tents and temporary chapels at Golden Point, the most elevated land at Red Hill soon became the centre for religious and social life in this part of the goldfields. In 1860, land was set apart for a Roman Catholic School in the main street of Martin Street (now shown on contemporary maps as 80 Byres Road).²⁸ An additional land grant to build a church was soon sought by the Catholic Church immediately adjoining the southern boundary of the Catholic School site. Having a frontage to Byres Road, it was granted on 10 January 1861.²⁹ It appears that a Church building of rudimentary timber construction with a gabled roof and gabled porch was soon constructed. A new Catholic Church was built on the site in 1874.³⁰

²⁶ 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.

²⁷ *Bacchus Marsh Express*, 28 July 1917, p.3. According to Sandra Matheson (to Pam Jennings), June 2014, it was Frances Dillon (nee Matheson) 'who arranged for the name of Byers Rd (on which the cemetery is situated) to be altered some years ago to the current Byres Road to reflect the correct spelling of the family's name.' Frances Dillon is a descendant of the Byres family.

²⁸ See Plan of the Parish of Blackwood, op.cit.

²⁹ *Blackwood Times*, Oct-November 2011.

³⁰ *The Argus*, 6 June 1874.

The Anglicans soon followed the Roman Catholics to Red Hill. In September 1864, a site fronting Byres Road to the south of the Roman Catholic reservation was formally gazetted.³¹ The following year in 1865, a timber Church building was constructed.³² Attention soon turned to the construction of a parsonage, and in 1867 additional land was reserved for the purpose. A Victorian styled timber parsonage was built in 1868-69.³³

It was in the 1866 when a 'sketch' of Blackwood was given in the *Bacchus Marsh Express*. The description gave a brief insight into the social characteristics of this goldfields area, and the progress of the Churches at Red Hill and nearby, a consequence in part of the desire of the citizens to remain at Blackwood despite the decline in mining. As the *Bacchus Marsh Express* reported:

While upon this subject a few remarks respecting the people on this gold field will not be out of place. They are a much more settled temperament than those of many other mining localities, and do not possess those nomadic tendencies which are characteristics of the mining population of Victoria. They are to be distinguished by their hospitality and geniality, such as is only to be found in a community life that to which we refer, isolated to a certain extent from the world surrounding it. In a social point it can compare favourable with, perhaps, many others which possess superior advantages. Taking it as a whole, crime of any magnitude is a thing comparatively unknown here, and petty robberies and offences (except by Chinamen), are rare occurrences. Education and the interests of religion here also find a fitting and worthy recognition, schools being abundant and well supported, while the various denominations, with an honourable rivalry, are endeavouring to implant the precepts of morality and Christian virtue, as evinced by the erection of fitting places of workshop, of which there are four different buildings. The Episcopalians have erected a neat and commodious edifice on Red Hill, the incumbent being the Rev. Mr. Ashe, and the congregation, a large and influential one; connected with the church are the usual Sabbath schools. The Roman Catholics represent a large amount of the population, and have erected a plain neat wooden building on Red Hill also, the officiating clergyman being the Rev. Father O'Connell, of Bacchus Marsh, who occasionally visits the places; but the congregation are endeavouring to obtain the services of a clergyman of tenor than at present, which is only quarterly. The Wesleyans form a very large and influential portion of the community, and here, with their usual zeal and progress, have organised a numerous congregation, and built a very handsome brick chapel both at Simmons's Reef and Barry's Reef.³⁴

In 1867, a public meeting was held at the Victoria Hotel, Red Hill, for the purpose of establishing a Mechanics' Institute in the locality.³⁵ A site was sought adjacent to the Roman Catholic Church and the timber building was opened in November 1869.³⁶ From this time, the Mechanics' Institute (Figure 5) served the Blackwood township for a range of social, educational and religious activities, being the centre of community life in the 19th and 20th centuries.

31 See Plan of the Parish of Blackwood, op.cit.

32 P. Garnett, Archivist, Notes, Blackwood and District Historical Society.

33 Public Building file, VPRS 242 Unit 728, PROV.

34 *Bacchus Marsh Express*, 21 July 1866, p.6. This extract is quoted directly from the *Bacchus Marsh Express* newspaper. The authors are aware that certain words, terms or descriptions may be culturally sensitive and may be considered inappropriate today, but they may have reflected the reporter's attitude or that of the period in which it was written.

35 *Bacchus Marsh Express*, 13 July 1867.

36 *Ibid.*, 13 November 1869.



Figure 5: Blackwood Mechanics' Institute, c.1870-1915. Source: La Trobe Picture collection, State Library of Victoria, accession no. H97.272/52.

Immediately adjacent the Mechanics' Institute, the Presbyterian Church reserved 1 acre and 24 roods of land as a site for a place of public workshop and minister's dwelling in 1871³⁷ (Figure 6). No church or parsonage appears to have been erected and in 1973 the Presbyterian Church disposed of the land and in 1982 it was reserved as part of the Public Hall (Mechanics' Institute).³⁸

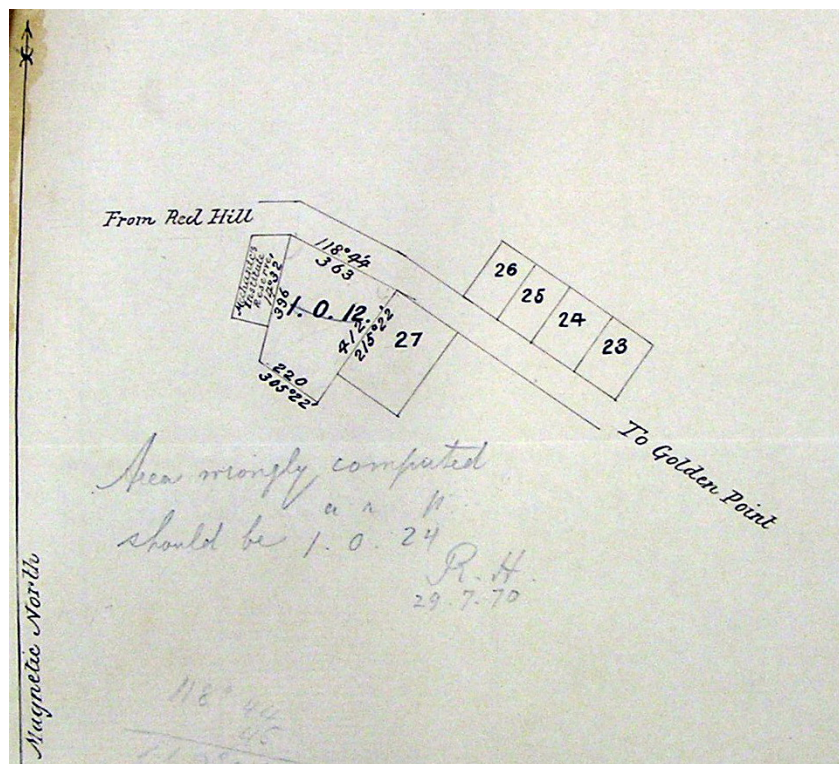


Figure 6: H.L. Hargreave, Surveyor, Sketch of land for Presbyterian Church purposes at Red Hill, 30 June 1870. The site is the large central wedge-shaped allotment. Source: Public Building file, VPRS 242 Unit 442, PROV.

³⁷ Victoria Government Gazette, 5 May 1871, p.703, Public Building file, VPRS 242, Unit 442, PROV.

³⁸ Victoria Government Gazette, 4 July 1873, p.2277. See also the Plan of the Parish of Blackwood, op.cit.

The Salvation Army made a presence at Red Hill from May 1895,³⁹ when it opened a barracks at the lower, north end of Martin Street (Figure 7). A gabled timber carpenter Gothic styled building and dwelling house were designed and built by Andrew Buchanan to service the popular Salvation Army meetings.⁴⁰ It appears that the Salvation Army barracks was the only religious organisation at Red Hill not to be located on higher ground amongst the other churches.



Figure 7: Salvation Army Barracks, Martin Street, Blackwood, n.d. [c.1895].

Source: Blackwood & District Historical Society collection.

The last of the churches to be established on the elevated ground at Red Hill was the Blackwood Wesleyan Methodist Church. A triangular allotment between Martin Street and Byres Road, first owned by J.P. Cruise in 1867, was chosen in 1896.⁴¹ The old Sunday School building at Barry's Reef was subsequently relocated to the new site and the Blackwood Methodist Church opened in August of that year.⁴² The prominence of the church at the southern end of Martin Street is shown in early photographs (Figures 8-9).

³⁹ *Bacchus Marsh Express*, 11 May 1895, p.3, 17 August 1895, p.3.

⁴⁰ *Ibid.*, 5 March 1898, p.2

⁴¹ Plan of the Parish of Blackwood, op.cit. & *Bacchus Marsh Express*, 20 June 1896.

⁴² *Ibid.*



Figure 8: Martin Street, Blackwood, looking south, c.1900, showing Wesleyan Church in the background. Source: La Trobe Picture collection, State Library of Victoria, accession no. H97.272/45.

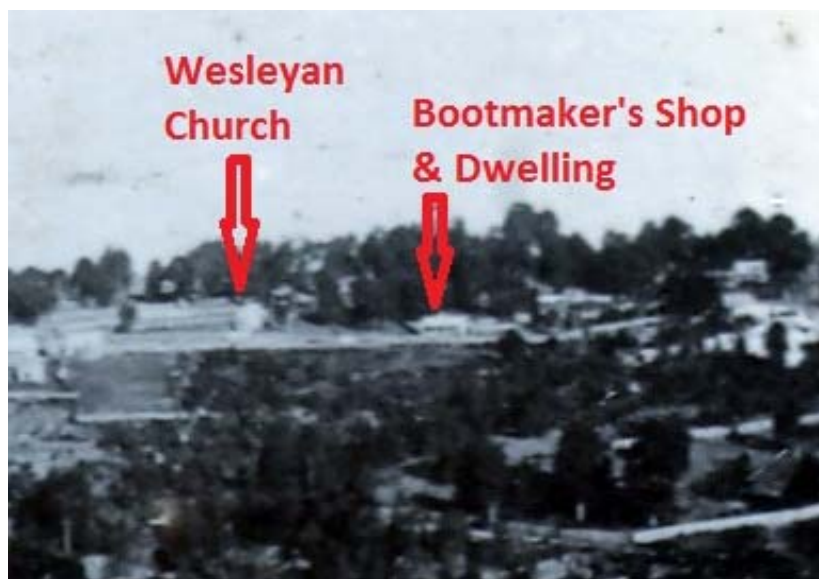


Figure 9: N.J. Caire, View looking east to the Prayer Hill precinct showing the Wesleyan Church and Martin's Bootmaker's Shop, 1904. Source: 'Scenes of Trentham and Blackwood', La Trobe Picture collection, State Library of Victoria, accession no. H96.160/889.

Further developments associated with community life of Blackwood came much later in the 20th century, on the road reservation near the intersection of Martin Street and Byres and Golden Point Roads. In 1988, a Calsil brick platform capped with stone tiles was erected, upon which was constructed a randomly-cut stone with memorial plaques that commemorated the service and sacrifice of local soldiers in World War 2. It was intended to form the centrepiece of an Anzac Memorial Garden.⁴³ In 1996, the Blackwood Progress Associated erected the former stamper battery first owned and used by H.H. Cann from the late 1880s to crush gold bearing rock at the Rip Van Winkle Mine.⁴⁴ It

⁴³ Information taken from the lower plaque on the stone memorial.

⁴⁴ *Blackwood News*, June-July 2009.

had been driven by a 309 foot water wheel. The battery was subsequently moved to the Easter Monday Mine where it was retrieved by Herb and Ken Cann in the 1970s. It was later donated to the community of Blackwood by Mr and Mrs Herbet Cann and now forms an important part of the interpretation of the gold era of the area for tourists.⁴⁵

Dwellings & Other Buildings

In addition to the churches and other public places in the Prayer Hill Heritage Precinct, a small number of dwellings and other buildings were also constructed. Aside from the Anglican Parsonage built in 1868-69, D.G. Stobie had erected on dwelling on allotment 27A (24 Golden Point Road) by 1876.⁴⁶ A more substantial private property on 1 acre at 10 Prayer Hill Lane was that owned by Lawrence Hayden from 1881-82 where he built a timber dwelling about this time.⁴⁷

To the south-east, on the opposite side of Prayer Hill Lane and addressed as 28 Golden Point Road, a timber dwelling house had been constructed by 1890.⁴⁸ This dwelling was replaced with the existing elevated stone and timber interwar Bungalow in the 1930s for William McKee, furniture warehouseman. Named Kanangra, the dwelling served as the McKee family holiday house from this time until 1951, being a legacy of the importance of Blackwood as a holiday destination from the early 20th century.

At 2 Martin Street, a bootmaker's shop and dwelling was erected by F.A. Martin in 1897 on land first owned by P.J. Cruise from 1867.⁴⁹ This shop represented one of two commercial premises in the area. The second, built after 1867 at the north-east corner of Martin and Terrill Streets (lot 23), was owned by Charles Gribble.⁵⁰ On his death in 1887, it was described as a 'weatherboard shop and dwelling of 2 rooms', valued at £30.⁵¹ By 1899, W. Gribble had established a vegetable garden on the site. It was described in the *Bacchus Marsh Express*:

... much more might be done in a small way with fruit and vegetables, especially the latter, as instanced by the successful efforts of Mr. W. Gribble, who, out of a small plot of land, covered with holes, stones, and trees, has succeeded in raising a vegetable garden of which he has a right to be proud.⁵²

It appears that Gribble's property was destroyed by fire in 1888.⁵³

Other dwellings, such as those at 3 and 5 Prayer Hill Lane, were built in the later 20th century.

45 See detail on plaque on stamper battery.

46 Plan of the Parish of Blackwood, op.cit., Certificate of Title, vol. 755, fol. 159003, December 1869, Ballan Shire Rate Book, 1876, PROV (Ballarat).

47 Plan of the Parish of Blackwood, op.cit., Hayden, L., Probate administration file, 1932, VPRS28 Unit 2335, PROV.

48 No references to 'tenement' or dwelling are listed in the Ballan Shire Rate Books, op.cit., prior to this time. The land had a succession of owners before 1890.

49 Plan of the Parish of Blackwood, op.cit. & *Bacchus Marsh Express*, 18 December 1897, p.3.

50 Gribble, Charles, Probate Administration file, 1887, VPRS 28/P2, Unit 217, PROV.

51 Ibid.

52 *Bacchus Marsh Express*, 29 April 1899, p.2.

53 *Ibid.*, 11 February 1888, p.3. See the Martin Street Heritage Precinct and Simmons Reef Road Heritage Precinct for further details.

History of Early Individual Properties**54 & 60 Byres Road – All Saints’ Church & Ma’s Place (former Anglican Vicarage)****60 Byres Road - All Saints Anglican Church**

On 18 June 1864, one acre of land was surveyed by E.G. Magnus, Mining Surveyor, for the Episcopalian Church at Red Hill.⁵⁴ The site was on high ground, fronting Byres Road. The Anglican Clergyman, Dean Macartney, applied to reserve the surveyed land on 11 August 1864 and in September of that year it was gazetted for church purposes.⁵⁵ In May 1865, the first Trustees of the church site were appointed, being Rev. George Oakley Vance, Rev. Matthew Henry Ashe, Charles Appleton, Henry Walker and Charles Grey.⁵⁶

It was also in 1865 when a building grant of £150 was received from the Anglican Church authorities to aid the construction of a church building, with presumably the balance required raised locally.⁵⁷ On 29 October 1865, the newly-completed church (Figures 10-13) was consecrated by Bishop Perry and a detailed description of the celebration was given in the *Church Gazette*:

On Sunday 29th ult. the weather was favourable. The exceedingly neat, well-constructed building stands on a hill commanding an extensive prospect. The church was filled with a large congregation for both morning and evening services. The Bishop also lectured on Monday on ‘The Books of Moses and its Critics’ to a large audience. The auriferous district of Blackwood includes several small mining hamlets at a distance of two or three miles from one another. The population is not wealthy but, intelligent and respectable, and it is much to their credit that they have erected so suitable a church, and moreover have never failed to pay the stipulated amount for the clergyman’s stipend as it becomes due. The scattered character of the population and its isolated position render it very difficult to maintain there, the ministry of the church, and due pastoral visitation of its people. During his visit the Bishop and Mrs Perry were kindly received by Mr & Mrs Baber in whose home they enjoyed every comfort.⁵⁸

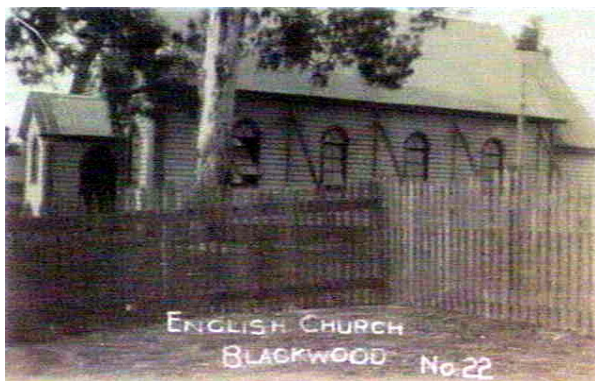


Figure 10: All Saints’ Church, Blackwood, n.d.

Source: La Trobe Picture collection, State Library of Victoria, image no. a06773.



Figure 11: C. Caldwell, All Saints’ Church, Blackwood, 1949.

Source: La Trobe Picture collection, State Library of Victoria, image no. ca001036.

⁵⁴ ‘Blackwood Recorder’, Blackwood & District Historical Society & Public Building file plan, VPRS242 Unit 728, PROV.

⁵⁵ Ibid.

⁵⁶ M. Livy, notes, Blackwood & District Historical Society.

⁵⁷ Garnett, op.cit.

⁵⁸ *The Church Gazette*, 16 November 1865.



Figure 12: J.T. Collins, All Saints' Church, Blackwood, 1966.
Source: La Trobe Picture Collection, State Library of Victoria,
image no. c001531.



Figure 13: J.T. Collins, All Saints' Church, Blackwood, 1984.
Source: La Trobe Picture collection, State Library of Victoria,
image no. jc001538.

In 1978-79, there was an appeal to raise funds for the restoration of the church building. A total of \$9,000 was raised and repairs and painting was subsequently carried out, enabling the church to re-open with a thanksgiving service on 28 October 1979.⁵⁹ The original gabled bellcote that surmounted the main roof at the front was removed after 1984.⁶⁰ On 8 December 2013, the 150th anniversary of Anglican ministry in Blackwood was celebrated.⁶¹

54 Byres Road - Ma's Place (Former Parsonage)

On 13 May 1867, E.G. Magnus surveyed an acre of land adjoining All Saints' Church for the purpose of constructing a personage.⁶² It appears that the Commissioner for Lands did not support the proposed parsonage reservation, bringing a detailed reply by A.N. McKibbin, Honorary Secretary of the All Saints' Church Committee and Trustee, to the Registrar of the Bishop's Registry:

Respecting the land reserved for Church purposes at Blackwood. I have the honor to inform you, that it would be impossible to alter the present survey from the Physical nature of the land, as the only available spot to build is occupied by the Church, the crown of the hill, the ground sloping on every side, except that applied for to erect the Parsonage. And beside the Ballan Road board have made the road close to the present surveyed land, even encroaching a little, as will be seen by the rough sketch, on the corner of the map, and from which you will see that the church is built on the rear of the present survey, which would be much behind the proposed alteration on ground in the red lines.

Furthermore the ground beyond the present formed road (and I may state the only place a road could be made) is quite useless for any purpose, being a deep gully all but inaccessible.

... Concerning the road in front of the Church, I may state that it will likely to be the permanent road, being formed and metalled, and having been made at great expense, with a deep side cutting – and prevents any use being made of the land beyond it.⁶³

Not surprisingly, the land originally proposed and immediately adjoining the south of the church site was reserved on 23 November 1867⁶⁴ (Figure 14).

⁵⁹ Buckingham & Hitchcock, *op.cit.*

⁶⁰ The bellcote is still shown in a photograph by J.T. Collins in 1984 (see Figure 12).

⁶¹ *Blackwood Times*, 2013.

⁶² Public Building file, VPRS 242 Unit 728 PROV and Livy, *op.cit.*

⁶³ *Ibid.*, McKibbin to The Registrar, Bishop's Registry, Melbourne, 17 July 1867.

⁶⁴ *Bacchus Marsh Express*, 23 November 1867, p.2.

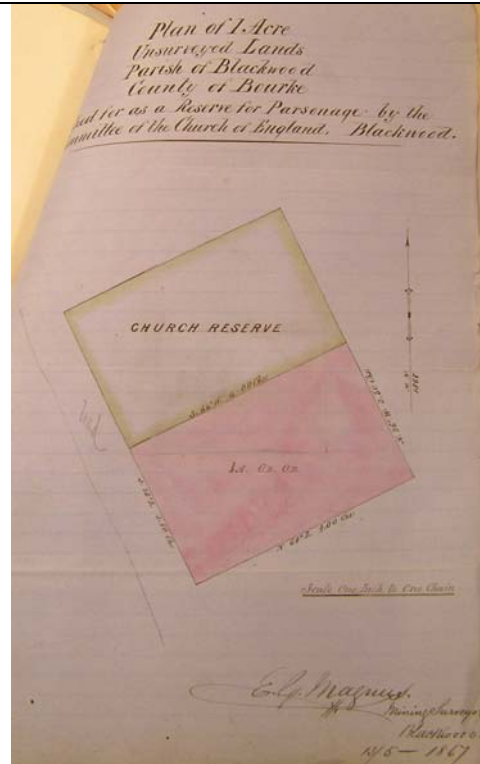


Figure 14: E.G. Magnus, Mining Surveyor, Plan of 1 Acre of Unsurveyed Lands for a Reserve for Parsonage, 13 May 1867. Source: Public Building file, VPRS 242 Unit 728, PROV.

In 1868, the erection of a parsonage for All Saints' Church was proposed.⁶⁵ It was built at a cost of £350 and completed on 7 April 1869⁶⁶ (Figure 15). The first Rector to reside in the Parsonage was the Rev. Matthew Henry Ashe. He was followed by the Rev. Frederick Smith in July 1873. In 1876 he left the Parish and engaged J.E. Crook and Son to sell by auction his household furniture and other effects. They were advertised in the *Bacchus Marsh Express*:

Tables, Chairs (Various), Rocking Chair, Sofa, Carpets, Rugs, Fenders and Irons, Writing Desk, Work boxes, Books (Historical, Divinity, &c.) double and single Iron Bedsteads, Palliasses, Washstands and Crockery, Toilet Tables, ditto Glasses, Carpets, Oilcloth, Stretchers, &c. Kitchen Utensils, Crockery, Boilers, Tubs, Jars, Buckets, Lamps, Iron Tank, Wheelbarrow, Stable Tools. And Sundry Effects too numerous to particularise.⁶⁷

⁶⁵ Livy, op.cit.

⁶⁶ Ibid. & 'Blackwood Recorder', op.cit.

⁶⁷ *Bacchus Marsh Express*, 30 September 1876.



Figure 15: All Saints' Church Parsonage, n.d. Source: La Trobe Picture collection, State Library of Victoria, image no. a06762.

Archibald Turnbull became the third Rector, and his wife Harriet and five children, he arrived in 1877. The Turnbull family's time at Blackwood was short-lived, leaving in 1878 and Archibald and Harriet were divorced soon after. Other Rectors were the Rev. J. Allen, J.W. L'Oste, E.C. Knox, J.A. White and A.J. Cole.⁶⁸ In 1891, Rector Robert Buchanan and his family resided at the parsonage. Two of his children were born there in 1892 and 1894.⁶⁹

In 1907, Harold G. Robinson was appointed the Lay Reader at All Saints'. With his wife, they lived at the Vicarage. In June the following year (1908), Robinson was shot by his neighbour, William Pincombe, while on the front verandah of the Vicarage. The incident was detailed in *The Argus*:

Nine miles south-west of Trentham lies the village of Blackwood, shut in by hills. There are many such villages in Victoria – peaceful pools out of the backwash of things. Yet on Friday this quiet place was the scene of a tragedy in which one man was killed and another wounded almost to death.

... Up on the hill behind the main street stands the small Church of England. Mr. Harold G. Robinson (his name is wrongly given in the official diocesan registry as R. G. Robinson) was appointed lay reader for the parish about twelve months ago. His house is next to the church, and has a broad balcony running along the front and side. From this balcony, at the extreme end, one can see, down a slope and about 60 yards away, a small cottage, in which a middle-aged miner named William Pincombe lived by himself, too much so. One sees it through a haze of bare fruit-tree twigs. Had it been summer the shot which is believed to have killed Mr. Robinson could never have been fired through the thick foliage.

Mr. Robinson had come to live in the village a little over a year ago. He was 40 years of age, married, but childless. From a sister of his wife, who visited the house at Blackwood last Easter, one obtains hints about Pincombe. One of his objectionable habits was random shooting from his cottage, and he was marked by a certain truculence of aspect. Mrs Robinson herself lived in daily dread of the solitary miner, who was suspected of incipient madness by all the people of the village who knew him. His sister is in an asylum, so also is his wife. Some months ago his wife returned to him "on probation," but a month after her return she, in her religious mania, took a horribly literal interpretation of one of the teachings of the Bible, and cut off her right hand, conceiving that it had offended her. She was

68 M. Hitchcock, 'Some Early History of All Saints Church of England, Blackwood', notes, Blackwood and District Historical Society.

69 Ibid.

taken back to the asylum, and Pincombe was alone again. Perhaps the new solitude accentuated his mania – and who knows the minds of those upon the borderline of sanity? – Perhaps his wife's mania aroused in him a hatred of those who taught religion.

Certain it is that shortly after his wife was taken away he wrote a threatening letter to the Rev. Father Collins, of Trentham, in which he suggested a duel.

... On Friday, shortly after noon, Mr. Robinson was walking upon the verandah, reading. His wife, preparing dinner within, heard a shot. The steps ceased, and something fell against the side of the house. Alarmed, she ran round, and saw her husband lying over the sill of a side window. His book had fallen to the ground, a hole through the centre showed the track of the bullet, which had pierced his heart. Sick with fear, she lifted him. "Oh! Speak to me!" she cried. But he was dead, and she laid him down and called for Mr. Vigor, a neighbour.⁷⁰

The last church official to live at the parsonage (later known as the vicarage) was Frederick Parsons.⁷¹ He was a stipendiary Lay Reader at All Saints' until 1915.⁷² He married Rose and they had a son, Freddie Parsons, who became a well-known scriptwriter for various television personalities.⁷³ In 1930, the Church of England sought to dispose of the Vicarage.⁷⁴

74 Byres Road – St. Malachy's Catholic Church

Roman Catholic Mass was first held at Blackwood as early as 1855, and on 17 June of that year a visiting priest, Father Patrick Maddern, performed one of the earliest marriages of John Mitchell to Catherine McGrath.⁷⁵ On 7 July 1855, *The Argus* reported on the opening of a Catholic chapel at Blackwood, presumably at Golden Point.⁷⁶ Known as St. Patrick's, the tent chapel was visited by Bishop Gould of Ballarat in September 1855 where there was an attendance of between 700 and 800 people.⁷⁷ Mass was later celebrated in the old Purcell homestead at the foot of the mountain.⁷⁸

In September 1860, 2 roods adjoining the southern boundary of Grimes' hotel site in Martin Street was reserved for a Roman Catholic School.⁷⁹ While no school building appears to have been constructed on this site, application had been simultaneously made for a reservation for a Catholic Church. In anticipation of the 1 acre and 2 roods of land adjoining the Catholic School site fronting Byres Road being granted, a rudimentary gabled timber church building with a porch was constructed, opening in 1861.⁸⁰ The land was granted on 10 January 1861 although it was not permanently reserved until 8 June 1863.⁸¹ In 1867, there was a proposal to enlarge the chapel with the construction of a sacristy. A subscription list was prepared with a liberal response given by locals.⁸²

⁷⁰ *The Argus*, 22 June 1908, p.5. Further details are given in M.F. Hitchcock, *The Billy Pincombe Tragedy: The Tragic Shootings of a Minister and Billy Pincombe at Blackwood Victoria, 1908*, Margot F. Hitchcock, Blackwood Publishing, Croydon, 2014.

⁷¹ Hitchcock, op.cit.

⁷² Ibid.

⁷³ Ibid.

⁷⁴ *The Argus*, 14 April 1930.

⁷⁵ *Blackwood Times*, October-November 2011.

⁷⁶ *The Argus*, 7 July 1855.

⁷⁷ *Blackwood Times*, op.cit.

⁷⁸ Ibid.

⁷⁹ Plan of the Parish of Blackwood, op.cit.

⁸⁰ *Blackwood Times*, op.cit.

⁸¹ *Victoria Government Gazette*, 16 June 1863, p.1344.

⁸² *Bacchus Marsh Express*, 2 November 1867, p.3.

Seven years later in 1874, *the Argus* reported on the demolition of the Catholic chapel and the construction of a new Church building (Figure 16):

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.⁸³



Figure 16: J.T. Collins, St. Malachy's Catholic Church, 1966. Source: La Trobe Picture collection, State Library of Victoria, image no. jc001527.

During the following years, annual concerts in aid of the Catholic Church were held in the neighbouring Mechanics' Institute. In 1879, the *Bacchus Marsh Express* reported on an impending numerous audience 'as usual' and gave the following positive endorsement for the event:

Our Catholic friends, though not backward in their aid to entertainments on behalf of other denominations, seldom themselves appeal to the general public for assistance, but when they do the circumstance is remembered, and the result is invariably a bumper house.⁸⁴

Unfortunately, the concert in 1889 to raise funds for improvements to the church building was poorly attended.⁸⁵ Nevertheless, a room was later attached to the building. It was removed in the 1920s and it formed an addition to a house in Blackwood.⁸⁶

Before 1980, the church building was in a dilapidated state. Fundraising and repairs were soon carried out, as described in the *Blackwood Times*:

The building became very run down, the floor had sunk in one corner and was in such a bad state of repair that restorative work was urgently needed. An ecumenical fund-raising effort was launched and local and former residents raise sufficient funds for work to commence. Funds were to renovate both

⁸³ *The Argus*, 6 June 1874.

⁸⁴ *Ibid.*, 8 February 1879, p.3.

⁸⁵ *Ibid.*, 21 December 1889.

⁸⁶ *Blackwood Times*, op.cit.

St Malachy's and All Saints Anglican Church. The St. Malachy's renovation involved re-blocking of the whole structure, the provision of a new floor & external & internal repainting. New carpet, the same as that in the former Collingwood Football Clubrooms. Opportunity was taken to re-arrange the Stations of the Cross which are unique in that they include inscriptions in 4 languages: English, French, German & Italian.⁸⁷

Amounting to \$5,588, a celebratory mass on the completed repairs was given by the Catholic Archbishop of Melbourne, the Most Rev. Sir Frank Little on 22 March 1981.⁸⁸ A reception was also held in the hall (former Mechanics' Institute).⁸⁹

In 2011, the church building was again in need of urgent repairs. A Renovation Fund Committee was established to raise funds for the repairs and works in the church grounds in preparation for the re-dedication of the Church as part of its 150th Anniversary by Bishop Tomlinson on 27 November 2011.⁹⁰

St. Malachy's Church later became part of the Trentham Parish.⁹¹

24 Golden Point Road - Dwelling

The first crown purchaser of allotment 27A in Section B in the Parish of Blackwood (24 Golden Point Road) was David Grieve Stobie on 19 November 1869, whose residence was at Golden Point.⁹² Comprising 2 roods and 31 and eight tenths perches, a dwelling was built before 1876 and possibly leased to Jane Merrifield.⁹³ Although D.G. Stobie left Blackwood to take up the position of Superintendent of the Melbourne Benevolent Asylum,⁹⁴ he continued to own the property until his death in 1896.⁹⁵ Two years later in 1898, the property was described as containing an 'old house' that was let at 1/6 per week.⁹⁶ It was valued at £10. It was also in 1898 when the property passed from Stobie's widow, Sarah Anna, to Edward Richardson, a wealthy miller of Nathalia.⁹⁷ He owned it until his death in 1900.⁹⁸ In 1913, it was owned by William James Broad Junior, a minor of Blackwood.⁹⁹ In 1925-26, the dwelling seems to have been listed in the Ballan Shire Rate Books under the name of Joseph Broad, who resided at Beech Forest.¹⁰⁰ He was again listed in the Rate Books in 1930-31, this time his address being Barwon Downs.¹⁰¹ While Broad might have been listed as occupier in the Rate Books, the property had been sold to Gladys Bilston of Hampton in 1929 and she sold it to Maude Beatrice Amery in

87 *Ibid.*

88 *Ibid.*

89 *Ibid.*

90 *Ibid.*

91 *Ibid.*

92 See Plan of the Parish of Blackwood, op.cit & Stobie, D.G., Probate administration file, 1898, VPRS 28/P2, Unit 444, PROV.

93 Ballan Shire Rate Book, op.cit., 1876.

94 *Bacchus Marsh Express*, 7 April 1883, p.3.

95 Stobie, Probate, op.cit. & Certificate of Title vol. 755, fol. 159003, PROV.

96 Stobie, Probate, op.cit.

97 Certificate of Title, op.cit.

98 *Ibid.*

99 *Ibid.*

100 Ballan Shire Rate Book, op.cit., 1925-26.

101 *Ibid.*, 1930-31.

1933.¹⁰² Maude Amery resided there with her husband, Ted, until her death in 1948.¹⁰³ In 1949, the property passed to Edward Amery Hall.¹⁰⁴

Throughout much of the first half of the 20th century, the net annual value for the property changed little, from £7 in 1910-11, to £10 in 1938.¹⁰⁵ Subject to more detailed physical investigation, the existing fabric might be a legacy of the dwelling built before 1876, but with changes in the first half of the 20th century and postwar periods (the changes in the early 20th century possibly comprising the gambrel-roofed wing, but providing little additional financial value of the property). In 1948, the Inventory to Maud Amery's Estate listed the subject dwelling as 'a 7 roomed weather board house' valued at £500.¹⁰⁶ Other alterations additions appear to have been carried out from the mid 20th century, including the recladding of the exterior in vertical corrugated cement sheet, rear skillion additions, and the installation of timber framed double hung windows.

28 Golden Point Road - Kanangra

On 23 November 1878, Richard Ninnes, publican of Blackwood,¹⁰⁷ purchased allotment 37 of Section B in the Parish of Blackwood.¹⁰⁸ Comprising 1 rood and 6 perches, Ninnes soon sold the land to Joseph Rowan, Clerk of Courts, in 1879.¹⁰⁹ It seems that the land remained unimproved during the ownership of Fanny Wollaston in 1882 and Sarah Doyle in 1884.¹¹⁰ The first available record of a tenement on the site is in 1891, when James (Jim) Smith Johnston, a coach proprietor of Martin Street, Red Hill, was the owner.¹¹¹ Johnson died in an accident at the Comet mine in August 1902. On his death, a brief obituary was given in the *Bacchus Marsh Express*, outlining the high esteem towards him:

The sympathies of the whole district were aroused on Thursday evening of last week when the news became known of a shocking accident at the Comet mine, which caused the death of a well known resident, James Johnston. There was no man better known throughout the district than "Jim Johnston". He was a native of Blackwood, and of a genial disposition, being especially liked on the "road," as he was an expert whip, and a good companion. He was in partnership with the late John Cann in the coaching business for some years. Deceased was 46 years of age, and leaves a wide and 3 young children.¹¹²

The local community soon instituted a relief fund for Johnston's wife and family.¹¹³ A meeting of subscribers to the fund was held at the Mechanics' Institute on 8 October 1902 with a total of £52/12/6 raised.¹¹⁴ In 1899, the property was acquired by Simon Johnston Bird before being sold to William John Anderson on 23 November 1914.¹¹⁵ From Trentham, Anderson had also acquired the well-known

¹⁰² Certificate of Title, op.cit.

¹⁰³ Amery, M.B., Probate administration file, 1948, VPRS 28/P3, Unit 4796, VPRS 7591/P2, Unit 1424, PROV.

¹⁰⁴ Certificate of Title, op.cit.

¹⁰⁵ Ballan Shire Rate Books, op.cit., 1910-11, 1915-16, 1920-21, 1925-26, 1930-31.

¹⁰⁶ Amery, M.B., Probate administration file, 1948, VPRS 28/P3 Unit 4796.

¹⁰⁷ Ninnes operated the Bank Hotel at Red Hill. See for example, *Bacchus Marsh Express*, 12 February 1881, p.2.

¹⁰⁸ Plan of the Parish of Blackwood, op.cit. & Certificate of Title, 29 November 1878, vol. 1086, fol. 217156, PROV.

¹⁰⁹ Certificate of Title, 12 December 1879, vol. 1151, fol. 230030, PROV.

¹¹⁰ Certificate of Title, 6 January 1882, vol. 1316, fol. 263064 & Certificate of Title, 30 December 1884, vol. 1642, fol. 328343, PROV.

¹¹¹ Ibid. & Ballan Shire Rate Book, op.cit., 1891.

¹¹² *Bacchus Marsh Express*, 30 August 1902, p.2.

¹¹³ Ibid., 18 October 1902, p.3.

¹¹⁴ Ibid.

¹¹⁵ Certificate of Title, op.cit.

butchering business of Cr James Walters, J.P.¹¹⁶ Anderson remained associated with Trentham as Chairman of the Trentham “Dandies”, a company of amateur entertainers who gave entertainments at fundraising events.¹¹⁷ By 1920-21, Anderson had returned to Trentham.¹¹⁸

Between 1926 and 1931, Anderson’s Red Hill property at 28 Golden Point Road was acquired by William McKee, a furniture warehouseman of Koornang Road, Carnegie (although Title was not transferred until 28 May 1940).¹¹⁹ In 1930-31, McKee’s property had a net annual value of £10.¹²⁰ By 1940-41, this had increased to £26,¹²¹ suggesting that McKee had demolished the original dwelling and built the existing timber and stone interwar Bungalow in the 1930s. Named ‘Kanangra’, the weekend property remained in the McKee family until 1969, when William McKee’s daughter, Annie Ritchie, sold it to Margaret Hill of East Melbourne.¹²²

Lots 25B, C & F Golden Point Road – Public Hall (former Mechanics’ Institute)

In July 1867, a public meeting was held at the Victoria Hotel, Red Hill, for the purpose of establishing a Mechanics’ Institute.¹²³ Chaired by E. Baber, he ‘did not see why Blackwood should be without its Institute, and thought that by judicious management on the part of a committee, a great deal could be done towards the general object.’¹²⁴ Within a month, steps had been taken in bringing the establishment of the Mechanics’ Institute into a reality. A series of popular readings were initiated in aid of the construction of an Institute building. Meetings were first held at the property of a Mr Candage who kindly gave ‘the use of his beautiful room and piano.’¹²⁵

While the Mechanics’ Institute was still being established in February 1869, application was made for a parcel of land on high ground adjacent to St. Malachy’s Catholic Church. Although there was controversy in the selection of a site by a sub-committee of the Institute,¹²⁶ and in anticipation that the selected land would be granted, a contract for the erection of a timber building measuring 52 feet by 24 feet was let in June 1869 to James Ferguson, a pioneer gold miner of Blackwood and carpenter from Linlithgow, Scotland.¹²⁷ Work was stalled initially due to the mills not being able to supply the timber quickly enough,¹²⁸ although construction soon recommenced and continued throughout 1869.

The building, with its elongated hipped roof form (clad in timber shingles) originally comprised a large hall and a small gabled front porch (Figure 5) (a side committee room and a rear reading room had been added by 1895) (Figure 17).¹²⁹

¹¹⁶ *Bacchus Marsh Express*, 9 May 1914, p.2.

¹¹⁷ *Ibid.*, 3 July 1915, p.3.

¹¹⁸ Ballan Shire Rate Book, op.cit., 1920-21, listed Anderson’s address as Trentham.

¹¹⁹ *Ibid.*, 1925-26, listed Anderson as owner and in 1930-31, William McKee of Carnegie as owner. The Certificate of Title, op.cit., under McKee’s name is dated 28 May 1940.

¹²⁰ Ballan Shire Rate Book, op.cit., 1930-31.

¹²¹ *Ibid.*, 1940-41.

¹²² McKee, E., Will – Probate Administration file, 12 June 1951, VPRS 28 Unit 154, PROV & Certificate of Title, op.cit.

¹²³ *Bacchus Marsh Express*, 13 July 1867.

¹²⁴ *Ibid.*

¹²⁵ *Ibid.*, 17 August 1867.

¹²⁶ *Ibid.*, 13 November 1869.

¹²⁷ *Ibid.* & details on Ferguson building Institute are found in the edition of 30 July 1892, p.2.

¹²⁸ *Ibid.*, 26 June 1869.

¹²⁹ Floor plan of Mechanics’ Institute, 5 September 1895, in the Public Building file, VPRS 7882 Unit 1635, PROV.

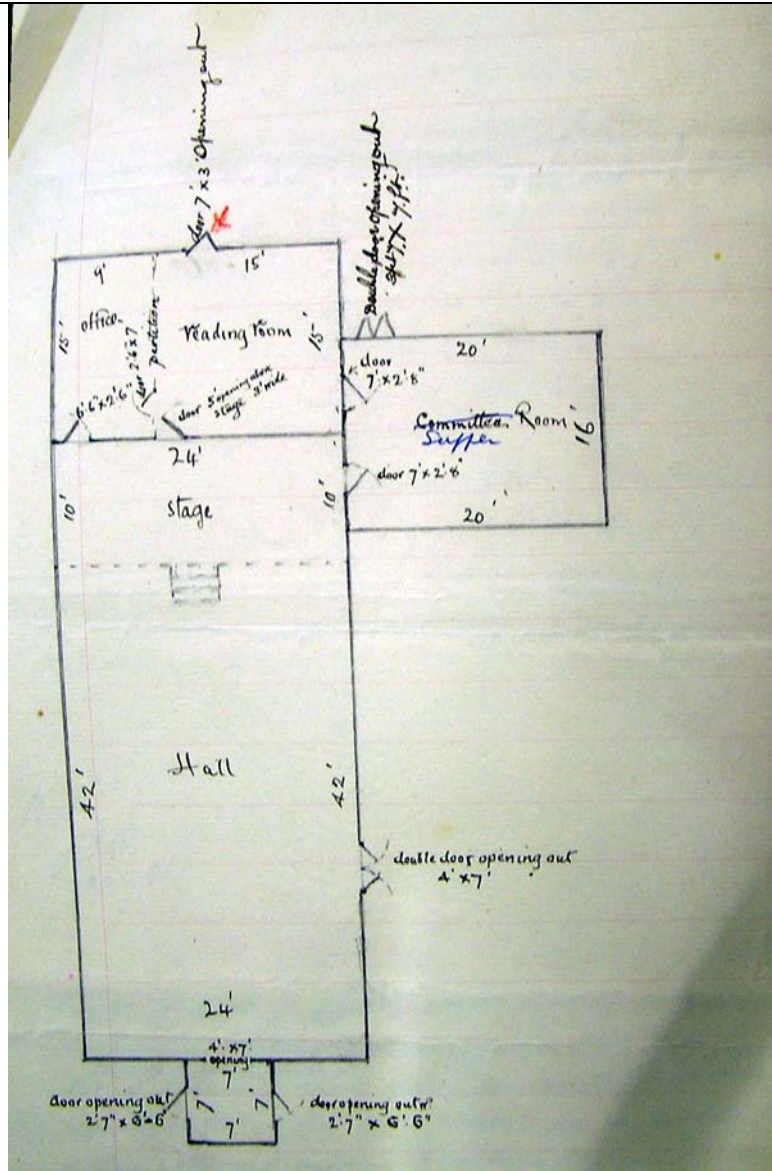


Figure 17: Sketch floor plan of the Blackwood Mechanics' Institute, 5 September 1895.

Source: Public Building file, VPRS 7882 Unit 1635, PROV

The Institute building had been designed by five members of the Institute committee: Messrs. Baber, Beart, Croker, Walker and Hornell.¹³⁰ On 13 November 1869, the almost complete building was described in the *Bacchus Marsh Express* a week prior to its opening:

The building, of course, is far from being completed. It is a plain, unpretending structure, 50 ft. 6 in. by 24 ft. 8 in., weatherboarded, and has two doors and six windows, with a hip roof, the same projecting 10 inches over the sides. The floor is Scotch flooring, and the walls are lined with $\frac{3}{4}$ inch red pine 5 ft. 6 in. high. The walls from that height and the ceiling are all in the rough, and it is the Committee's intention to wipe off the present debt before any further expenses are incurred. I may add that for the tea and performance that is to take place on Thursday next, the Committee have erected a stage 9 feet by 24 feet (width of hall), and forms to accommodate 160 persons, and have also made the tables that will form part of the furniture of the hall for all parties who like to engage the hall for teas or other purposes. Now that the Institute is built, according as things are, and where it is placed, it must be admitted that though perhaps rather high on the hill, a better site could not

130 *Bacchus Marsh Express*, 13 November 1869.

have been chosen for centrality, and it would be well for all parties who do not like the idea of the Institute being where it is to lay down their little property or business prejudices, and lend a hand to get the debt cleared off, and the Institute finished. It is really the first practical effort to provide a large hall on Blackwood where amusements can be held free from any connection with hotels, and a place of this kind will save many of Blackwood youths, and even hotelkeepers' sons may have reason to bless the day that a Mechanics' Institute was raised on Blackwood.¹³¹

While the Mechanics' Institute was proudly opened in November 1869, it was not until 11 March 1870 before the land on which it was situated (comprising 1 rood and 10 perches) was officially temporarily reserved.¹³²

Throughout the following years, the Mechanics' Institute became a repository for the cultural and social development of the town. In 1874, it boasted a library of 568 volumes (with the opening hours being 7 pm until 10 pm on Mondays, Wednesdays and Saturdays).¹³³ By 1887, the library collection had increased to 1,592 volumes.¹³⁴ There were also other items that formed the Institute collection. In 1894 for example, the Mines Department presented the Mechanics' Institute with 120 geological specimens, which the Institute proposed to display along with local specimens, as reported in the *Bacchus Marsh Express*:

The Mechanics' Committee are now taking steps to fix up a handsome glass case in which to show off the specimens above mentioned, and afford room also for the nucleus of a more strictly local collection, of which auriferous quartz specimens from the various mines in the district would be a very interesting feature.¹³⁵

From its opening in 1874, the Mechanics' Institute also became a centre for community life. It played host to various social entertainments, being public engagements often to raised funds for the Institute and other local organisations (including the Blackwood Debating Society, Blackwood Brass Band and the Blackwood Quadrille Assembly), meetings for community groups (such as the Blackwood Cricket Club) and the temporary place of worship for the local Wesleyan Church until 1896, when its own church building opened.¹³⁶ The Institute building served all denominations in the district, including the local Catholic Church which held concerts in aid of its building fund as well as other celebratory events.

A number of changes were made to the Mechanics Institute over time. In 1893, a contract was let for replacing the 'old time shingle roof' with galvanised iron.¹³⁷ Two years later, a new 400 gallon tank was installed and there was 'a rearrangement of door spaces, so as to allow of more rapid exit in case of a fire alarm.'¹³⁸ In 1935, a new stage was added at one end of the hall.¹³⁹ A kitchen was proposed to replace the reading room, as well as new closets, entry and porch at the front in the ensuing years (Figure 18). More substantial alterations and additions came much later in 1976, including the addition of a supper room and kitchen, new toilets and front porch, and brickwork to the exterior walls. The

131 *Ibid.*

132 *Victoria Government Gazette*, 11 March 1870-, p.446.

133 *Statistical Register of the Colony of Victoria for the year 1874, compiled from the Official Records in the Office of the Government Statist*, Parliament of Victoria.

134 *Ibid.*, 1887.

135 *Bacchus Marsh Express*, 26 May 1894, p.3.

136 'Memories of G.W. Trehwella, August 1974', in the 'Blackwood Recorder, July 1977. See also the *Bacchus Marsh Express*, 7 April 1888, p.3, 8 February 1879, p.3, 5 June 1880, 2 January 1892, 27 January 1894, 16 October 1897 and 12 October 1898.

137 *Ibid.*, 9 December 1893.

138 *Ibid.*, 19 January 1895.

139 Buckingham & Hitchcock, *op.cit.*, p.37.

alterations and additions were designed by L.H. Vernon and Associates, architects of Ballarat, the purpose being to provide accommodation for the local Senior Citizens' Club.¹⁴⁰ The vast Mechanics' Institute library collection (which had not been in use for some time), was dispersed to make way for the changes.¹⁴¹

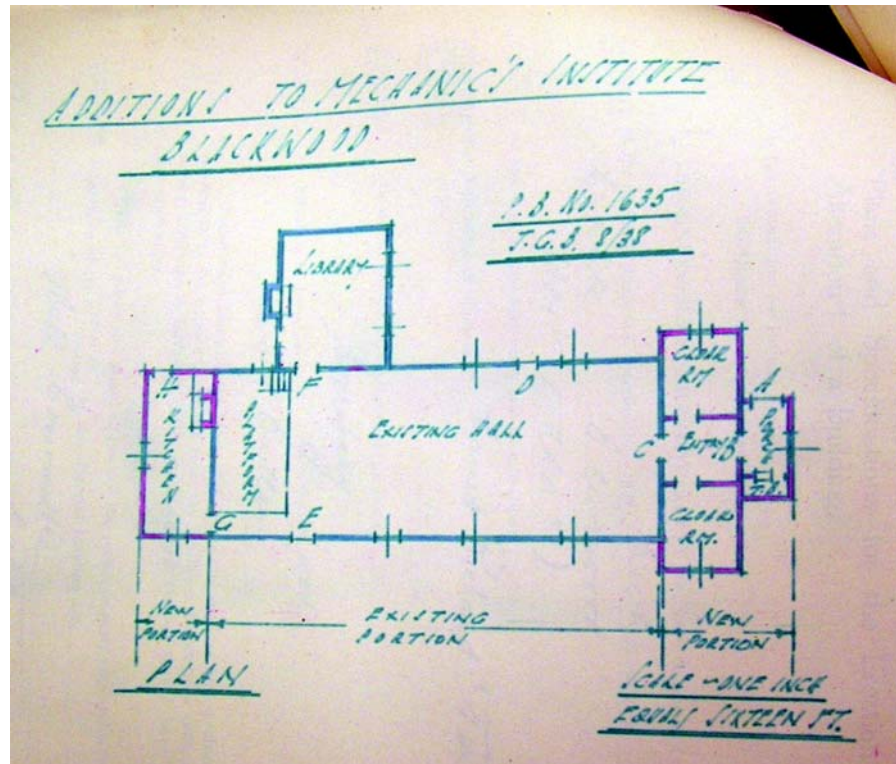


Figure 18: Floor plan of the Blackwood Mechanics' Institute showing proposed additions, n.d. [c.1930s]. Source: Public Building file, VPRS 7882 Unit 1635, PROV

2 Martin Street – Dwelling (former Vigor's Butcher Shop)

On 17 September 1867, allotment 17 in Section B in the Parish of Blackwood had been purchased by J.P. Cruise, publican of the Victoria Hotel at the corner of Martin Street and Golden Point Road.¹⁴² Cruise had acquired the allotment earlier than this time, as he died of brain fever on 26 April 1867.¹⁴³

In 1896, Cruise's allotment 17 was subdivided into two, with the northern portion being acquired by James Barkla (saw mill owner), Warren Trevena Williams (miner), Joseph Edward Nelson (sawyer), William Gribble (orchardist), Clement Herbert Derrick (State School teacher) – all of Blackwood – and Robert Hall of Green Hill (saw miller owner) and William Charles Hosking of Simmons Reef (sawyer).¹⁴⁴ They were representatives of the Blackwood Wesleyan Church, and acquired the land as part of the larger church property.

The southern portion of allotment 17 was purchased by Frederick James Martin, a miner of Red Hill, in 1897 (Title for the land was released on 5 February 1898).¹⁴⁵ It was at this time when Martin

¹⁴⁰ 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.

¹⁴¹ Buckingham & Hitchcock, *op.cit.*, p.37.

¹⁴² Plan of the Parish of Blackwood, *op.cit.* & *Bacchus Marsh Express*, 18 January 1868, p.3.

¹⁴³ *The Argus*, 30 April 1867, p.4.

¹⁴⁴ Certificate of Title, 4 March 1896, vol. 240, fol. 47950, PROV.

¹⁴⁵ Certificate of Title, 5 February 1898, vol. 2675, fol. 873, PROV.

constructed a shop and dwelling to commence his business as a bootmaker, as reported in the *Bacchus Marsh Express*:

Mr. Martin, who bought a portion of the Wesleyan block of land at Red Hill (as mentioned last week) has not been long in starting building operations, as he has already got the framework of a shop and dwellinghouse erected, and I believe intends to set up a shoemaking and general boot store business.¹⁴⁶

Martin's bootmaker's shop was strategically positioned at the entrance to Red Hill (Figure 9) from Greendale, Ballan and Simmons Reef. A portion of the building, with its gabled roof form, rear skillion, substantial chimney and front post-supported verandah is partly shown in the background of a photograph looking south from the commercial heart of Martin Street (Figure 19). Frederick Martin continued his bootmaking business at this location until 1919, when the property was transferred to Annie Martin of Trentham.¹⁴⁷ The following year, 1920, the shop and dwelling was acquired by Mrs Isobel Harriet Morphet (nee Vigor) of Windsor.¹⁴⁸ She was to own the property until her death at Caulfield in 1977.¹⁴⁹



Figure 19: Martin's bootmaker's shop and dwelling, c.1915, is partly shown in the background, behind the wagon, the outline of the gable and rear skillion, prominent chimney and post-supported front verandah. Source: La Trobe Picture collection, State Library of Victoria, accession no. H97.272/45.

¹⁴⁶ *Bacchus Marsh Express*, 18 December 1897, p.3.

¹⁴⁷ Certificate of Title, op.cit.

¹⁴⁸ Ibid., 24 February 1920.

¹⁴⁹ Morphet, I., Probate Administration files, 1977, VPRS 28/P8 Unit 330, VPRS 7591/P4 Unit 716, PROV.

Lot 16 Martin Street – Blackwood Uniting Church

By 1855, worship services conducted by the Wesleyans had commenced in the Blackwood district and by 1866 they had brick chapels at Simmons Reef and Barry's Reef.¹⁵⁰ At the latter location, a timber Sunday School building had also been built by Benjamin Trewalla free of charge in 1866.¹⁵¹ With the rush on the Sultan mine from 1869, the Sunday School building became too small and so it was substantially enlarged in 1876 by J. Snell.¹⁵²

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 1874,¹⁵³ but services were held in the Mechanic's Institute.¹⁵⁴ 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.¹⁵⁵

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 1867.¹⁵⁶ 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 before the winter sets in.'¹⁵⁷ However, the plans 'disappeared' enroute to the Board of Health, causing 'great inconvenience' to the Blackwood Wesleyans.¹⁵⁸ 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.¹⁵⁹

On 25 July 1896, the building was almost completed (Figure 20). The Ballan Shire Engineer described it as follows:

The building is an old one, all timber showing signs of decay has been removed. The timber is hardwood, shingle roof, deal floor, no fire places, safe outlets, soft wood lining and ceiling, hanging lamps, roof will braced, area building safe.¹⁶⁰

150 *The Argus* 15 September 1855, p.6 & *Bacchus Marsh Express*, 21 July 1866, p.6.

151 *Ibid.*, 24 November 1894, p.3.

152 *Ibid.*, 24 June 1876, p.3.

153 *Ibid.*, 11 June 1874, p.3.

154 'Memories of G.W. Trewhella', op.cit.

155 *Bacchus Marsh Express*, 22 February 1863, p.3 & 2 November 1867, p.3.

156 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.

157 *Ibid.*

158 *Ibid.*, Rev. Wesley Johns to The Secretary Health Department, 15 May 1896.

159 *Bacchus Marsh Express*, 20 June 1896.

160 D.A. Little, Shire Engineer, to The Secretary, Board of Public Health, 5 September 1896, Public Building file, VPRS 7882 Unit 4299, PROV.



Figure 20: Blackwood Wesleyan Church, n.d. [c.1900]
Source: Blackwood & District Historical Society collection.

In late July, a wind storm damaged the relocated building and by 1 August 'most of the frame work had been] completed.¹⁶¹

The building comprised a long, rectangular layout, with a preaching hall and a platform at one end (Figure 21).

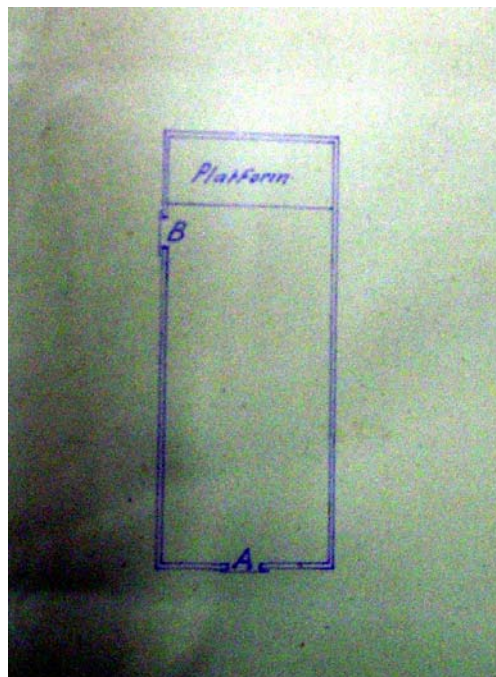


Figure 21: Blackwood Wesleyan Church, n.d. [c.1900]
Source: Blackwood & District Historical Society collection.

¹⁶¹ *Bacchus Marsh Express*, 1 August 1896, p.3.

The Wesleyan Chapel was opened by the Rev. Dr Watkin of Melbourne on 18 August 1896. It was reported in the *Bacchus Marsh Express*:

The opening of the new Wesleyan church at Red Hill has been the principal event of the week here. Although the finishing touches in the way of painting, &c., have not been completed, yet otherwise the work was so far advanced that morning, afternoon, and evening services were held there on Sunday last. ... In connection with the opening, a most successful tea meeting was held in the Mechanics' Institute on Monday evening. ... The fact that members of every denomination in the district all seemed to join heartily in contributing to the success of the present demonstration was feelingly referred to by several of the speakers. The chairman, Mr. Jas. Barkla, in the course of his opening remarks, said that some people do not exactly understand their action in building the new church, but they had to build in a more central locality in order to maintain their position, and it was not at all in rivalry to the other churches.¹⁶²

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.



Figure 22: Blackwood Wesleyan Church, c1915, in the background, showing gabled front porch. Source: La Trobe Picture collection, State Library of Victoria, accession no. H97.272/53.



Figure 23: J.T. Collins, Blackwood Methodist Church, 1966. Source: La Trobe Picture collection, State Library of Victoria, image no. jc001526.

10 Prayer Hill Lane - Ambleside

The property comprising 1 acre, 1 rood and 16 perches at 10 Prayer Hill Lane was first owned by Laurence (Lawrence) Hayden from 27 April 1881.¹⁶³ Hayden had emigrated from Tipperary, Ireland, arriving at Port Fairy (then called Belfast) where it is said that 'he bought a wheelbarrow and walked to the goldfields at Blackwood.'¹⁶⁴ He arrived at Blackwood in 1858 and had a mine near Trentham.¹⁶⁵ In 1860, he discovered the Morning Star Reef¹⁶⁶ which in 1867 had 'a fine yield of 100 ounces.'¹⁶⁷ In 1862 at St. Francis Catholic Church, Melbourne, Laurence Hayden married Catherine Carroll.¹⁶⁸ They had 12

¹⁶² *Ibid.*, 22 August 1896, p.3.

¹⁶³ Plan of the Parish of Blackwood, op.cit.

¹⁶⁴ *Blackwood Times*, February-March 2013.

¹⁶⁵ M. Hitchcock, 'National Trust Register of Significant Trees – Registration Form', Bunya Bunya Pine trees at 10 Prayer Hill, March 1982, prepared for the Blackwood & District Historical Society.

¹⁶⁶ *Ibid.*

¹⁶⁷ *Bacchus Marsh Express*, 28 December 1867, p.3.

¹⁶⁸ *Blackwood Times*, op.cit.

children. Throughout the 1870s, Hayden continued mining at the Morning Star Reef until at least 1876, when he was mine manager.¹⁶⁹

By 1880, with the demise of gold mining, Hayden had turned to saw milling. Hayden's saw mill was located at the head of the Ruth gully enroute to North Blackwood.¹⁷⁰ The Hayden family operated the mill, which included the construction of a wooden tram line from the mill to the Trentham Railway Station given that the ground was rough for horses and wagons.¹⁷¹

At 10 Prayer Hill Lane, Laurence Hayden constructed his timber dwelling house in 1881-82.¹⁷² It was also in c.1882 when Hayden planted two Bunya Bunya Pine trees at the entrance gate to his property.¹⁷³

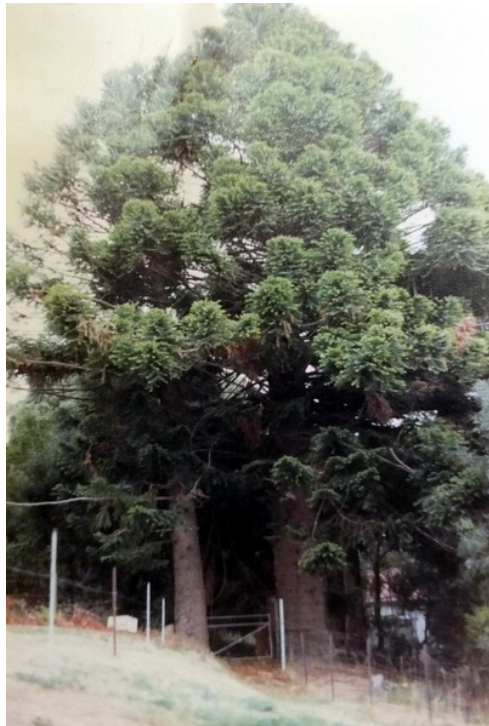


Figure 24: M. Hitchcock, Bunya Bunya Pine trees at entrance gate to 'Ambleside', March 1982. Source: Blackwood & District Historical Society collection.

Laurence Hayden contributed much to community life. He served as a Councillor with the Ballan Shire Council between 1891 and 1899.¹⁷⁴ On his impending resignation, the *Bacchus Marsh Express* reported that 'Mr. Hayden made a genial and able Cr. And will be much missed.'¹⁷⁵ Hayden was also a Trustee of the Blackwood Cemetery from 6 June 1890 until 1905.¹⁷⁶ It was in September of that year when the *Bacchus Marsh Express* reported on Hayden's death:

¹⁶⁹ *Ibid.* & Ballan Shire Rate Book, *op.cit.*, 1876, listed Hayden as mine manager, Morning Star Co.

¹⁷⁰ *Blackwood Times*, *op.cit.*

¹⁷¹ *Ibid.*

¹⁷² Hayden, L., Will in Probate Administration files, 18 July 1932, VPRS 28 Unit 2335, PROV, states that the weatherboard villa was about fifty years, indicating that it would have been built in 1881-82.

¹⁷³ Hitchcock, *op.cit.*

¹⁷⁴ *Bacchus Marsh Express*, 4 July 1891, p.7 & 1 April 1899, p.1.

¹⁷⁵ *Blackwood Times*, *op.cit.*

¹⁷⁶ *Bacchus Marsh Express*, 16 September 1905.

News arrived on Tuesday of the death of one of our oldest and respected residents – Mr. Lawrence Hayden, an ex Councillor for this Riding. Mr. Hayden has been for some months on a visit to Barwon Downs, where he died. As it was not generally known that he was ill, the news of his death has caused a shock in the district.¹⁷⁷

It was not until 1932 when Hayden's Estate was released. His property in Prayer Hill Lane was described as including a 7 roomed weatherboard villa of about 50 years old.¹⁷⁸ In the meantime, the property was listed in the Ballan Shire Rate Books in 1905-06 as a tenement and stables. By 1915-16, it was occupied by Laurence Hayden's son, Michael (Mick) Hayden. He was born in 1879 and was well-known in Blackwood.¹⁷⁹ He had the contract for the Cobb and Co. coach for the mail run between Blackwood and Trentham and he also carried out carting around the district with a dray and two horses.¹⁸⁰ He continued to reside there until the 1950s, before the property, later known as 'Ambleside', was acquired by Mr and Mrs Gordon.¹⁸¹

Corner Byres Road and Martin Street – Stamper Battery

In 1859, the Rip Van Winkle mine was first recorded as the Early Bird mine and soon after the Great Extended min that was located on Johnston's Reef between the townships of Blackwood (Red Hill) and Golden Point, situated today at the foot of the hill to the south of the Blackwood Caravan Park.¹⁸² In October 1859, 20 tons of stone was crushed.¹⁸³ In 1860, the Early Bird Company was renamed the Caledonian. Idle for 3 or 4 years, the mine was re-commenced by the Great Extended Tunnel company in 1865.¹⁸⁴ Messrs. Byres and party worked the two reefs and they 'had a suitable crushing plant of six heads of stamps, worked by a water-wheel 30 feet in diameter; the stamps weight 600 to 700 lbs each. With two and a half sluice heads of water, the stamps could be worked to 60 blows per minute.'¹⁸⁵

From the c.1870s after alluvial gold was scarce, Byres and party commenced digging a tunnel in the location above the Blackwood Mineral Springs camping area, below the road to Golden Point.¹⁸⁶ The mine was called the Rip Van Winkle.¹⁸⁷ It was dug a distance of approximately a quarter of a mile with several drives off the main tunnel. A wheel driven by a water race was used to operate a plant to crush the quartz from the tunnel.¹⁸⁸ In 1896, the Rip Van Winkle Company acquired the mine and successfully found a reef with good prospects.¹⁸⁹ Operated by Alex Byres, Jack Byres, Charlie Gribble and Herb Cann senior, they crushed 3000 tons for a yield of 1500 ounces of gold.¹⁹⁰ The Rip Van Winkle operated until the early 1900s.¹⁹¹

177 *Ibid.* & *Blackwood Times*, op.cit.

178 Hayden, op.cit.

179 *Blackwood Times*, op.cit.

180 *Ibid.*

181 Interview with Allan Hall, President, Blackwood & District Historical Society, 10 May 2014.

182 *Blackwood News*, June-July 2009.

183 *Ibid.*

184 *Ibid.*

185 *Ibid.*

186 *Ibid.*

187 *Ibid.*

188 *Ibid.*

189 *Ibid.*

190 *Ibid.*

191 *Ibid.*

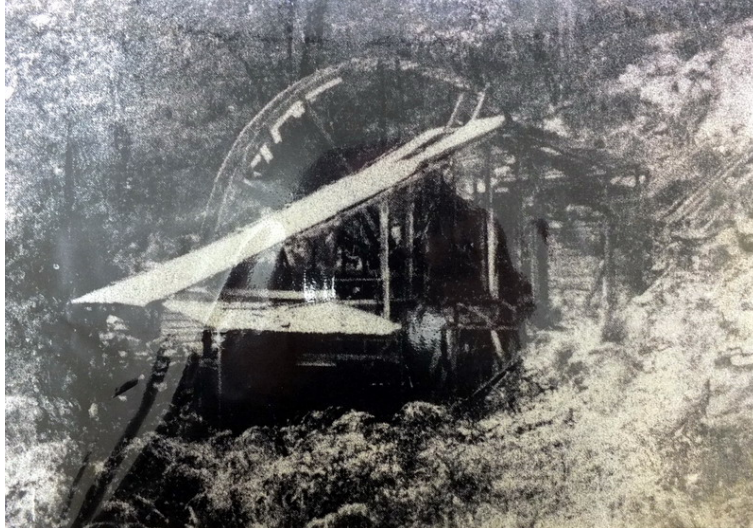


Figure 25: Water wheel above the Rip Van Winkle Mine, n.d.

Source: Blackwood & District Historical Society collection.

In 1936, the crushing plant was relocated to the Easter Monday mine. It was retrieved from this mine by Herbert and Ken Cann in the 1970s.¹⁹² In 1996, having been donated by Mr and Mrs Herbert Cann, the stamper battery was re-erected in the road reserve by the Blackwood Progress Association.¹⁹³

Corner Byres Road and Martin Street – War Memorial

It appears that a stone war memorial and garden was installed at the corner of Byres Road and Martin Street in 1988 as an Australian Bicentennial Project initiated by the Shire of Ballan Bicentennial Committee.¹⁹⁴

COMPARATIVE:

Comparable Goldfields Towns

Within the western region of the Moorabool Shire are five other former goldfields settlements: Golden Point, Simmons Reef, Barry's Reef, Gordon and Mt Egerton. In the Blackwood district, few buildings associated with the gold era from the 1860s survive in the other centres of Golden Point, Simmons Reef (established 1855) and Barry's Reef (established mid 1850s).¹⁹⁵ All built of timber, these buildings are largely dwellings, apart from the former Royal Hotel and the former police quarters and court house at Golden Point. As the Catholic and Anglican Churches at Prayer Hill serviced the nearby Golden Point from the 1860s, no permanent church buildings were located there. At Simmons Reef and Barry's Reef, the brick Wesleyan chapels constructed in the 1860s no longer survive, nor do other church buildings or Mechanics' Institutes.

The village of 'Gordons' (as it was originally known) began with the discovery of gold in 1853.¹⁹⁶ The irregularly-planned township was officially surveyed in 1863.¹⁹⁷ There are approximately 39 buildings and structures built in the 19th and early 20th centuries, including a substantial brick state school, post office, hotels, dwellings and two churches. The more substantial is St. Patrick's Roman Catholic Church, 1550 Millbrook-Gordon Road, built in 1873-75; the second, the former Anglican Church at 55 Old

¹⁹² See plaque on stamper battery.

¹⁹³ Ibid.

¹⁹⁴ See information on plaque affixed to the memorial.

¹⁹⁵ See D. Rowe, 'Forest, Farmland & Gold', op.cit.

¹⁹⁶ Ibid.

¹⁹⁷ Ibid.

Western Highway, was built in 1936, well after the demise of gold mining in 1891.¹⁹⁸ Unlike the Prayer Hill precinct, the churches and other cultural buildings are not situated within a specifically defined area.

Gold was discovered at Mount Egerton in 1853 and by 1856 there was a population of 600.¹⁹⁹ Originally surveyed as Mount Egerton in 1865, 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.²⁰⁰ While there were 9 hotels, one bank, two insurance company agencies, a State school and five churches,²⁰¹ only approximately 10 buildings of the 19th century survive at Mount Egerton today. They includes the former Uniting (Presbyterian) Church (built 1874-75) at 2 Church Street, Mt Egerton Primary School (built 1877) at 58 Church Street and the Mechanics' Institute (built c.1871-84) at 69 Main Road.²⁰² These surviving cultural buildings of the Mt Egerton goldfields township are in more dispersed locations.

Nearby Blackwood and outside the Moorabool Shire is the town of Trentham. Like Blackwood, this settlement was associated with goldmining and later sawmilling and farming, having been surveyed and proclaimed by 1861.²⁰³ It is a larger township than Blackwood, with numerous 19th and early 20th century commercial, cultural and residential buildings, most of which (like Blackwood) are built of timber, reflecting the availability of the material close by.²⁰⁴ However, Trentham has no specific area of 19th century church buildings of multiple denominations built during the gold or immediate post-gold eras. Of note is the modest timber Uniting (former Methodist) Church at 6 Camp Street (built 1892), St. Mary Magdalen Catholic Church, Bridge Street (built 1906, with a large Presbytery also constructed on the site at this time, and a school built 1938), St. George's Anglican Church, built of brick in 1928.²⁰⁵

Comparable Carpenter Gothic Churches in the Shire

Other surviving comparable Victorian Carpenter Gothic styled church or church-related buildings (with gabled roof forms and gabled porches) in the Shire include:

- St. John's Church of England Hall (built as a day school in 1867).²⁰⁶
- Former St. Alban's Anglican Church, Elaine (built in 1889 and relocated to its current site at Clarendon in 1981 where it was altered and adapted into a dwelling).²⁰⁷
- Former St. Agnes Catholic Chapel (built c.1858, relocated to Old Melbourne Road, Millbrook).²⁰⁸
- Former Uniting (Presbyterian) Church, 2 Church Street, Mount Egerton (built 1874-75).²⁰⁹

198 *The Advocate*, 29 March 1873 & 15 May 1875, & S. Finlayson, 'St. Mark's Church, Gordon', in N. Backhouse, H. Trigg, J. Huggins (ed.), G. Loos, E. Zaicz, R. Huggins & J. Trigg, *Our Journey: The Anglican Parochial District of Ballan and Bungaree 1849-1999*, Anglican Parochial District of Ballan/Bungaree, 1998, pp.62-63.

199 Rowe, op.cit.

200 Ibid.

201 Ibid.

202 *Bacchus Marsh Express*, 29 May 1875, p.3, L.J. Blake (ed.), *Vision & Realisation: A Centenary History of the State of Education in Victoria*, Education Dept. of Victoria, Melbourne, 1973, & D. Rowe & W. Jacobs, 'Former Mt. Egerton Mechanics Institute', Conservation Management Plan, August 2004.

203 Watson, op.cit., p.453.

204 D. Bick, Shire of Kyneton Conservation (Heritage) Study (Trentham-Tylden Heritage Study), 1977, p.117.

205 Place Citations Reports, HERMES database & Anglican Parish of Woodend online <http://www.woodendanglican.org.au/st-georges-trentham>.

206 H. Trigg, 'St. John's Bungaree' in N. Backhouse, H. Trigg & J. Huggins, *Our Journey: The Anglican Parochial District of Ballan & Bungaree 1849-1999*, Anglican Parochial District of Ballan/Bungaree, 1998, pp.87-94.

207 M. Lewis (ed.), *Australian Architectural Index*, University of Melbourne, September 2009 & A. Beggs Sunter, Typescript of places in the Moorabool Shire, Buninyong & District Historical Society, November 2009.

208 Dennis Spielvogel, Bungaree & District Historical Society, February 2010.

- Scotsburn Union Church, Yuulong Road, Scotsburn (built 1884).²¹⁰
- Former Methodist Church, 20 Westcotts Road, Wallace (built c. late 19th century).²¹¹

The churches in the Prayer Hill precinct are representative examples of the Victorian Carpenter Gothic type in the west Moorabool region of the Shire. All Saints' Anglican and St. Malachy's Catholic Church buildings represent two of the more intact and refined examples. All three churches in the precinct are the only group of 19th century church buildings in the one area in the one township.

Comparable Mechanics' Institute Buildings in the Shire

Other comparable Mechanics' Institutes of timber construction in the west Moorabool Shire area include:

- Blakeville Mechanics' Institute, 981 Blakeville Road, Blakeville (built c.1881).²¹²
- Elaine Mechanics' Institute, Pearsons Road, Elaine (built c.1910).²¹³
- Gordon Public Hall and Mechanics' Institute, 68 Main Street, Gordon (built c.1882).²¹⁴
- Mt Egerton Mechanics' Institute, 69 Main Street, Mt Egerton (built c.1871-84).²¹⁵

Comparable Dwellings

The steeply-pitched, hipped roof forms of 'Ambleside' at 10 Prayer Hill, Lane, together with its modest scale, is comparable to earlier Victorian vernacular timber dwellings constructed at Golden Point during the gold era in the 1850s and 1870s. They include the dwellings at 10 Albert Street, 14 Clarendon Street (former court house), 5 Golden Point Road, 111 Golden Point Road and 114 Golden Point Road. This might suggest that the smaller, northern portion of Ambleside was relocated from Golden Point (where the Hayden family had previously resided) to the present site in c.1881-82, with the rear hipped wing constructed at this time (no documentary or physical evidence has been ascertained in support of this claim).

The former Parsonage (Ma's Place) at 54 Byres Road is directly comparable with the former Methodist Parsonage at 9 Simmons Reef Road, built in 1874. They share similar hipped roof forms and return verandahs.

There is no local comparison for Kanangra at 28 Golden Point Road, which is associated with the early 20th century tourist era in Blackwood.

209 *Bacchus Marsh Express*, 29 May 1875, p.3.

210 Beggs Sunter, op.cit.

211 Bungaree & District Historical Society Newsletter, no.48, p.3 & Oral information, Bungaree & District Historical Society community consultation, 17 November 2009.

212 Gazettal date shown on the Plan of the Town of Blakeville, VPRS 16171, PROV.

213 Ibid., Plan of the Town of Elaine.

214 Ibid., Plan of the Town of Gordon.

215 D. Rowe & W. Jacobs, 'Former Mt Egerton Mechanics Institute', Conservation Management Plan, August 2004.

West Moorabool Shire Heritage Study Stage 2A: 2014-16**PLACE NAME:** Simmons Reef Road Heritage Precinct

Place No. PRECINCT

ADDRESS: Greendale Trentham & Simmons Reef Rds, Blackwood

Assessment Date: Feb 16, Updated Oct 16

Historic Themes:

Theme 4.2: Gold Mining

Theme 6.1: Building Towns

Theme 6.2: Building Homes in the Shire

Condition: Fair - Good**Integrity:** Substantially intact**Photograph Date:** 2009-2014**CURRENT HERITAGE STATUS ON STATUTORY REGISTERS****Victorian Heritage Register:**

No

Victorian Heritage Inventory:

No

Local Planning Scheme:

No

CURRENT HERITAGE STATUS ON OTHER REGISTERS:**National Trust (Victoria) Register:****RECOMMENDED LEVEL OF SIGNIFICANCE:**

Local Significance

RECOMMENDATIONS:Recommended for inclusion in the Victorian Heritage Register: **No**Recommended for inclusion in the Victorian Heritage Inventory: **No**Recommended for inclusion as a Heritage Overlay in the Planning Scheme: **Yes****Schedule to the Heritage Overlay**

External Paint Controls Should Apply?

No

Internal Alteration Controls Should Apply?

No

Tree Controls Should Apply?

Yes - Pin Oak and American or Golden Elm street trees

Fences &/or Outbuildings of Note?

No

Prohibited Uses May be Permitted?

Yes (1071& 1077 Greendale Trentham Rd only)

Incorporated Document

Yes (see recommendation below)

Other Recommendations

It is recommended that an Incorporated Plan is prepared to provide permit exemptions for: demolition of non-contributory places; construction of small outbuildings, rear pergolas or verandahs or decks; construction of garages or carports (that are not attached to the building and set back from the front wall plane by at least 2 m); construction of rear single storey additions where the main roof forms are retained; construction of rear swimming pools; and the installation of domestic services normal to a dwelling where visible from a street so long as the services are not on the front wall or roof of a dwelling or located in the front setback). The Mitchell Shire HO Permit Exemptions Incorporated Plan 2014 could be used as a basis for the preparation of the Incorporated Plan for permit exemptions for the Simmons Reef Road Heritage Precinct. As there is archaeological potential with the former water races in the precinct (now filled in), it should be noted in the Incorporated Plan that consent is required from Heritage Victoria for the disturbance of any archaeological fabric over 50 years old.

STATEMENT OF SIGNIFICANCE:**What is Significant?**

The Simmons Road Heritage Precinct, Blackwood, has significance as an intact small residential area built between the late 1860s and 1900, being the most intact Victorian era residential area in the western region of the Moorabool Shire. Strategically situated on and near the junction of the Greendale Trentham Road and Simmons Reef Road, enroute to the goldfields settlements of Red Hill, Simmons Reef and Golden Point, land appears to have been first taken up under miner's right in the 1860s. Two stores were built at the junction of the Greendale Trentham Road and Simmons Reef Road to capitalise on passing trade. Significant fabric includes:

- Modestly scaled, single storey, Victorian styled dwellings and stores with hipped and/or gabled roof forms clad in corrugated sheet metal, timber weatherboard wall cladding, timber framed double hung windows, timber doors, face brick chimneys, modest eaves, and post supported verandahs.
- Sloping residential garden settings.
- Visually permeable front fences of lightweight construction and no higher than approximately 1300 mm.
- Informal rural gravelled and grassed road verges and open spoon drains, with grassed and gravelled vehicular ramps bridging over the drains.
- Pin Oak and American or Golden Elm street trees.
- Remnant water races (albeit filled in).

How is it significant?

The Simmons Reef Road heritage precinct is historically and architecturally significant at a LOCAL level.

Why is it significant?

The Simmons Reef Road Heritage Precinct is historically significant for its tangible associations with goldmining, residential development and commercial activity at Red Hill, Blackwood, from the late 1860s (Criteria A, C, H). The surviving dwellings and stores are a physical legacy of the lives and aspirations of miners and shopkeepers and others that made a contribution to local community life from the second half of the 19th century. In particular, the precinct has associations with Mrs Ann Gribble (1830-1927), pioneer of Blackwood, who, with her daughters, Misses Jane and Annie Gribble (later Mrs Williams), operated a store and drapers shop at 1071 Greendale Trentham Road from 1888. Mrs Gribble's son, Charles junior (1860-1917) was a local miner who built and resided at 7 Simmons Reef Road from c.1879-80. At 1077 Greendale Trentham Road, John Sawyers, carpenter and joiner of Surrey, England, came to Blackwood to try his luck at mining. Between c.1863 and 1870, he built the existing dwelling that also served as a newsagency. It was taken over by B.H. Speary who established an emporium in the building in 1891. At 9 Simmons Reef Road, the Wesleyan congregation built a parsonage in 1874, and it served as the residence of the local minister until the 20th century. The dwellings at 6, 8 and 11 Simmons Reef Road were associated with miners and sawmillers. The dwelling at 6 Simmons Reef Road known as Byres House was built in c.1899 for Clement Derrick, Head Teacher of the Golden Point State School, while that at 8 Simmons Reef Road, the dwelling was constructed in 1877 for Thomas Pearce, miner. At 11 Simmons Reef Road, the gabled dwelling now known as Woodbine Cottage was built c.1876, for Thomas Matthews, miner. Another dwelling associated with the Gribble family is 'Bromwich' at 1069 Greendale Trentham Road, built in c.1899 following the marriage of Warren Williams, miner, to Annie Gribble. In addition to their mining interests, most of these residents in the precinct also contributed to community life, either as members of the Mechanics' Institute, Cricket Club, Wesleyan and Anglican churches and the International Order of Good Templars. The precinct also has potential to yield information about the

early mining years, in the remnant water races that have been filled but survive as archaeological reminders of the once thriving gold rush district of Blackwood.

The Simmons Reef Road Heritage Precinct is architecturally significant for its demonstration of a largely homogenous grouping of intact, single storey, hipped and gabled, timber weatherboard dwellings and stores reflective of the mid Victorian era design located in sloping garden settings (Criteria D, E). In Simmons Reef Road, the rural aesthetic qualities are enhanced by the Pin Oak and American or Golden Elm trees, and the informal engineering infrastructure.

SIGNIFICANCE OF COMPONENTS

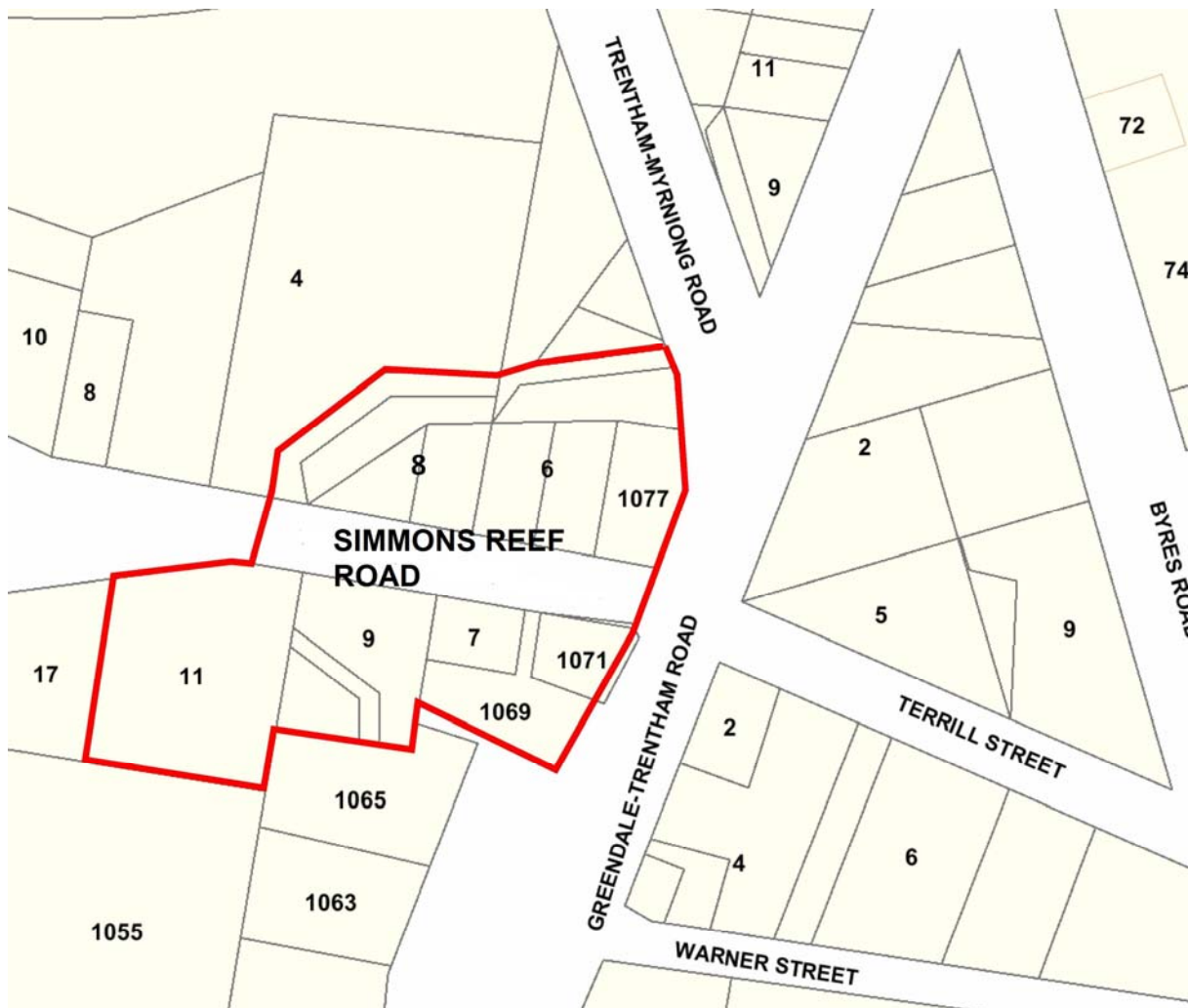
Contributory Significance

These places make an important contribution to an understanding of the historical evolution of the Simmons Reef Road Heritage Precinct, being representative examples of development in the important period between the late 1860s and c.1900 (or with overriding historical associations within or outside this period). They may be altered but with their original and/or early designs clearly discernible:

- 1069 Greendale Trentham Road, Bromwich Bed and Breakfast.
- 1071 Greendale Trentham Road, Blackwood Cobb and Co. Tea Rooms.
- 1077 Greendale Trentham Road, Dwelling (former newsagency and emporium).
- 6 Simmons Reef Road, Byres House.
- 7 Simmons Reef Road, Dwelling.
- 8 Simmons Reef Road, Dwelling.
- 9 Simmons Reef Road, Dwelling (former Wesleyan Parsonage).
- 11 Simmons Reef Road, Woodbine Cottage.
- Filled in Water Races, north of the properties at 1077 Greendale Trentham Road and 6-8 Simmons Reef Road, and at 9 Simmons Reef Road.

Precinct Map

The following precinct map shows the boundaries of the Simmons Reef Road Heritage Precinct and the location of the places within the proposed heritage overlay.



Source of base Map: Interactive Map, Land Services online.

DESCRIPTION:

General Overview

The Simmons Reef Road Heritage Precinct is a small residential area comprising eight single storey buildings on generous rural allotments and the archaeological potential of three filled in water races associated with the early goldmining activity. The area is centred on Simmons Reef Road, from the intersection with the Greendale-Trentham Road, together with three properties fronting the Greendale-Trentham Road, being the principal routes to the former goldfields townships of Red Hill (Blackwood) and Simmons Reef. Set on sloping land, all of the buildings are Victorian styled with hipped and/or gabled roof forms and front or return verandahs, and they are constructed of corrugated sheet metal roof cladding, timber weatherboard wall cladding, timber framed double hung windows, timber doors and face brick chimneys. Most of the residential properties also have front fences, ranging in design and construction, although they are visually permeable and would not appear to be higher than 1300 mm. The front fences most applicable to the Victorian era of the dwellings are the pointed timber picket designs at the front of 1069 Greendale-Trentham Road and 11 Simmons Reef Road. All of the Victorian styled, timber weatherboard buildings are dwellings, except the Blackwood Cobb and Co. Tea Rooms at 1071 Greendale-Trentham Road.

Building Fabric

The buildings in the Simmons Reef Road precinct are as follows:

1069 Greendale Trentham Road: Bromwich Bed & Breakfast

This dwelling is symmetrically composed with a central front four panelled timber door and flanking timber framed, double hung, tripartite windows. The symmetry is also accentuated by the two dichromatic brick chimneys. The dwelling has a front post-supported verandah and a modest front garden with mature trees at the sides and rear. There are rear gabled additions. The dwelling appears to be in good condition and of moderate-high integrity when viewed from the front.



Photo 1, 2009

1071 Greendale Trentham Road: Blackwood Cobb and Co. Tea Rooms

The only operating commercial building in the precinct, the former general store is set on the road boundaries. The building has a hipped roof form at the front and double gabled roofs at the rear. These roof forms are clad in galvanised corrugated steel (painted dark red), with the inner rear gabled roofs clad in timber shingles. On the south side is a skillion addition. There is a prominent face brick chimney on the north roof face fronting Simmons Reef Road. Under the return post-supported return verandah are banks of timber framed multi-paned shopfront windows flanking the splayed corner doorway with panelled timber and glazed door. The parapeted verandah signage has been introduced although similar signage has been present since at least the early 20th century. There is a gabled single storey garage at the rear of the building with a frontage to Simmons Reef Road. Much of the site is open and grassed but with perimeter plantings and trees. Overall, the building appears to be in good condition and of moderate-high integrity.



Photo 2, 2009

1077 Greendale-Trentham Road: Dwelling (former newsagency and emporium)

A contextually substantial single storey hipped roofed former dwelling and newsagency, the building has a front post-supported hipped verandah with introduced random rubble balustrade. There are three banks of interwar era box timber framed double hung windows under the verandah, and no entrance doorway. The entrance is located off-centre at the side (fronting Simmons Reef Road), with a transom above. There is evidence of a previously introduced gabled entrance porch that has subsequently been removed. Two timber framed double hung windows flank the entrance. Three brick chimneys adorn the roofline. There are modest outbuildings at the rear. The building appears to be in fair condition and of moderate integrity.



Photo 3, 2009

6 Simmons Reef Road: Byres House

The hipped roofed Late Victorian dwelling has a return post-supported verandah with capped timber balustrades. There are early decorative timber verandah brackets. The roof is adorned by two prominent dichromatic brick chimneys. Other early features include the timber framed double hung windows. At the rear are skillion additions. Byres House is set on a substantial allotment although the front setback is modest. At the sides and rear are rows of mature trees. To the east of the dwelling are garage outbuildings. The front of the property is bound by an introduced timber post and rail, and



Photo 4, 2009

West Moorabool Shire Heritage Study Stage 2A: 2014-16**PLACE NAME:** Simmons Reef Road Heritage Precinct

Place No. PRECINCT

ADDRESS: Greendale Trentham & Simmons Reef Rds, Blackwood

Assessment Date: Feb 16, Updated Oct 16

wire fence. Overall, the dwelling appears to be in good condition and of moderate-high integrity.

7 Simmons Reef Road: Dwelling

A hipped roofed dwelling with a projecting front post-supported skillion verandah, it is set on a modest site and has a small front garden. There is an early central front panelled timber door with transom above, and flanking introduced (interwar era) paired timber framed double windows. On the east side is an early face brick chimney and a skillion-roofed addition. As the allotment is wide, there is a large grassed setback on the west side. The front is bound by an introduced hollow steel post and rail fence with a metal pedestrian gate. The dwelling appears to be in good condition and is moderately intact.



Photo 5, 2009

8 Simmons Reef Road: Dwelling

This dwelling has a double, steeply pitched hipped roof form with a prominent face brick chimney at the front, together with a return verandah (much of which has timber weatherboard and glazed infill at the sides). Set back from the front of the west side is an early gabled addition. Set on an irregularly-shaped site, the dwelling as large front and side setbacks, with open grassed areas and mature trees at the front and sides. The front boundary has a hedge that is approximately 1500 mm high. There is an outbuilding on the east side of the dwelling. Overall, the dwelling appears to be in fair-good condition and of moderate integrity when viewed from Simmons Reef Road.



Photo 6, 2009

9 Simmons Reef Road: Dwelling (former Wesleyan Parsonage)

This hipped roofed dwelling has two face brick chimneys that adorn the roofline, and a return post-supported verandah. There is an early central timber framed front doorway with flanking early timber framed double hung windows. The dwelling has a modest front garden and wide open grassed areas at the sides and rear, together with some mature trees. The front is bound by an introduced timber post and wire fence, and scrolled metal framed and wire pedestrian gate. The dwelling appears to be in good condition and of moderate-high integrity.



Photo 7, 2009

11 Simmons Reef Road: Woodbine Cottage

The only completely gabled dwelling in the precinct, it has a projecting front post-supported hipped roofed verandah, and gabled additions at the rear. There is an early central front timber framed doorway and flanking timber framed double hung windows. On the west side of the dwelling towards the rear is a gabled garage outbuilding. Both the dwelling and garage are located near the north-east corner of the large site, which is grassed and well-treed. Overall, the dwelling appears to be in good condition and of moderate-high integrity when viewed from the front.



Photo 8, 2009

Urban Design & Infrastructure

Apart from the introduced shallow concrete kerbs at the corner of Greendale-Trentham Road and Simmons Reef Road, the precinct is especially identified by its informal, rural gravelled and grassed verges and open spoon drains. Grassed and gravelled vehicular ramps bridge over the drains to provide access to the properties on the north side of Simmons Reef Road.



Photo 9, Simmons Reef Road, looking west from Greendale Trentham Road junction, showing grassed and gravelled road verges and street trees, 2014.

Other infrastructure is the archaeological potential associated with the early goldmining activity in the former water races immediately north of the properties at 1077 Greendale-Trentham Road and 6 and 8 Simmons Reef Road, and in the rear yard of 9 Simmons Reef Road.

Landscaping

In addition to the private landscaped settings are the street trees and the informal, steeply-sloping grassed nature strips in Simmons Reef Road. These landscape features contribute to the rural residential character of the area.

HISTORY:

The Early History of Blackwood

The Blackwood goldfields originally comprised four distinct townships. The earliest was Golden Point, closest to the original gold finds and rush in early 1855.¹ 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.²

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.³ At this time, permanent buildings were few in number and included no more than five stores and two butcher shops.⁴ All other structures were mainly tents, including apparently many grog shops.⁵ It was also

¹ A.J. Buckingham & M.F. Hitchcock, *Aspects of Early Blackwood*, 5th printing, Blackwood Publishing, Blackwood, 2002, p.13.

² *Ibid.*

³ *Ibid.*

⁴ *Ibid.*, p.11. See also Reports of the *Mining Surveyors and Registrars, Ballarat District (including Smythesdale, Creswick, Blackwood & Buninyong)*, 1859-1878, Mines Dept of Victoria, fasc. edn. Of original reports by D Evans, Ballarat, which give occasional descriptions of the early buildings.

⁵ *The Argus* 30 July 1855, p.6.

during the mid 1850s when Golden Point was officially surveyed and the township laid out following a grid pattern. This township was officially known as Blackwood.

Red Hill was the second main village established at the height of the rush in 1855.⁶ 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 1).



Figure 1: T. Nixon, Assistant Surveyor, The Township of Blackwood, 27 September 1860. Golden Point is shown by the grid-like layout and Red Hill is in the top left corner. Source: VPRS 440 Unit 204, PROV.

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.⁷

⁶ D. Bannear, 'Victorian Goldfields Project: Historic Gold Mining Sites in the South West Region of Victoria, Report on Cultural Heritage', prepared for the Department of Natural Resources & Environment, August 1999, pp.34-35 & D. Bannear, 'Victorian Goldfields Project: Historic Gold Mining Sites in the South West Region of Victoria, Gazetteer: Station & Regional Significant Sites', prepared for the Department of Natural Resources & Environment, August 1999, pp.105-111, 117-120, 122-127.

⁷ *The Argus*, op.cit.

By September 1855, the population of the broader Blackwood goldfields had reached 13,000 people.⁸ In one week, the Police Warden issued 457 miners rights and 95 business licenses.⁹ 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.¹⁰ Yet, just a year later, the bulk of the goldmining population had left the Blackwood district and by 1858 the population had fallen to 950.¹¹ Although the township was maligned for some years as a consequence of the depressed mining activity,¹² this did not prevent the further development of infrastructure including businesses, churches and schools, possibly as a consequence of sawmilling enterprises established by former miners. Although the township of Blackwood was proclaimed in 1872 with the town reserve centred around Golden Point,¹³ most of the building development appears to have occurred in the Red Hill area, indicating the initial developmental shift towards this settlement as the central hub of community, cultural and commercial activity that was sustained into the 20th century.

From 1885, there was a small boom in deep lead mining at Blackwood, after the North Beneditti Company discovered an auriferous drift.¹⁴ This caused the population to peak at Blackwood around 1890,¹⁵ 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.'¹⁶

From the late 1870s, the natural environment, including the mineral spring near the Lerderderg River – became a tourist attraction. In 1889, the Secretary of the Department of Mines and Water Supply declared that 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 four finest health resorts ...'¹⁷ 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 20th century.¹⁸ It was also from the early 20th century when some properties were either acquired or new dwellings constructed as holiday homes.

8 Buckingham & Hitchcock, *op.cit.*, p.14.

9 *Ibid.*

10 *Ibid.*

11 *Ibid.*, p.15.

12 *Bacchus Marsh Express*, 8 May 1875 & 7 April 1883.

13 See Town Plan of Blackwood, VPRS 16171, Public Record Office Victoria (PROV).

14 See D. Rowe, 'Forest, Farmland & Gold', Thematic Environmental History of the Western Region of the Moorabool Shire', prepared for the Moorabool Shire Council, 2009. [update when redraft complete].

15 A.B. Watson, *Lost & Almost Forgotten Towns of Colonial Victoria: A Comprehensive Analysis of Census Results for Victoria 1841-1901*, Angus B. Watson, 2003.

16 *Victorian Municipal Directory*, 1890, p.238.

17 'MS Blackwood Mineral Springs, geological survey report', n.d., at <http://www.mineralwater.vic.gov.au>

18 Cr J.F. Rayner, Blackwood & District Historical Society Notes, 1975.

History of the Simmons Reef Road Heritage Precinct

Roads & Land Sales

Linking Red Hill to Simmons Reef

A Township of Blackwood map suggests that Red Hill was connected to Simmons Reefs by only a rough track by 1860, which crossed the Lerderderg River in two locations¹⁹ (Figure 2). A property had been created to the south of the river at this time (in the vicinity of the Simmons Reef precinct), and it would appear that the track led on to Red Hill from there although it is not shown in Figure 2.²⁰

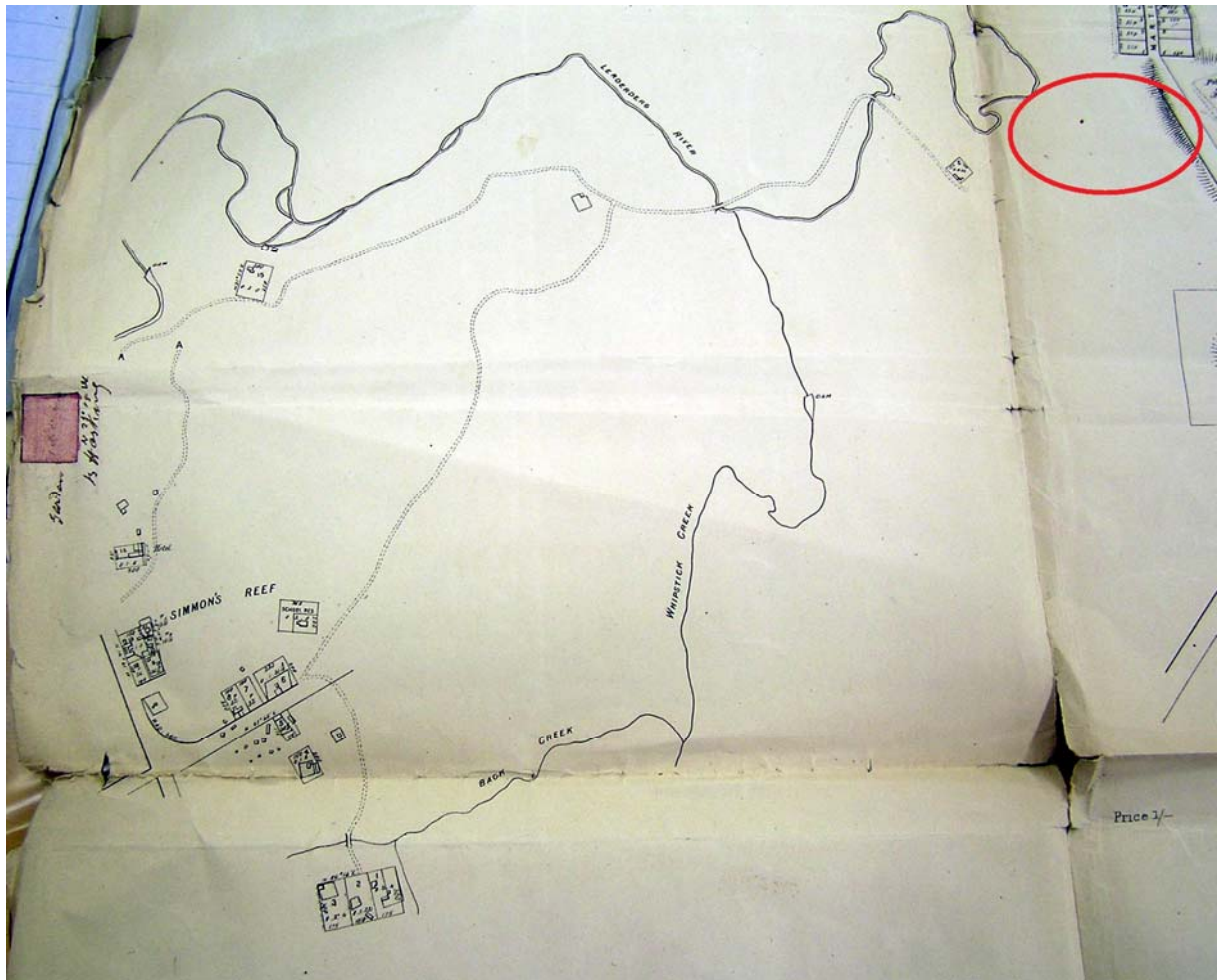


Figure 2: T. Nixon, Assistant Surveyor, The Township of Blackwood, 27 September 1860. The approximate location of the Simmons Reef heritage precinct is circled, showing no track, but a property immediately west.

Source: VPRS 440 Unit 204, PROV.

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.'²¹ In 1872, tenders were called for improvements 'on road between Red Hill and Simmons Reef.'²² These improvements were essential as in November of that year the *Bacchus Marsh Express* reported that:

¹⁹ See Figure 2

²⁰ Ibid.

²¹ *Bacchus Marsh Express*, 3 July 1869, p.3.

²² *Ibid.*, 20 January 1872, p.2.

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.²³

Again in late November 1874, the *Bacchus Marsh Express* reported that 'the contract for the Barry's Reef and Simmon's Reef road will be completed by Saturday.'²⁴ However, 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.'²⁵ A culvert was also proposed 'to take the water into Sawyers's road [Simmons Reef Road]' in 1875.²⁶

While land fronting the Greendale Trentham Road and Simmons Reef Road appears to have been occupied under miners' rights from the 1860s, the earliest sale of Crown land occurred on 1865, when John Sawyers purchased allotments 27-30 and 34 of Section B, situated at the north-west corner of the Greendale Road (Martin Street) and Simmons Reef Road²⁷ (Figure 3). In 1867, Charles Gray acquired the other strategic allotment (lot 32) on the south-east corner of the road junction.²⁸ Other allotments sold in later years, including lot 25 to the Wesleyan Church in 1872 and lot 31 to Charles Gribble in 1880.²⁹

23 *Ibid.*, 9 November 1872, p.3.

24 *Ibid.*, 14 November 1874.

25 *Ibid.*, 6 February 1870.

26 *Ibid.*, 13 March 1875, p.4.

27 Parish of Blackwood map, sheet 3, VPRS 16171, PROV.

28 *Ibid.*

29 *Ibid.*

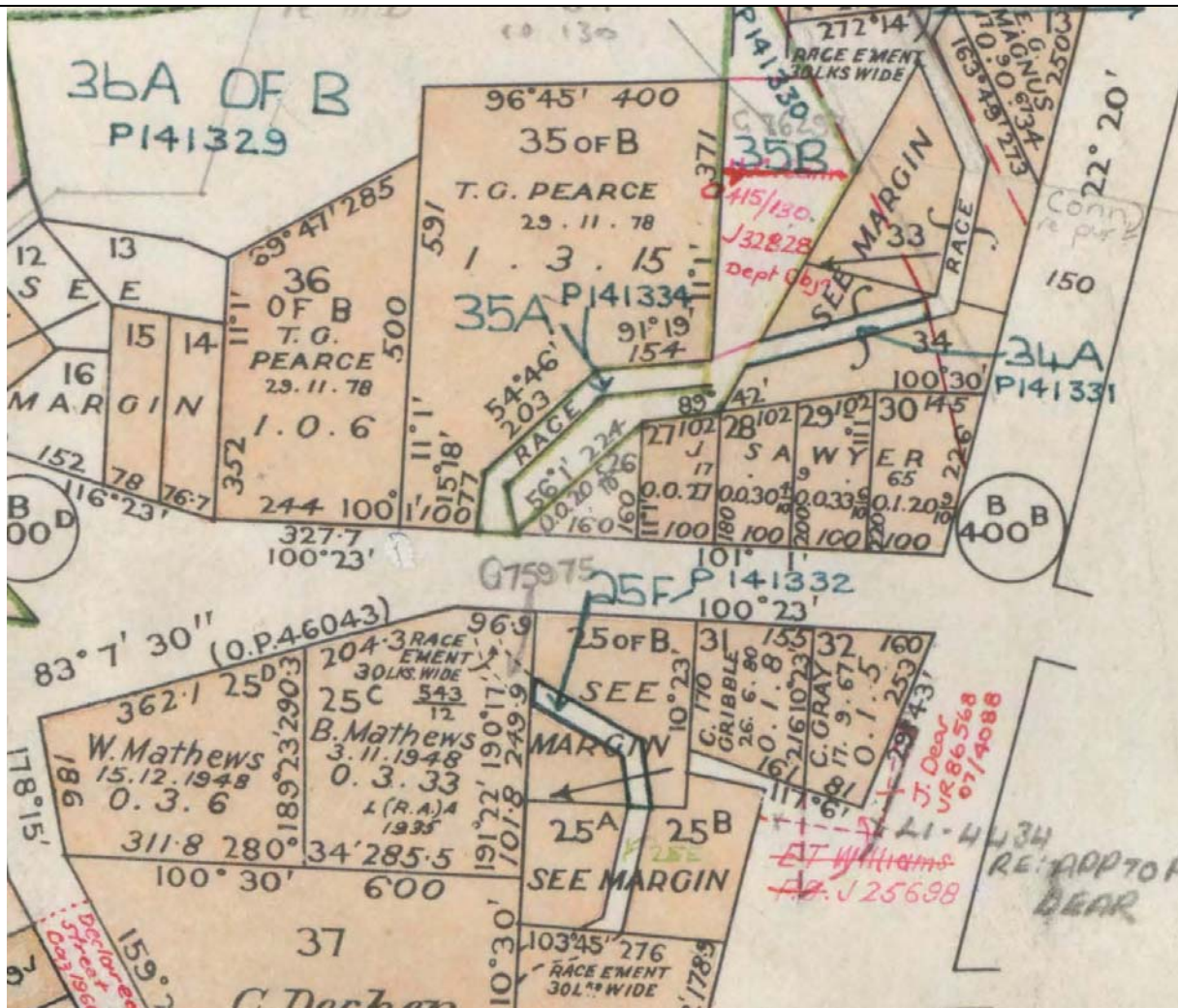


Figure 3: Parish of Blackwood Plan (part), sheet 3, 1963, showing allotments in the Simmons Reef Road Heritage Precinct
Source: VPRS 16171, PROV.

Commercial Life

The junction of the main road to Greendale and the road to Simmons Reef provided a strategic opportunity to establish businesses on the busy corner where there was passing trade between the goldfields settlements. John Sawyers took over the newsagency business from James Griffin in 1862, and his dwelling and newsagency 1077 Greendale Trentham Road was built between 1865 and 1870.³⁰ Opposite Sawyers' newsagency, Mrs and the Misses Gribble established a store at 1071 Greendale-Trentham Road in 1888, having altered Mr Gray's dwelling that had been constructed in c.1867.³¹

Domestic Life

Dwellings were soon established on both sides of Simmons Reef Road from the road junction, as well as south of the Misses Gribbles' store in Greendale Trentham Road. In addition to Sawyers' dwelling and newsagency and Charles Gray's dwelling, dwellings in Simmons Reef Road were soon built for miners and teachers from c.1876 until c.1900. In addition to their mining interests, the owners of these dwellings contributed to local community life as members of the Mechanics' Institute, International

³⁰ The *Bacchus Marsh Express*, 5 February 1870, mentions 'Mr. Sawyers's property' on Simmons Reef Road, suggesting that the Sawyers family were residing there by 1870.

³¹ *Ibid.*, 24 March 1888, p.3.

Order of Good Templars, Wesleyan and Anglican Churches, Cricket Club and in other fields including the arts.

Water Races

A critical factor in successful gold mining operations was water. By the 1860s, gold production at Blackwood was heavily linked to the water supply. Small crushing mills for quartz mining were established and powered by steam or water.³² In 1859, there were 17 companies operating crushing mills, 13 being powered by water and 4 by steam.³³ Water to drive the wheels was delivered by races from the closest and most reliable water supply.³⁴ At Simmons Reef, the mills were exclusively water-driven, with water coming from the Lerderderg River.³⁵ The Imperial Company, for example, had a race that was 6 ¾ miles long and 670 feet being through tunnels.³⁶ According to Margot Hitchcock:

There were said to be between 80 to 100 miles of water races on the Blackwood Goldfield. Figures published by the Mines Department show that Blackwood was very close to having the longest mileage of water races of any mining field in the Colony.³⁷

Water races punctuated freehold properties in Simmons Reef Road. At 9 Simmons Reef Road, a race traversed the Wesleyan Parsonage site and southern adjoining private property. This race extended across Simmons Reef Road, spanning north of the properties at 6 and 8 Simmons Reef Road. In 1945, a culvert on Simmons Reef Road where the Mining Department's water race passed was in 'a very bad state of repair', requiring replacement with 24 inch diameter pipes.³⁸ Two years later in 1947, the Honorary Secretary of the Blackwood Progress Association sought approval for the filling in the race that ran through the town at Red Hill as it was 'in a filthy state' and was required for 'health reasons.'³⁹ It may therefore have been from this time when the water races in the Simmons Reef Road precinct were filled.

History of Early Individual Properties

1069 Greendale Trentham Road: Bromwich Bed & Breakfast

Charles Gray, a miner, purchased land at the south-east corner of Greendale Trentham Road and Simmons Reef Road, comprising allotment 32 of Section B in the Parish of Blackwood.⁴⁰ Although he appears to have been a timber dwelling near the north-east corner of the site by 1876 (see further details under 1071 Greendale Trentham Road), the subject site at 1069 Greendale Trentham Road remained undeveloped as part of the original, larger allotment.

In 1888, Gray had sold his property to Mrs Ann and Misses Annie and Jane Gribble⁴¹ (further details on the Gribble family are given under 1071 Greendale Trentham Road). In 1899, Annie Gribble married

32 Bannear, op.cit.

33 Ibid.

34 Ibid.

35 Ibid.

36 Ibid.

37 M. Hitchcock, 'Pauline Bonfond', at Blackwood Publishing: Genealogical and early history of Blackwood, Victoria, November 2013, <http://www.blackwoodpublishing.com/aspects-of-early-blackwood-history-and-pioneers/pauline-bonfond/>

38 Ballan Shire Secretary to The Secretary, Department of Lands & Survey, 9 April 1945, VPRS 6801/P1, Unit 2, PROV.

39 J. Plumridge to the Secretary of Mines, 28 March 1947, VPRS 6803/P1, Unit 2, PROV.

40 Parish of Blackwood Plan, op.cit.

41 Certificate of Title, vol. 6151, fol. 1230014, 2 March 1888.

Warren Williams, a miner.⁴² It appears that the existing dwelling at 1069 Greendale Trentham Road was built as the Williams family home at this time.⁴³ They had two children: Dorothy Elvira (born 1903) and Edgar Trevena (born 1905).⁴⁴ Tragedy struck in 1910 with the death of Annie Williams.⁴⁵ In 1916, the existing allotment and dwelling were excised from the larger property that earlier included the corner store (see 1071 Greendale Trentham Road). Title to the property was transferred to Dorothy Williams (then aged 13) and her brother, Edgar Williams (then aged 11 years).⁴⁶ The property remained under the ownership of Dorothy and Edgar until their deaths in 1974 and 1987 respectively.⁴⁷ In more recent years, it was operated as a bed and breakfast known as 'Bromwich'.

1071 Greendale Trentham Road: Blackwood Cobb & Co Tea Rooms

On 17 September 1867, Charles Gray, a miner acquired 1 rood and 5 perches of land at the south-east corner of Greendale Trentham Road and Simmons Reef Road (it composited lot 32 of Section B in the Parish of Blackwood).⁴⁸ It appears he soon built a timber dwelling on the site as by 1876 he was recorded as the owner of a tenement at Red Hill.⁴⁹ Gray resided at this property with his wife, Mary. She died in 1883.⁵⁰ Gray later relocated to Kew where he died in 1906, aged 84.⁵¹

In 1888, Gray had sold his property to Mrs Ann and Misses Annie and Jane Gribble.⁵² Impetus for their purchase of the property was the unfortunate loss to fire of their store in February 1888, where they were 'great losers by the fire, as they only had an insurance of £100 on the stock and premises, which at the lowest calculation were worth £300.'⁵³ The location of the Gribbles' store is unclear, as the *Bacchus Marsh Express* intimated that it was adjacent to Alexander Decker's premises at 21 Martin Street.⁵⁴ Yet, it is known that on the death of Charles Gribble (Ann Gribble's husband) in 1887 he owned and operated a timber shop on allotment 23 of Section B (now addressed as 5 Terrill Street).⁵⁵ It might have been from this shop where Mrs and the Misses Gribble first operated their business. In any case, in March 1888 the *Bacchus Marsh Express* reported that 'Mrs. Gribble, who purchased suitable premises close by, has altered them for a store and drapery business.'⁵⁶ This suggests that Gray's earlier dwelling was altered and extended to accommodate the Gribble family's business. The extent of the changes is not known, but they may have involved the construction of the splayed corner door, shopfront windows and the return verandah that forms part of the building fabric today. The roofs appear to have been originally clad in timber shingles.⁵⁷

42 Victorian Births, Deaths and Marriages Indexes, op.cit.

43 Warren Williams, miner, was listed with a tenement at Red Hill in the Ballan Shire Rate Book, 1901-02, PROV (Ballarat) for the first time. The Rate Book for 1897 did not list Williams, and Charles Gribble (brother of Annie) was listed as the owner of a tenement and store. The tenement was his dwelling at 7 Simmons Reef Road and the store at 1071 Greendale Trentham Road that was actually owned by his mother and sisters.

44 Victorian Births, Deaths and Marriages Indexes, op.cit.

45 Ibid.

46 Certificate of Title, vol. 4003, fol. 526, 6 June 1916, PROV.

47 Ibid., 27 August 1974 & 9 November 1987.

48 Parish of Blackwood plan, op.cit.

49 Ballan Shire Rate Book, op.cit., 1876.

50 Victorian Births, Deaths and Marriages Indexes, Department of Justice, Melbourne.

51 *Bacchus Marsh Express*, 23 July 1900.

52 Certificate of Title, vol. 286, fol. 001, 2 March 1888.

53 *Bacchus Marsh Express*, 11 February 1888.

54 Ibid.

55 Gribble, Charles, Probate Administration files, 1887, VPRS 28/P2, Unit 217, PROV.

56 *Bacchus Marsh Express*, 24 March 1888, p.3.

57 There are surviving timber shingles on the inner roof faces that have probably replaced original shingles.

Ann Gribble (1830-1927) was the wife of Charles Gribble (1820-1887) of Cornwall, England.⁵⁸ Charles Gribble emigrated to Australia in 1852 to try his luck at the Ballarat goldfields.⁵⁹ Ann Gribble and baby daughter, Elizabeth, followed in 1854.⁶⁰ The following year, 1855, Gribble relocated to the Mount Blackwood goldfields where he joined his brother, Henry.⁶¹ They took up a miner's right and were most likely involved in the construction of The Tunnel that was driven between the river banks at Frenchman's Point near Gribble's Track.⁶² Relocating to Simmons Reef before 1860, Charles Gribble had financial success with the Crown Mine (although tragically his brother, Henry, died in an accident at the mine).⁶³ In addition to their daughter, Elizabeth, Charles and Ann had six children at Blackwood: James, Julia, Charles, Annie, William and Jane.⁶⁴ Having gained sufficient funds from gold mining by 1869, Gribble purchased land at Ballan Flat near the Blackwood Recreation Ground where he established a specialised berry orchard that he operated on a commercial basis for 40 years.⁶⁵

Charles Gribble's death in 1887⁶⁶ may have caused Mrs Ann Gribble and two of her daughters to establish a store and drapery business and construct a dwelling (now addressed as 1069 Greendale Trentham Road) soon after. With the marriage of Annie Gribble to Warren Williams in 1899,⁶⁷ the business at 1071 Greendale Trentham Road was carried on by Miss Jane Gribble, with her brother, Charles, until his death 1917.⁶⁸ Charles' passing came seven years after the death of Annie Williams (nee Gribble) in 1910,⁶⁹ with her share of the property being transferred to her children, Dorothy and Edgar Williams in 1916.⁷⁰ The southern portion of the site comprising 1069 Greendale Trentham Road (that included the Williams family home) was excised at this time.⁷¹ The end of an era came with the death of Mrs Ann Gribble in 1927 at the age of 98 years.⁷² Ten years were to elapse before Ann Gribble's Estate was released in 1937. Probate described the corner store and dwelling 1071 Greendale-Trentham Road as 'a very old Weather Board shop and dwelling.'⁷³ Ann Gribble's part of the property was officially taken up by her son, William, who had also taken over the family's fruit growing business years earlier.⁷⁴

58 M. Hitchcock, 'Graves in the Blackwood Cemetery: The Gribble Family', in the *Blackwood News*, February-March 2012, p.4.

59 *Ibid.*

60 *Ibid.*

61 *Ibid.*

62 M. Hitchcock, 'Graves in the Blackwood Cemetery: The Gribble Family, in the *Blackwood News*, August-September 2011, p.6.

63 *Ibid.*

64 *Ibid.*

65 *Ibid.*

66 Gribble, Charles, op.cit.

67 *Bacchus Marsh Express*, 17 June 1899, p.3.

68 The Ballan Shire Rate Books, op.cit, for 1891, 1897, 1901-02, 1905-06, 1910-11, 1911-12, and 1915-16 listed Charles Gribble as the owner of tenements and store, although according to the Certificate of Title, op.cit., he was not a legal owner.

69 *Bacchus Marsh Express*, 9 July 1910, p.3.

70 Victorian Births, Deaths and Marriages Indexes, Department of Justice, Melbourne.

71 Certificate of Title, vol. 4003, fol. 526, 16 June 1916, PROV.

72 Certificate of Title, vol. 281 fol. 001., The Argus, 10 September 1927 and The Advertiser (Albany, Western Australia), 24 September 1927.

73 Gribble, A., Probate Administration files, 1937, VPRS 28/P3, Unit 2976, PROV.

74 William Gribble was listed as a fruit grower in Certificate of Title vol. 6151, fol. 1230014.

West Moorabool Shire Heritage Study Stage 2A: 2014-16

PLACE NAME: Simmons Reef Road Heritage Precinct

Place No. PRECINCT

ADDRESS: Greendale Trentham & Simmons Reef Rds, Blackwood

Assessment Date: Feb 16, Updated Oct 16

The Gribble family's store was sold in 1937 to Frederick Parkes Higgins of Charlton, although he appears to have taken up occupation of the property with his family in 1935.⁷⁵ Higgins' daughter, Joyce Thompson, recollected her father's business operations:

Dad went to Melbourne each Monday afternoon to buy goods & had to be at the market at 5am on Tuesday morning, but during the war had to alternate trips to Melbourne & Ballarat due to petrol rationing. He also had a hire car licence. Mr Robson, the mailman, brought the papers daily & bread 3 days a week, meat on Tuesday from Beaties Butchers in Trentham & on Saturday they brought it out themselves. Mum would phone the orders through & it came out all wrapped up except that the sausages were in bulk. My job was to weigh them up when I was old enough – not so good on the cold, frosty mornings. Then Dad & I would deliver the orders to Simmons Reef, Blackwood & Golden Point.⁷⁶

A photograph of the corner store in 1936 (Figure 4) appears to show the Higgins' children at the front. It also shows that the building has changed little since this time, as it featured a hipped roof, return verandah and prominent brick chimney, all of which are extant today.



Figure 4: 'Corner Store', 1077 Greendale Trentham Road, 1936.

Source: Blackwood and District Historical Society collection.

In 1945, the property was sold to Joseph and Frances Isherwood, grocers.⁷⁷ They continued the business until 1952, when E. and L. Fisher managed it before it was sold to Magnus Williamson, builder in 1953.⁷⁸ A number of alterations and additions were carried out at the rear of the store in the 20th century, together with a skillion addition on the south side.

⁷⁵ Ibid. Joyce Thompson in 'Where are they now?', in the *Blackwood Times*, June-July 2010, states that the corner store was purchased in 1935.

⁷⁶ Ibid.

⁷⁷ Certificate of Title, vol. 286, fol. 57001.

⁷⁸ Ibid.

1077 Greendale Trentham Road: Former Newsagency & Emporium

In 1862, John Sawyers, carpenter and joiner of Surrey, England, took over the newsagency of James Griffin at Red Hill, Blackwood, delivering papers by foot over the districts of Barry's Reef, Blue Mountain, Newberry, Trentham and Blackwood.⁷⁹ Sawyers had left Geelong in 1855 for the rush at Blackwood, and having had success, he had returned to Geelong to take back his wife and niece to Blackwood where the Sawyers family settled.⁸⁰

Possibly between 1866 and 1868, Sawyers had constructed a timber weatherboard dwelling and newsagency on the north-west corner of the Greendale Trentham Road and Simmons Reef Road.⁸¹ The building survives at 1077 Greendale Trentham Road today. Sawyers continued his newsagency business from this location for some years. It was one of three in the Blackwood district of Red Hill, Golden Point and Simmons Reef in the 1870s.⁸² After 1876,⁸³ the business was subsequently 'was cut up' and he again 'turned his attention to mining, principally at the Victoria Company, Yankee Reef, and the Egerton, Barry's Reef.'⁸⁴ Success eluded Sawyers in his second attempt at mining, suffering heavy losses.⁸⁵ Sawyers and his wife were promoters, members and officers of the Good Shepherd Lodge of the International Order of Good Templars.⁸⁶ At Red Hill, there were over 60 members of the Good Shepherd Lodge in 1873, with meetings held at the Mechanics' Institute. John Sawyers was Treasurer at this time.⁸⁷

John Sawyers was also member of the Blackwood United Cricket Club, captaining the team at the age of 59 years.⁸⁸ In 1887, Sawyers was appointed Electoral Register and Registrar of Births and Deaths.⁸⁹ He was also a member of the Mechanics' Institute committee and the All Saints' Church committee.⁹⁰ In 1889, he declined the honour of becoming a Justice of the Peace.⁹¹ Sawyers was also involved in politics, as a member of the Liberal party. H.B. Speary gave the following account of Sawyers' reputation and connections as a politician in 1892:

As a politician he was also well and favourably known, always being a great admirer of Mr. Alfred Deakin and all other Liberals who ever contested West Bourke. They always stayed at his house, and the Liberals of Blackwood in losing him lose one of the best supporters they ever had. When conversing with the Hon. A. Deakin some little time ago, he (Mr. Deakin) said to the writer, "Tell Mr. Sawyers I shall never forget him, nor his kindness, for he was always a great friend of mine."⁹²

79 H.B. Speary, *Bacchus Marsh Express*, 30 July 1892, p.2.

80 *Ibid.*

81 Sawyers is listed as the owner of a house at Blackwood in the Ballan Shire Rate Book, op.cit., for 1863. However, the premises only had a net annual value of £10. It remained the same value in 1866 but increased to £20 in 1868. This might suggest that Sawyers had built the newsagency and dwelling between 1866 and 1868. He is also recorded on the Parish of Blackwood plan, sheet 3, op.cit., as having acquired the freehold in 1865. The *Bacchus Marsh Express* on 5 February mentioned 'Mr. Sawyers's' property on Simmons Reef Road, suggesting that the Sawyers family were residing there by 1870.

82 *Bacchus Marsh Express*, 15 January 1876, p.3.

83 The Ballan Shire Rate Book, op.cit., 1876, still listed Sawyers as a newsagent (and not miner) at this time.

84 *Bacchus Marsh Express*, 30 July 1892, p.3.

85 *Ibid.*

86 *Ibid.*, 24 May 1873, p.4, 31 July 1875, p.3 and 13 May 1876, p.3.

87 *Ibid.*, 24 May 1873, p.4.

88 *Ibid.*, 6 December 1873, p.3, 30 July 1892, p.2.

89 *Ibid.*, 8 October 1887, p.3.

90 *Ibid.*, 30 July 1892, p.2.

91 *Ibid.*

92 *Ibid.*

In 1881, Sawyers took ill with rheumatics that dogged him for the rest of his life.⁹³ This eventually led to the sale of the Sawyers' property at 1077 Greendale Trentham Road in October 1890 to B.H. Speary.⁹⁴ Both Mr and Mrs Sawyers resided with B.H. Speary and his family for six months.⁹⁵ In March 1891, the *Bacchus Marsh Express* reported the following:

Two of the almost first arrivals on Blackwood, Mr. and Mrs. Sawyers left here about six months ago and proceeded to Kyneton to live with friends, both being in a frail state of health. On Monday news reached here that Mrs. Sawyers had died that morning. It is almost superfluous for me to say that both were well known and respected through-out the district. The old lady had nearly completed her 72nd year and the old gentleman, who survives her, is 75 years of age.⁹⁶

Bertram H. Speary lived at 1077 Greendale Trentham Road with his wife and daughter (who was born shortly after the Spearys had taken possession of the property – they had four children).⁹⁷ In 1891, Speary had established an emporium at the newsagency.⁹⁸ In addition to running his business, Speary was an Electoral Registrar.⁹⁹ He was also was an active member of the Blackwood Cricket Club, being Vice Captain in 1891 and a member of the match committee in 1901.¹⁰⁰ In 1910, at the young age of 43 years, Speary died in the Melbourne hospital.¹⁰¹ Mrs Speary and her family relocated to Melbourne and the emporium and dwelling was advertised for sale in the *Bacchus Marsh Express*:

THREE allotments of LAND, at the corner of Martin and Simmons' Reef road, containing one acre, or thereabouts, together with 9-roomed W.B. Dwelling.¹⁰²

The property remained under the ownership of Mrs Florence Speary of Middle Park until her death in 1920.¹⁰³ It remained under her Estate until at least 1925-26.¹⁰⁴ By 1930-31, it was owned by Miss Alice Jensen, a teacher.¹⁰⁵ She sold it to Thelma Ruby and Gladys May Rickard of Brunswick in 1935-36.¹⁰⁶ It appears to have been during their ownership when the banks of timber framed double hung windows were added at the front.

6 Simmons Reef Road: Byres House

Freehold to allotment 28 of Section B in the Parish of Blackwood was taken up by John Sawyers on 15 October 1867.¹⁰⁷ It was purchased by Florence Speary on 10 March 1890 and she in turn sold it to Clement Herbert Derrick, Head Teacher of the Golden Point School, on 28 March 1899.¹⁰⁸ It would

93 *Ibid.*

94 *Ibid.*, 1 November 1890.

95 *Ibid.*, 30 July 1892, p.3.

96 *Ibid.*, 14 March 1891.

97 *Ibid.*, 29 November 1890.

98 *Ibid.*, 17 January 1891.

99 *Ibid.*, 7 May 1910.

100 *Ibid.*, 21 October 1899, p.3 and 19 October 1901, p.3.

101 *Ibid.*, 7 May 1910.

102 *Ibid.*, 4 June 1910.

103 See Ballan Shire Rate Books, op.cit., 1905, 1915-16, 1920/21.

104 *Ibid.*, 1925-26, the owner was listed as Mrs Florence Speary, the occupier being Miss Alice Jensen.

105 *Ibid.*, 1930-31.

106 *Ibid.*, 1935-36. Miss Jensen's name as owner was crossed out and replaced with Thelma Ruby and Gladys May Rickard.

107 Certificate of Title, vol. 273, fol. 581.

108 *Ibid.*, transfer nos. 274955 & 404963

appear that the existing dwelling was built at this time.¹⁰⁹ Derrick had earlier resided in the neighbouring dwelling at 8 Simmons Reef Road in 1896, when owned by William Roach, School Teacher.¹¹⁰

Clement Derrick was born at Richmond in 1864.¹¹¹ Having trained as a school teacher, he came to Blackwood in the 1890s, taking up a position at the Golden Point State School. In 1895, he married Elizabeth Mary Sweetman and they had four children born at Blackwood: Herbert Clement Sweetman (born 1895), Edward Herbert (born 1898), Edith Elizabeth Mary (born 1900) and Eva Kathleen Derrick (born 1907).¹¹² In 1911, Derrick took up a position at Campbells Creek and the impending departure of the Derrick family and the contribution to the local community by Clement Derrick was reported in the *Bacchus Marsh Express*:

MR. C. H. DERRICK, head teacher of the local State school, has been appointed to take charge of the Campbell's creek school, near Castlemaine, which is a good deal larger than here. During his residence in the district, Mr. Derrick has occupied various public positions. He is an ex-President of, and is the present Treasurer, of the Mechanics' Committee; and his place will be hard to fill in that respect. He and Mrs. Derrick have been splendid workers in the Methodist church and Sunday school, in which denomination Mr. Derrick was a local preacher. We wish Mr. and Mrs. Derrick every success and prosperity in their new appointment.¹¹³

The Derrick family's dwelling at 6 Simmons Reef Road was purchased by John and Lena Neil in 1912.¹¹⁴ John Neil was a station master. They lived there until the property was sold to Ernest Richard Terrill on 22 January 1918.¹¹⁵

Ernest Terrill was born in 1877, the son of Nicholas and Julia (Toy) Terrill.¹¹⁶ He married Florence Eleanor Byers in 1917,¹¹⁷ which accounted for Ernest's purchase of the dwelling at 6 Simmons Reef Road as home to raise a family. Florence was the daughter of William and Annie Byers, pioneers of Blackwood¹¹⁸ and it would appear that it was from Florence's family which the name of the dwelling, 'Byres House', was taken. Ernest and Florence had a son, Ernest Raymond, in 1918.¹¹⁹ As well as a sawmiller, Ernest Terrill senior was a labourer, taking up different work around Blackwood, including the cleaning out of the South Poseidon tunnel in 1908.¹²⁰ In 1918, Terrill was appointed Mining Registrar for the Blackwood division. Before 1938, he was employed by the Ballan Shire Council.¹²¹

Terrill also contributed to community life at Blackwood. He was a member of the Blackwood Rifle Club, Debating Society, Star of Blackwood Tent Lodge, and he took an active interest in local sports, being a member of the Blackwood Cricket Club (including a term as President in 1912), Secretary of the Sports

109 Derrick was listed as owner of a tenement in the Ballan Shire Rate Books, op.cit., 1901-02, suggesting that the dwelling had been built by this time.

110 Ibid., 1896.

111 Victorian Births, Deaths and Marriages Indexes, op.cit.

112 Ibid.

113 *Bacchus Marsh Express*, 1 April 1911.

114 Certificate of Title, op.cit., transfer no. 699731.

115 Ibid., transfer no. 844051.

116 Victorian Births, Deaths and Marriages Indexes, op.cit.

117 Ibid.

118 Ibid.

119 Ibid.

120 See Certificate of Title, op.cit., and *Bacchus Marsh Express*, 28 March 1908.

121 Ibid., 29 June 1918.

Committee in 1903 and central umpire for a football match in 1905.¹²² Terrill was also a committee member of the Blackwood Mechanics' Institute for several years, serving as President in 1910.¹²³ In 1916, he was the Assistant Returning Officer for the Conscription Referendum and in the following year he was appointed a Trustee of the Blackwood Cemetery Trust, a position he held for several years.¹²⁴ Ernest Terrill died on 29 January 1965 at the age of 87.¹²⁵ At this time, his property included allotments 28, 29 and 34, with a '6 roomed Weatherboard, iron roof dwelling.'¹²⁶

7 Simmons Reef Road: Dwelling

Allotment 31 of Section B, comprising 1 rood and 8 perches at 7 Simmons Reef Road, was first purchased by Charles Gribble junior on 26 June 1880.¹²⁷ It seems that Gribble had earlier acquired the land (probably under miner's right) as the *Bacchus Marsh Express* published the Crown Land sale for allotment 31 on 19 June 1880, describing it as 'the site of Charles Gribble's improvements' and with a valuation of £15.¹²⁸ Gribble was listed in the Ballan Shire Rate Books in 1880 as the owner of a tenement, but he was not listed in the Rate Book for 1876. Born at Blackwood on 4 November 1860, it would appear that the existing timber weatherboard dwelling, with its hipped roof, front verandah and side face brick chimney, was built in c.1879-1880, when Charles was nearing his 21st birthday. The property was again listed under Gribble junior's ownership in 1886.¹²⁹

Charles was the second son of seven children to Charles (1829-1887) and Ann (1830-1927) Gribble of Cornwall.¹³⁰ Further details of the Charles Gribble senior and family are given under 1071 Greendale Trentham Road. Charles Gribble junior took up mining from a young age. In 1875, the *Bacchus Marsh Express* reported on his lucky escape from serious injury:

A young man named Charles Gribble, in descending the ladder in a shaft at the Crown Co.'s claim last week missed his footing, and fell down 60 feet, but luckily a bucket which was swinging about 6 feet from the bottom of the shaft broke his fall, so he escaped with only a few bruises.¹³¹

Gribble continued his mining interests into the early 20th century. In 1900, he purchased shares in the Butcher's reef while in the following year, 1901, he published his notice of application for a mining lease for the Bill's Birthday South mine as part of the Yankee Range.¹³²

In 1888, Charles Gribble established a skating rink at Golden Point in the Oddfellows' Hall.¹³³ In May 1888, the *Bacchus Marsh Express* noted that 'skating rinks are the rage on Blackwood' at Golden Point

122 Ibid., 12 August 1905.

123 Ibid., 11 June 1910.

124 Ibid., 21 October 1916 & 1 December 1917.

125 Terrill Probate, op.cit.

126 Ibid.

127 Parish of Blackwood plan, sheet 3, op.cit.

128 *Bacchus Marsh Express*, 10 July 1880, p.3.

129 As late as 1915-16, the combined net annual value of the property at 7 Simmons Reef Road and the adjoining store and dwelling at 1071 Greendale Trentham Road in the Ballan Shire Rate Book, op.cit., was £32, again suggesting that the existing dwelling at 7 Simmons Reef Road was extant from an early period.

130 Hitchcock, op.cit.

131 *Bacchus Marsh Express*, 26 June 1875, p.3.

132 Ibid., 27 October 1900, p.3 and 16 February 1901, p.2.

133 Ibid., 9 June 1888, p.3. The article read: "The Oddfellows' Hall at Golden Point has got a new floor laid from green colonial hardwood, and in a few months it will be seen whether this timber is suited for the floor of a skating rink." The Ballan Shire Rate Book, op.cit., for 1889, listed Charles Gribble as owner of a skating rink at Golden Point.

and Barry's Reef,¹³⁴ and a more detailed report on Gribble's rink at Golden Point was published in August of that year:

One could hardly imagine that a small and scattered population, like that on Blackwood, could support a skating rink, but it not only supports one, but it actually has two in full swing two days in the week. The skating rink seems to have an attraction that is unfathomable to the uninitiated, as frequenters of the rink come from all parts of the surrounding district. On the rink you will find folks big and little, grave and gay – the funny man and serious man – gay young ladies and sober matrons; they all meet at the skating rink, and participate and gaze on the scene with an interest as if the skating business was a matter of life and death. Whatever the charm may be it is a fact that the rinks are largely patronised, and that some rare fun is enjoyed; and now that the rinks have been about six months in existence some of the skaters are getting to be quite experts at the business, and races for prizes have become the order of the day at the Golden Point rink.¹³⁵

Charles Gribble's skating rink enterprise seems to have been short-lived as in 1890 the Ballan Shire Rate Book listed Charles Gribble's brother, William, as owner of a skating rink at Red Hill. No further rate listing was given after this date, but skating seems to have continued at the Mechanics' Hall in later years as in 1910, the Mechanics' Institute Committee 'decided that skating could take place, at not less than 5/ per night.'¹³⁶

Charles Gribble had married Miss Ada Mackie at All Saints' Church on Wednesday 1 August 1894. The celebration was described in the *Bacchus Marsh Express*:

The marriage of Miss Ada Mackie, youngest daughter of Mr. James Mackie, to Mr. Charles Gribble, in All Saints' Church on Wednesday last was undoubtedly one of the most interesting wedding ceremonies that has taken place here for a long time. The church was beautifully decorated for the occasion, and the general popularity of the happy couple was well shown by the building being completely filled with their friends and admirers.¹³⁷

Ada and Charles Gribble had a son, Vivian.¹³⁸ Ada Gribble appears to have trained in music, becoming a local music teacher. In 1905, one of her pupils, Miss Beratha Shebler, gained first place in the elementary class of the London College of Music.¹³⁹

Charles Gribble's life was cut short in 1917.¹⁴⁰ His death was reported in the *Melton Express*:

Another well-known and respected resident, in the person of Mr. Chas. Gribble, died on Saturday morning, in Dr. Blaubaum's Hospital, Ballan, where he had been removed only a few days previously, the cause of death being heart-failure following an attack of bronchial-pneumonia. Deceased was 57 years of age, and a native of Blackwood. He was at one time well-known in cricketing circles, being considered in his day to be one of the best all-round country players in the State.¹⁴¹

134 Bacchus Marsh Express, 12 May 1888, p.3.

135 *Ibid.*, 11 August 1888, p.3.

136 *Ibid.*, 16 July 1910, p.4.

137 *Ibid.*, 4 August 1894, p.3.

138 *Ibid.*, 15 February 1913, p.3.

139 *Ibid.*, 16 December 1905, p.3.

140 Gribble, Charles junior, Probate Administration files, 27 October 1917, VPRS 28/P2, Unit 2194, VPRS 7591/P2, Unit 844, PROV.

141 *Melton Express*, 3 November 1917, p.2.

Ada Gribble, and initially with her son, Vivian, resided at 7 Simmons Reef Road until at least 1925-26.¹⁴² In 1931, the property was owned by Vivian Gribble (with Ada apparently having relocated to East Malvern where she died in 1944 at the age of 73).¹⁴³ Vivian Gribble sold the property to Alfred Lewin Beart, storekeeper, in 1931.¹⁴⁴ In 1934, it was purchased by William Henry Duncan of Stawell West, before being taken up by Mrs Marion Hill in 1938.¹⁴⁵ Other later owners included Edward and Clara Wemyss of Prahran in 1943; Raymond Wood, confectioner of Richmond in 1946, John Keenan, saw miller, in 1950; and Mrs Eileen Wilson of Braybrook in 1957.¹⁴⁶

8 Simmons Reef Road: Dwelling

Thomas Gilbert Pearce, a local miner, purchased allotment 26 of Section B in the Parish of Blackwood (the land at 8 Simmons Reef Road) from John Sawyers on 7 February 1877.¹⁴⁷ By 1878, the existing dwelling had been constructed.¹⁴⁸ Pearce had married Emmeline Appleton in 1865 and they had five children: Lucilla Mary (born 1867), Ada Marion (born 1872), Gilbert Ernest (born 1874), Leister Trevallian (born 1880) and Ernest Jocelyn (born 1883).¹⁴⁹

On 28 May 1890, Pearce sold the property to Michael O'Callaghan, Police Constable.¹⁵⁰ Before his arrival to Blackwood, O'Callaghan had been appointed a Crown Land Bailiff in 1882¹⁵¹ and during his tenure at Tungamah in 1886, he was appointed a Commissioner of the Supreme Court.¹⁵² The earliest record of O'Callaghan at Blackwood was in 1888, when he was made the Registrar of the County Court, Clerk of the Court of Mines and acting Clerk of Petty Sessions.¹⁵³ He was made a Warden's Clerk at Blackwood in this same year¹⁵⁴ and a Commissioner of the Supreme Court at this locality in 1889.¹⁵⁵ During his tenure at Blackwood, O'Callaghan took an interest in the financial affairs of the Blackwood Mechanics' Institute, serving as treasurer between 1892 and 1898.¹⁵⁶ On his resignation in 1898 (given his transfer to Mornington¹⁵⁷, the President of the Institute, Andrew Buchanan, and other members 'gave an expression to the regret they felt at losing the efficient services of Mr. O'Callaghan, who had taken such an active part in the committee work of the Institute.'¹⁵⁸

O'Callaghan sold his property to the local school teacher, William Collmann Roach in 1893.¹⁵⁹ He subsequently sold it in December 1898 to Herbert Holman Cann¹⁶⁰ in anticipation of it becoming the

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- 142 Ballan Shire Rate Books, op.cit., 1925-26.
 - 143 Victorian Births, Deaths and Marriages Indexes, op.cit.
 - 144 Certificate of Title, vol. 1199, fol. 239676.
 - 145 Ibid.
 - 146 Ibid. and Ballan Shire Rate Books, op.cit., 1950.
 - 147 Certificate of Title, vol. 273, fol. 579, PROV.
 - 148 Ballan Shire Rate Book, op.cit., 1878.
 - 149 Victorian Births, Deaths and Marriages Indexes, op.cit.
 - 150 Certificate of Title vol. 2264, fol. 687, PROV.
 - 151 *Victoria Government Gazette*, 11 August 1882, p.1938.
 - 152 *Ibid.*, 2 April 1886, p.890.
 - 153 *Ibid.*, 12 October 1888, p.3078.
 - 154 *Ibid.*, 19 October 1888, p.3164.
 - 155 *Ibid.*, 15 February 1889, p.598.
 - 156 *Bacchus Marsh Express*, 5 February 1898, p.2.
 - 157 *Victoria Government Gazette*, 18 March 1898, p.1017.
 - 158 *Bacchus Marsh Express*, op.cit.
 - 159 Certificate of Title, op.cit.
 - 160 Ibid.

Cann family home. Born at Richmond in 1872,¹⁶¹ Cann was the son of John and Rebecca Cann of Cann's Family Hotel, 1 Golden Point Road who had earlier established the Royal Mail Hotel at Golden Point.¹⁶² On 6 June 1899, H.H. Cann married Eleanor Eliza Paddon Plews (daughter of the local doctor, Edward Plews and nurse Mary Plews nee Jones).¹⁶³ They had three children: Ida Ellen (born 1900), Lucy May (born 1902) and Herbert Charles (born 1913).¹⁶⁴ H.H. Cann was a miner who worked the local mines with the Byers brothers and Charles Gribble from a young age.¹⁶⁵ In 1901, he was appointed manager of "The Comet" mining company that worked the Ultimo English mine on the Yankee range.¹⁶⁶

Cann took an active interest in community affairs. He was inaugural chairman of the Blackwood Football Club in 1902 and he served as a Trustee of the Recreation Reserve in the early 20th century.¹⁶⁷ He was a committee member of the Blackwood Mechanics' Institute and served as President in 1901.¹⁶⁸ In 1910 he was elected a Trustee of the Blackwood Cemetery.¹⁶⁹ On his death in 1950, Cann's Estate included adjoining land (lots 27, 25 and 36) amounting to three acres, on which was 'a Six roomed weather board dwelling house, iron roof, partly plaster, partly paper lined and outbuildings'.¹⁷⁰ It was valued at £450.¹⁷¹

9 Simmons Reef Road: Former Wesleyan Parsonage

In 1874, James Barkla and others, Trustees of the Wesleyan Church, Red Hill, acquired 1 rood and 33 perches comprising allotment 25 of Section B in the Parish of Blackwood at 9 Simmons Reef Road for the purpose of constructing a Wesleyan Parsonage.¹⁷² News of the acquisition and building of a parsonage was announced in the *Bacchus Marsh Express* on 16 May 1874.¹⁷³ Although worship services were conducted by the Wesleyans by 1855 with brick chapels constructed at Simmons Reef and Barry's Reef by 1866,¹⁷⁴ Red Hill lacked a Wesleyan Church. It seems that the building of a parsonage at Red Hill anticipated the building of a church at this central location in the Blackwood district in the ensuing years. It was at this time when Red Hill became a hub of commercial activity and infrastructure in the district, with the building of the National Bank in 1874 and the Post and Telegraph Office in 1875.¹⁷⁵ However, almost 20 years were to elapse before the Wesleyans had a church building on a site in Martin Street, Red Hill, with the relocation and rebuilding of the former Sunday School from Barry's Reef in 1896.¹⁷⁶

161 CANN, John and Rebecca PERRY, FamilyTreeCircles.comGenealogy at <http://www.familytreecircles.com/test-51171.html>

162 See the Martin Street Heritage Precinct citation for further details.

163 CANN, John, op.cit.

164 Ibid.

165 See plaque on the stamper battery in the war memorial reserve in Martin Street.

166 *Bacchus Marsh Express* 6 July 1901, p.2.

167 Ibid., 24 May 1902, p.3 & 18 September 1909, p.3.

168 Ibid., 2 February 1901, p.3.

169 Ibid., 28 May 1910, p.3.

170 Cann, Herbert Holman, Probate Administration files, 1950, VPRS 28/P4, Unit 92, PROV.

171 Ibid.

172 Parish of Blackwood plan, sheet 3, op.cit.

173 *Bacchus Marsh Express*, 16 May 1874, p.3.

174 *The Argus* 15 September 1855, p.6 & *Bacchus Marsh Express*, 21 July 1866, p.6.

175 *Bacchus Marsh Express*, 26 September 1874, p.3 & 18 September 1875, p.3.

176 Ibid., 20 June 1896.

Part of the delay in the construction of a church building might have been the debt on the parsonage building, which took a number of years to pay off.¹⁷⁷ Construction had commenced on the single storey, timber weatherboard, hipped roofed Victorian styled dwelling with return verandah in July 1874, and it reported as 'progressing rapidly' in August of that year.¹⁷⁸ The dwelling (Figure 5) was completed in early December 1874, as reported in the *Bacchus Marsh Express*:

The Wesleyans have built a neat and commodious residence at Red Hill, on the road to Simmons Reef, for their minister. The building was handed over last week by the contractors, and the Rev. J. De Q. Robin is now residing in it.¹⁷⁹



Figure 5: Methodist Parsonage, 9 Simmons Reef Road, n.d..

Source: La Trobe Picture collection, State Library of Victoria, image a06761.

The Rev. J. de Q. Robin continued as Wesleyan Minister and resided at the parsonage with his wife until 1877, when he was called to Geelong.¹⁸⁰ The next Minister to reside at the parsonage was the Rev. W. Burridge.¹⁸¹ Following the sale of a 'single hooded buggy; staunch horse, used to saddle and harness; together with buggy harness nearly new, and saddle and bridle', the Rev. and Mrs Burridge left Blackwood in 1879 for Inglewood.¹⁸² Other Ministers to reside at the parsonage in the early years included the Rev. J. Seecombe, Rev. J. Leslie, Mr. Trewdennick, Mr Illingworth and Rev. F. Flentje.¹⁸³ In 1890-91, the dwelling was occupied by Mr Roach, school teacher, as temporary quarters, but he was 'turned out' given the imminent arrival of a new Minister for Blackwood in 1891 (this being Mr Trewdennick).¹⁸⁴

¹⁷⁷ See reports on fundraising campaigns to pay of the parsonage debt in the *Bacchus Marsh Express*, 1875-78.

¹⁷⁸ *Ibid.*, 1 August 1874.

¹⁷⁹ *Ibid.*, 12 December 1874, p.3.

¹⁸⁰ *Ibid.*, 7 April 1877, p.3.

¹⁸¹ *Ibid.*, 5 April 1879, p.3.

¹⁸² *Ibid.*, 1 March 1879, 5 April 1879, p.3.

¹⁸³ *Ibid.*, 29 October 1881, p.3, 17 April 1886, p.3, 26 March 1898, p.3, 7 April 1906.

¹⁸⁴ *Ibid.*, 13 June 1891, p.7.

Before 1915-16, the Methodist Minister (and his family) to occupy the parsonage was George Reid Hexter.¹⁸⁵ He continued to reside there until the early 1920s, before relocating to Ballarat.¹⁸⁶ During the 1910s, Hexter was a member of the Blackwood Cricket Club.¹⁸⁷

11 Simmons Reef Road: Woodbine Cottage

The site at 11 Simmons Reef Road, comprising allotment 25C of Section B in the Parish of Blackwood (totalling 3 roods and 33 perches) appears to have been first taken up under miner's licence by Thomas Matthews in the mid 1870s.¹⁸⁸ Born to William and Catherine Matthews in 1856,¹⁸⁹ Thomas Matthews commenced work as a miner in the 1870s, continuing until the 1880s. He recommenced mining at Blackwood in the 1890s, before successfully applying to the Ballan Shire Council for the position of dayman at Blackwood.¹⁹⁰ During his years of gold mining, Matthews had some lucky escapes from serious injury. As early as 1876, the *Bacchus Marsh Express* reported that a 'young man named Matthews was hurt on Wednesday by a fall of stone at the Red White and Blue claim; but, under Dr. Plews's care, is progressing favourably.'¹⁹¹ In 1899, a more detailed report involving Matthews in a mining accident was published:

A narrow escape from a serious accident was experienced at the Red White and Blue on Tuesday, 8th inst. Three men named J. Skinner, T. Matthe4ws, and V. Oates; were going down in the cage. It stopped as usual at the plat for them to get out, and just as Oates (who was first) attempted to alight, the case, for some unexplained reason, descended, his foot being caught at the plat. The cage was stopped about 6 feet down, not any too soon, for Oates was found in a perilous position, hanging by one foot. He was immediately relieved, and found to be uninjured, but suffering from shock. There can be no doubt had the cage descended further the result would have been disastrous.¹⁹²

In his later years with his son in law, Bill Waters, Matthews discovered a gold nugget named the 'Blackwood Eagle' at Simmons Reef. According to Matthews' great-niece, Kathy Blair, the discovery:

... caused much excitement in the family & was featured in the local & Melbourne press. The photo of Uncle Tom holding the 'Blackwood Eagle' was on the front page of the Herald newspaper, while the photo [Figure 7] of Uncle Tom with Bill Waters & the 'Blackwood Eagle' on the table in the background was taken on the front verandah of Uncle Tom's cottage.¹⁹³

The first record of Thomas Matthews as the owner of a tenement at Red Hill is in 1876.¹⁹⁴ This suggests that the existing modest-scaled, gabled timber weatherboard Victorian vernacular styled dwelling with

185 Hexter was listed as the occupier of the parsonage in the Ballan Shire Rate Book, op.cit., 1915-16. The *Melton Express*, 22 December 1917, p.2, gave Hexter's occupation as Methodist Minister.

186 Ballan Shire Rate Books, op.cit., 1915-16, 1920-21. Hexter was not listed in the Rate Books in 1925-26. A detach notice for a George Reid Hexter of Ballarat appeared in *The Argus*, 15 May 1939, p.8.

187 *Bacchus Marsh Express*, 27 February 1915, p.2, *Melton Express*, 27 February 1915, p.2.

188 Parish of Blackwood plan, sheet 3, op.it.

189 Victorian Births, Deaths and Marriages Indexes, op.cit.

190 *Melton Express*, 15 June 1898, p.4.

191 *Bacchus Marsh Express*, 8 January 1876, p.3.

192 *Ibid.*, 19 August 1899, p.3.

193 K. Blair, 'A Trip Down Memory Lane' in the *Blackwood Times*, June-July 2012. Ms Blair states that the gold nugget was discovered in 1937. According the Victorian Births Deaths and Marriages Index, Thomas Matthews died in 1935. It appears that the nugget was found in 1931, as it is reported and illustrated in the *Horsham Times* on 24 February 1931, stating that it was valued at more than £300

194 Thomas Matthews was first listed in the Ballan Shire Rate Books, op.cit., in 1876. He was not listed in the earlier available Rate Book for 1869-70.

a front verandah (Figure 6) was built about this time. He continued to reside there until the 1880s, when, with his wife Bridget (nee Beasley) (who he had married in 1887), he relocated to Nhill.¹⁹⁵ They had four children: William (Bill) (born 1888 at Nhill), Mary (born 1890 at Nhill), Ellen (born 1894 at Blackwood) and a stillborn son, James (born 1902 at Blackwood).¹⁹⁶ In 1908, Mrs Beasley, the mother to Bridget Matthews, died at the residence.¹⁹⁷ After the death of Thomas Matthews in 1948, Bridget Matthews became sole owner.¹⁹⁸ The property was later taken up by Thomas and Bridget Matthews' son, Bill.¹⁹⁹ In more recent years the dwelling has been known as 'Whipstick Cottage' and 'Woodbine Cottage'.



Figure 6: Thomas Matthews' cottage, 11 Simmons Reef Road, c.1930s. Source: Blackwood & District Historical Society.



Figure 7: Bill Waters (left) and Thomas Matthews (right) sitting on the front verandah of the cottage, 1931, with the 'Blackwood Eagle' nugget on table behind. Source: Blackwood News, June-July 2012, p.3.

COMPARATIVE

Other Victorian Styled Residential Areas in the West Moorabool Shire²⁰⁰

In Blackwood, there are some Victorian styled, modestly scaled timber weatherboard dwellings that are similar to those in the Simmons Reef Precinct. They include the dwellings at 15 Golden Point Road, 24 Martin Street, Blackwood House, 29 Martin Street, Hillside, 5 Old Golden Point Road and the dwelling at 14 Victoria Street, Golden Point. However, these dwellings are geographically distant from each other, and therefore collectively, they do not form an intact residential precinct like the dwellings in the Simmons Reef Road precinct.

In Ballan, there are also several Victorian styled timber dwellings of equivalent design as most of the hipped roofed dwellings and the store in the Simmons Reef Road precinct. Some of these dwellings are also more substantial and elaborate, including Everleigh, 77 Inglis Street (built 1896), dwelling at 78 Inglis Street (built c.1890s), dwelling at 81 Inglis Street (built c.1870s-1880s), Invergowie, 101 Inglis Street (built c.1890), dwelling at 59 Steiglitz Street (built c.1880s), and Longley, 63 Steiglitz Street (built 1895). Yet, these dwellings do not form an homogenous neighbourhood like those in the Simmons Reef Road precinct.

The other goldfields townships in the western region of the Moorabool Shire also feature timber Victorian styled dwellings. At Mount Egerton, they include the dwellings at 1155 Yendon Egerton Road, 1201 Yendon Egerton Road, 60 Main Road and 11 Church Street. At Gordon, they include most gabled

¹⁹⁵ M. Hitchcock, 'Last Big Gold Nugget Found in Blackwood', in the *Blackwood News*, June-July 2012, p6.

¹⁹⁶ *Ibid.*

¹⁹⁷ *Bacchus Marsh Express*, 7 March 1908, p.3.

¹⁹⁸ Certificate of Title, 3 November 1948, vol. 7226 fol. 001.

¹⁹⁹ Oral information from Allan Hall, President of the Blackwood & District Historical Society, May 2014.

²⁰⁰ Information taken from the West Moorabool Heritage Study Stage 2a database (in progress), 2014.

West Moorabool Shire Heritage Study Stage 2A: 2014-16**PLACE NAME:** Simmons Reef Road Heritage Precinct

Place No. PRECINCT

ADDRESS: Greendale Trentham & Simmons Reef Rds, Blackwood

Assessment Date: Feb 16, Updated Oct 16

cottages and former store at 32, 33, and 37 Gordon Egerton Road. Other comparable modest timber dwellings are those at 35, 37, 39, 46, 58 and 71 Main Road. However, these dwellings are also spread over a greater area and so their settings are not comparable to the Simmons Reef Road precinct.

Overall therefore, the Simmons Reef Road precinct represents one of the more intact, homogenous, residential areas of Victorian styled timber dwellings, both in Blackwood and the western region of the Moorabool Shire.

West Moorabool Shire Heritage Study Stage 2A: 2014-16**PLACE NAME:** Whalebone Road Heritage Precinct

Place No. PRECINCT

ADDRESS: 3 Richards Road & 11, 20, 21, 22 Whalebone Road, Blackwood

Assessment Date: Feb 2016

Historic Themes:

Theme 4.2: Gold Mining

Theme 6.1: Building Towns

Theme 6.2: Building Homes in the Shire

Condition: Fair-Poor**Integrity:** Moderate**Photograph Date:** 2009 & 2014**CURRENT HERITAGE STATUS ON STATUTORY REGISTERS****Victorian Heritage Register:**

No

Victorian Heritage Inventory:

No

Local Planning Scheme:

No

CURRENT HERITAGE STATUS ON OTHER REGISTERS:**National Trust (Victoria) Register:****RECOMMENDED LEVEL OF SIGNIFICANCE:**

Local Significance

RECOMMENDATIONS:Recommended for inclusion in the Victorian Heritage Register: **No**Recommended for inclusion in the Victorian Heritage Inventory: **No**Recommended for inclusion as a Heritage Overlay in the Planning Scheme: **Yes****Schedule to the Heritage Overlay**

External Paint Controls Should Apply?

No

Internal Alteration Controls Should Apply?

No

Tree Controls Should Apply?

No

Fences &/or Outbuildings of Note?

No

Prohibited Uses May be Permitted?

No

Incorporated Document

Yes (see recommendation below)**Other Recommendations**

It is recommended that an Incorporated Plan is prepared to provide permit exemptions for: the construction of single storey dwellings, outbuildings and other structures, swimming pools, spas and domestic services and other works (apart from front fences) distant 1 m from the dwelling and log huts of contributory heritage value, and where the buildings and works are not located within the setbacks between these contributory buildings and the street boundaries (within the front setbacks). The Mitchell Shire HO Permit Exemptions Incorporated Plan 2014 could be used as a basis for the preparation of the Incorporated Plan for permit exemptions for places under individual heritage overlays.

STATEMENT OF SIGNIFICANCE:

What is Significant?

The Whalebone Road Heritage Precinct has significance for its associations with the construction of log huts in the early 20th century, and also with members of the Shaw and Whalebone families who held the rights to these properties from at least the 1920s. The significant fabric includes:

- Five modestly scaled, single storey, gable roofed log huts. The logs are laid horizontally with notches at the ends where the cross logs are laid above, the ends of the logs being exposed at the corners. Between the logs is clay reinforced with tussock grass. The roofs are clad in galvanised corrugated steel, with machine sawn timber weatherboards and timber bargeboards in the gable ends. There are timber framed windows.
- Low visually permeable lightweight front fencing (no higher than 1200 mm).
- Rural, residential landscaped settings.
- Curved road layout reflecting the topography of the area.
- Informal, grassed and gravelled road verges with shallow spoon drains in Whalebone Road.

How is it significant?

The Whalebone Road Heritage Precinct is scientifically and historically significant at a LOCAL level.

Why is it significant?

The Whalebone Road Heritage Precinct has scientific significance in the five surviving, modestly scaled, gabled huts constructed of comparatively rare horizontal log construction once ubiquitous form of vernacular dwelling construction in Victoria from the mid 19th century (Criteria B & F). Today, the log huts in the Whalebone Road Heritage Precinct comprise few known surviving residential buildings of this type of construction in Victoria, giving an understanding of a vernacular building type that is now rare.

The Whalebone Road Heritage Precinct is historically significant for its associations with residential building developments relating to ongoing mining as well as holiday-making in Blackwood in the early 20th century (Criteria A & C). The historical significance is embodied in the surviving physical fabric: in the five log huts at 3 Richards Road and 20, 21 and 22 Whalebone Road, and in the weatherboard dwelling at 11 Whalebone Road. Four of the five properties have associations with the Shaw and Whalebone families. James Shaw was a second generation miner, following on from his parents, Richard and Charlotte, pioneers of Blackwood. He occupied the log hut at 21 Whalebone Road on a part-time basis and with his brother Richard, held the right to the neighbouring water race. The properties at 11, 20 and 22 Whalebone Road are especially associated with members of the Whalebone family, from whom the name of the road was taken. They were Alfred and Emma Whalebone (11 Whalebone Road), Benjamin Thomas Whalebone (22 Whalebone Road), Harold William Whalebone (20 Whalebone Road) and Stanley Arthur Whalebone (portion of 22 Whalebone Road). Each of the properties was occupied on a part-time basis, initially under Miner's Rights. The surviving dwellings give an understanding of the continued pursuit of mining in the early 20th century, and the importance of Blackwood as a holiday destination from this time.

SIGNIFICANCE OF COMPONENTS

Contributory Significance

These places make an important contribution to an understanding of the historical evolution of the Whalebone Road Heritage Precinct, being examples of log hut construction and the dwelling developments in the early 20th century in this area:

- 11 Whalebone Road (Dwelling).
- 20 Whalebone Road (Green Gables log hut).
- 21 Whalebone Road (Mac-Haven log hut).
- 22 Whalebone Road (two log huts).
- 3 Richards Road (log hut).

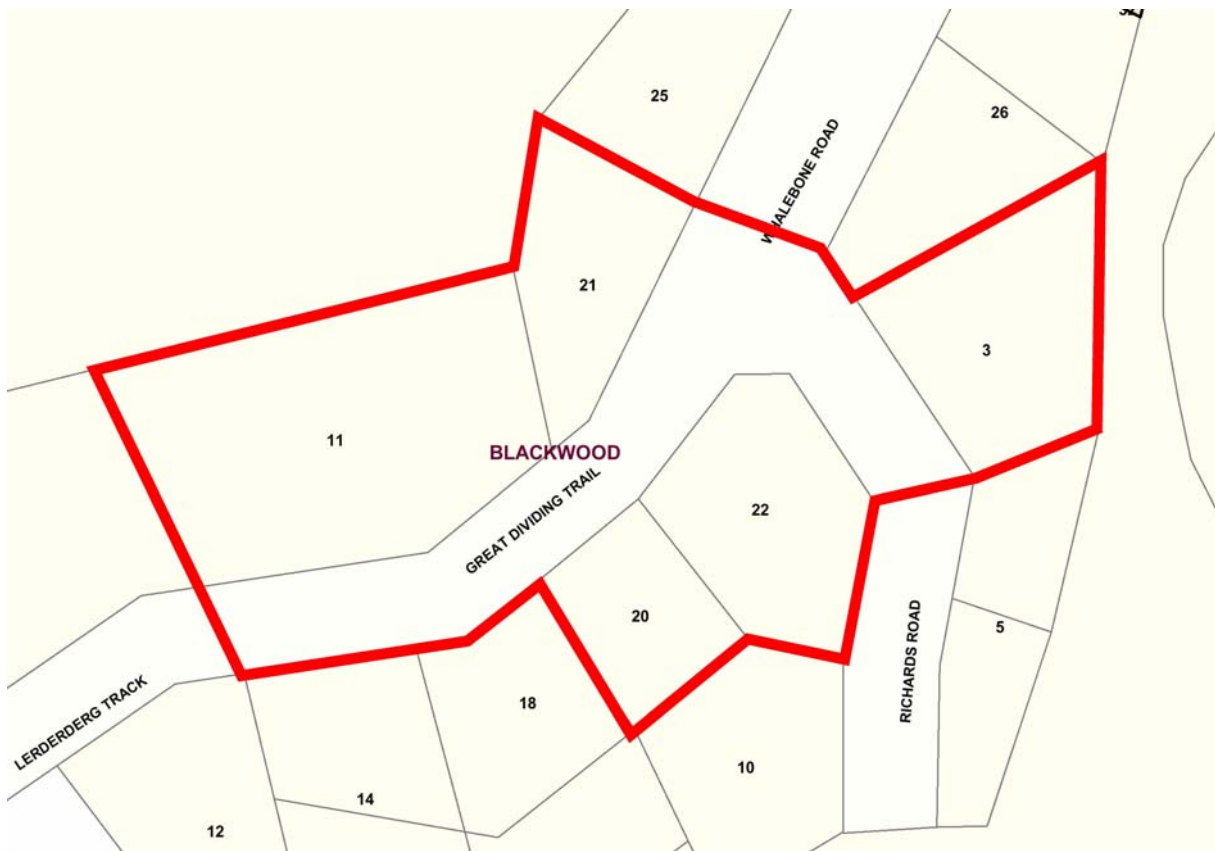
Non Contributory

These places do not relate to the significant era of building development and are not associated with the important building developments and significant early owners in the early 20th century:

- 21 Whalebone Road (introduced dwelling).
- 22 Whalebone Road (outbuilding).
- 3 Richards Road (introduced dwelling and outbuilding).

Precinct Map

The following precinct map shows the boundaries of the Whalebone Road Heritage Precinct and the location of the places within the proposed heritage overlay.



Source of base Map: Interactive Map, Land Services online.

DESCRIPTION:**General Overview**

At 3 Richards Road and 20, 21 and 22 Whalebone Road, Blackwood, are five modestly scaled, gable roofed log huts. These vernacular huts all appear to have been built simultaneously in the early 20th century, given their similar design and almost identical construction. Of particular interest is the log construction, with the logs being horizontally-aligned with notches at the ends where the cross logs are laid above, the ends of the logs being exposed at the corners. Between the logs is clay reinforced with tussock grass. It appears to form a screed on some parts of the structures. Each of the huts has a galvanised corrugated steel roof with modest eaves. The gable ends to most huts have been infilled with machine sawn timber weatherboards with sawn timber bargeboards. All of the huts show signs of deterioration and they now appear to be in poor condition when viewed from the street. While the huts have been altered and extended, their original gabled form, log construction and external appearance is clearly distinguishable.

At 11 Whalebone Road is a hipped and gabled single storey timber weatherboard dwelling also built in the early 20th century. It appears to be in good condition when viewed from the street and of moderate-high integrity.

There also some introduced dwellings in the area, but given their low scale, they are not visually dominant. Further details of each of huts are as follows:

3 Richards Road

The gabled log hut is situated near the southern boundary of the site and is screened by trees and other vegetation behind the timber post and rail and wire fence. There is an early face brick chimney and external chimney breast at the north end. Adjacent to the north of the hut is an open paved (concrete) area. To the east of the hut is an introduced, single storey hipped roofed timber dwelling.



Photo 1, 2009



Photo 2, 2009.

11 Whalebone Road

The symmetrical, single storey, timber weatherboard dwelling at 11 Whalebone Road is set on a contextually large and irregular allotment and is located close to the road in the south-west corner. The dwelling has a steeply-pitched, hipped roof form (which might be the vestige of a single-fronted Victorian vernacular dwelling built in the 19th century), with projecting and flanking minor gabled wings at the front having a skillion verandah between. Under the verandah is an early central front doorway with a four panelled timber door, and flanking timber framed double hung 12 paned windows. The same window design and construction is identified on the front gable ends which have bracketed timber window hoods (the north hood having



Photo 3, 2009.

West Moorabool Shire Heritage Study Stage 2A: 2014-16**PLACE NAME:** Whalebone Road Heritage Precinct

Place No. PRECINCT

ADDRESS: 3 Richards Road & 11, 20, 21, 22 Whalebone Road, Blackwood

Assessment Date: Feb 2016

replaced an earlier hood). There are also narrow eaves and introduced stainless steel flue on the north side. The dwelling appears to be in good condition (having been restored) and of moderate integrity.

20 Whalebone Road – ‘Green Gables’

The property known as ‘Green Gables’ is on a rectangular allotment, with a timber picket fence and open metal vehicular gates at the front. The site is well-landscaped, having native and exotics trees and shrubs on the north side, and an open grassed area in the centre. The log hut is situated on the south side, near the street frontage. It appears that logs have been replaced with timber weatherboards along the base walls. The gabled and painted log hut is set within the ground at the west (Whalebone Road) end. There is a random stone chimney with a face brick top and metal flue at the east end. Also attached at the east end are modestly-scaled single storey flat-roofed additions. There is also an introduced timber post at the north-east corner that connects the hut to electricity supply, with an electrical switchboard adjacent.



Photo 4, 2009.



Photo 5, 2009.

21 Whalebone Road – ‘Mac-Haven’

The ‘Mac-Haven’ property has an irregular-shaped allotment dominated by trees in the southern portion. On the north side is an introduced dwelling. The log hut is situated outside the surveyed allotment boundary on the east side, being located close to Whalebone Road. A low, introduced timber post and chain fence separates the hut from the road.

The hut has a principal gabled roof with a skillion wing at the north end. The gable ends are clad in timber weatherboards. The hut is set into the ground at the south end. The north elevation has a freestanding, rudimentary skillion porch supported by sapling posts and adorned with a cast iron valance. There is a solid timber balustrade on the east (Whalebone Road) porch elevation. Access to the hut is by a vertically boarded timber door. In the rear gable end is a small early timber framed window opening that has been boarded over. The hut is painted white and there are signs of rotting in the fabric through the exposure of the timber and deteriorated paintwork.



Photo 6, 2014.



Photo 7, 2009.

22 Whalebone Road – 2 Log Huts

The property at 22 Whalebone Road has an irregular layout, being located at the corner with Richards Road. The open grassed site is characterised by trees on the north and east boundaries.

The site is especially identified by two gabled log huts. One hut is situated near the southern boundary and is set into the ground at the west (Whalebone Road) end. The walls have been covered in temporary waterproof sheeting, suggesting that the log wall construction has either deteriorated or been removed, and that the dwelling may have been relocated to this site in the later 20th



Photo 8 (log hut, southern boundary), 2009.

century. The west gable end facing the road has introduced vertical timber cladding with two small introduced timber framed windows. At the east end is an altered chimney that has been rendered and a metal flue installed. There are also skillion additions clad in vertically boarded wall cladding.

The second hut is situated towards the north-west corner of the site. At the northern end is a skillion extension, comprising an additional room (lit by a bank of three timber framed windows) and a corner porch. This addition and the gable ends are constructed of vertically boarded wall cladding. There is an introduced masonry chimney at the north end. The hut, and especially the skillion addition, is showing signs of noticeable deterioration in the rotting of the wall boards (and missing boards), wall base and windows.



Photo 9 (log hut near northern boundary), 2014.

Urban Design & Infrastructure

The properties have frontage to Whalebone and/or Richards Roads, the curved layout of Whalebone Road reflecting the topography of the site and conforming to the locations of the huts and dwellings constructed prior to the official survey. They have rural, landscaped settings and front fences (of differing constructions, but most are visually permeable and no higher than 1200 mm).

Along both Whalebone Road and Richards Road are grassed and gravelled verges, with shallow spoon drains in Whalebone Road, highlighting the informal, rural nature of the area.

Landscaping

The landscaping in the precinct is primarily confined to the well-tree private properties having a combination of native and exotic trees and open grassed areas.

HISTORY:

The Early History of Blackwood

The Blackwood goldfields originally comprised four distinct townships. The earliest was Golden Point, closest to the original gold finds and rush in early 1855.¹ 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.²

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.³ At this time, permanent buildings were few in number and included no more than five stores and two butcher shops.⁴ All other structures were mainly tents, including apparently many grog shops.⁵ It was also during the mid 1850s when Golden Point was officially surveyed and the township laid out following a grid pattern. This township was officially known as Blackwood.

¹ A.J. Buckingham & M.F. Hitchcock, *Aspects of Early Blackwood*, 5th printing, Blackwood Publishing, Blackwood, 2002, p.13.

² *Ibid.*

³ *Ibid.*

⁴ *Ibid.*, p.11. See also Reports of the *Mining Surveyors and Registrars, Ballarat District (including Smythesdale, Creswick, Blackwood & Buninyong)*, 1859-1878, Mines Dept of Victoria, fasc. edn. The original reports by D Evans, Ballarat, gave occasional descriptions of the early buildings.

⁵ *The Argus* 30 July 1855, p.6.

By the end of July 1855, Golden Point and Red Hill had made noticeable progress as gold towns. By September 1855, the population of the broader Blackwood goldfields had reached 13,000 people.⁶ In one week, the Police Warden issued 457 miners rights and 95 business licenses.⁷ 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.⁸ Yet, just a year later, the bulk of the goldmining population had left the Blackwood district and by 1858 the population had fallen to 950.⁹ Although the township was maligned for some years as a consequence of the depressed mining activity,¹⁰ this did not prevent the further development of infrastructure including businesses, churches and schools, possibly as a consequence of sawmilling enterprises established by former miners. Although the township of Blackwood was proclaimed in 1872 with the town reserve centred around Golden Point,¹¹ most of the building development appears to have occurred in the Red Hill area, indicating the initial developmental shift towards this settlement as the central hub of community, cultural and commercial activity that was sustained into the 20th century.

Mining continued at Blackwood in the late 19th and early 20th centuries, but not on the large scale witnessed in the mid 1850s.

General Historical Overview of Properties in Whalebone Road

From at least 1860, Whalebone Road formed a rough track to the west of the Lerderderg River (Figure 1).¹² It continued to be known as a gravelled track although in c.1936 it was known as Sunshine Avenue as it was shown by this name on a rough sketch by Sylvia Partridge (Figure 2) who held a Miner's Right on 21 Whalebone Road.¹³ The name was officially changed to Whalebone Road in later years, after members of the Whalebone family who owned properties along this road in the early 20th century.

6 Buckingham & Hitchcock, *op.cit.*, p.14.

7 *Ibid.*

8 *Ibid.*

9 *Ibid.*, p.15.

10 *Bacchus Marsh Express*, 8 May 1875 & 7 April 1883.

11 See Town Plan of Blackwood, VPRS 16171, Public Record Office Victoria (PROV).

12 See T. Nixon, Assistant Surveyor, The Township of Blackwood, 27 September 1860, VPRS 440 Unit 204 PROV.

13 'S. Partridge', Land files, VPRS 440 Unit 204 PROV.

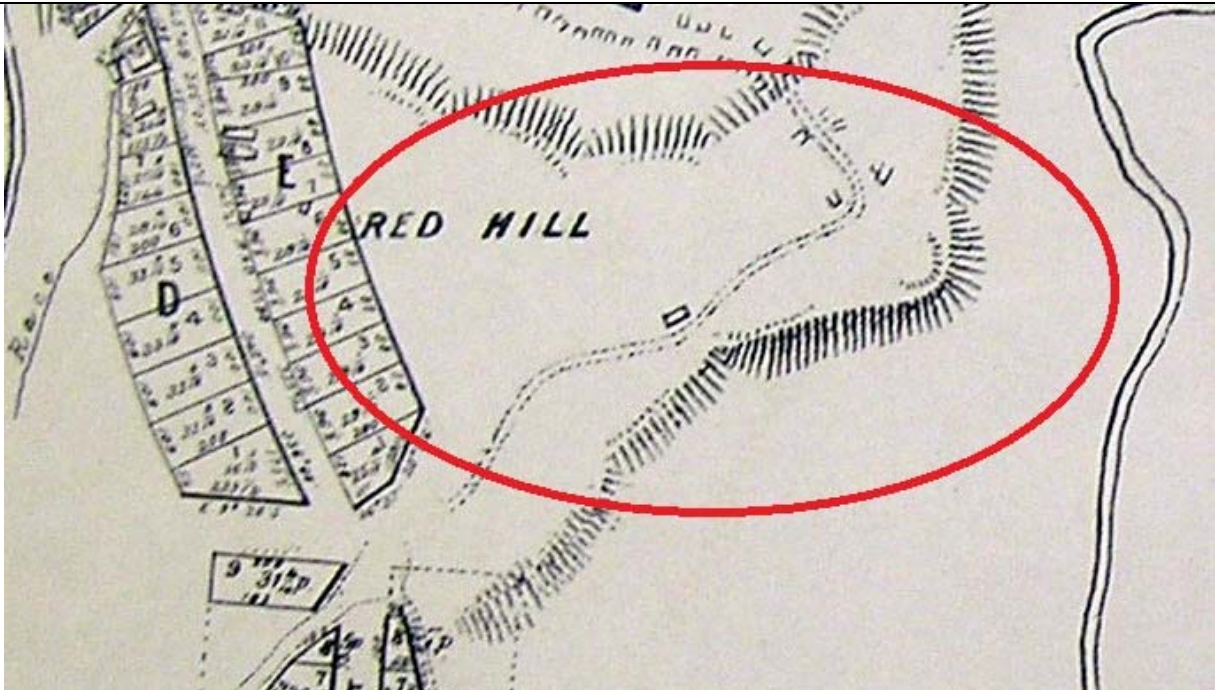


Figure 1: T. Nixon, Assistant Surveyor, The Township of Blackwood, 27 September 1860. The circled area shows the approximate location of Whalebone Road. Source: VPRS 440 Unit 204, PROV.

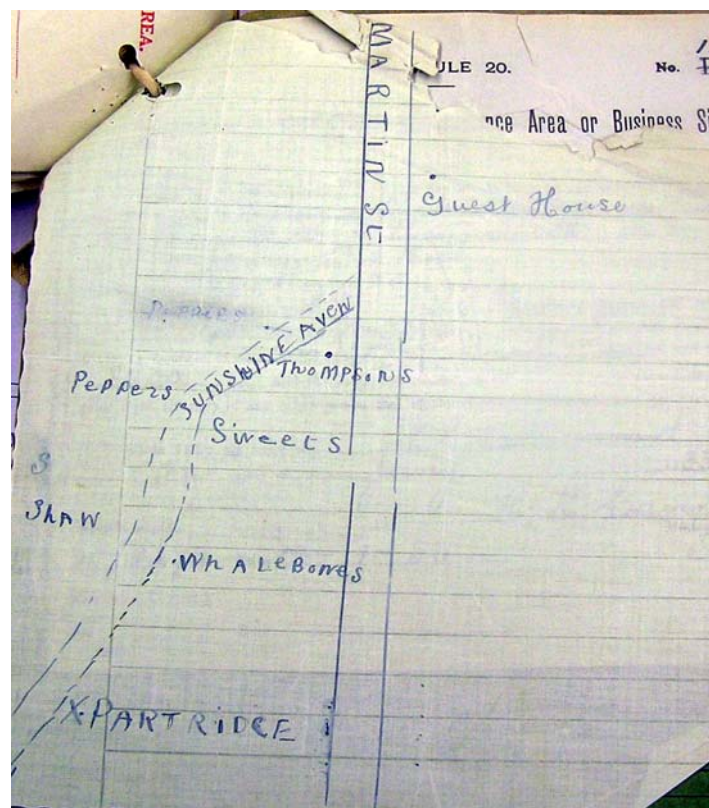


Figure 2: S. Partridge, sketch of Sunshine Avenue (now Whalebone Road), showing the names of the land holders, 22 January 1936. Source: Application for a Right to Occupy a Residence Area (continued possession), VPRS 440 Unit 276, PROV.

No documentary evidence has been ascertained that confirms the provenance and builders of the log huts in Richards and Whalebone Roads. As properties were held under Miners' Right, 19th century records of these Rights are not held by the Public Record Office Victoria. Alan Buckingham and Margot

Hitchcock in *Aspects of Early Blackwood* state that 'some old miners log cabins still standing, were once owned by Richard and Joseph Shaw, builders of Shaw's Lake'.¹⁴ This lake was constructed in the c.1850s-60s during the gold rush,¹⁵ therefore suggesting that the huts were built at or after this time. Prof. Miles Lewis in 'Australian Building: a cultural investigation' claims the huts were built in about 1890-1920.¹⁶ Allan Hall, President of the Blackwood and District Historical Society, believes that they were built by Harry Whalebone in the 1930s.¹⁷

Available documentary evidence suggests that the huts were more likely to have been built after World War One. The first listing of one of the original owners in Whalebone and Richards Road in the Ballan Shire Rate Books was in 1925-26, indicating that possession of the land and construction of the huts and dwellings probably occurred between c.1920 and 1925.¹⁸ 'Continued possession' applications for a Right to Occupy a Residence Area for some of these properties in the Public Record Office Victoria are dated from 1936,¹⁹ indicating that the properties had been taken up before this time. These 'continued possession' applications came one year after the passing of the Land (Residence Areas) Act 1935 when the right of occupation of residence areas was broadened to include all Crown Lands (not just mining areas). Prior to this time, Miner's Rights were administered under Section 5 of the Mines Act 1865, whereby the holder of a miner's right could reside on land no larger than one acre on a goldfields area. The holder of the Miner's Right had the responsibilities and rights of an owner and the Rights could be transferred or cancelled.²⁰ At least some of the dwellings were described as 'log week-end huts' in April 1930 by M.J. Harkins in 'Blackwood's Vanished Glory' in *The Victorian Railways Magazine*. These dwellings were considered to be the birth of a new township 'near the end of Red Hill's main street' and 'in contrast with the decay of the old homes,'²¹ clearly indicating that these log huts were of recent construction.

The dwellings in Whalebone Road were shown on sketch plans (Figure 3) and in other documentation from 1936, being labelled as 'large' or 'small' huts, or as log cabins. Unlike other official documentation for the period (such as Probate Inventories of Estates), they were not termed as "old" huts or cabins, suggesting that their construction had been carried out within a short-medium period.

14 Buckingham & Hitchcock, *op.cit.*, p.60.

15 *Ibid.*, pp.58-59.

16 M. Lewis, 'Australian Building: a cultural investigation', manuscript, University of Melbourne.

17 Allan Hall, personal comments to David Rowe, Blackwood, 10 May 2014.

18 The Ballan Shire Rate Books did not list the early owners of the dwellings and huts in Whalebone and Richards Roads before 1925-26, VPRS 5557, PROV (Ballarat).

19 See land files, VPRS 440 Units 245, 276, 323 and 324, PROV.

20 See description of series, VPRS 5448: Registers of Residence Areas, Ballarat Central Mining Division, PROV.

21 M.J. Harkins, 'Blackwood's Vanished Glory' in *The Victorian Railways Magazine*, April 1920, p.28.

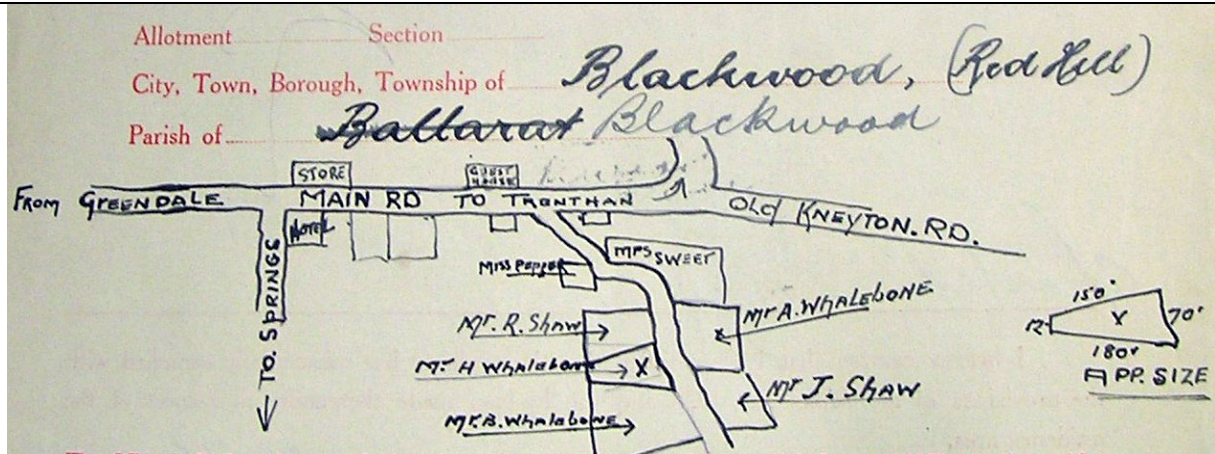


Figure 3: H.W. Whalebone, Sketch of Whalebone Road showing the locations of the properties of the early land holders, 3 December 1936. Source: Application for a Right to Occupy a Residence Area (continued possession), VPRS 440 Unit 323, PROV.

The huts appear to have served as the part-time dwelling for the gold miner, James Shaw (21 Whalebone Road – see following details), with another possibly for his brother, Richard (18 Whalebone Road). The huts belonging to members of the Whalebone family served as temporary accommodation and most likely as family holiday shacks.²²

By 1942, at least two of the huts were unoccupied, being a hut behind the property of Harold Whalebone (no longer extant) and a hut at 21 Whalebone Road (Figure 4). There were others further north that were occupied by A. Kahle, E.V. Johns and R. Norris.²³ Only the hut held by Kahle appears to survive today at 3 Richards Road.

²² The land files, op.cit. and Ballan Shire Rate Books gave the principal addresses for these owners as being in other locations, and the Applications for a Right to Occupy a Residence Area listed the temporary occupation of the properties.

²³ A. King, Sketch of Whalebone and Richards Road showing the owners' names of properties and unoccupied properties, 26 September 1942, VPRS 440 Unit 245, PROV.

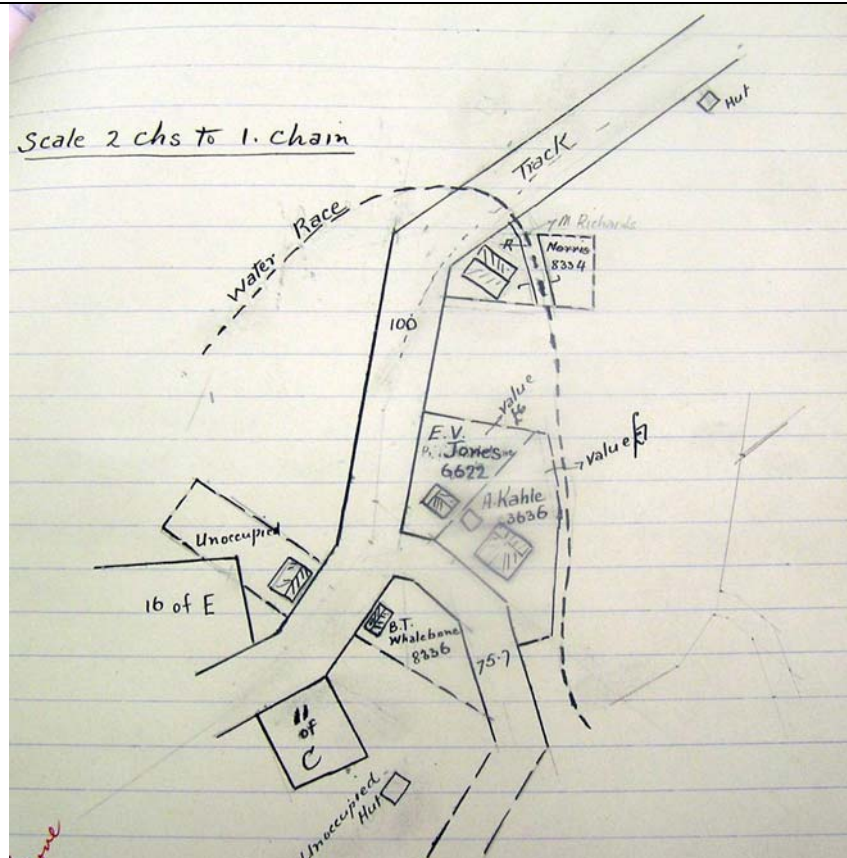


Figure 4: A. King, Sketch of Whalebone and Richards Road showing the owners' names of properties and unoccupied properties, 26 September 1942. Source: A. Kahle and Others file note, Department of Lands Department, VPRS 440 Unit 245, PROV.

Dwellings Associated with the Shaw Family

The Shaw family were pioneers of Blackwood, with Joseph and Anne Shaw arriving at the diggings in 1855.²⁴ Joseph's brother, Richard, appears to have soon followed with his wife, Charlotte (nee Partridge) and they had eight children that were all born at Blackwood. Shaw's Lake (also known as Dick's Dam), was built by Richard Shaw Senior and his sons. The dam was constructed to hold water for their gold mining operations. In later years, the dam was stocked with fish and used as a swimming pool by tourists.²⁵

Richard and Charlotte Shaw's son, James Shaw (1878-1957), had taken up two Miner's Rights in Whalebone Road before 1936, and possibly from 1935.²⁶ As the law prevented holding more than one Miner's Right, the other piece of land was held under the name of Shaw's sister, Sylvia Partridge.²⁷ A rough sketch plan of Whalebone Road in 1936 suggests that this second piece of land was occupied by James Shaw's brother, Richard (1877-1949).²⁸

²⁴ Buckingham & Hitchcock, *op.cit.*, p.58.

²⁵ *Ibid.*, pp.58-59.

²⁶ The earliest known documentary evidence of Shaw's occupation of the land in Whalebone Road is his listing in the Ballan Shire Rate Book, *op.cit.*, for 1935-36.

²⁷ E. Partridge to the Land Department, 27 October 1959, VPRS 440 Unit 276, PROV.

²⁸ Victorian Births, Deaths and Marriages Indexes, Department of Justice, Melbourne.

18 Whalebone Road

The property at 18 Whalebone Road is situated on allotment 10 of C in the Parish of Blackwood. While James Shaw appears to have held the Right to the land, Richard Shaw was listed in the Ballan Shire Rate Books for the first time in 1938-39, although he is identified in Figure 3 as occupying the site in 1936. A 'Plan of Allotment' for the neighbouring property at 20 Whalebone Road (Figure 9) showed the location of Richard Shaw's house. The existing dwelling on the site today might be that first occupied by Richard Shaw, although it seems to have been altered and does not appear to be of log construction.

Richard Shaw carried out mining near his dwelling as he held the right (apparently with his brother, James), to the adjacent water race (he later held it jointly with a Mr Gleeson).²⁹ Letters about the race at the Public Record Office Victoria suggest that the Shaw brothers had held the right to the water race for some years before 1941.³⁰ By 1941, Shaw had suffered a stroke and had become a semi-invalid.³¹ He relinquished his right to the water race which was taken over by William Gleeson. In 1943, freehold to the property at 18 Whalebone Road (then comprising 1 rood and 22 perches) was sold to R.E. Bricker.³²

21 Whalebone Road – 'Mac-Haven'

The first official record of James Shaw 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 with a net annual value of £5.³³ It appears that the existing log hut at 21 Whalebone Road was built by the early 1930s.

James Shaw had married Martha Park in 1896.³⁴ They appear to have resided at Ascot Vale in the initial years, as it was there where their daughter, Madge, was born.³⁵ By 1899, they had relocated to Ballan, where their sons, James and William, were born in 1899 and 1901 respectively.³⁶ A James Shaw was listed a marksman in the second class shots for the Blackwood Rifle Club in 1903.³⁷

According to the Ballan Shire Rate Books, Shaw held a miner's right at Blackwood in 1935-36, 1938-39 and 1940-41. No dwelling was listed until 1950-51, but it is known that Shaw had occupied a hut on the site before 1936.³⁸ The property was officially held under the name of Shaw's sister, Sylvia Partridge, as outlined by the Mines Department:

Right No. 1624 is registered in the name of Sylvia M. Partridge, who, in 1936, informed this office that her brother, James Shaw was living in the log cabin erected on the site.³⁹

By 1942, the hut at 21 Whalebone Road was not occupied (see Figure 4). It appears that Shaw had retired to Trentham by this time, where he died in 1957.⁴⁰ He bequeathed the hut and Right to the land to his niece, Miss Ellen Partridge and in 1959 she described the dwelling as 'a Log Mud Hut of small

29 See letters about the water race, 1941-1947 in VPRS 6803 Unit 2, PROV.

30 Ibid.

31 Ibid., Mines Department letter, 13 May 1943.

32 See Parish Plan of Blackwood, sheet 4, 1963, VPRS 16171 PROV.

33 Shaw was not listed in the Ballan Shire Rate Books for 1920-21, 1925-26 and 1930-31.

34 Victorian Births, Deaths and Marriages Indexes, op.cit.

35 Ibid.

36 Ibid.

37 *Bacchus Marsh Express*, 18 July 1903, p.3.

38 Land Officer, Department of Lands, Ballarat, to Miss E. Partridge, 6 May 1959, VPRS 440 Unit 276, PROV.

39 Ibid.

40 Victorian Births, Deaths and Marriages Indexes, op.cit.

West Moorabool Shire Heritage Study Stage 2A: 2014-16

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value' being 'off the Main St, Blackwood.'⁴¹ In 1962, freehold to the property was sold to M.H. McAuliffe.⁴² In 1965, an official survey resulted in the log hut being situated outside the Title boundary, close to Whalebone Road (Figure 5).

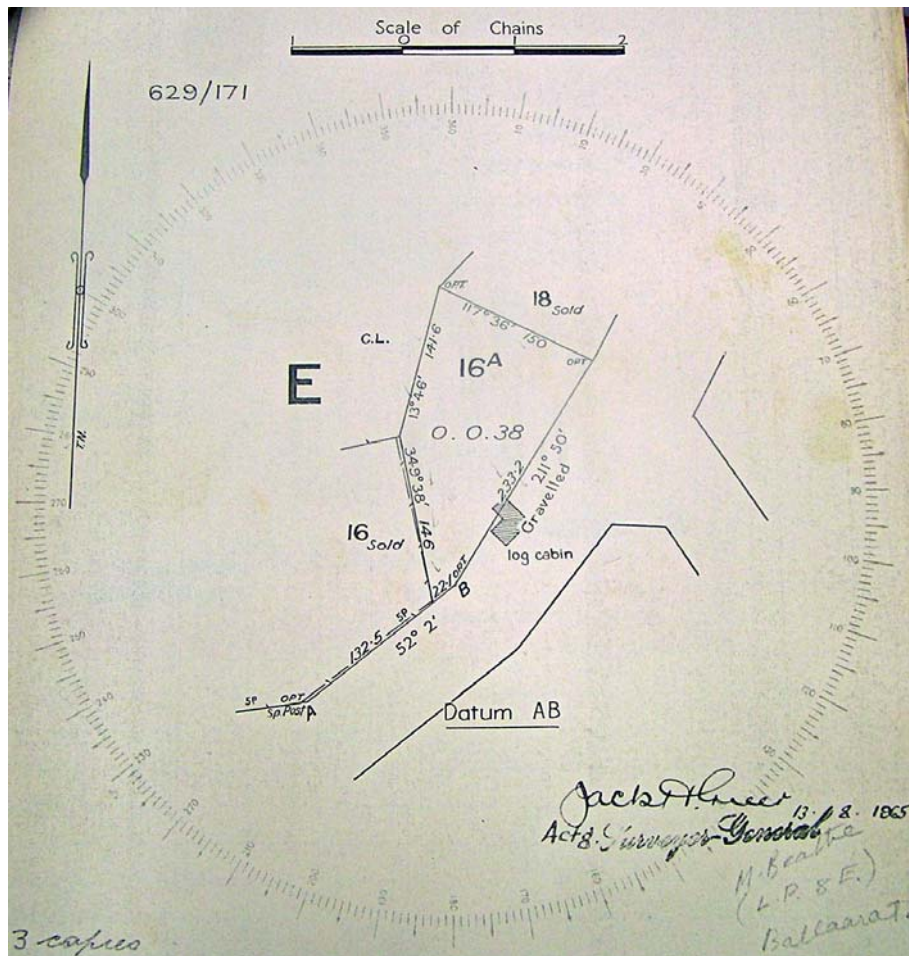


Figure 5: J. Greer, Plan of Allotment (21 Whalebone Road) showing the location of the log hut, 13 August 1965.

Source: VPRS 440 Unit 276, PROV.

Few changes appear to have been made to the hut since 1977 (Figure 6), although the building fabric has deteriorated noticeably since this time and the water tank has been removed.

⁴¹ Partridge, op.cit.

⁴² Department of Crown Lands and Survey, 13 December 1961, VPRS 440 Unit 276, PROV.



Figure 6: J.T. Collins, 'Yellow Log Cabin', 1977. Source: La Trobe Picture collection, State Library of Victoria, image jc001532.

Dwellings Associated with the Whalebone Family

Associated with three of the six surviving early dwellings, as shown on a rough sketch plan of Whalebone Road in 1936, were members of the Whalebone family (Figure 3). The patriarch of the family was William Thomas Whalebone (born in Kent, England in 1842, died in Hawthorn in 1937).⁴³ He married Mary Ann Collins in 1864⁴⁴ and they emigrated to Victoria, apparently lured by the goldfields. They settled at Ararat where their son, James, was born in 1865.⁴⁵ Between 1867 and 1891, they had another 14 children, including William junior (1867-1950), Benjamin Thomas (1874-1966) and Alfred Charles (1879-1973).⁴⁶ During his time at Ararat, William Whalebone turned to the labouring business and in 1877, he became insolvent, claiming the cause on 'losses on contracts, sickness in family, pressure on creditors.'⁴⁷ Between 1887 and 1889, the Whalebone family relocated to Hawthorn.

The first record of the Whalebone family being in the Blackwood district is in 1907. The *Bacchus Marsh Express* reported that Messrs. Whalebone offered 'to repair bridge and gate, and wings of outhouses at Greendale State school.'⁴⁸ Mr. A. Whalebone was also reported as the successful tenderer for 100 cord and the delivery and stacking of wood at the Poseidon mine.⁴⁹ While it is uncertain whether the newspaper report was referring to William junior, Benjamin or Alfred Whalebone, it is known that Benjamin Whalebone was a carpenter, and that the report of a Mr. A. Whalebone was possibly referring to Benjamin's brother, Alfred. No property is listed under the Whalebone name in the Ballan Shire Rate Books in 1907 or in the following years until 1925-26, so it is not likely that the Whalebone brothers were responsible for the construction of the log huts before this time (if they had any involvement in the construction).

Other members of the Whalebone family associated with properties in Whalebone Road were Harold William Whalebone (see details for 22 Whalebone Road) and Alfred Whalebone (11 Whalebone Road).

11 Whalebone Road

⁴³ See Statutory Declaration for Benjamin Thomas Whalebone, 20 May 1944, VPRS 440 Unit 324, PROV & Victorian Births, Deaths and Marriages Indexes, op.cit.

⁴⁴ Victorian Births, Deaths and Marriages Indexes, op.cit.

⁴⁵ Ibid.

⁴⁶ Ibid.

⁴⁷ *The Argus*, 4 August 1877, p.7.

⁴⁸ *Bacchus Marsh Express*, 20 April 1907, p.3.

⁴⁹ Ibid.

The property at 11 Whalebone Road comprised allotment 16 of E in the Parish of Blackwood. The first official record of a Miner's Licence for the site was in 1925-26 when Mrs Emma Whalebone (wife of Alfred Whalebone) of Hamilton was listed as the owner of land with a net annual value of £6.⁵⁰ The same valuation was given in 1930-31 when a house was also listed under the ownership of Emma Whalebone of 3 Raglan Street, Maryborough.⁵¹

While Alfred Whalebone appears to have carried out some building work in the Blackwood district as early as 1907, the existing dwelling at 11 Whalebone Road does not appear to have been built until the early 1920s, probably as holiday accommodation. The steeply-pitched hipped roof form and lack of a chimney might suggest that the dwelling had been relocated to this site by this time. The unusual composition of the front projecting gables could also suggest that they were added after the dwelling had been relocated.

Alfred and Emma Whalebone continued to hold the licence to the property and in 1940 Emma Whalebone purchased the freehold (Figure 7).⁵² A plan shows the location of the existing dwelling at that time (Figure 9).

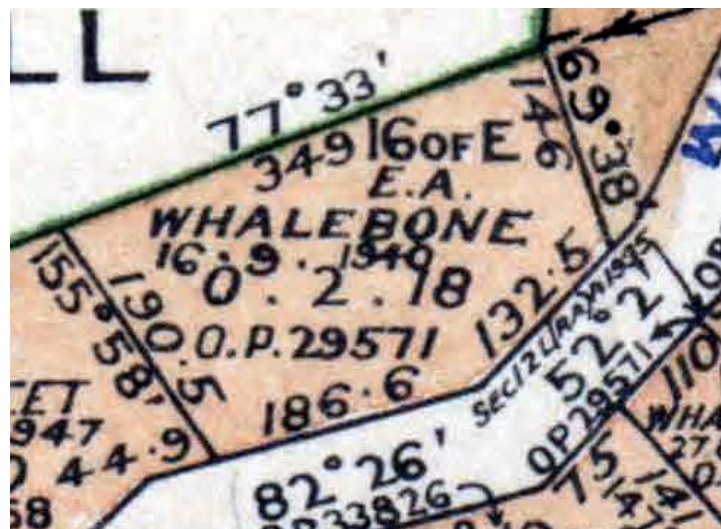


Figure 7: Parish Plan of Blackwood (part), sheet 4, 1963, showing the allotment owned by Emma Whalebone.

Source: VPRS 16171 PROV.

Few changes have been made to the dwelling, although a photograph in 1984 showed that it was in need of repair. These repairs have subsequently been carried out and a bracketed window hood has been reconstructed above the window on the northern gable end.

⁵⁰ Ballan Shire Rate Book, op.cit., 1925-26.

⁵¹ Ibid., 1930-31.

⁵² Blackwood Parish Plan, op.cit.



Figure 8: J.T. Collins, Dwelling, 11 Whalebone Road, 1984.

Source: La Trobe Picture collection, State Library of Victoria, image jc001537

20 Whalebone Road – ‘Green Gables’

The property now known as ‘Green Gables’ at 20 Whalebone Road comprised allotment 11 of C in the Parish of Blackwood. The earliest recorded associations are with Harold William Whalebone (1891-1966) of Hawthorn.⁵³ H.W. Whalebone was the son of William Whalebone junior of Bendigo (and grandson of William Whalebone senior).⁵⁴ Between 1907 and 1910, H.W. Whalebone served with the 2nd Battalion with the Australian Infantry Regiment.⁵⁵ On his return, he worked as a mechanic at Chelsea, Melbourne, before enlisting with the 73rd Infantry of the Australian Imperial Force in World War One.⁵⁶ Towards the conclusion of the war, he married Phoebe Elydia Chater (a widow) at St. Stephen’s Church, New Parish, Upton Park, England, on 1 January 1919.⁵⁷

Returning to Australia, Whalebone became a mail officer at the General Post Office, Melbourne.⁵⁸ It was after the First World War in 1927 when Whalebone took up the right of the property at 20 Whalebone Road.⁵⁹ In 1936 he renewed his Right to the property.⁶⁰ At this time, it included 1 large hut valued at £24, 1 small hut valued at £8.10.0 and 1 lavatory valued at £1.⁶¹ He occupied the property for approximately 3 months each year, with his friends residing there ‘from time to time throughout the year.’⁶² On 27 August 1940, Whalebone purchased the freehold to the property.⁶³ By this time only one hut was situated on the property, as shown on a plan of allotment (Figure 9). H.W. Whalebone was

⁵³ See Births, Deaths and Marriages Index for Whalebone’s birth and death dates.

⁵⁴ Ancient Faces at <http://www.ancientfaces.com/person/harold-william-whalebone/145333827>.

⁵⁵ Australian Imperial Force Attestation Paper, 1916, file B2455, National Archives of Australia online.

⁵⁶ Australian Imperial Force Nominal Roll & Embarkation Roll, 1916, Australian War Memorial online.

⁵⁷ Marriage Certificate for H.W. Whalebone & P. Chater, 1919, National Archives of Australia online.

⁵⁸ Application for a Right to Occupy a Residence Area (continued possession), 3 December 1936, VPRS 440 Unit 323, PROV.

⁵⁹ Certificate of Registration of Residence Area or Business Site, Harold Whalebone, 3 January 1927, VPRS 440 Unit 323, PROV.

⁶⁰ Application for a Right to Occupy a Residence Area (continued possession), op.cit .

⁶¹ Ibid.

⁶² Ibid.

⁶³ Blackwood Parish Plan, op.cit.

again listed as the owner of the property in 1950-51 and held it until his death in 1966.⁶⁴ Stanley Whalebone acquired the property from the Estate of Harold Whalebone in 1977.⁶⁵

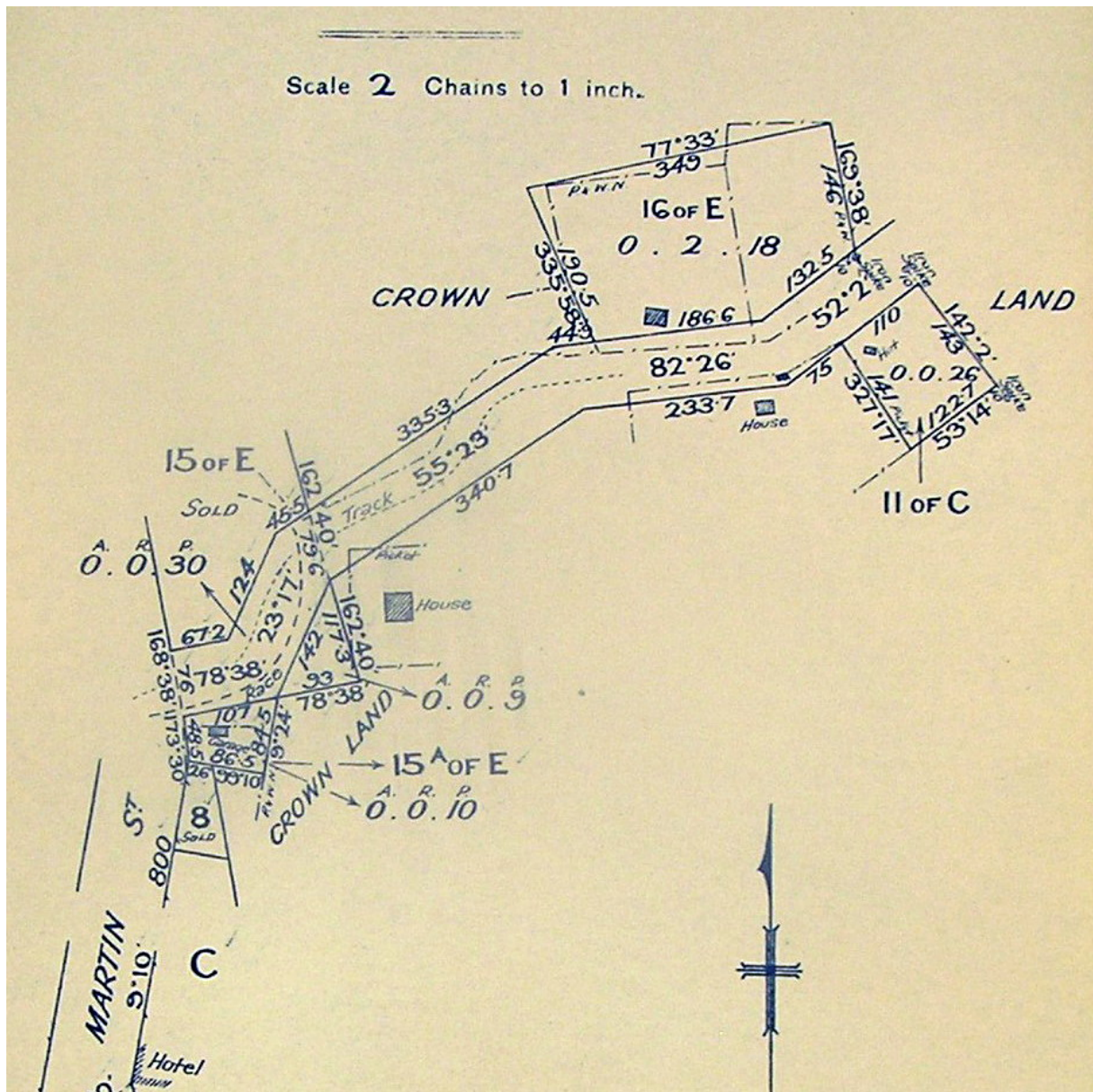


Figure 9: O.G. Pearson, Plan of Allotment, 16 July 1940. H.W. Whalebone's land and hut are shown as lot 11 of C.

Source: VPRS 440 Unit 323, PROV.

Few changes have been carried out to the lot hut since 1984. At this time, the random stone chimney had not been extended with the brick top and there were other rudimentary structures to the east. This indicates that the existing additions in this location were built after this time.

⁶⁴ Ballan Shire Rate Book, op.cit., 1950-51 & Victorian Births, Deaths and Marriages Indexes, op.cit.

⁶⁵ Certificate of Title, 25 May 1977, vol. 9242 fol. 958.



Figure 10: J.T. Collins, Log Hut, 20 Whalebone Road when viewed from the street, 1984. Source: La Trobe Picture Collection, State Library of Victoria, image jc001535.



Figure 11: J.T. Collins, North view of the east portion of the log hut, 20 Whalebone Road, 1984. Source: La Trobe Picture Collection, State Library of Victoria, image jc001534.

22 Whalebone Road

It is known that Benjamin Whalebone held the right to the property at 22 Whalebone Road before 1930.⁶⁶ In 1937, he made application to renew his Right to occupy the land and the log hut located on allotment 14 of C in the Parish of Blackwood (now addressed as 22 Whalebone Road).⁶⁷

In 1898, Benjamin Whalebone had married Miriam Bohling at St. Paul's Cathedral, Bendigo.⁶⁸ This suggests that Whalebone's associations with the Blackwood district came after his marriage. In 1937, Whalebone reported that he occupied the hut 'six months each year'.⁶⁹ His principal place of residence was at 'Macedon View', 70 St. Helens Road, Hawthorn.⁷⁰ Benjamin and Miriam had an adopted son, Clyde Donald Gregory.⁷¹

In 1944, Whalebone applied to purchase his property under freehold Title. The improvements were described as including fencing (approximately 3 chains 10/- chain), valued at £1-10, 'log cabin with skillion attached' valued at £44 and tank and stand valued at £1.⁷² The site, fencing and 'log cabin' were shown on a site plan at this time (Figure 12). It showed only one hut (being the existing hut towards the north-west corner of the site) that had a different orientation. This might suggest that the hut was re-oriented on the site and that the second hut on the site (near the southern boundary) was either built or relocated to the site after 1944. H.W. Whalebone was again listed as the owner of the property in 1950-51.⁷³ Whalebone appears to have relinquished the southern portion of his land to his nephew, Stanley Arthur Whalebone, in 1954.⁷⁴

⁶⁶ Benjamin Whalebone was listed in the Ballan Shire Rate Book, op.cit., for 1930-31.

⁶⁷ See Application for a Right to Occupy a Residence Area (continued possession), 6 & 7 January 1937, VPRS 440 Unit 324 PROV.

⁶⁸ *Bendigo Advertiser*, 14 February 1898, p.2.

⁶⁹ Application for a Right to Occupy a Residence Area (continued possession), 6 January 1937, op.cit.

⁷⁰ The name and address of Whalebone's property at Hawthorn is given in the death notice for his wife, Miriam, in *The Argus*, 22 January 1949, p.15.

⁷¹ Gregory, Clyde Donald, Attestation Form for Special Forces raised for Service in Australia or Abroad, 24 October 1939, Series B883, National Archives of Australia online.

⁷² Application for Exclusive Right of Purchasing Residence, 23 May 1944, VPRS 440 Unit 324, PROV.

⁷³ The Ballan Rate Books, op.cit., erroneously listed Benjamin Whalebone as the owner of land totalling 2 roods and 18 perches, this being the property of Emma Whalebone. The Rate Book for 1940-41 correctly listed Emma Whalebone as the owner of the allotment 16 of E and she was again listed at this address in 1950-51.

⁷⁴ The Blackwood Parish Plan, op.cit., shows S.A. Whalebone as the owner of the freehold at this time. The Rate Books, op.cit., listed Stanley Whalebone as the holder of a Miner's Right from 1938-39, comprising 2 roods. His

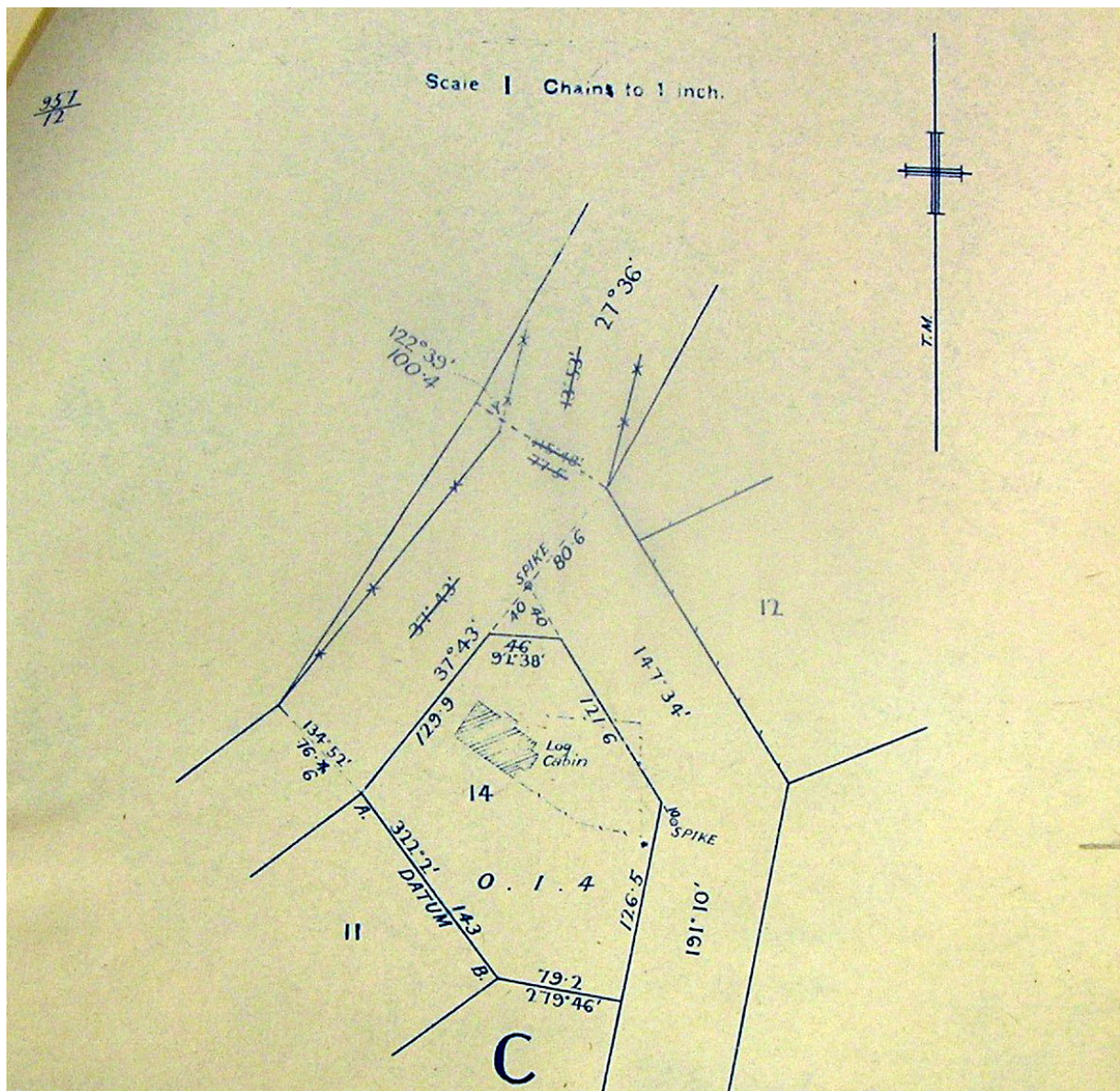


Figure 12: Plan of Allotment, 9 November 1944. Benjamin Whalebone's land and hut are shown as lot 14.

Source: VPRS 440 Unit 324, PROV.

Before 1977, skillion additions were constructed on the north side of the hut. They are shown in the following photograph which also reveals that there was an original skillion wing constructed of logs on the east side that has subsequently been removed. In the later years of Benjamin Whalebone's occupation of his hut, repairs were made by his nephew Stanley.⁷⁵

freehold land comprising lot 17 totalled only 1 rood. Stanley's landholdings were also not shown in this location on survey plans by the Lands Department from 1936.

75 Hall, op.cit.



Figure 13: J.T. Collins, 'Mauve Log Cabin', 22 Whalebone Road, 1977.

Source: La Trobe Picture Collection, State Library of Victoria, image jc001533.

3 Richards Road

The Whalebone family do not appear to have been associated with the hut at 3 Richards Road. Comprising lot 12, the earliest record of this log hut is in 1930-31, when Mrs Angelina Kahle of 7 Craigrossie Avenue, Moreland, was listed as the owner.⁷⁶ The property was opposite Benjamin Whalebone's hut (Figure 4). Mrs Kahle held the property under a Miner's Right until she purchased the freehold in April 1944.⁷⁷ Kahle was again listed as the owner in 1950-51.⁷⁸ She appears to have continued ownership until her death at Elsternwick in 1954.⁷⁹ Another member of the Kahle family also took up the freehold of nearby allotment 16A in 1954.⁸⁰

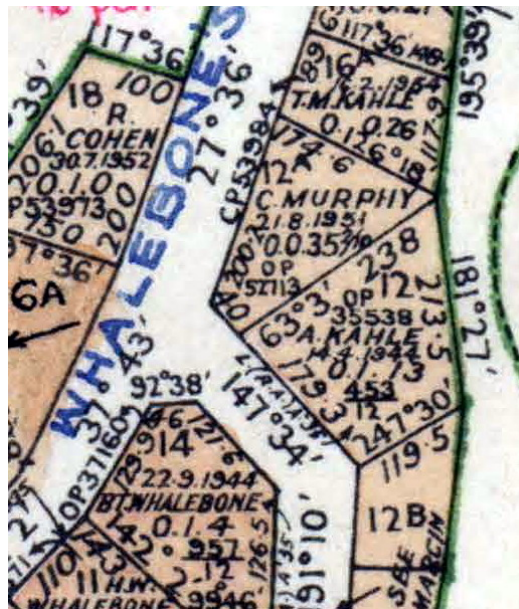


Figure 14: Parish Plan of Blackwood (part), sheet. 4, 1963, showing Kahle's allotment. Source: VPRS 16171 PROV.

⁷⁶ Ballan Shire Rate Book, op.cit., 1930-31.

⁷⁷ Parish Plan of Blackwood, op.cit.

⁷⁸ Ballan Shire Rate Book, op.cit., 1950-51.

⁷⁹ *The Argus*, 28 July 1954, p.13.

⁸⁰ Parish Plan of Blackwood, op.cit.

COMPARATIVE**Other Log Huts in the Moorabool Shire**

In 'Australian Building: A Cultural Investigation', Prof. Miles Lewis outlines that log huts were constructed on the Victorian goldfields from the early 1850s. As early as 1852, there were some log-built miners' huts at Bendigo and others soon followed at Ballarat and at the Gippsland diggings in 1854.⁸¹ A contemporary description of these types of huts was given as follows:

[the huts] ... were built of solid trunks of trees, laid horizontally – in fact, the log-huts of America reconstructed here. The logs are notched into one another at the corners, and interstices daubed up with clay. The roofs of these are almost flat, covered with sheets of bark, with logs on the bark to keep it down.⁸²

Other similar descriptions included the 'crevices plastered with mud.'⁸³

At the Blackwood diggings, the earliest report of log hut construction was in May 1855, when temporary police stables had been constructed of logs and canvas.⁸⁴ A capital log house was also built at the police barracks by August of that year.⁸⁵ In 1869, Yankee Reef was described as 'the liveliest place on Blackwood' where the buildings were of 'every description' including 'log huts.'⁸⁶ Log construction continued in the Blackwood district in the later 19th century. In 1893, The *Bacchus Marsh Express* reported on the building of 'a substantial log hut' on the claim of the Sweet and Murphy's mine, Black Hill.⁸⁷ While a number of log buildings were therefore constructed in the Blackwood goldfields, none are known to survive apart from those in Whalebone Road.

Only four other structures of log construction are known to survive in the Moorabool Shire. They include the three former saw miller's huts at 1285 Ballan Daylesford Road, Korweinguboorra. No details have been found on when they were constructed, but their design and form suggests that they had been built in the early 20th century and possibly relocated to this site. According to the Ballan Shire Historical Society, there was a timber mill nearby and these huts may have been associated with this mill.⁸⁸ The other is an undated log building adjacent to Captain Bacchus's house at Bacchus Marsh.⁸⁹

Other Log Buildings in Victoria

Log huts of 19th and early 20th century construction are known to survive in other parts of Victoria. In the Greater Shepparton Heritage Study Stage 2B (2013), Deborah Kemp has identified five surviving huts and stables of log construction dating from 1877.⁹⁰ They are located at Cooma, Gilleieston, Merrigum and Tatura.⁹¹ All of these buildings are modest in scale and apart from the former hipped roofed homestead at 5855 Midland Highway, Tatura, the other surviving structures have gabled roof

81 Lewis, op.cit.

82 Ibid., quoting William Howitt in *Land, Labour and Gold*, I, p.377.

83 Ibid.

84 M. Hitchcock, 'A Brief History of the Blackwood Police Stables', in the Blackwood Recorder, Blackwood District Historical Society, July 1978.

85 *The Argus*, 9 June 1855, p.6.

86 *Bacchus Marsh Express*, 29 May 1869.

87 Ibid., 19 August 1893, p.3.

88 Oral information from a community consultation, Ballan Shire Historical Society, Ballan, 27 October 2009.

89 Lewis, op.cit.

90 D. Kemp, Heritage Concepts, 'Greater Shepparton Heritage Study Stage 2B', prepared for the City of Greater Shepparton, 2013. Kemp has also identified another structure of log construction at the property now known as 'Lissadell', Piques Road, Toolam.

91 Ibid.

form All except the eclectic construction of the stables at Snellings Property, 50 Merrigum/Ardmona Road, Merrigum, are of horizontal log construction with notched ends, being similar to the surviving huts at Blackwood.

In 'The Log buildings of Merrigum and the context of their construction', Anne Tyson states that there are 'very few log cabin structures still in existence.'⁹² However, she further states that many log structures survive as police lock-ups at Eaglehawk, Seymour, Carisbrook, Harrow, Omeo and Bright, dating from the 1850s.⁹³ These lock ups had hewn logs on the upper and lower faces 'to provide the flat surface for the close fit need for security; sometimes the logs were squared.'⁹⁴ Other log buildings identified by Tyson include the reconstructed log farmhouse of the Domaille family at the Swan Hill Folk Museum.⁹⁵ Tyson found that log construction was common in the Goulburn Valley, rather than being comparatively rare as previously outlined by others. She identified that the Parish of Girgaree East, south of Merrigum, was the location of 70 buildings of log construction in the 1870s.⁹⁶

Other surviving examples include the log kitchen at 'Mundarlo' homestead on the Murrumbidgee River (built before 1873),⁹⁷ notched log cottage at 920 Nyora-Poowong Road, Poowong (built c.1880), hollow log house, Stratford (this dwelling may not survive), log cabin, 1510 Mt Dandenong Tourist Road, Olinda (built 1926), Fernery Creek Recreation Reserve log cabin, 90 Hilton Road, Ferny Creek (built 1920s), Dodd log cabin, and 515 Olinda Basin Road, Olinda (built in part in 1880).⁹⁸

Overall therefore, the five log huts at Blackwood represent a comparatively rare grouping of a once ubiquitous form of timber construction used from the mid 19th century throughout Victoria by miners, selectors and public authorities. The log construction of the huts at Blackwood represents a now uncommon building construction type dating from the early 20th century in Victoria, and a very rare surviving construction type in the Moorabool Shire.

92 A. Tyson, 'The log buildings of Merrigum and the context of their construction', Masters of Arts (Public History) Research Project, 2001, kindly provided by Deborah Kemp, Heritage Concepts.

93 Ibid.

94 Ibid.

95 Ibid.

96 Ibid.

97 Lewis, op.cit.

98 These other examples are found on the Victorian Heritage Database online, July 2014.

West Moorabool Shire Heritage Study Stage 2A: 2014-16**PLACE NAME:** Lal Lal Heritage Precinct

Place No. PRECINCT

ADDRESS: Clarendon-Lal Lal Rd, Lal Lal Falls Rd, Eaglesons Rd, Vaughan St

Assessment Date: Feb 16, Oct 16

Historic Themes:

Theme 3.3: The Railway Network

Theme 5.4: Commerce

Theme 6.1: Building Towns

Theme 6.2: Building Homes in the Shire

Theme 8.2: Education

Theme 8.5: Commemoration

Condition: Fair - Good**Integrity:** Moderate-High**Photograph Date:** 2009-2014**CURRENT HERITAGE STATUS ON STATUTORY REGISTERS****Victorian Heritage Register:**

No

Victorian Heritage Inventory:

No

Local Planning Scheme:

Yes – HO41 Lal Lal Railway Station

CURRENT HERITAGE STATUS ON OTHER REGISTERS:**National Trust (Victoria) Register:**

National Trust Register: 2334 (Lal Lal Railway Station & Water Tower)

RECOMMENDED LEVEL OF SIGNIFICANCE:**Local Significance****RECOMMENDATIONS:**Recommended for inclusion in the Victorian Heritage Register: **No**Recommended for inclusion in the Victorian Heritage Inventory: **No**Recommended for inclusion as a Heritage Overlay in the Planning Scheme: **Yes****Schedule to the Heritage Overlay**

External Paint Controls Should Apply?

Yes (Railway Station complex, water tower, Lal Lal Falls Hotel & old Lal Lal Falls Hotel)

Internal Alteration Controls Should Apply?

No

Tree Controls Should Apply?

Yes (Avenue of Honour, & Memorial Trees, 424 Clarendon-Lal Lal Rd)

Fences &/or Outbuildings of Note?

No

Prohibited Uses May be Permitted?

Yes (Railway station site & Lal Lal Falls Hotel)

Incorporated Document

Yes (see recommendation below)**Other Recommendations**

It is recommended that HO41 is removed from the Lal Lal Railway Station site and that the site is included in the heritage overlay for the Lal Lal Heritage Precinct, as shown in the plan included in this assessment.

It is recommended that an Incorporated Plan is prepared to provide permit exemptions for: demolition of non-contributory; construction of small outbuildings, rear pergolas or verandahs or decks; construction of garages or carports (that are not attached to the building and set back from the front wall plane by at least 2 m); construction of rear single storey additions where the main roof forms are retained; construction of rear swimming pools; and the installation of domestic services normal to a dwelling where visible from a street so long as the services are not on the front wall or roof of a dwelling or located in the front setback). The Mitchell Shire HO Permit Exemptions Incorporated Plan 2014 could be used as a basis for the preparation of the Incorporated Plan for permit exemptions for the Lal Lal Heritage Precinct. As there is archaeological potential with the former water races in the precinct, it should be noted in the Incorporated Plan that consent is required from Heritage Victoria for the disturbance of any archaeological fabric over 50 years old.

STATEMENT OF SIGNIFICANCE:**What is Significant?**

The Lal Lal Heritage Precinct at Lal Lal has significance as an historical legacy of a small 19th century rural settlement centred round the contextually substantial bluestone railway station. Surveyed in 1863, a year after the building of the railway station, the rudimentary nature of the buildings and the broad settings are reflective of the working class population first lured to the rural township from the late 1850s to work in the surrounding iron ore, coal and gold mines, local brickworks and in the timber industry. With the favourable promotion of the nearby Lal Lal and Moorabool Falls in the Ballarat press from the late 1850s and the subsequent establishment of the adjacent Lal Lal racecourse, the township was also sustained by tourism, with visitors from Ballarat flocking to Lal Lal on public holidays and the summer season. The significant fabric includes:

- Bluestone railway station complex (including the water tower off Parkers Road), which symbolises the importance to the town in the 19th century as a critical conduit in the transportation of raw materials from the surrounding industries and of visitors to the nearby falls and racecourse.
- Modestly-scaled, single storey, hipped and/or gabled Victorian vernacular dwellings with corrugated sheet metal roof cladding, timber weatherboard or face brick wall construction, timber framed windows, panelled timber doors, narrow eaves and post-supported verandahs.
- The Lal Lal Falls Hotel at 424 Clarendon-Lal Lal Road, characterised by single storey gable roof forms clad in terra cotta tiles, face brick wall construction, broad eaves with exposed timber rafters, brick chimneys and timber framed windows.
- Old Lal Lal Falls Hotel kitchen ruins at 10 Lal Lal Falls Road defined by a single storey, steeply-pitched, gabled roof form partially clad in corrugated galvanised steel, with face brick wall construction, segmentally-arched window openings with timber framed double hung windows, expressed brick chimney breast on the east side and rear skillion wing.
- The Soldiers' Memorial Hall at 412 Clarendon-Lal Lal Road (albeit noticeably altered), and particularly the larger shallow-gabled wing representing the original hall.
- Avenue of Honour of Cypress and Pine trees flanking the Clarendon-Lal Lal Road.
- Two mature memorial Pine trees outside the Lal Lal Falls Hotel.
- Informal road infrastructure defined by gravelled and grassed verges.

How is it significant?

The Lal Lal Heritage precinct is historically, architecturally, aesthetically and socially significant at a LOCAL level.

Why is it significant?

The Lal Lal precinct has historical significance for its contextually unusual evolution and development resulting from the successful iron ore, coal, gold, gravel and sand mining and timber industries, and a local tourism industry associated with the nearby Lal Lal and Moorabool Falls from the late 1850s (Criterion A). In particular, the Lal Lal township progressed from the early 1860s as a result of the construction of the Ballarat to Geelong Railway line, and the erection of a substantial railway building that formed the epicentre of the town as a conduit for the transportation of both raw materials from the local extractive industries, and tourists. Surveyed in 1863, one year after the opening of the railway station, the historical significance of the precinct is also embodied in the rudimentary vernacular brick and timber dwellings and other buildings that reflect the socio-economic status of the working class population from the 1860s until the 1920s, including the dwellings at 391, 410 and 421 Clarendon-Lal Lal Road, former teacher's residence at 8 Vaughan Street and the surviving old Lal Lal Falls Hotel kitchen at 10 Lal Lal Falls Road. The precinct has associations with some notable early figures during the fledgling years (Criterion H), including Thomas Mayo and Caroline Capell

(storekeepers and hotelkeepers) who contributed much to commercial life and especially the early education of local children; Charles and Margaret Knight, with Charles Knight pioneering the well-known Lal Lal Brickworks in the 1860s and Mrs Knight establishing one of the earliest hotels in 1861 with her late husband, Richard Viccars; Richard and Margaret James, storekeepers and hotelkeepers of the old Lal Lal Falls Hotel (the hotel kitchen survives at 10 Lal Lal Falls Road); August (Otto) Steinkraus, German potter who lived at 391 Clarendon-Lal Lal Road in the late 19th century and who fashioned sought-after ceramics and terra cotta ware from his local pottery works; and Richard and Elizabeth Viccars, postmaster and postmistress of the Lal Lal Post Office at 421 Clarendon-Lal Lal Road during the early-mid 20th century. The precinct has further associations with the local soldiers who served and died in the First World War, as recognised in the Avenue of Honour of Cypress and Pine trees flanking the Clarendon-Lal Lal Road. Other historical associations are identified in the two mature Pine trees outside the Lal Lal Falls Hotel, being a memorial to John Richard (Ted) Parker and Mark Ellis, who drowned in a mining disaster at the nearby coal mine in 1921.

The Lal Lal Heritage Precinct is architecturally and aesthetically significant for its rural setting centred round the landmark Victorian Italianate styled bluestone railway station (Criteria D & E). A substantially intact building, it is one of three surviving identical station buildings constructed on the Ballarat to Geelong line in the early 1860s. Other buildings that demonstrate early important design qualities for their types include the Lal Lal Falls Hotel at 424 Clarendon-Lal Lal Road (being one of four similarly-designed interwar brick hotel buildings in the western region of the Moorabool Shire); and the Lal Lal Primary School at 12 Vaughan Street (being the only standard 72-type brick Victorian Education Department styled school building in the western region of the Moorabool Shire and one of few remaining in Victoria). The mature Cypress and Pine trees lining the Clarendon-Lal Lal Road (comprising the avenue of honour) and the mature memorial Pine trees outside the Lal Lal Falls Hotel (being a memorial to Ted Park and Mark Ellis) contribute to the character of the precinct and augment the rural landscape setting.

The Avenue of Honour of Cypress and Pine trees, memorial Pine trees outside the Lal Lal Falls Hotel and the Soldiers' Memorial Hall (albeit altered) at 412 Clarendon-Lal Lal Road are socially significant as they are recognised and valued by the local community for their commemorative values (Criterion G): to those local soldiers who fought and died in the First World War; to John Richard (Ted) Parker and Mark Ellis who lost their lives in a disaster at the nearby coal mine in 1921 and to the local soldiers who fought and died in the Second World War respectively.

SIGNIFICANCE OF COMPONENTS

Local Significance

These places are considered to be of sufficient integrity and heritage value to meet a local significance threshold. :

- 424 Clarendon-Lal Lal Road: Lal Lal Falls Hotel.
- 424 Clarendon-Lal Lal Road: Memorial Pine Trees (to Parker & Ellis).
- Clarendon-Lal Lal Road: Avenue of Honour of Cypress and Pine Trees.
- 5 Eaglesons Road: Lal Lal Railway Station complex.
- Off Parkers Road: Lal Lal water tower.
- 8 Vaughan Street: Former School Teacher's residence.
- 12 Vaughan Street: Lal Lal Primary School.

Contributory Significance

These make an important contribution to an understanding of the historical evolution of the Lal Lal Heritage Precinct. Architecturally, they have experienced alterations and additions, but the early building fabric is discernible.

- 391 Clarendon-Lal Lal Road: Dwelling.
- 410 Clarendon-Lal Lal Road: Dwelling.
- 412 Clarendon-Lal Lal Road: Soldiers' Memorial Hall (1950s fabric only for its social value).
- 421 Clarendon-Lal Lal Road: Dwelling.
- 10 Lal Lal Falls Road: Old Lal Lal Falls Hotel Kitchen ruins.

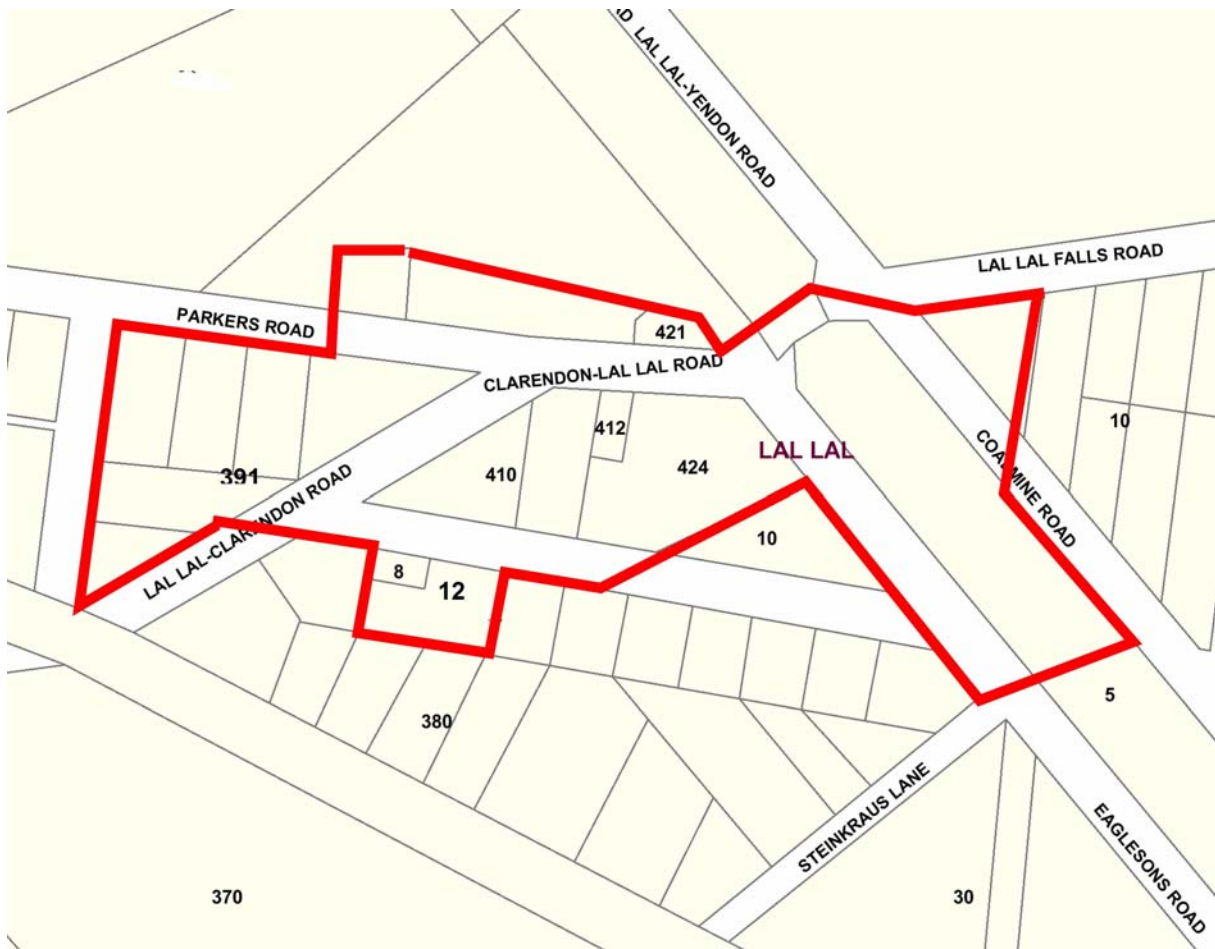
Non Contributory

The fabric that makes no contribution to the significance of the Lal Lal Precinct (given that it has been introduced after the significant era of development) is:

- 410 Clarendon-Lal Lal Road: Outbuildings.
- 421 Clarendon-Lal Lal Road: Brick shop and mechanics' garage.
- 424 Clarendon-Lal Lal Road: Outbuildings to rear and side of the Lal Lal Falls Hotel.
- 10 Lal Lal Falls Road: Other buildings and structures on the site of the Old Lal Lal Hotel Kitchen Ruins.

Precinct Map

The following precinct map shows the boundaries of the Lal Lal Heritage Precinct and the locations of the places within the proposed heritage overlay.



Source of base Map: Interactive Map, Land Services online.

DESCRIPTION:**General Overview**

The Lal Lal Heritage Precinct is a small rural area at the junction of the Clarendon Lal-Lal Road, Yendon-Lal Lal Road, Lal Lal Falls Road and Eaglesons Road. The precinct is a physical legacy of a 19th and early 20th century industrial, transport, commercial and tourist hub serviced by the nearby iron, lignite (brown coal) and gold mining and brickmaking industries, and the railway station, hotel, school and a small number of dwellings in the centre of Lal Lal township. The surviving buildings are mainly set within substantial allotments and most have been altered over time. They are rudimentary in character, modestly scaled, single storey and constructed of brick, stone, and timber weatherboards, and they predominantly have hipped and/or gabled roof forms. Most also feature front verandahs. An Avenue of Honour of Cypress and Pine trees along Clarendon-Lal Lal Road and two memorial Pine trees adjacent to the centrally-located Lal Lal Falls Hotel are prominent landscape features in addition to the rural bushland setting that permeates the area. Most of the private gardens have generous open grassed areas, perimeter plantings and trees, and front visually permeable fences. On the boundaries of the Old Lal Lal Falls Hotel kitchen site are mature Cypress trees.

Building Fabric

The buildings in the Lal Lal precinct are as follows:

391 Clarendon-Lal Lal Road: Dwelling

A single storey Victorian vernacular styled dwelling with an elongated gabled roof and a broad skillion wing which projects to form a post-supported verandah at the front, it is constructed of corrugated red colorbond roof cladding with painted brick walls. There is another elongated gable wing at the rear that also has a projecting skillion verandah. These verandahs have been introduced. Two prominent face brick chimneys are located at the east end of the front wing. Set on a large triangular site, open grassed areas with perimeter shrubs and trees surround the dwelling. There is a gravelled driveway and a rural timber post and wire fence. The dwelling appears to be in fair-good condition and of moderate integrity.



Photo 1, 2009

410 Clarendon-Lal Lal Road: Dwelling

This modestly scaled, single storey, Victorian vernacular styled dwelling has a gabled roof form with skillion and gabled additions at the rear. The dwelling has corrugated galvanised steel roof cladding and timber weatherboard wall cladding although the front wall has painted vertically-oriented cladding. There is an introduced post-supported bullnosed verandah projecting from the front gable and an introduced concrete floor. On the east side is a rendered brick chimney, and an elevated gabled porch. The dwelling has a substantial setback from Clarendon-Lal Lal Road and it is set on a large site characterised by grassed areas and numerous trees. There is an introduced gabled metal garage to the side of the dwelling. Overall, the dwelling appears to be in fair condition and of low-moderate integrity when viewed from the road.



Photo 2, 2014



Photo 3, 2014.

Source: Blue Ribbon Real Estate online.

West Moorabool Shire Heritage Study Stage 2A: 2014-16

PLACE NAME: Lal Lal Heritage Precinct

ADDRESS: Clarendon-Lal Lal Rd, Lal Lal Falls Rd, Eaglesons Rd, Vaughan St

Place No. PRECINCT

Assessment Date: Feb 16, Oct 16

412 Clarendon-Lal Lal Road: Lal Lal Soldiers' Memorial Hall,

This postwar era hall has shallow-gabled roof forms, the larger wing comprising the original building. The front and rear gabled wings are later additions. The building is clad in introduced corrugated sheet metal roofing and introduced, synthetic horizontal board wall cladding. The hall is located on a contextually small site. There is an open grassed area at the front, while the front boundary has an introduced low solid brick fence and a tall solid brick information shelter. There are rudimentary metal vehicular and pedestrian gates at the east end. Overall, the building appears to be in good condition and is of low integrity given the numerous alterations and additions.



Photo 4, 2014.

421 Clarendon-Lal Lal Road: Dwelling & Mechanics' Workshop

A modestly-scaled timber weatherboard Victorian vernacular dwelling, it has an elongated hipped roof form that has been extended at the east end. There is a projecting post-supported convex verandah with introduced vertically boarded valance and infill in the verandah ends. At the front, the western-most timber framed double hung windows appear to be early, as does the front doorway, but the eastern-most front window has been introduced as part of a later addition. There is also an introduced concrete verandah floor. At the west end is an early face brick chimney, beyond which is a gabled single storey addition that connected the early hipped roofed dwelling to an introduced parapeted brick shop and a mechanic's workshop. Overall, the dwelling appears to be in fair-good condition and of moderate integrity. The original character of the dwelling is discernible.



Photo 5, 2009.



Photo 6, 2014

424 Clarendon-Lal Lal Road: Lal Lal Falls Hotel

A symmetrically composed, single storey, face red brick, interwar era hotel building, it features a broad gable roof form that traverses the site, together with two projecting minor gables at the front. These roof forms are clad in terra cotta tiles. Squat, face brick chimneys are other features of the roofline, as are the board eaves and exposed timber rafters. The hotel has original timber framed double hung windows. Overall, the hotel building appears to be fair-good condition and is largely intact from the front, apart from the west gable end where an early porch has been removed.



Photo 7, 2014.

5 Eaglesons Road: Lal Lal Railway Station

The single storey, Victorian Italianate styled bluestone railway station building has two storey gabled residential wing at one end. There is an early, hipped, post-supported verandah with timber brackets and a galvanised corrugated steel roof (the round hollow steel verandah posts having replaced the original timber posts). Other early features include the slate roof cladding, decorative timber eaves brackets, timber framed multi-paned double hung windows, door opening and timber doors and the bluestone chimneys. Adjacent to the main station building is a gabled bluestone lamp room and timber weatherboard goods shed. Adjacent to the station are Pine and other trees. The railway station building, lamp room and goods shed are in fair condition and are of moderate-high integrity as a rural 19th century station complex.



Photo 8, Railway Station, 2014.



Photo 9, Lamp Room, 2014.



Photo 10, Goods Shed, 2014.

10 Lal Lal Falls Road: Old Lal Lal Falls Hotel Kitchen Ruins

A modest, steeply-pitched gabled building, it is constructed of face brick wall construction with original segmentally-arched window and door openings featuring cream brick voussoirs. The existing corrugated galvanised steel roof cladding is loose and sheets are missing exposing the timber roof structure. There is evidence of deterioration in the brickwork in the walls and plinths, and especially on the east side in the chimney breast. At the rear is a skillion wing of brick and corrugated sheet metal construction. On the Coalmine Road and Lal Lal Falls Road boundaries are rows of Cypress trees of different species. Overall, the former Lal Lal Hotel kitchen wing is in poor condition which is undermining its integrity. .



Photo 11, 2014.



Photo 12, 2014.

8 Vaughan Street: Former School Teacher's Residence.

The Victorian styled, timber weatherboard, symmetrically composed dwelling has a steeply-pitched gabled roof form that traverses the site, and broken back post-supported verandah that projects at the front. The roofs are clad in painted corrugated sheet metal. Other early features include the central timber framed doorway with transom above, and the flanking timber framed double hung windows, timber verandah brackets and the timber ventilators in the gable ends. Set on a modest site, the dwelling has a temporary wire fence and metal gates at the front, together with an introduced gabled gate structure. There are some perimeter plantings on the front boundary. Overall, the former School Teacher's Residence appears to be in good condition and of moderate-high integrity.



Photo 13, 2009.

West Moorabool Shire Heritage Study Stage 2A: 2014-16

PLACE NAME: Lal Lal Heritage Precinct

Place No. PRECINCT

ADDRESS: Clarendon-Lal Lal Rd, Lal Lal Falls Rd, Eaglesons Rd, Vaughan St

Assessment Date: Feb 16, Oct 16

12 Vaughan Street: Lal Lal Primary School.

The steeply-pitched, gabled school building has a main roof form and a minor projecting front porch. These roofs are clad in corrugated sheet metal, with the walls construction of local brick. The timber framed multi-paned windows, timber pendant in the gable end, ventilator in the gable end and front doorway represent other early features. The school building represents the standard Victorian Education Department "72-type" design. It is in good condition and of high integrity.



Photo 14, 2009.

Parkers Road: Lal Lal Railway Water Tower.

The water tower is square in layout and constructed of a bluestone base having a projecting cornice, which is surmounted by a ribbed metal tank. There are segmentally-arched window and door openings, with the door opening having vertically-boarded doors. The water tower is comparable with the wider and more squat water tower structure at Lethbridge of identical design and construction. Overall, the Lal Lal Railway Water Tower is in fair condition and is of high integrity.



Photo 15, 2009.

Urban Design & Infrastructure

The roadway infrastructure in the Lal Lal precinct reflects its rural setting: being informal with gravelled and grassed verges. The principal roads have asphalt surfaces and they intersect in the central north-east portion of the area. A key thoroughfare in the precinct is the Clarendon-Lal Lal Road that bisects the precinct, and curves towards the southern boundary of the area.

The Lal Lal precinct is also identified by other infrastructure associated with earlier years as a transport hub past. Behind the railway water tower is a reservoir earlier used to supply water to the tower for the adjacent railway complex.

Landscaping

Apart from the native bushland setting of eucalypts that permeates the precinct, landscaping in the Lal Lal heritage area is especially identified in the remnant Cypress and Pine tree Avenue of Honour that extends southwards along the Clarendon-Lal Lal Road from the Soldiers' Memorial Hall. This avenue commemorates the local soldiers who fought and died in World War One. Centrally located in the area adjacent to the Lal Lal Falls Hotel at 424 Clarendon-Lal Lal Road are two mature memorial Cypress trees. They are a memorial to John (Ted) Parker and Mark Ellis who were tragically killed in a nearby coal mine disaster in 1921. To the north, along the boundaries of the Old Lal Lal Hotel Kitchen site, are mature Cypress trees.



Photo 17: Avenue of Honour, Clarendon-Lal Lal Road, looking south, 2014.



Photo 18: Memorial trees, 2014.



Photo 19: Plaque adjacent to trees.

HISTORY:

Development of the Township of 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 1840.¹ The Run was acquired by Peter Inglis in c.1843, who placed his nephew, Archibald Fiskin in charge.² Fiskin took ownership of the Lal Lal Run in 1854.³ 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,⁴ 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

¹ P.M. Griffiths, *Three Times Blest: A History of Buninyong and District 1837-1901*, Buninyong & District Historical Society, Buninyong, 1988, p.5.

² *Ibid.*, p.9 & J.A. Hone, 'Fiskin, Archibald (1829-1907)', *Australian Dictionary of Biography*, vol. 4, Melbourne University Press, 1972 (online).

³ Griffiths, *op.cit.*, p.10.

⁴ *Ballarat Courier*, 20 December 1918, p.10.

extracted minerals from the nearby mines and works as shown in the following map (Figure 1) depicting the industries in progress in 1877:⁵

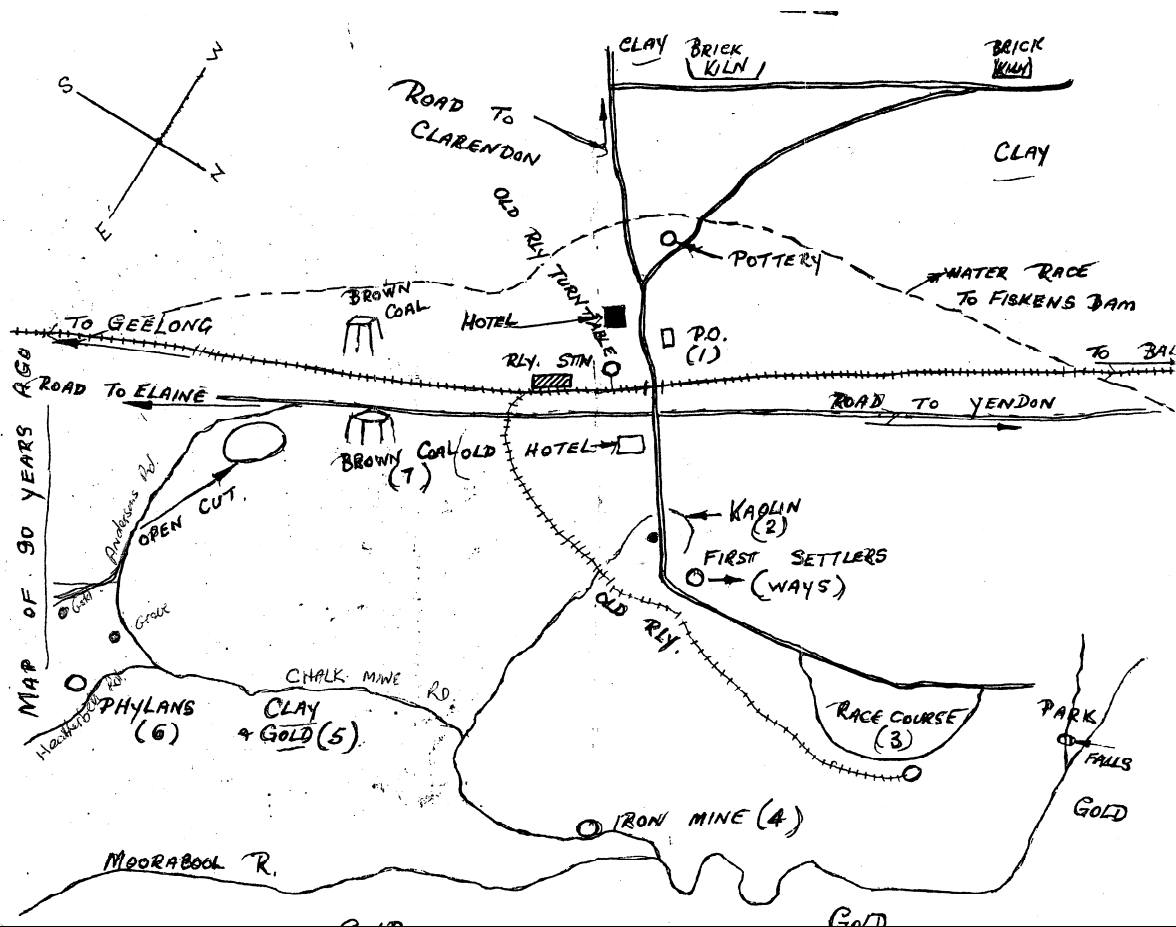


Figure 1: Upper Moorabool History Society, Map of Lal Lal in 1877. Source: 'Upper Moorabool History Society: Lal Lal Excursion, 2 April 1967, Buninyong & District Historical Society.

Named after Lal Lal Falls (being the spiritual resting place of the Kulin people's Bunjil), the township was surveyed and proclaimed in 1863 (Figure 2),⁶ 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. 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.⁷ Others to purchase land nearby the railway station included W.A. and M. Knight, M. Viccars, R. James, M. Enright and the Delany brothers.⁸ Some of these early names including Knight and Viccars were associated with the local brick and pottery

⁵ According to Pauline Holloway, local historian now resident in Delacombe, Ballarat, to the author, 14 February 2016, the second brown coal mine shown to the east (below) the railway line was not in existence in 1877.

⁶ A.B. Watson, *Lost & Almost Forgotten Towns of Colonial Victoria: A Comprehensive Analysis of Census Results for Victoria 1841-1901*, Angus B. Watson, p.254.

⁷ Plan of the Township of Lal Lal, 1955, VPRS 16171, PROV.

⁸ *Ballarat Star*, 20 April 1869, p.2.

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.¹¹

During the construction of the railway line, two other temporary hotels were also established for the railway workers.¹² These businesses appear to have been short-lived.

The nearby Lal Lal and Moorabool Falls outlined in the *Ballarat Star* in 1869 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 1857:¹³

Probably few of our readers are aware that within ten or twelve miles of the 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 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.¹⁴



Figure 3: Geelong & Ballarat Photographic Societies at Lal Lal, c.1890-1910.

Source: La Trobe Picture Collection, State Library of Victoria, image b23599.

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, made it strategically placed to become a service centre for tourists. From January 1864, horse racing was held near the Lal Lal Falls.¹⁵ The first of the

¹¹ *Ballarat Star*, *op.cit.*

¹² 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.

¹³ *Ballarat Star*, 1 January 1858, p.3.

¹⁴ *Ibid.*, 19 September 1857, p.2.

¹⁵ *Ibid.*, 4 January 1864, in Brown, *op.cit.*

Lal Lal Turf Club's race meetings was held in 1874.¹⁶ 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.¹⁷ At least 8,000 return rail tickets between Ballarat and Lal Lal were sold for the New Year's Day races.¹⁸ In 1893, the number of visitors swelled to around 20,000 for the annual race meeting.¹⁹

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 1871,²⁰ being 'chiefly labourers and poor rather than otherwise.'²¹ A timber school was built in 1866 and it was replaced with the present brick State School No. 863 in 1875.²² 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.²³ It was designed by the Ballarat architects, Molloy and Figgis.²⁴ Other denominations followed in the early 20th 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.²⁵ 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.'²⁶ 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.²⁷ 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 20th century.²⁸ This did not prevent some further building development at the small settlement, including the construction of the Soldiers' Memorial Hall in Clarendon-Lal Lal Road in 1955, outside the World War One Avenue of Honour that had been planted in 1918.

Extraction & Other Industries that Supported the Development of the Lal Lal Township

- 16 A. Beggs Sunter, 'Lal Lal Exploration: Historical Notes', Buninyong & District Historical Society, n.d., p.2, states that the Lal Lal Turf Club was formed at Brophy's Hotel on 28 June 1873 and that New Year's Day, 1874, was the first race meeting.
- 17 *The Argus*, 7 October 1886, p.7, listed the Annual Report of the Railway Commissioners for the year ending 30 June 1886 which briefly outlined the opening the Lal Lal racecourse line.
- 18 Beggs Sunter., p.1.
- 19 *The Argus*, 3 January 1893, p.7.
- 20 Watson, *op.cit.*
- 21 L.J. Blake, *Vision & Realisation: A Centenary History of State Education in Victoria*, Education Department of Victoria, Melbourne, 1973, vol.2, pp.699-700.
- 22 *Ibid.*, & Holloway, *op.cit.*
- 23 *The Argus*, 21 May 1890 & 'Church of England, Lal Lal', Public Building files, VPRS 7882, Unit 1756, PROV.
- 24 *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.
- 25 '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.
- 26 Victorian Municipal Directory, 1890, p.284.
- 27 *Ibid.*, has 150 people at Lal Lal at this time, but Watson, *op.cit.*, has only 67 people. Watson also has a population of 281 in 1881.
- 28 'Lal Lal remembers early settlers', article in Brown, *op.cit.*

Iron Ore

In 1857, the first iron ore was mined in the area, with later mining taking place nearer the Moorabool River.²⁹ 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.³⁰ In 1874, the Lal Lal Iron Ore Company was registered, with a Mr Swifte appointed as manager.³¹ In 1875, the first smelter was officially opened by the Chief Secretary of Victoria, Graham Berry,³² becoming Victoria's first and only attempt at mining and smelting iron ore.³³ In 1880, a new furnace was built using locally quarried stone lined with fire bricks imported from England. The company reached peak production in 1884.³⁴ 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.³⁵ Production at the mine ceased in 1890. 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 not far from the centre of Lal Lal.³⁶

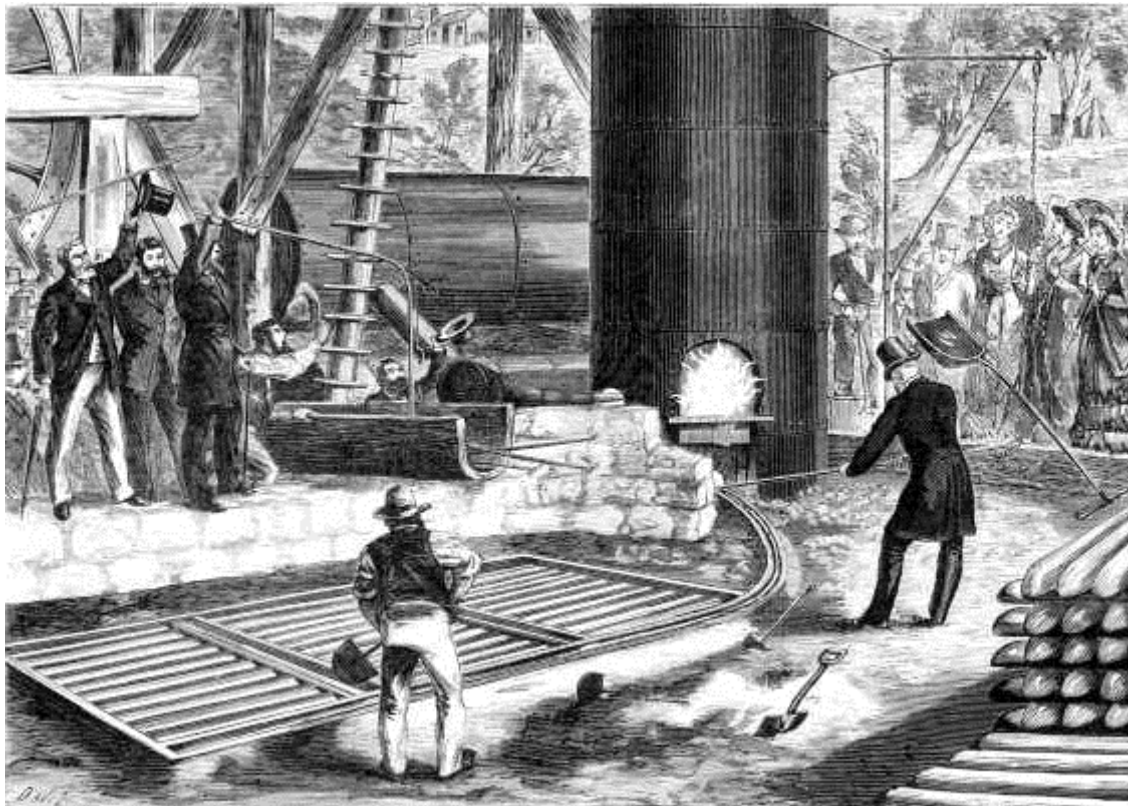


Figure 4: First Casting at the Lal Lal Iron Works, 1878.

Source: Illustrated Australian News, State Library of Victoria, image mp002882.

29 Beggs Sunter, *op.cit.*

30 Griffiths, *op.cit.*, p.95.

31 *Ibid.*

32 *Ibid.*

33 'Lal Lal Iron Mine and Smelting Works', Victorian Heritage Database online, 05 March 2010, H1759.

34 Brown, *op.cit.*

35 'Lal Lal Iron Mine and Smelting Works', *op.cit.*

36 *Ibid.*

Coal

During the gold rush near Lal Lal in the late 1850s, James Ralph discovered a layer of lignite amongst the other coloured clays.³⁷ Ralph subsequently formed a company known as the Victorian Lignite Company and in 1863 the lignite product was sold in Melbourne, Geelong and Ballarat.³⁸ 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.'³⁹ The Australasian Deodorizing, Disinfecting and Fertilising Company Limited purchased 33 acres of land to the south-east of the Lal Lal township in 1883.⁴⁰ Operations were to be short-lived as the mine closed in 1892 before being reopened in 1914 by the Victorian Central Coal and Iron Mining Company.⁴¹ It closed again in 1920.⁴² Mining by the open cut method was carried out from the early 20th century, the mine remaining operational until around 1957.⁴³



Figure 5: Lignite Mine, Lal Lal, c.1882.

Source: La Trobe Picture Collection, State Library of Victoria, image mp003342.

Gold Mining

Gold was discovered about 2 ½ miles east of the Lal Lal railway station in 1864 by George Hall.⁴⁴ This brought about a rush of around 300 diggers in 1866 in the 'low stringy bark ranges skirting the flat

37 Griffiths, *op.cit.*, p.99.

38 *Ibid.*

39 *Ibid.*

40 Township Plan of Lal Lal, 1955, *op.cit.*

41 Griffiths, *op.cit.*

42 *Ibid.*

43 Beggs Sunter, *op.cit.*

44 *Ballarat Star*, 28 November 1866, p.2.

country in the direction of Mount Egerton.’⁴⁵ 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.⁴⁶ 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.’⁴⁷ 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.’⁴⁸

The water race utilised by miners at Lal Lal has its origins in 1863, when a dam was constructed near the residence of Archibald Fiskien at Lal Lal homestead from which the lengthy race was built, extending over several kilometres and through the Lal Lal township to the Dolly’s Creek, Morrison’s and Tea Tree goldfields.⁴⁹ Established by the Lal Lal Waterworks Association, the race was described in the *Mining Record*:

A large race five feet wide and two feet deep, crossing the Geelong and Ballaarat 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 racers 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.⁵⁰

Clay

In 1862, Charles Knight established the first local brickworks at Lal Lal.⁵¹ Bricks were subsequently made at the site.⁵² 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.⁵³ The brickworks also supplied maltsters and fellmongering flooring tiles in 1873.⁵⁴ 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 1950.⁵⁵ It had also been used for the production of stoneware sewerage pipes in Ballarat and Lal Lal by Martin’s Stoneware Pipes Ltd.⁵⁶

45 *Ibid.*

46 *Ibid.*

47 *Ibid.*

48 *Ibid.*

49 *The Mining Record*, October 1863, p.220.

50 *Ibid.*

51 P. Holloway, ‘Lal Lal Brick Works’, illustrated notes, Buninyong.

52 *Ibid.*

53 *Ibid.*

54 *The Argus*, 22 February 1873.

55 Holloway, op.cit.

56 *Ibid.*



Figure 6: Knight's Brickworks, n.d. Left to Right: Charles Knight, Ted Enright, Richard Viccars Senior.

Source: Pauline Holloway.

Knight appears to have worked in the business with his brother, Andrew⁵⁷ before he was joined by his son, Charles, and stepson, Richard Viccars.⁵⁸ Ted Enright also worked at the brickworks prior to its closure in 1898.⁵⁹ The Enright family owned land and a dwelling off Parkers Road, adjoining the Knight's Brickworks site.⁶⁰ 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.⁶¹

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.'⁶² However, by 1918 'the works had been idle owing to the high cost of fuel and other causes, brought about by the war.'⁶³

⁵⁷ *The Argus*, 2 December 1922.

⁵⁸ *Ibid.* & Knight, Charles, Probate Administration files, 1916, VPRS 28/P3, Unit 640, 7591/P2, Unit 546, PROV.

⁵⁹ Holloway, op.cit.

⁶⁰ See Plan of the Parish of Clarendon, 1947, VPRS 16171, & Enright, E., Probate Administration files, 1908, VPRS 28/P2, Unit 858, PROV.

⁶¹ *Gordon, Egerton and Ballan Advertiser*, 16 January 1914, p.4.

⁶² *Ibid.*, 26 February 1915, p.4.

⁶³ *Ballarat Courier*, 20 December 1918, p.1.

In the late 19th century, other potters came to Lal Lal and established businesses following the commencement of Knight's brickworks. James Brough worked at the Lal Lal pottery from 1885 before relocating to the pottery at Lithgow, N.S.W., in 1889.⁶⁴ Soon after, a German potter, August (Otto) Steinkraus, settled at Lal Lal.

Other Soil Extraction Industries

Sand and gravel extraction formed the basis of other local business at Lal Lal from the 19th century. Messrs H. and A. Parker once had the sand contracts, these they sold to Mr R. Eaton, transport driver of Ballarat.⁶⁵ Several gravel pits on John Robinson's property were the source of the supply for the Buninyong Shire.⁶⁶

Timber

Much of the Lal Lal locality was forested in timber. From an early period, the settler P. Ashfield established a business by barking trees for roof making.⁶⁷ This was followed by timber cutting businesses that continued into the First World War:

For this they paid 2 shillings per ton royalty to the Forestry Commission. Hundreds of tons were carted and stacked at the railway docks and taken to other areas, mostly Geelong for winter fuel. Wattles were stripped while clearing paddocks. The bark was bundled allowed to dry and sent to the tanneries at Abbotsford.⁶⁸

The Forest Department took an active role in managing and guarding reserved forests at Lal Lal. In 1914, a charge was laid against James McTigue by Thomas McGuire, Forest Officer, for illegal occupation of reserved forest at Lal Lal.⁶⁹ This was an early record of public notification that illegal occupation of reserved land or felling of trees was not to be overlooked by the authorities. Towards the end of the First World War in 1918, the Forests Commission was established by the Victorian State Government.⁷⁰ Its Department (Forests) was responsible for State Forests and forestry policy, including the issuing of leases and licences, planting and/or thinning of forests, development of plantations, and other related arboricultural and conservation management. A depot was established at Lal Lal, possibly between 1927 and 1929, with a residence constructed⁷¹ Forestry ceased in the Lal Lal area in 1976 and the Forest Commission residence was sold in 1978.⁷²

64 Holloway, 'Historical notes', op.cit.

65 Brown, op.cit.

66 Ibid.

67 Brown, op.cit.

68 Ibid.

69 *Gordon, Egerton and Ballan Advertiser*, 5 June 1914, p.1.

70 Forests Commission Victoria (1918-1983), Encyclopedia of Australian Science online, <http://www.eoas.info/biogs/A001062b.htm>

71 Ibid. A Township Plan of Lal Lal dated 1927, State Library of Victoria, does not show the existence of the Forestry Commission occupying the former Forest Commission site at 42 Lal Lal Falls Road (it is shown in the Township of Lal Lal Plan for 1955, op.cit). The earliest available record of the presence of a Forest Commission officer at Lal Lal is in 1929, when *The Argus*, 24 July 1929, p.17, reported on a court case involving a local farmer being charged for lighting a fire and James Power, forest officer, gave evidence.

72 G.F. and U.G. Diamond-Keith, Lal, Lal, to Pam Jennings, June 2014.

Early History of Individual Places**391 Clarendon-Lal Lal Road: Dwelling**

The property at 391 Clarendon-Lal Lal Road is situated on Section 11 in the Township Plan of Lal Lal, which originally comprised 6 allotments. The first of these allotments (lot 1) had been sold to J. Sladen on 24 July 1871. L. Macqueen acquired lot 5 on 14 May 1878, with lots 2-4 purchased by T.M. Capell on 27 June 1882.⁷³

By c.1890, all the land earlier owned by Sladen, Macqueen and Capell appears to have been acquired by August (Otto) Edward Steinkraus, a German potter.⁷⁴ Steinkraus arrived in Victoria from Hamburg on the 'Catania' in 1883.⁷⁵ He was naturalised in 1889.⁷⁶ He appears to have soon relocated to Ballarat where he established wood-fired kilns known as the Eureka Potteries, nearby the site of the Eureka Stockade.⁷⁷ At Lal Lal, Steinkraus seems to have built the existing brick dwelling as well as a brick kiln using bricks from the neighbouring Knight's Brickworks.⁷⁸ The dwelling comprised four rooms, with a rear skillion accommodating a kitchen wash house and porch.⁷⁹ There was a brick-lined underground tank at the north end of the dwelling. In 1896-97, the Buninyong Shire Rate Books listed Steinkraus' premises as 'pottery and land' with a net annual value of £8.⁸⁰ It was from here where he fashioned ceramics and terra cotta ware from the locally mined kaoline clays.⁸¹ The kiln was situated along the western boundary fence closer to Parkers Road (there is no immediate evidence of the kiln today).⁸² It appears that Steinkraus hawked his products around the district.⁸³

73 See Township of Lal Lal Plan, op.cit.

74 Holloway, op.cit.

75 State Records Authority of New South Wales: Shipping Master's Office, Passengers Arriving 1855-1922 NRS13278, [C152], reel 456, transcribed by Dennis Schinkel.

76 August E. Steinkraus Naturalisation Papers, 1889, Series A712 1889/N13650, National Archives of Australia (Canberra) Index.

77 'In Search of Otto Steinkraus', op.cit.

78 Holloway, op.cit.

79 Ibid.

80 Buninyong Shire Rate Book, 1896-97, VPRS 13490/P1, PROV (Ballarat).

81 Holloway, op.cit.

82 Ibid.

83 Ibid., claims that it was Mrs Steinkraus that hawked Otto Steinkraus' wares, but there is no official record of him marrying.



Figure 7: Steinkraus kiln, n.d. c.1920]. Source: Pauline Holloway.

Steinkraus acquired 7 acres of land opposite his brick dwelling in 1895.⁸⁴ Steinkraus continued to reside at Lal Lal in the ensuing years, with the pottery business being known as Lal Lal pottery in 1904.⁸⁵ In 1906, Steinkraus was charged with unlawfully maiming a sheep at Lal Lal, but the case was dismissed.⁸⁶ A more serious court case involving Steinkraus in 1915 was when Rudolf Brose claimed damages against him for trespass on land rented to Brose by Steinkraus.⁸⁷

By 1915, Steinkraus had moved to Ballarat.⁸⁸ He had earlier sold his Eureka Potteries business to the Ballarat architects, George Clegg and William Miller, from which the Eureka Terra Cotta and Tile Company was formed.⁸⁹ Later floated as a public company, clay roof tiles were manufactured in large quantities from Steinkraus' original pottery site.⁹⁰

At 391 Clarendon-Lal Lal Road, the brick dwelling was occupied by Ted Enright and his wife, Catherine, from 1916.⁹¹ In 1927, Steinkraus sold the property to Reginald Burns.⁹² After 1948, the front skillion verandah was added.⁹³

84 Township Plan of Lal Lal, op.cit.

85 *Wise's Directory*, 1904.

86 *The Argus*, 4 April 1906, p.8.

87 *Ballarat Courier*, 15-16 October & 2 November 1915.

88 *Ibid.*, 15 October 1915 states that Steinkraus was "of Ballarat".

89 'In Search of Otto Steinkraus', op.cit.

90 'Otto Steinkraus', Federation University Australia, https://bih.federation.edu.au/index.php/Otto_Steinkraus.

91 Holloway, op.cit.

92 Titheridge and Crowcott, Auctioneer, House, Land & Estate Agents, to The Rate Collector, Shire Hall, Buninyong, 5 October 1927, affixed in the Buninyong Shire Rate Book, op.cit., 1927-28.



Figure 8: Brick dwelling, 391 Clarendon-Lal Lal Road, 1976. Source: Pauline Holloway.

Otto Steinkraus died a bachelor in 1930. His Probate included an Inventory of Assets that listed the following property at Lal Lal valued at £200:

All those pieces of land being Allotments 2, 3 and 4 and part of One Section 11 and Allotments 6, 7, 10, 11, 12, 13, 14, 15 and 16 of Section 12 Township of Lal Lal Parish of Clarendon County of Grant containing 10 acres and 20 perches or thereabouts. The improvements consist of a small 4 roomed brick dwelling house and small stable and shed. The property is let to a tenant at 10/- a week ...⁹⁴

410 Clarendon-Lal Lal Road: Dwelling

In 1863, the Buninyong Shire Rate Book listed a John Sladen as the owner of a tenement and land at Lal Lal with a net annual value of £5,⁹⁵ a possible consequence of taking possession of the land under a miner's right. In the following year, 1864, the net annual value had increased to £12.⁹⁶ This might have been due to Sladen purchasing the freehold to allotment 5 of Section 10 in the Township of Lal Lal (410 Clarendon-Lal Lal Road).⁹⁷ At this time, the *Ballarat Star* newspaper reported Sladen's land included 'improvements valued at £70.'⁹⁸ No details were given on the nature of the improvements, but the Rate Books confirmed that he had erected a dwelling on the site by this time, possibly as a railway worker's cottage.

Sladen sold the property to John Henry Thompson, a ganger, in 1893.⁹⁹ Married to Norton Isbla, their son, Oliver John was born at Lal Lal in 1894.¹⁰⁰ The family appears to have resided at 410 Clarendon-Lal

93 Ibid.

94 Steinkraus, August Edward, Probate Administration files, 1930, VPRS 28/P3, Unit 2144, PROV.

95 Buninyong Shire Rate Book, op.cit., 1863.

96 Ibid., 1864.

97 *Ballarat Star*, 31 December 1864, p.2 & Certificate of Title, vol. 290 fol. 883, 5 January 1865.

98 *Ballarat Star*, op.cit.

99 Certificate of Title, op.cit., 5 July 1893.

100 John Henry Thompson, ancientfaces online at <http://www.ancientfaces.com/person/john-henry-thompson/137959800>. Thompson was listed in the Buninyong Shire Rate Book, op.cit., 1894, as owner of a house at Lal Lal with a net annual value of £10.

Lal Road until 1906 when the property was sold to George Way, a grazier of Lal Lal.¹⁰¹ The Thompson family moved to McIntyre Street, Hamilton and in 1915, Oliver Thompson, then a civil servant, joined the A.I.F. and served in World War One where he rose to the rank of Captain.¹⁰²

George Way also acquired the adjoining land (allotment 6). Way was a Councillor with the Buninyong Shire Council and died unmarried in 1921 at the age of 60 years.¹⁰³ Way bequeathed the property at 410 Clarendon-Lal Lal Road to his sister, Miss Elizabeth Way, and Thomas James.¹⁰⁴ Thomas James was one of 12 children to Richard James (died 1880) and Margaret nee Budd (died 1912).¹⁰⁵ Richard James was a storekeeper and with his wife, they ran the Lal Lal Falls Hotel from 1870.¹⁰⁶ After the death of his mother, 1904, Thomas James was the licensee of the hotel and he operated it until its closure in early 1917 (see history for 10 Lal Lal Falls Road for further details). Thomas James then turned to farming.¹⁰⁷

While it has been thought that Thomas James occupied the dwelling at 410 Clarendon-Lal Lal Road after the closure of the Lal Lal Falls Hotel at 10 Lal Lal Falls Road,¹⁰⁸ the Buninyong Shire Rate Books for 1922-23 and 1927-28 did not list James as owner or occupier of the property.¹⁰⁹ On James' death in 1927, an Inventory of his Real Estate also did not list the property,¹¹⁰ confirming that he had relinquished ownership at the time he inherited a part share in 1921.

With the death of Ellen Way in 1934, the property was acquired by Sydney Allan Burns, a farmer of Lal Lal in 1935.¹¹¹ By this time, the cottage was covered in creeper.¹¹² On his return from active service in World War Two, John James Harris acquired part of the property (including the dwelling) in 1948.¹¹³ With his wife, Mavis, they carried out additions and repairs to the dwelling, with further alterations made after 1963,¹¹⁴ including the replacement of the timber weatherboards at the front with vertical cladding, construction of the front bullnosed verandah, as well as rear extensions. Other alterations appear to have included the rendering of the chimney and the laying of a concrete floor slab.

101 Ibid., 20 April 1906 & vol. 4537, fol. 361, 25 January 1922.

102 Oliver John Thompson Attestation Paper of Persons Enlisted for Service Abroad, A.I.F., 3 March 1919, 'Mapping Our Anzacs', National Archives of Australia online at <http://mappingouranzacs.naa.gov.au/file-view.html?b=1834825&s=B2455&c=THOMPSON%20O%20J>. See also A.I.F. Nominal Roll for O. Thompson at the Australian War Memorial online, <http://www.awm.gov.au/people/rolls/R2062896/>. By 1919, J.H. Thompson was residing in Ballarat.

103 *The Argus*, 4 April 1921.

104 Way, George, Probate Administration files, 1921, VPRS 7591/P2, Unit 644 PROV.

105 Victorian Births, Deaths and Marriages Indexes, Department of Justice, Melbourne.

106 Holloway, op.cit. & James, Richard, Probate Administration files, 1889, VPRS 28/P0, Unit 490, 28/P2, Unit 264 & 7591/P2, Unit 149, PROV.

107 James, Margaret, Probate Administration files, 1904, VPRS 28/P3, Unit 332, PROV. Thomas James was described as a farmer on the Certificate of Title, vol. 4537, fol. 361, 17 February 1926.

108 Holloway, op.cit.

109 Buninyong Shire Rate Books, op.cit., 1922-23, 1927-28.

110 James, Thomas, Probate Administration files, 1927, VPRS 28/P3 Unit 1828, PROV.

111 Certificate of Title, op.cit., 30 May 1935.

112 Holloway, op.cit.

113 Certificate of Title, op.cit., 7 June 1948.

114 Holloway, op.cit.

412 Clarendon-Lal Lal Road: Soldiers' Memorial Hall

Until 1955, social and community events seemed to be held in a timber hall behind the Railway Hotel.¹¹⁵ This hall was owned by Elizabeth Gray, hotelkeeper of the Railway Hotel in the late 19th century and until her death in 1904.¹¹⁶ In March 1945 as the Second World War was drawing to an end, the Lal Lal community proposed the construction of a Soldiers' Memorial Hall. Subscriptions were soon collected, ranging from 10 shillings to over £20.¹¹⁷ Gymkhanas, carnivals and other fundraising activities held at the Lal Lal race course were also organised to meet the required costs.¹¹⁸ After ten years and supplemented with a Government grant, the Ballarat architects H.L. and L.J. Coburn were commissioned to design a 'small Hall' in early 1955.¹¹⁹ The shallow gabled building was constructed with a corrugated galvanised steel roof with strapped cement sheet wall cladding below which was timber weatherboard cladding. The rectangular plan included a stage at one end and a side porch at the front. The hall was officially opened as the Soldiers' Memorial Hall in 1956.¹²⁰

Alterations were made in the 1980s and an extension was constructed in c.1990. In 2002, repairs were carried out and the building was painted.¹²¹

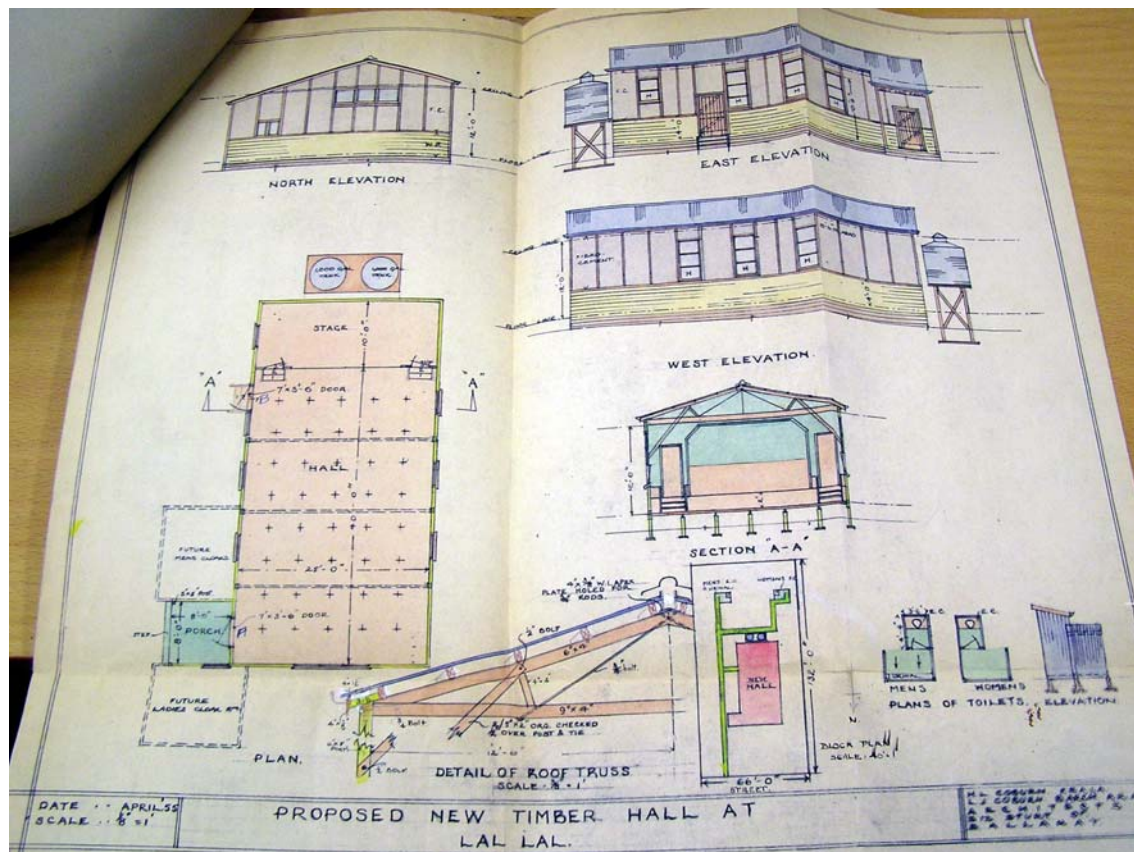


Figure 10: H.L. & L.J. Coburn, Architects, Drawing of Proposed Soldiers' Memorial Hall, Lal Lal, 1955.

Source: Public Building file, VPRS 7882 Unit 10, PROV.

- 115 There are numerous references to the Lal Lal Hall in the *Ballarat Courier* and *Ballarat Star* newspapers in the early 20th century.
- 116 Gray, Elizabeth, Probate Administration files, 1904, VPRS 28/P0, Unit 1186, PROV.
- 117 'Soldiers' Memorial Hall, Lal Lal, Subscription List, 1945' in Brown op.cit.
- 118 Brown, op.cit.
- 119 H.L. & L.J. Coburn, Architects, Ballarat, to the Secretary, Department of Health, 28 June 1955, Public Building files, VPRS 7882 Unit 10, PROV.
- 120 Brown, op.cit.
- 121 Engles Leoncini, Lal Lal, personal comment to authors, 20 May 2014.

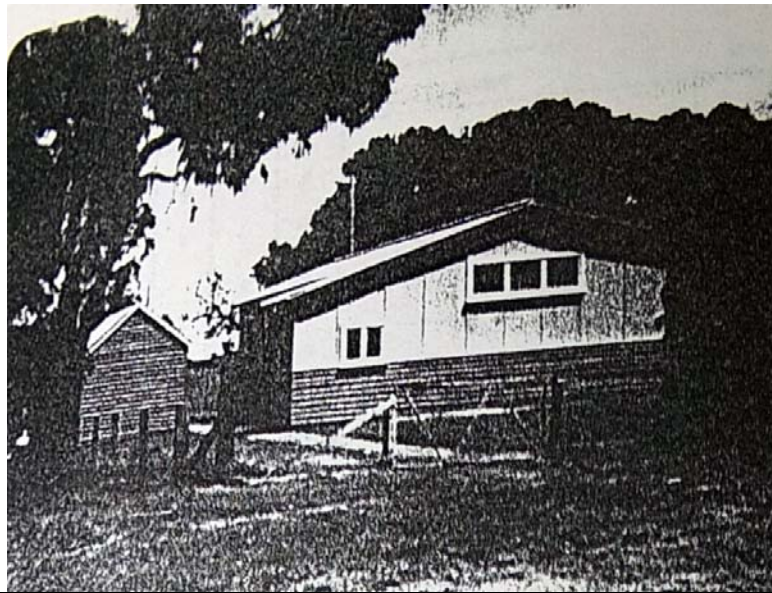


Figure 11: Soldiers' Memorial Hall, c.1956.

Source: 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', 1988.

421 Clarendon-Lal Lal Road: Dwelling

Early residents of Lal Lal were Edward and Margaret Viccars. In 1861, they leased a portion of what was to become the railway water reserve from the Government at £2 per annum, before the railway line and nearby station were erected.¹²² At this time, Edward Viccars built a weatherboard hotel with a shingle roof which was described in 1880 as containing eight rooms, being 55 feet by 26.5 feet.¹²³ A stable, 29 feet by 13 feet and a store house 12 feet by 10 feet had also been constructed.

Edward Viccars was born in Strood, Rochester, Kent, England, in 1819.¹²⁴ Edward and Margaret had a son, Richard on 27 March 1861 at Campbellfield, Victoria.¹²⁵ This suggests that they soon relocated to Lal Lal after the birth of their son. In 1863, their second son, Edward George, was born at Lal Lal, with their third child, Elizabeth Ann, also born at Lal Lal on 6 March 1865.¹²⁶ Tragedy struck the family in this same year when Edward Viccars died.¹²⁷

To provide for her very young family, Margaret Viccars continued the hostelry established by her late husband. In January 1868, Mrs Viccars' hotel was the location of a meeting of electors of Lal Lal with the parliamentary candidate for the seat of Grenville, Mark Pope.¹²⁸ In the 1870s, Margaret Viccars married Charles Knight, founder and operator of the local brickworks. They lived at Mrs Viccar's hotel where in 1879 he established a yard for slaughtering.¹²⁹ The location and scale of the hotel and outbuildings on the site was shown on a site plan in 1880 (Figure 12).

122 The Secretary, Railway Department, to The Secretary Lands Department, 12 February 1883, 'Lal Lal Railway Reserve', VPRS 242 Unit 181 PROV.

123 Constable M. Desmond, Report relative to Charles Knight's premises, 23 June 1880', 'Lal Lal Railway Reserve', op.cit.

124 Viccars family at <http://www.tribalpages.com/family-tree/millor#VICCARS>

125 Ibid.

126 Ibid.

127 Ibid.

128 *Ballarat Star*, 20 January 1868, p.4.

129 Desmond, op.cit.

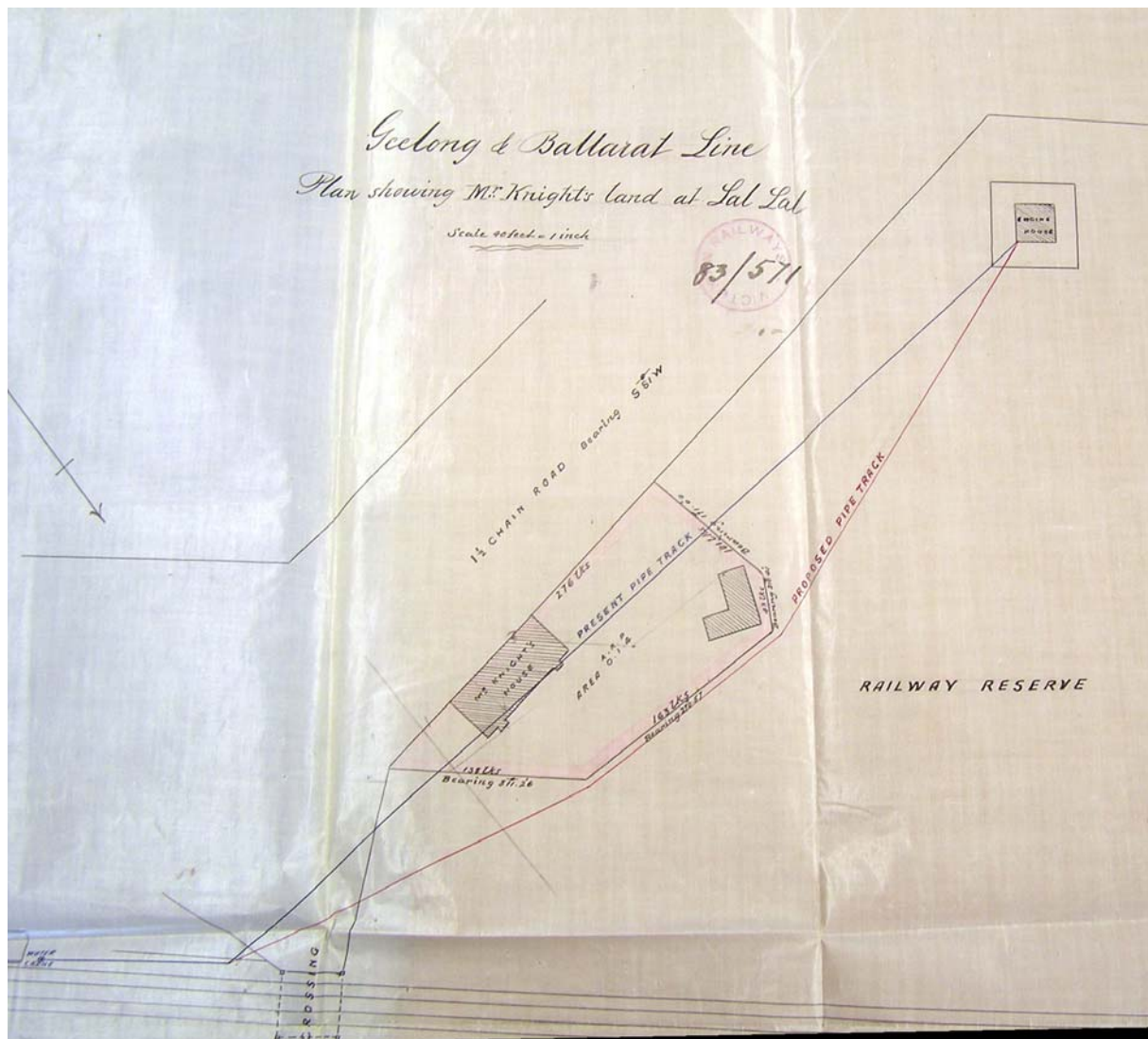


Figure 12: Plan showing Mrs Knight's land, including her hotel, 1880.

Source: 'Lal Lal Railway Reserve', VPRS 242 Unit 181 PROV.

In June 1880, Margaret Knight's competitor, Mrs Caroline Capell, widow of the late Thomas Mayo Capell, of the neighbouring hotel and butchery at 424 Clarendon-Lal Lal Road, complained that Margaret and Charles Knight had an unfair advantage in being 'allowed to carry on business in opposition' to her, on land 'set apart for Water Supply for Railway purposes' given that her late husband had been required to purchase the freehold to the land.¹³⁰ This led to an investigation by the Victoria Police who reported to the Lands Department. The investigations found that Margaret and Charles Knight were legitimately leasing the property as a consequence of an agreement established by the late Edward Vickers.¹³¹ However, in 1883 the Lands Department deemed it 'expedient to sell a portion of the Railway Reserve at Lal Lal' to Charles and Margaret Knight.¹³² Consequently, on 19 June 1883, Margaret Knight purchased the freehold to the land on which the timber hotel and slaughter yard

¹³⁰ C. Capell to the Hon. J.G. Duffy, Commissioner of Lands, 3 June 1880, 'Lal Lal Railway Reserve', op.cit.

¹³¹ Desmond, Report relative to Charles Knight's premises, 19 June 1880, 'Lal Lal Railway Reserve', op.cit. & The Secretary, Railways Department, op.cit.

¹³² Ibid.

were located.¹³³ She continued to operate the hotel (then known as Knight's Hotel) until it was destroyed by fire in 1892.¹³⁴

On Margaret Knight's death in 1907, she bequeathed her real and personal estate to her husband, Charles Knight and children, Richard Viccars, [Edward] George Viccars, Elizabeth Galloway and Charles Knight the younger (being her child born to Charles Knight).¹³⁵ Her real estate included allotment 1 of Section 10A in the Township of Lal Lal, comprising one rood and four perches, this being the land at 421 Clarendon-Lal Lal Road. The then unimproved property was valued at £5.¹³⁶

Margaret Knight's property at 421 Clarendon-Lal Lal Road was taken up by her son, Richard Viccars and his wife, Elizabeth, at this time. A cottage from Viccars' stepfather's business, Knight's Brickworks, was relocated to the site in 1908 where the Lal Lal Post Office was established in the detached kitchen.¹³⁷ Richard Viccars took up the position as postmaster.¹³⁸ In 1915, the *Geelong Advertiser* reported on a new telephone switchboard installed at the Lal Lal post office and declared that 'farmers and others can now have direct communication with Geelong, instead of having to talk through Ballarat, as in the past.'¹³⁹

On the death of Richard Viccars in 1917, his property was described as a five roomed weatherboard dwelling valued at £50.¹⁴⁰

The post office was continued by Elizabeth Viccars from 1917 until 1958 at the age of 84 years.¹⁴¹ During this time, a small gabled timber weatherboard building had been constructed as the post office to the south of Mrs Viccars' dwelling. It was set on the front property boundary. The building also served as a general store.

133 Township of Lal Lal Plan, op.cit.

134 Holloway, op.cit.

135 Knight, Margaret, Probate Administration files, 1907, VPRS 28/P2, Unit 1323, 28/P2, Unit 796, 7591/P2, Unit 404, PROV.

136 Ibid.

137 Holloway, op.cit.

138 Ibid. & Brown, op.cit.

139 *Geelong Advertiser*, 22 November 1915, p.5.

140 Viccars, Richard, Probate Administration files, 1917, VPRS 28/P3, Unit 787, 7591/P2, Unit 575, PROV.

141 'Lal Lal Post Office and Related History', typescript, Series B5846, National Archives of Australia, Holloway, op.cit., Brown, op.cit.



Figure 13: Lal Lal Post Office (left, now demolished), detached kitchen that initially served as the post office (centre, now demolished) and southern portion of dwelling, 421 Clarendon-Lal Lal Road, 1950.

Source: Pauline Holloway.

Elizabeth Viccars' son, Edward Victor, became postmaster in 1958 and he served in this position until his death on 21 January 1969.¹⁴² Prior to the closure of the post office on 8 March 1969, Mrs L.D. Matthews conducted the office.¹⁴³

Although the post office was later replaced with the existing galvanised steel garage and brick shop, the dwelling has survived, albeit altered and extended with a another timber framed double hung window added at the north end of the front elevation in 1986, and a small hipped extension constructed at the north end in 1987.¹⁴⁴

424 Clarendon-Lal Lal Road: Lal Lal Falls Hotel

On 30 December 1864, Thomas Mayo Capell acquired the freehold to 3 perches and 29 ³/₁₀ roods of land at 424 Clarendon Lal-Lal Road comprising allotment 2 of Section 10 in the Township of Lal Lal.¹⁴⁵ In 1866, Capell purchased the adjoining allotment 3, being a little over an additional acre to his freehold acquisitions.¹⁴⁶

142 Ibid.

143 Ibid.

144 E. Leoncini, op.cit.

145 Township of Lal Lal Plan, 1955, op.cit.

146 Ibid.

It would appear that Capell built a timber hotel on the site about this time. The earliest record of Capell's hotel was in 1867 and confirmed in 1869 when his timber shanty did 'enormous business' at the land selections.¹⁴⁷ According to Peter Griffiths in *Three Times Blest*:

A born pioneer, Capell was also a natural businessman. He was the owner of the hotel, store, baker's and butcher's shops at Lal Lal. "As he had a good heart, he also thought of the education of his poor customers' children, although he was often put to his wits ends to keep himself afloat and education his [own] four children!".¹⁴⁸

Capell had also established a successful timber carting business, supplying firewood from the Bullarook forest. Early contracts included supplies to the Lal Lal Railway Station and the Lal Lal pumping engine in 1866 and the Ballarat Benevolent Asylum in 1869.¹⁴⁹

Capell had married Caroline Field in Sussex and they came to the Ballarat goldfields before 1855 where at least three of their five children were born: Thomas Mayo (born 1855), William Ambrose (born 1857), Alfred (born 189 at Mt Doran), Kate (born 1863) and Rufus Richard (born 1867).¹⁵⁰ Tragedy struck the family on several occasions, with the death of Kate in 1872, Thomas senior in 1876 and Rufus in 1886.¹⁵¹ Rufus' death was reported in *The Argus*:

A farmer named Rufus Richard Capell, residing at Lal Lal, fell off the fence at the Cattle Market to-day, and was pitched upon his head. He was taken to the hospital, where he died to-night, the cause of death being concussion of the brain. Capell was a leading cricketer and footballer in his district.¹⁵²

Thomas Capell senior left his personal estate to his wife, Caroline.¹⁵³ She continued on running the hotel and butchering businesses first established by her husband. By 1880, hotel life appears to have been difficult for Caroline Capell, causing her to complain about the neighbouring hotel and slaughter yard of Margaret and Charles Knight.¹⁵⁴

In subsequent years, Mrs Capell appears to have sold the business. Later known as the Railway Hotel, the premises were owned and operated by Mrs Elizabeth Gray until her death in 1904.¹⁵⁵ At this time, the nine-roomed timber building was set on four acres, and included neighbouring allotments 2, 3, 4 and 6.¹⁵⁶ There were other outbuildings, stables and a hall.¹⁵⁷ The hall was the centre for social and other occasions in the early 20th century.¹⁵⁸ It was also the location of an entertainment by locals in

147 *Ballarat Star*, 20 April 1869, p.2.

148 Griffiths, *op.cit.*, p.86.

149 Victorian Railways, *Report of the Board of Land and Works*, 31 December 1866, Appendix No.2 List of Contracts, p.18, & *Ballarat Star*, *op.cit.*

150 Victorian Births, Deaths and Marriages Indexes, *op.cit.*

151 *Ibid.*

152 *The Argus*, 21 April 1886, p.6.

153 Capell, Thomas, Probate Administration files, 1876, VPRS 28/P0, Unit 176, 28/P2, Unit 54, 28/P2, Unit 28, PROV. Interestingly, while Capell's Will left his real and personal estate to his wife, Caroline, the hotel premises were not listed in the Inventory of his Estate.

154 C. Capell to the Hon. J.G. Duffy, *op.cit.*

155 Gray, Elizabeth, Probate Administration files, 1904, VPRS 28/P0, Unit 1186, 28/P2, Unit 693, PROV.

156 *Ibid.*

157 *Ibid.*

158 See for example, the *Ballarat Courier* 19 June 1914, p.6 & the *Camperdown Chronicle*, 6 August 1918, p.4.

honour of three volunteers in the Great War, J. Way, J. Kincaide and J.E. Parker, in May 1915.¹⁵⁹ The hall appears to have been later replaced with the existing soldiers' memorial hall in 1955.¹⁶⁰

The Railway Hotel was operated in the ensuing years by John Gray junior.¹⁶¹ By 1913, the licensee was Charles Burns, who was fined at this time for failing to maintain sanitary conditions at the hotel.¹⁶² In 1916, Patrick Murphy purchased the Railway Hotel premises.¹⁶³ In late 1916, the Licensing Board, on the advice of the local police, recommended that only one licence for a hotel be issued at Lal Lal.¹⁶⁴ With two hotels operating at Lal Lal at this time (the other hotel being the Lal Lal Falls Hotel), both hotel licenses came under review at the Buninyong Court in February 1917.¹⁶⁵ The hearing about the Railway Hotel was reported in *The Argus* on 22 February 1917:

Const Clark reported – From a police point of view he would prefer to see the Railway Hotel closed owing to the occasional illicit trading. About the only difference between the two hotels was the better stabling at the Falls Hotel. There was a weighbridge alongside the Railway Hotel and a hall. ... Peter J. Early, hotelbroker, considered the Railway Hotel was the better as an investment. If the volume of business at the Falls Hotel was greater than that of the Railway Hotel it astonished him. If Mr James was in the Railway Hotel and Mr Murphy in the Falls Hotel, Mr Murphy would starve, owing to the exceptional popularity of Mr James.¹⁶⁶

Murphy was ultimately awarded the license to continue to operate the Railway Hotel. In 1922, he sold it to J. O'Loughlin of Dunnstown.¹⁶⁷ A year later, it was partly destroyed by fire and it was subsequently demolished in 1927 when Albert E. Hobson was the publican.¹⁶⁸ In March 1928, *The Argus* reported that 'on behalf of Messrs J J Goller & Co of Ballarat, a new brick hotel costing about £3000 will be shortly erected.'¹⁶⁹

The newly-completed premises were named the Lal Lal Falls Hotel. Ownership was continued by J.J. Goller and Company until at least the late 1950s, with numerous licensees operating the hotel. Before 1932, Amelia Barry was the publican and in 1932 the license had been taken over by Margaret O'Halloran and in 1933 by Frederick Cockman.¹⁷⁰ He was succeeded by T.F. Bourke and in 1936 by Finetta Callahan.¹⁷¹ Between 1955 and 1958, the publican Lindsay Richmond installed a petrol bowser at the Clarendon-Lal Lal Road end of the property, to attract passing motorists.¹⁷² It was removed during the license of Ida and Charlie Burville in later years.¹⁷³

159 *Ballarat Courier*, 3 May 1915.

160 Brown, op.cit.

161 *Wise's Directory*, 1904.

162 *The Argus*, 10 April 1913.

163 *Ibid.*, 11 January 1922.

164 *Ballarat Courier*, 22 February 1917, p.4.

165 *Ibid.* & Holloway, op.cit.

166 *Ballarat Courier*, op.cit.

167 *The Argus*, op.cit.

168 *Ibid.*, 22 November 1927 & Holloway, op.cit.

169 *The Argus*, 1 March 1928.

170 *Ibid.*, 29 November 1932, 20 June 1933.

171 *Ibid.*, 17 March 1936.

172 Holloway, op.cit.

173 *Ibid.*

Improvements were made to the hotel in 1958. They included the installation of a septic tank, connection of water supply from the railway reservoir, installation of internal and external water closets, connection of hot and cold water, and various repairs and painting.¹⁷⁴ At this time, the Assistant Supervisor of Licensed Premises reported that while the premises were 'adequate for this rather out of the way area,' 'very few requests for accommodation' were made.¹⁷⁵ A bedroom had been converted to a bathroom, making only two rooms available for the public as the licensee and family were occupying three of the five rooms. At the time, a school teacher and a railway worker were being accommodated.¹⁷⁶

In 2004, a porch was removed at the west end of the front of the building.¹⁷⁷



Figure 14: Lal Lal Falls Hotel, n.d. [c.1976] showing porch at the west end (right).

Source: 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', 1988.

424 Clarendon-Lal Lal Road: Memorial Trees

Disaster struck the Victoria Coal and Mineral Company's brown coal mine on 22 February 1921 when an outburst of water filled the shaft drowning two men: Mark Ellis and John Richard (Ted) Parker.¹⁷⁸ Two other miners, Alfred Adams and Daniel Lawson, narrowly escaped with the aid of the miner carpenter, John Mather.¹⁷⁹ He was later awarded the blue ribbon of the Royal Humane Society, the Clarke medal.¹⁸⁰

John Richard Parker was aged 33 years and Mark Ellis, 58 years at the time of their deaths. Parker had served in World War One.¹⁸¹ Two Cypress trees were soon planted outside the Railway Hotel (now the

174 'Lal Lal Falls Hotel, Public Building file, VPRS 7721/P2, Unit 154, PROV.

175 Ibid.

176 Ibid.

177 Holloway, op.cit.

178 *The Argus*, 24 February 1921, p.8, 26 February 1921, p.20, 27 February 1921.

179 Ibid.,

180 Ibid., 21 July 1921, p.6.

181 'Miners Honoured', *Win News*, Ballarat, 21 September 2010 online. The Ballarat Courier, 7 August 1917, listed Albert Parker as serving in World War One. While *Win News* claimed that Mark Ellis was also a veteran, no service records for him have been found.

Lal Lal Falls Hotel) in their memory. On 21 September 2010, relatives of Ted Parker funded a permanent memorial for the two war veterans and more than thirty of them gathered to unveil a plaque at the trees.¹⁸²

Clarendon-Lal Lal Road: Avenue of Honour

The outbreak of the First World War in 1914 was to have a dramatic impact on the Lal Lal township. By 1916, the *Ballarat Courier* reported that 'nearly every eligible man in Lal Lal has enlisted. The remaining residents are proud of the fact.'¹⁸³ By August 1917, 29 local men were enlisted but by war's end 39 soldiers were known to have served that had been born at Lal Lal.¹⁸⁴ Charles Way, James Mc Gahey and Stanley Bray made the ultimate sacrifice.¹⁸⁵ Others from Lal Lal known to have served and those born at Lal Lal that served were: Jens Rasmussen, Carl Rasmussen, James Lionel Knight, John Adams, Hugh McLaughlin, Arthur James, Harry James, Max Weldon, Hugh Dobbin, Charles Neumann, Francis Robinson, John Robinson, John Haywood, John O'Grady, Myias O'Grady, Herbert Lewis Halse, John Fishburn, Ellis Parker, John R. Parker, Albert Parker, Richard Viccars, Arthur Birkett, Daniel Cahir, Thomas Cahir, Alfred Capell, Thomas Capell, Alexander Victor Crow, George Fredericks, Laurence James Allen Hearn, Edward Oliver Heath, Robert Kincaide, John Thomas Randall, Leslie John Robertson, William Henry Robertson, Oliver John Thompson and Andrew Way.¹⁸⁶

In June 1918, a 'Soldiers' Avenue' of Cypress and Pine trees was planted on each side of the Clarendon-Lal Lal Road, commencing near the school and terminating near the post office and the Lal Lal Falls Hotel. The planting of the avenue was outlined in the *Ballarat Courier*:

A large number of people assembled at the school on Friday, 21st 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.¹⁸⁷

5 Eaglesons Road: Lal Lal Railway Station

Establishment of the Geelong to Ballarat Railway 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).¹⁸⁸ 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.¹⁸⁹ The contract for this mammoth task had been let to Evans, Merry and Co. Main depots

¹⁸² *Ibid.*

¹⁸³ *Ballarat Courier*, 6 May 1916, p.3.

¹⁸⁴ *The Ballarat Courier*, 7 August 1917 reported on 29 locals serving, but additional names of men born at Lal Lal that served in World War One are listed in 'Mapping Our Anzacs', National Archives of Australia online, <http://mappingouranzacs.naa.gov.au/list-birth.aspx?birth=Lal%20Lal,%20VIC,%20Australia>

¹⁸⁵ See Lal Lal War Dead, Australian War Memorial online, http://www.awm.gov.au/people/roll-search/commemorative_roll/ & *Ballarat Courier*, op.cit.

¹⁸⁶ *Ibid.* & 'Mapping Our Anzacs', op.cit.

¹⁸⁷ *Ballarat Courier*, 26 June 1918, p.6.

¹⁸⁸ Griffiths, *op.cit.*, p.52.

¹⁸⁹ *Ibid.*, pp.52-53.

were established at the Geelong end at Moorabool, and at the Ballarat end at Warrenheip.¹⁹⁰ 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), much to the consternation of the residents of Clarendon and Buninyong.¹⁹¹

On 10 April 1862, the railway line was officially opened by the Governor of Victoria, Sir Henry Barkly.¹⁹² 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.¹⁹³ Firewood had been exhausted by the time it reached Meredith, which caused another delay.¹⁹⁴ 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.¹⁹⁵ The day had been declared a public holiday in Ballarat and it was celebrated with a public dinner at the Ballarat Mechanics Institute.¹⁹⁶

A siding for the transportation of lignite was opened in 1884 further east of the Lal Lal township.¹⁹⁷ It closed in 1930. A branch line to the Lal Lal race course was laid out in August 1885 and it opened for the New Years' Day races on 1 January 1886.¹⁹⁸ It closed in 1942

In 1909, a turn table for locomotives was installed at Lal Lal 'to give better loading accommodation at the railway station.'¹⁹⁹ It was removed in 1942.²⁰⁰

Building and Development of the Lal Lal Railway Station (including the water tower off Parkers Road)

The first building works associated with the railway station was the construction of the bluestone water tower off Parkers Road in 1861.²⁰¹ It was built to service the railway line. On 11 November 1861, tenders were called for excavating a water hole and other works, forming the water reservoir from which water was drawn.²⁰² Pumping equipment below the tank was used to fill the tank and supply steam trains on the nearby track. The reservoir and tower also became a water supply for nearby premises and businesses, including the Lal Lal Falls Hotel.

190 *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.

191 Griffiths, *op.cit.* & Railway Maps 1860-2000 online <http://www.vrhistory.com>

192 *The Argus* 10 April 1862.

193 Griffiths, *op.cit.*, p.53.

194 *Ibid.*

195 *Ibid.*

196 *The Argus*, 11 April 1862, p.4.

197 Brown, *op.cit.*

198 See Victorian Railways Map, 'Lal Lal Racecourse Line', August 1885, State Library of Victoria maps and plans collection & 'Final Returns on the Line Contracts Filed at Cashiers', *op.cit.* & Appendix No. 29, *op.cit.* Beggs Sunter, *op.cit.*, claims that the railway line opened in 1884, but Kerang Times & Swan Hill Gazette, 5 December 1884, p.4, reported that the Lal Lal racecourse line was postponed from construction by the Legislative Council in the Victorian Parliament. *The Argus*, 7 October 1886, p.7, gave the Annual Report of the Railway Commissioners for the year ending 30 June 1886, which listed the opening of the Lal Lal racecourse line.

199 *The Argus*, 13 December 1909.

200 Brown, *op.cit.*

201 'Lal Lal Water Tower' at Geocaching, http://www.geocaching.com/geocache/GC20R8G_lal-lal-water-tower

202 *Ballarat Star*, 11 November 1861.

On 4 December 1861, John Campell and Company was successful in receiving the contract to construct the railway station complex at Lal Lal at a cost of £3,033/3/1.²⁰³ Built to house 23 staff,²⁰⁴ the contextually substantial bluestone building was designed with gabled roof forms, having an elevated wing at the east end and a post-supported concave verandah on the north side fronting the platform. Bluestone retaining walls for the platform and a bluestone lamp room were other structures erected at this time. A timber weatherboard goods shed soon followed. In February 1862, Henry Mills was contracted to manufacture and erect wrought iron tanks, pump and other infrastructure on the station grounds.²⁰⁵

Although the Geelong to Ballarat Railway line was officially opened 10 April 1862, the Lal Lal station building had not been completed.²⁰⁶ It was from this time when regular passenger services commenced and from August 1862, goods trains first ran on the line. Lal Lal was a transport hub for the carting of timber, iron, coal and sand.²⁰⁷

On 2 September 1862, a post office opened at the Lal Lal Railway Station, under the charge of the Buninyong stationmaster.²⁰⁸ Nine months later on 18 July 1863, H.O. Humffray, stationmaster at the Lal Lal Railway Station was appointed postmaster.²⁰⁹ He was succeeded in 1868 by J. Hall who also filled the positions of stationmaster and postmaster.²¹⁰ In 1879, N. McCann was appointed to the combined position, a role he held until 1883 when J. McCann took over.²¹¹ On 12 November 1908, the post office was removed from the Railway Station to the detached kitchen of the Vickers' dwelling at 421 Clarendon-Lal Lal Road, opposite the Railway Hotel.²¹²

Controversy surrounded the stationmaster at Lal Lal in 1887. The local Members of the Legislative Assembly met with a deputation of residents seeking that Stationmaster Crowe not be removed from his position there. As reported in *The Argus*:

They said that in the interests of the wood-cutters it was desirable that he should be retained at Lal Lal. The people of Ballarat had sought to secure Mr. Crowe's transference because he had not exhibited the partiality towards the buyers at Ballarat in overloading trucks that other stationmasters had done.²¹³

In 1914, concerns were raised in relation to the poor state of the railway reservoir, being described as a 'fever-bed' in *The Argus*:

A deplorable state of things, said Councillor Way, at the meeting of the Buninyong Shire Council today, existed at the Lal Lal railway station. The Railway department, he stated, constructed a

203 A. Gibbons & A. Ward, 'The Ballarat Extension: a study of the railway from Geelong to Ballarat', architecture theses, University of Melbourne, 1965 & *The Argus*, 11 January 1862.

204 Brown, op.cit.

205 *The Argus*, 19 February 1862.

206 *Ballarat Star*, 11 April 1862, p.1s.

207 Brown, op.cit.

208 *Ballarat Star*, 2 September 1862, p.2.

209 Holloway, op.cit. & Lal Lal Post Office and Related History', op.cit.

210 Ibid.

211 Ibid.

212 Ibid. & Brown, op.cit.

213 *The Argus*, 8 July 1887.

reservoir to supply the station with water for drinking and other purposes. Into this reservoir the whole of the drainage of the yard flowed. The reservoir was a fever-bed.²¹⁴

Alterations and additions were made to the railway station in the 1930s. The works included a single storey timber kitchen and wash room addition, a timber light luggage storage room on the platform and minor internal alterations. Fencing was erected along the platform edge and a metal carport constructed.²¹⁵



Figure 15: Lal Lal Railway Station, showing the original timber verandah posts and brackets, 1972.
Source: J.T. Collins, La Trobe Picture Collection, State Library of Victoria, image jc010895.

²¹⁴ *Ibid.*, 6 March 1914.

²¹⁵ Macutex Pty Ltd, 'Lal Lal Station: Condition Audit Report', Rail Revival – Station Condition Audits, prepared for the Victorian Department of Transport, Rail Revival Program (Geelong, Ballarat & Bendigo), June 2011.

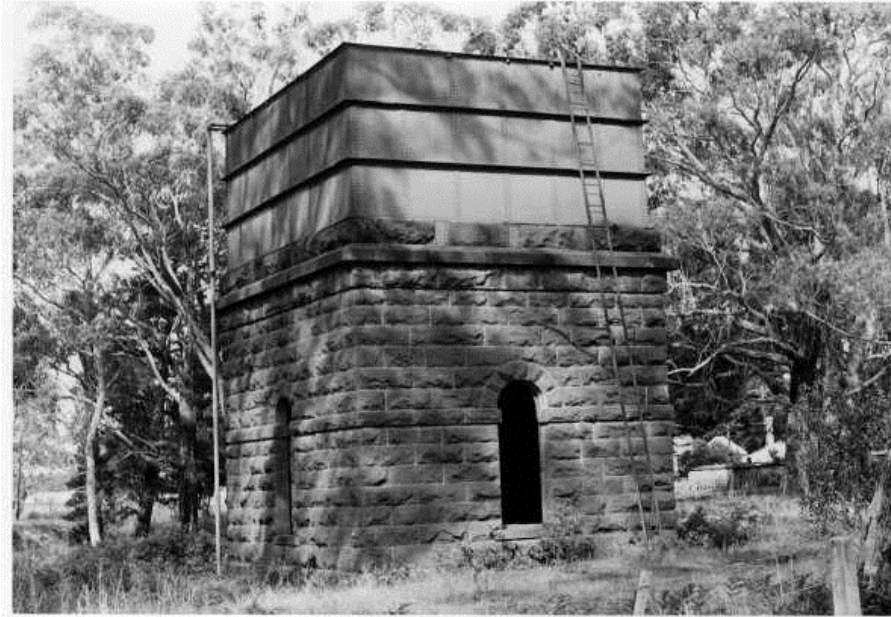


Figure 16: Lal Lal Railway Water Tower off Parkers Road, 1968.

Source: J.T. Collins, La Trobe Picture Collection, State Library of Victoria, image jc010894.

10 Lal Lal Falls Road: Old Lal Lal Falls Hotel Kitchen

On 30 December 1864, lot 5 of Section 9 in the Township of Lal Lal at the junction of the Eaglesons and Lal Lal Falls Roads was first purchased by W. Honan.²¹⁶ By 1870, the land had been acquired by Richard James, storekeeper and publican, and he had built the Lal Lal Falls Hotel using bricks from Knight's Brickworks.²¹⁷ In addition to the hotel, James had built a store that was operated by his wife, Margaret, and in the early years, James also ran a butchery at the rear of the hotel, carrying on the business he previously operated at Mount Doran in the mid-late 1860s.²¹⁸

Richard James was born in London and by the 1860s he had emigrated Victoria.²¹⁹ He married Margaret Dudd (1846-1912) in 1866 and they had 12 children: George Richard (born c.1867), Celia (born 1868, Mount Doran), Ada Emma (born 1869, Ballarat), Alice Maud Mary (1871-72), Thomas John (born 1872 Lal Lal), David William (born 1874, Clarendon), Charles Evans (borne 1876, Clarendon), Harry Francis (born 1878, Clarendon), Arthur Ernest (born 1878, Clarendon), Minnie May (born 1879, Clarendon), Eva Alma (born 1880, Clarendon) and Lily Myrtle (born 1882, Clarendon).²²⁰ The James family were members of the Roman Catholic Church.²²¹

²¹⁶ Township Plan of Lal Lal, 1955, op.cit.

²¹⁷ Ballarat Courier, 22 February 1917, p.4, which stated that Thomas James declared that 'the license [to the hotel] had been in the hands of the family for 47 years', equating to an establishment date of 1870.

²¹⁸ Holloway, op.cit. & Victorian Births Deaths and Marriages Indexes, op.cit. Celia James, daughter of Richard and Margaret, was born at Mt Doran in 1868, which confirms that Richard James was resident at this location in the late 1860s.

²¹⁹ Ibid.

²²⁰ Ibid.

²²¹ It is assumed that the James family were members of the Roman Catholic Church as Thomas James was reported in *The Advocate* on 17 February 1917, p.25 as offering his paddock for the local sports meeting on Easter Saturday to the local Catholic Church.



Figure 17: Lal Lal Falls Hotel, n.d.[c.1900]. Source: VPRS 12800/P1, Unit H3981, PROV. According to Pauline Holloway in the foreground is Charlie Webber and his team.

The Lal Lal Falls Hotel provided beverages, meals and accommodation to visiting tourists to the nearby Lal Lal and Moorabool Falls. It was also the location for official business, including an inquest into the death of a man killed on the railway line in 1876.²²² On the death of Richard James in 1889, the premises was described as the "Lal Lal Falls Hotel" (containing nine rooms and bar with store and outbuildings).²²³ In particular, the hotel comprised a dining room, parlour, six bedrooms and a bathroom and the outbuildings included a kitchen and a dairy.²²⁴ The existing gabled brick building surviving on the site today was the former hotel kitchen. In addition to the hotel premises, Richard James had acquired neighbouring land over the years, including 4 acres adjoining and neighbouring the hotel, together with another 162 acres nearby.²²⁵

The hotel business and store were carried on by Margaret James until at least 1904.²²⁶ On her death in 1912, her son, Thomas James, was the licensee.²²⁷ In late 1916, the Licensing Board, on the advice of the local police, recommended that only one licence for a hotel be issued at Lal Lal. With two hotels operating at Lal Lal at this time (the other hotel being the Railway Hotel), and as previously outlined, both hotel licenses came under review at the Buninyong Court in February 1917. Prior to the hearing, foul play ensued at the old Lal Lal Falls Hotel with some hotel windows smashed by two men.²²⁸

²²² *Geelong Advertiser*, 23 September 1876, p.3. The hotel was then known as 'James' hotel, Lal Lal.'

²²³ James, Richard, Probate Administration files, 1889, op.cit.

²²⁴ Ibid.

²²⁵ Ibid., VPRS 28/P2, Unit 264.

²²⁶ Mrs James was listed in Wises' Directory in 1904.

²²⁷ James, Margaret, Probate Administration files, 1912, VPRS 28/P2, Unit 332, PROV.

²²⁸ Holloway, sourcing the diary of Annie McGillivray of Mt Doran.

At the hearing, Constable Clark gave evidence, outlining that 'trade was divided between the two hotels.'²²⁹ Mr Shaw, who appeared for Thomas James, argued that 'the attractions at Lal Lal were the falls and the racecourse, which were on the east side, where the hotel under review was situated.'²³⁰ Further evidence in favour of the Lal Lal Falls Hotel being awarded the license was as follows:

To Mr. Lock: The greater portion of the population was on the side of the line on which the Lal Lal Falls Hotel was situated. Of the two hotels the Lal Lal Falls Hotel was the better conducted, otherwise it would be a "toss up" which hotel had the preference. The coal mines, which were on the east side of the line, were closed down, and the brick kiln on the other side had also suspended work.

Thos. John James, licensee of the hotel in question, said the licence had been in the hands of the family for 47 years. There were four bedrooms available for the public in addition to sitting and dining rooms. The water was laid on from the railway. He had a good yard and amply stabling. He kept boarders, and had two at the present time. For a time the manager of the brick yards and the coal mines boarded with him. He would not exchange his hotel for the other one.

Anthony Hayes, farmer, of Lal Lal, said the stabling was first rate. In his opinion the Lal Lal Falls Hotel was the more convenient for the public. It was also a convenient place to cash a cheque. He would not care to say two hotels were or were not required at Lal Lal.

Batholomew Cary, grazier, at Lal Lal, said he went to the hotel about three times a week on account of the good stabling accommodation.

Evidence of the conveniences of the hotel were also given by Robert Knowles and George Wade, the latter stating the Falls Hotel had the large accommodation for travelling stock. In his opinion one hotel was sufficient at Lal Lal.

J.T. McGregor, contractor and Henry Victor Wardle, account and secretary of the Lal Lal brick works, Walter Brady, John Samuel Lugg, also gave evince in favour of the hotel, the general impression being that one hotel was sufficient for requirements.²³¹

The hotel license was awarded to James' opposition, Patrick Murphy, of the Railway Hotel.²³² A brief respite was given when James secured the right to the publican's booth at the sports and races on Easter Saturday, 1917.²³³ This was not surprising given that James had been elected a Committee Member of the Lal Lal Turf Club in 1906, along with George Way and 20 others.²³⁴

With the closure of the Lal Lal Falls Hotel, Thomas James took up farming, possibly on the acreage earlier owned by his father.²³⁵ On his death in 1927, the property was described as an 'old delicensed Hotel property and outbuildings' on 6 acres and 38 3/10 perches valued at £100.²³⁶ In later years the The old hotel building was removed, apart from the surviving brick kitchen.

229 *Ballarat Courier, op.cit.*

230 *Ibid.*

231 *Ibid.*

232 Holloway, op.cit.

233 *Ballarat Courier*, 28 March 1917, p.7.

234 *Geelong Advertiser*, 20 November 1906, p.4.

235 Certificate of Title, vol. 4537 fol. 361, 1926, op.cit.

236 James, Thomas, op.cit.

8-12 Vaughan Street: Teacher's Residence & Vaughan Primary School.**School Building**

On 2 February 1866, a school was established by the newly arrived teacher from Scotland, Dougald McRae, in the private home of Katie Enright.²³⁷ Situated on the Clarendon-Lal Lal Road, the Enright home served as the local school for the ensuing months. With 33 pupils enrolled, a local school committee had also been formed of local residents consisting of: Patrick Neagle, labourer, Roman Catholic; Michael Enright, labourer, Roman Catholic; James Ralph, engineer, Church of England; Angus McLean, plate layer, Presbyterian; and Thomas Mayo Capell, storekeeper, Independent.²³⁸ The latter committee member wrote to the Board of Education seeking permission for the erection of school and aid for the purpose. With no aid forthcoming, Capell financed a school house built of colonial timber, with a pine floor and shingle roof, and measuring 25 feet by 15 feet and 10 feet to the eaves, at a cost of £60.²³⁹ Capell's own bullock teams carted the sawn timber from the Bullarook forest.²⁴⁰ The school was constructed on the site that was to become the location of the Methodist Church. At the time, this land was held under a registered miner's right by Thomas Capell.²⁴¹ The school was officially opened on 1 July 1866.²⁴²

By 1874, enrolments had increased to 50 pupils and a 'more commodious building' was sort with assistance from the Education Department.²⁴³ A new site for the school was recommended by the District Inspector, Mr. R. Philip, in October 1874.²⁴⁴ Approval was subsequently given for the acquisition of allotments 8 and 9 in Section 11 in the Township of Lal Lal, fronting Vaughan Street.

In May 1875, tenders were called for a '72-type' school building to be constructed of Lal Lal bricks and to accommodate 72 pupils.²⁴⁵ John James, contractor of Ballarat was the successful tenderer at a cost of £406.²⁴⁶ By November 1875, the Travelling Inspector of School Buildings reported that the building had been 'satisfactorily completed' and that they key was 'in the custody of the Head Teacher.'²⁴⁷ The single roomed school building had a steeply pitched gabled roof form with a projecting minor porch at the front.

School commenced in the new building in December 1875 with Lachlan McQueen as Head Teacher.²⁴⁸ He had been recommended by Andrew George Scott (alias, 'Captain Moonlight', well-known bushranger).²⁴⁹ The building has served the community as a centre for education since that time. The rural environment remained a key part of the education experience. In 1913, the children were absent

237 Holloway, *op.cit.* & Blake, *op.cit.*

238 *Ibid.*

239 *Ibid.*

240 Griffiths, *op.cit.*, p.86.

241 Holloway, *op.cit.*

242 *Ibid.* & Blake, *op.cit.*

243 Blake, *op.cit.*

244 *Ibid.*

245 Brown, *op.cit.* The "type" of school building was defined by the number of pupils and the dimensions of the floor plan. See R. Peterson, 'Historic Government Schools; A Comparative Study', prepared for the Heritage Management Branch, Building Division, Department of Planning & Development, June 1991, p.1, & L. Burchell, *Victorian Schools: A Study of Colonial Government Architecture 1837-1900*, Melbourne University Press in association with the Victorian Education Department Carlton, 1980. A brief overview is given in Rowe, 'Forest, Farmland and Gold: Thematic History of the Western Region of the Moorabool Shire'.

246 Brown, *op.cit.*

247 *Ibid.*

248 *Ibid.* & Holloway, *op.cit.*

249 Griffiths, *op.cit.*

for a week during renovations and painting, while another week was spent in the shelter shed.²⁵⁰ A cloak room was added at the rear of the building in 1915.²⁵¹

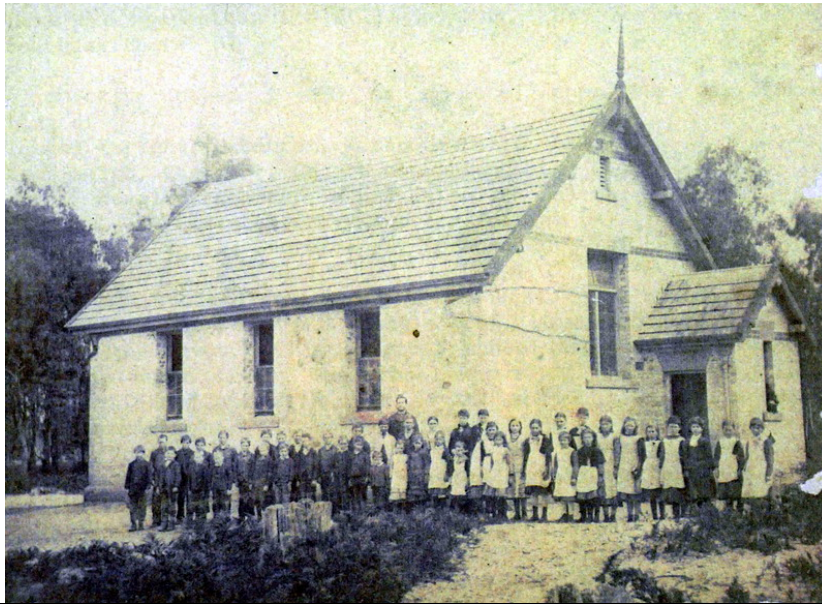


Figure 18: Lal Lal State School No. 863, n.d. [19th century]. Source: Pauline Holloway.

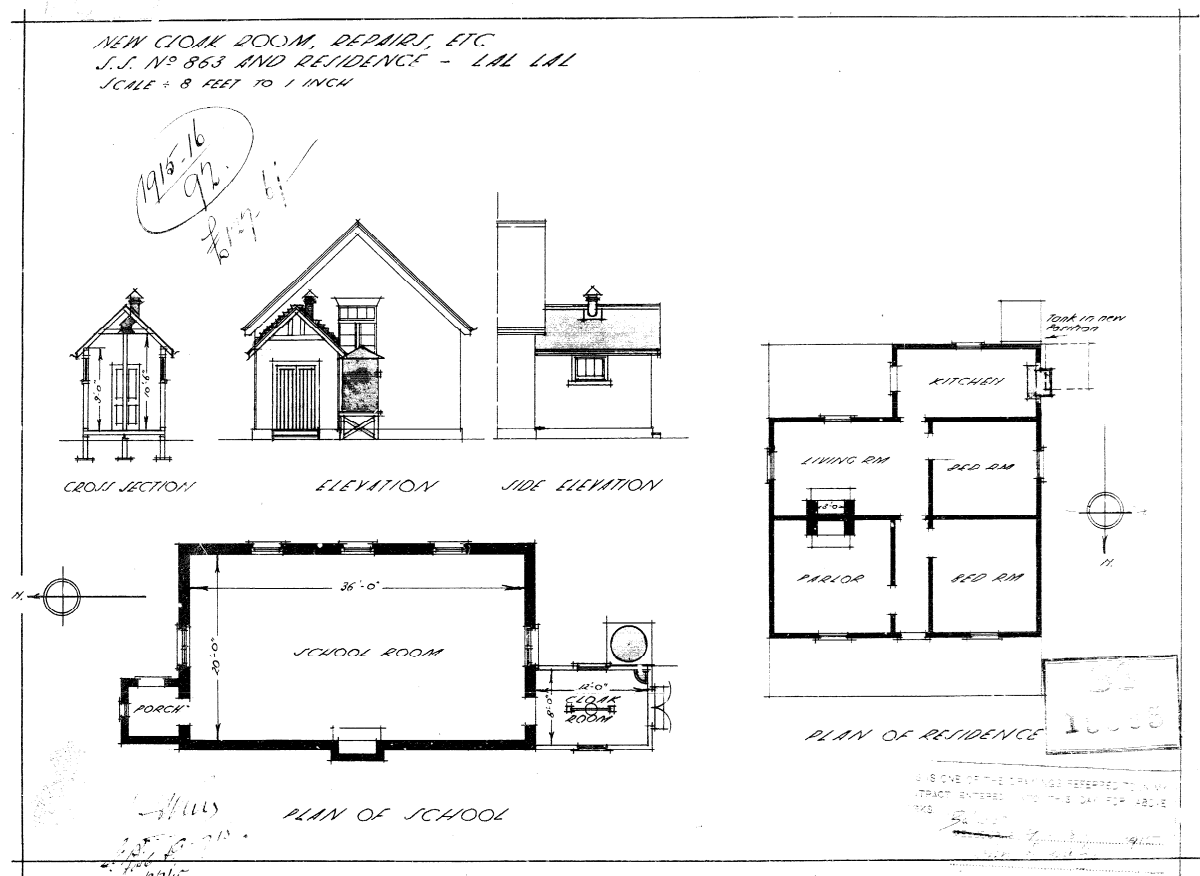


Figure 19: Drawing of Cloak Room Addition to School Building & Water Tank Relocation to School Teacher's Residence, 1915. Source: Building Services Agency, PROV.

250 Holloway, op .cit, sourcing McGillivray diary.

251 'New Cloak Room, Repairs, Etc.', floor plan and elevation, 1915, Building Services Agency drawing, Lal Lal School, PROV.

In 1917, with the dark clouds from World War One continuing, an honor roll containing 29 names was unveiled at the school by Cr. A.J. Fiske, President of the Buninyong Shire.²⁵² The memorial was in book form with a case, and was described as 'very artistic and handsome', having been designed and made at the Ballarat Technical Art School.²⁵³

In 1935, the former pupil, Ted Enright, declared that 'we used to catch water rats and native cats under it [the school]; possums in the gums trees close by; and would kill snakes in the swamps, and catch eels in the reservoir and creek.'²⁵⁴

The peak attendance at the school was during the operation of the iron ore and coal mines up to 1883.²⁵⁵

School Residence

There was no accommodation for the school teacher at the time of the opening of the new Lal Lal School in 1875. In 1889, the Head Teacher, Thomas Flattery, wrote to the Education Department appealing that a residence be built as the house from Knight's Brickworks that he was renting was no longer available.²⁵⁶ He also gave the Education Department an ultimatum: if his wish was not granted he could no longer teach at Lal Lal.²⁵⁷ While Flattery carried out his threat and resigned from his position, a timber school teacher's residence was soon built. In May 1890, the Public Works Department awarded the tender for the building of the residence to the Shillito Brothers at a cost of £1/19/9.²⁵⁸ The small gabled building was built with a projecting broken back front verandah. There were five rooms comprising a parlour, living room, two bedrooms and a rear kitchen. In 1924, kitchen, bathroom and wood house extensions were carried out the rear of the dwelling at cost of £271.²⁵⁹ The original rear skillion roof was replaced with hipped roof forms, and the side wood house and bathroom was built with a skillion roof.²⁶⁰ Head Teacher J.G. Henderson was the first to occupy the dwelling from 1890.²⁶¹ He was succeeded by William McIver who lived there between 1907 and 1914.²⁶²

252 *Ballarat Courier*, 7 August 1917, p.3.

253 *Ibid.*

254 Griffiths, *op.cit.* & Holloway, *op.cit.*

255 Blake, *op.cit.*

256 Holloway, *op.cit.* & Brown, *op.cit.*

257 *Ibid.*

258 *The Argus*, 2 May 1890.

259 State School Lal Lal, Alterations to Residence, floor plans, elevations and section drawings, 1923-24, Building Services Agency, PROV.

260 *Ibid.*

261 Holloway, *op.cit.*

262 *Ibid.*

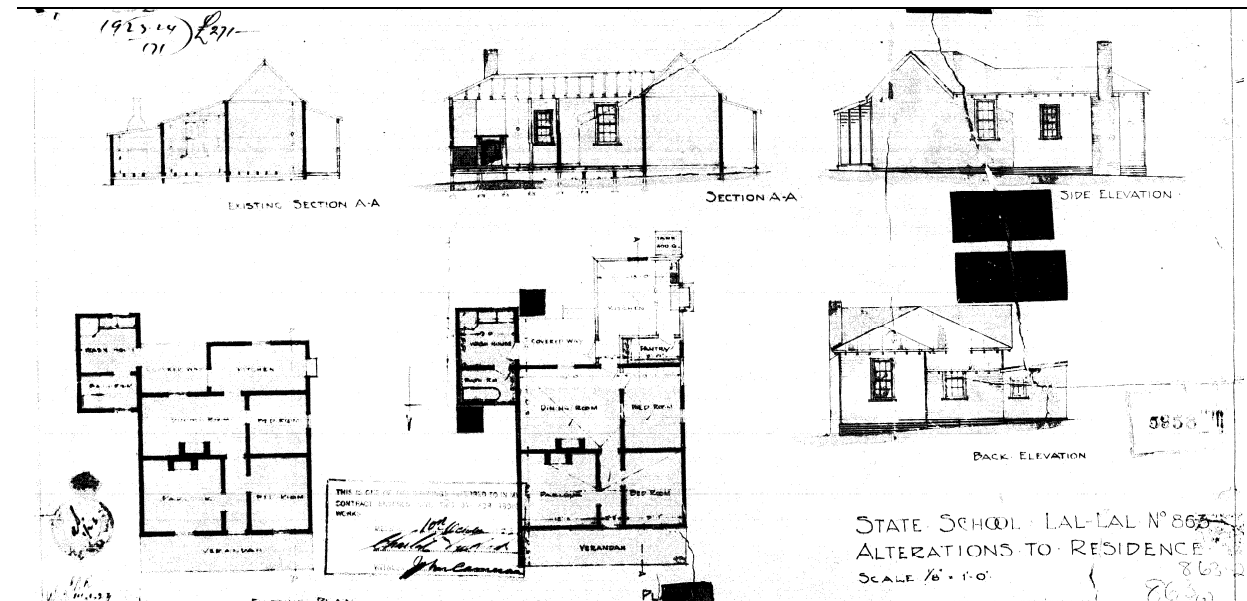


Figure 20: Drawing of Additions to the Lal Lal School Teacher's Residence, 1924.

Source: Building Services Agency, PROV.

COMPARATIVE:**Other Comparable Towns/Settlements²⁶³**

In the western region of the Moorabool Shire, and particularly in the south-western plains between Ballan and Ballarat are other towns and small settlements founded on gold mining in the 1850s and which later became service centres for the surrounding farming and other agricultural industries, particularly after the arrival of the Geelong to Ballarat railway. These places include Gordon (which had its beginnings after the discovery of gold in 1853) and Mount Egerton (established after the discovery of gold in 1853). Less comparable gold settlements are in the mountainous ranges of Blackwood: Golden Point (where gold was discovered at Jackson's gully in 1854), Red Hill, Simmons Reef and Barry's Reef (all populated with gold rushes from the mid 1850s).

However, Lal Lal is unique in being a modest rural settlement whose population was formed on a range of surrounding extractive industries that went beyond gold mining. Iron ore, coal, sand, gravel, granite, clay and timber being those natural materials that helped to establish the small township. Coupled with these industries was the 19th century tourism industry, brought about by easy access to the Moorabool and Lal Lal Falls after the construction of the Geelong to Ballarat Railway and the opening of the Lal Lal Railway station in 1862. No other small township in this part of the Moorabool Shire shares a similar evolution and development.

Other Bluestone Railway Stations on the Geelong-Ballarat Line²⁶⁴

The Lal Lal Railway Station is one of four almost identical Victorian Italianate styled bluestone station buildings constructed in the early 1860s. The other stations were built at Bannockburn, Lethbridge, Meredith and Buninyong (Yendon), with the latter having been demolished. The Bannockburn, Lethbridge and Meredith stations appears to be slightly more intact than the Lal Lal station, as the original finely detailed timber posts and brackets to the verandahs survive at these other stations. However, the Lal Lal station retains its original slate roof, unlike the Meredith station where the roof has been replaced with corrugated sheet metal. Like the station at Lal Lal, the settings of the other stations also appear to be intact, including the platforms with bluestone retaining walls, bluestone lamp rooms, and timber outbuildings. The Bannockburn station is included on the Victorian Heritage

²⁶³ Information taken from the West Moorabool Shire Heritage Study Stage 2A database.

²⁶⁴ Ibid. & Victorian Heritage Database online for the Bannockburn, Lethbridge & Meredith stations.

Register, while the Lethbridge and Meredith stations are included as heritage overlays in the Golden Plains Planning Scheme.

Other Interwar Hotel Buildings in the Western Region of the Moorabool Shire²⁶⁵

The Lal Lal Falls Hotel at 424 Clarendon-Lal Lal Road is one of five single storey brick hotels built in the western region of the Moorabool Shire during the interwar (1920s-1940s) era. They are the Bridge Hotel, 190 Bungaree Wallace Road, Bungaree; Morning Star Hotel, 248 Bungaree Wallace Road, Bungaree; and the Gordon Hotel, 92 Main Street, Gordon, and the Mineral Springs Hotel, Ballan Daylesford Road, Korweinguboorra. These buildings have gabled and/or hipped roof forms clad in tiles, face red brick construction and modest porches. They all appear to be predominantly intact.

Other Avenues of Honour in the Moorabool Shire²⁶⁶

The Avenue of Honour at Lal Lal is one of only four known surviving war-related commemorative avenues in the Moorabool Shire. At Bacchus Marsh is a substantial avenue of honour, being a combination of 281 Dutch elms and Huntington elms. It was planted on 10 August 1918 to commemorate locals who volunteered to serve in World War 1. At Blackwood, all that survives of the Avenue of Honour are two mature Pine trees at the Blackwood Mineral Springs. In 1919, 80 Cypress and Pine trees were planted in honour of those locals who served in the Great War. The fourth avenue is at Yendon, situated on the Yendon No. 1 Road and spans from Pope Street to the Navigators Yendon Road before the railway line.

Other Victorian Education Department School Buildings²⁶⁷

The Lal Lal Primary School represents one of nine Common Schools Board or Victorian Department School buildings constructed in the western region of the Moorabool Shire between the late 1860s and the early 1880s. The other schools within this period of development are:

- Former Greendale State School No. 918, built 1869, 40 type.
- Former Bungaree State School No. 1960 built 1877 100 type.
- Gordon Primary School No. 755 built c.1882-83, 'Horsham-Avoca type'.
- Warrenheip State School No. 1591, built 1875, 100 type.
- Former Blakeville Primary School, built 1873, 60 or 80 type with attached quarters, later additions.
- Mt Egerton Primary School, built 1877, originally four-roomed.
- Former Beremboke State School No. 1017, built 1870, type 40 with attached residence.
- Former Morrisons School, built 1861-70, first located at Steiglitz and now at Morrisons.

The Lal Lal School is the only brick 72-type standard Victorian Education Department designed school in the western region of the Shire (see the Thematic Environmental History for further details on the origins of the school design types). Other comparable 72-type schools in Victoria are: Leonards Hill No. 931 (built 1886), Little Hampton No. 1700 (built 1876), Murgheboluc No. 1570 (built 1875), and Great Western No. 860 (built 1881).

²⁶⁵ Western Moorabool Shire Heritage Study Stage 2A database.

²⁶⁶ Ibid. See also the Victorian Heritage Database online for the Bacchus Marsh Avenue of Honour.

²⁶⁷ West Moorabool Shire Heritage Study Stage 2A database & Peterson, op.cit.