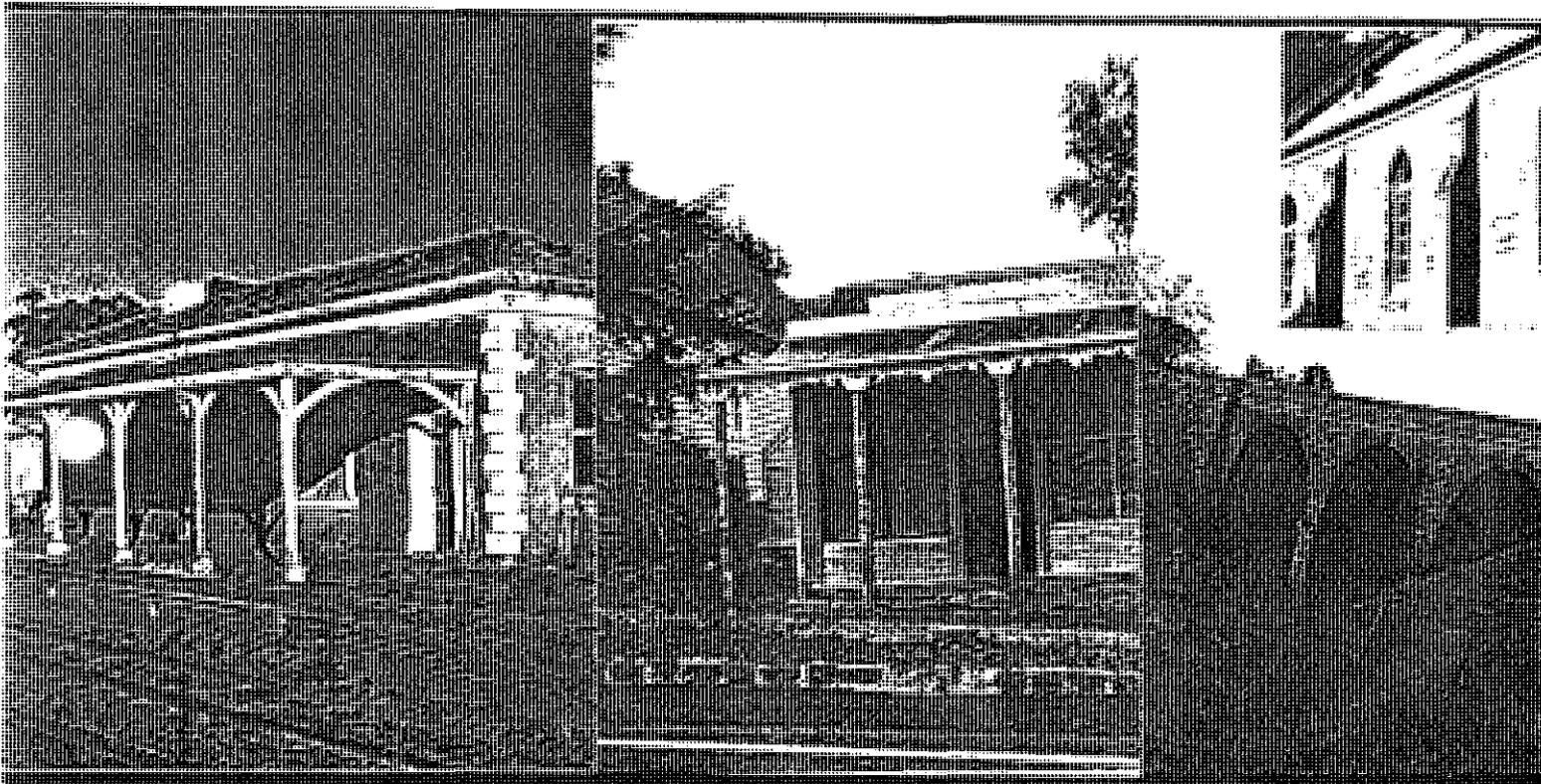# SHIRE OF METCALFE
HERITAGE STUDY

VOLUME 3

BUILDING CITATIONS
BARFOLD - ELPHINSTONE

December 1994

Karen Twigg and Wendy Jacobs
Suite 2, No.6 Lydiard Street North, Ballarat 3350
Telephone 053 329 182   Facsimile 053 324 409

THE PYRENEES SHIRE
METCALFE SHIRE HERITAGE STUDY

The Shire of Metcalfe Heritage Study was commissioned by the National Estate Committee (Victoria) and the Shire of Metcalfe in 1992. The consultants reported to a Steering Committee comprised of representatives of the Shire, National Estate and the local community.

STUDY TEAM

The Metcalfe Heritage Study has been researched and compiled by the following consultants:

Wendy Jacobs - Architect and Heritage Consultant
Karen Twigg - Historian

Sub-consultant:
Francine Gilfedder - Landscape Architect and Horticulturist

VOLUMES

The Metcalfe Heritage Study is divided into four volumes.

Volume One - contains the Environmental History of the Shire of Metcalfe. This is structured around key themes that provide an historical explanation for the present appearance of the Study area.

Volume Two - contains planning and other heritage recommendations for individual sites and heritage areas.

VolumesThree and Four - contain documentation on individual sites which reflect themes outlined in the Environmental History. These sites are recommended for protection under the Local Planning Scheme or the provisions of the Historic Buildings Act. The sites are arranged by geographical location alphabetically and within these locations, again, alphabetically by road name.

INTRODUCTION

The Shire of Metcalfe Heritage Study was commissioned by the National Estate
Committee (Victoria) and the Shire of Metcalfe in 1992. The study was prepared by
consultants Karen Twigg, Historian and Wendy Jacobs, Architect. Landscape
information was prepared by Francine Gilfedder.

The study is in four volumes. The first volume contains an environmental history. The
second volume contains planning and other heritage recommendations. The final two
volumes contain information on individual sites. These two volumes are organised by
geographical location alphabetically and within these locations, again, alphabetically by
road name.

The Shire of Metcalfe is located in central Victoria, 130 kilometres north west of
Melbourne. Two major rivers, the Coliban and the Campaspe, flow through the Shire
and the district is networked with water courses, several of which mark the north and
east boundaries of the Shire. Mount Alexander forms the most dramatic landscape
feature, rising to a height of 741 metres from a long, low range. The rest of the district
is elevated but undulating, broken occasionally in the east by the weathered forms of
volcanic hills.

There is a marked difference in character between the centre, the east and the west of
the Shire. The landscape in the centre and eastern part of the Shire is largely grazing
land, dominated by rolling grassy plains. It has been extensively cleared although
mature river red gums and yellow boxes survive on the large freehold estates in the
centre of the Shire. There are few settlements and relatively few roads. By contrast,
two major transport routes - the Melbourne to Echuca Railway and the Calder
Highway - run through the west of the Shire, the Shire's three major townships are
located here (Chewton, Harcourt and Taradale) and the area is more closely settled.
The landscape is characterised by forests of red stringy bark reserved as State Forest,
alternating with areas of cleared land divided into farms. In the far north west, the
landscape is dominated by apple orchards.

The explanation for these differences, becomes apparent when the built and natural
landscape is examined. In the west of the Shire the visitor quickly realises that this is a
landscape that was shaped by gold mining activity. Throughout the bush, shafts,
tailings, dams, machinery footings plot the course of quartz mining activities. The
scoured flats and gullies demonstrate the effects of shallow alluvial mining, sluicing and
dredging. Mullock heaps stand as the visible evidence of extensive deep lead mining in
the south west of the Shire. The temporary nature of many early gold rush workings is
witnessed by isolated ruins or a cluster of buildings which once formed a small
settlement. By contrast the two townships which survive from this period still retain
the layout, the commercial street design and many of the residences and solid public
buildings of their prosperous gold field origins.

In the centre and east of the Shire, the grassy plains, neatly divided up by fences
(sometimes made of stone) and interrupted periodically by a huddle of buildings - a
stable, a dairy, a shearing shed - centring around a farm house, indicate a long history

of agricultural enterprise. The settlements are characterised by buildings of practical design and a wide central street allowing the easy passage of stock and farm equipment. In many of these, the key buildings crucial to a nineteenth century agricultural community - a church, a school, a hall- still survive.

It is clearly farming country but within this broad designation there are also differences. The broad acres, the retention of mature trees, the busy bird life and park like appearance of the central area of the Shire, are the legacy of the pastoral era and the country continues to be held by a small number of landowners. By contrast, the basaltic plains flanking the Campaspe in the east of the Shire were largely taken up by immigrant farmers or successful miners who chose to invest their gold in land. Here the farm buildings are commonly constructed of bluestone, the land has been extensively cleared of trees and is often rocky.

The buildings and street design of townships throughout the Study area give indications of a more prosperous past and the explanation can be quickly found in the piles of earth and collapsed shafts, the huge white shapes of mullock heaps and the banks of dredged earth that suggest the extent of mining activity in the Study area in the nineteenth century. At the same time old farm sheds, displaying a wide variety of early construction techniques, dot the landscape leaving the visitor in little doubt of the district's strong farming heritage.

These observations suggest the key role played by both miners and farmers in shaping the history and physical fabric of the Shire and many of the themes explored in the following pages will relate to the influence of these two activities. Ultimately farming superseded mining as the primary economic force in the Shire in the twentieth century; yet much of the present character of the Shire continues to have its origin in the mining and farming activities which took place in the Shire in the nineteenth century.

It is interesting to note that the differences between these two activities, which have left such a clear mark on the physical environment, also had their effect on social relations. At official Shire dinners in the 1870s it was a point of contention whether a toast should be proposed first to the Mining Interest leaving the Agricultural Interest to be proposed second or whether the order should be reversed.

The Shire of Metcalfe is also unusual in that it does not possess a major town since it is located in the centre of a triangle, with the large towns of Kyneton, Castlemaine and Bendigo at each apex. Rail links were established with each of these towns as early as 1862, drawing residents away from the Shire for major purchases and sales. Yet settlements within the Shire continued to provide basic commodities and employment opportunities and many flourished during the nineteenth century. It was not until the twentieth century that increased mechanisation and the new mobility supplied by motor transport triggered an era of decline. As the numbers employed in agriculture fell several settlements disappeared almost without a trace, leaving the identity of the locality to attach itself to isolated buildings - a derelict school or a church. Others struggled to continue providing services to a declining population.

The most significant trend in the Shire in the last decade has been an influx of city dwellers - seeking rural family homes, weekenders and retirement houses. This has

dramatically reversed the Shire's declining population and created a new demand for land, housing stock and services of all kinds. This trend is currently having a significant impact on the environment of the Shire and can be expected to have an even greater influence in the future.

The following pages will seek to explore how the various phases of occupation and activity in the Shire of Metcalfe can be traced in the existing physical environment. In doing so it will seek to focus on the words, actions and experiences of past and current residents of the Shire.

ACKNOWLEDGEMENTS

TABLE OF CONTENTS

Metcalfe Heritage Study

Volume 3

Index

Chewton

Golden Point

Elphinstone

COLIBAN WATER SUPPLY SYSTEM

AREA OF SPECIAL SIGNIFICANCE

COLIBAN WATER SUPPLY SYSTEM

SOURCE
The following material has been extracted almost entirely from a report on the Coliban Water Supply System, completed by Ray Supple for the Historic Building's Council in 1993. Ray Supple has kindly given permission for the material to be used in the Metcalfe Heritage Study.

LOCATION
The Area of Special Significance includes all parts of the Coliban Water Supply System within the Shire of Metcalfe, including subsidiary structures and those races branching off the Main Channel. The citation sheets below outline key elements of the Coliban System which exist within the Shire.

SIGNIFICANCE
The Coliban System is one of the earliest water supply systems in the State which has remained essentially unchanged since it was first proposed in 1862. It is an example of the use of several engineering solutions to bring water over a considerable distance, through some quite difficult country to a relatively dry region of the State.

The construction of the Coliban System through the Shire of Metcalfe provided residents with a clean and reliable water supply and made a dramatic difference to their quality of life. It also influenced the level and type of mining activity in the area and the irrigation it provided led directly to the development of Harcourt as a prominent orcharding locality.

DESCRIPTION
The entire Coliban System includes over twenty reservoirs and 500 km of open channels. There are three main storages south of Malmsbury which capture water from the Great Dividing Range. Water then flows north under gravity in the main channel for about 70 km to the Sandhurst Reservoir, which was completed in 1983. Along the way it runs through unlined channels, concrete aqueducts, syphons, and concrete pipes. Reservoirs, channels and pipes feeding off the main system supply water to Bendigo, Taradale, Elphinstone, Fryerstown, Chewton, Castlemaine, Guildford, Maldon, Harcourt, Sebastian, and Raywood. The Bendigo area includes Eaglehawk, Kangaroo Flat, Epsom, Marong, Huntly, Spring Gully and Strathfieldsaye.[1]

HISTORY
The Quarterly Reports of the Mining Registrars and Surveyors on the goldfields contain regular references to the lack of water during the dry summer months. Alluvial production and population peaked in 1858. After this time mining became more efficient and less chaotic. Claims were consolidated, cooperatives were formed, and mechanisation and capitalisation began. While the actual number of miners declined, there was an increase in the need for water for the puddling machines, which were thirstier than tubs or cradles, and for the quartz reef mines. The make up of the population was changing and becoming more settled. There was a permanent mining population as well as a population that had given up mining and settled into other occupations.[2]

---

[1]WILLIAMS, J., *The First Reservoir and Water Treatment Plants in Bendigo (Sandhurst)*, Unpublished brochure produced for Coliban Water, 1992
[2] MACKIE J., Aspects of the Gold Rushes, Economic Record, Volume XXIII, June 1947, p.75 - 89

While the headwaters of the Coliban and Campaspe in the Great Dividing Range were the optimistic focus of some of the early schemes.[3] The first positive step toward a permanent water supply was taken in 1858 by a private company. Having provided funds for the Yan Yean Reservoir, the colonial government provided a £50,000 grant for water for the gold fields in 1859. After much wrangling a reservoir with a capacity of 46 million gallons (209 megalitres) was built at Grassy Flat and completed in 1861 about the same time as the No. 7 Reservoir.[4]

About this time the idea of using the Coliban River was gaining support. In May 1862 a Select Committee was appointed to report on the practicality and expense of bringing water to Bendigo and Castlemaine from the Coliban. The Committee, chaired by a fiery Bendigo MP recommended the adoption of the scheme. Although the Committee's report was favourably received, the Minister for Public Works was concerned about the cost estimates and would not participate in the scheme.[5]

The Minister for Mines at this time was James Forrester Sullivan, the Member of the Legislative Assembly for Mandurang. Sullivan obtained the approval of the Assembly for this Department to take responsibility for the Coliban Scheme.[6]

On the 27th November 1862 competitive designs and tenders were called for the best Coliban Scheme, with only four days being allowed for the preparation of submissions.[7]

There was a dry summer in 1862-63. In January 1863 the editor of Dickers Mining Record made a strong appeal for a water supply system. The Humffray Royal Commission into Mining published in 1863 also noted that halts in mining were due to insufficient and intermittent water supplies.[8]

Schemes were submitted by John Reilly, Edward Wardle and Joseph Brady (who had completed the survey of the proposed system for the Select Committee). Eventually, in January 1865, a committee of Mr Christopherson, Mr Woods and Mr Walton was appointed to report on the schemes. An amalgamation of Brady's and Wardle's schemes was recommended. It included a reservoir at Malmsbury, three smaller reservoirs for distribution to Castlemaine and Sandhurst, and an aqueduct with tunnels, syphons and flumes. This much was essentially Brady's proposal. Wardle's proposal for a reservoir at Upper Coliban was also recommended.[9]

Brady's scheme was the least expensive of the three and it was estimated that the sale of water would bring a return of 14%. Other features of the scheme were that it proposed three uses for the water from the Coliban; alluvial mining, domestic and manufacturing uses, and irrigation and pastoral purposes. Brady also proposed to incorporate six water mills into the Castlemaine section and six into the Sandhurst section to take advantage of the large drop in level.[10]

In 1865 the Minister for Mines, James Sullivan, prompted by the impact of the worst drought recorded up to that time and the buoyant economic climate, sought and got approval for an appropriation of £500,000 in June, 1865.

...he major portion of which was for the Coliban Scheme.[11] On Tuesday the 12th of June 1866, the Mayor of Malmsbury turned the first sod of the Malmsbury Reservoir.[12]

However, the difficulties in raising money on the London Market were compounded by the instability in Victorian politics at the time. The government was unable to get appropriation bills through the

---

[3] RUSSELL P., Permanent Water for a Goldfield, unpublished chapter to be included in M. Butcher's and Y Collins' "The Industrial Heritage of Bendigo", 1993, p.5
[4] POWELL J.M., Watering the Garden State, Allen and Unwin, Sydney, 1989, p.77
[5] IBID, p. 77
[6] RUSSELL, op cit, p.13
[7] BRADY J., Coliban Water Scheme - Report on Proposed Water Supply to Castlemaine and Sandhurst from the River Coliban at Malmsbury; submitted to the Board of Lands and Works 29th November 1862, VPP, C. - No.8, 1864, p.4.
[8] RUSSELL, op cit, p. 11&12
[9] ANON, The Coliban Water Scheme, Building a Reservoir in the Sixties and Seventies; The Troubles of the Water Supply Department 1862 -1902, reprinted from the Kyneton Guardian, April 1938.
[10] BRADY, op cit, p.2 to 10.
[11] RUSSELL, op cit, p. 17
[12] Anon, op cit, p.3

Legislative Council. In 1866 on the eve of his resignation as Minister for Mines, Sullivan announced the suspension of work on the Coliban System.[13]

When work began again progress was slow and expenditure exceeded the estimates. By 1868 Reservoirs at Spring Gully near Bendigo, Expedition Pass near Castlemaine, and Barkers Creek near Harcourt had been completed. The Malmsbury Reservoir, and major sections of the main aqueduct were still under construction. There were disputes with contractors and doubts were raised about the competence of the engineers.[14]

The government instructed the Engineer-in-Chief of Railways, Mr Higinbotham to report on the works constructed by the Victorian Water Supply Department. His report published in 1869 was very critical of the ability of the Coliban System to supply the estimated quantity of water. He also condemned some of the works and the timing and supervision of many of the contracts. He stressed that in his opinion it was not possible to supply water for both mining and irrigation purposes. Mr Christopherson, the Chief Engineer of Water Supply, issued a counter report which included supporting statements from Messrs Adams, Smith and Blackburn.[15] A Select Committee was then appointed to consider these reports. It concluded that the Coliban Scheme had been undertaken before sufficiently reliable hydraulic information was available. It recommended a reservoir at Upper Coliban and concluded that the majority of the works were of a first class description although too costly. The Committee was not over critical of the increased costs in view of the importance of hydraulic works being substantially constructed. The Select Committee had commissioned a report from Mr Moriarty, an engineer from NSW. This report concurred with Higinbotham's conclusions about the inability of the Malmsbury Reservoir to supply the predicted amount of water and the administration of contracts. However it did report favourably on the quality of most of works, notable exceptions being the Malmsbury Reservoir outlet tower foundations, and the Back Creek Syphon.[16]

Work proceeded from May 1869. However, in May of the following year the syphon pipes cracked under their own weight while being riveted, casting doubts on whether the syphon would bear the pressure of the water. The imposition of the eight hours day on Government projects caused disputes between the workers and the contractors who had submitted their tenders based on a ten hour day. Then in July, after a snap flood, leaks occurred in the Malmsbury Reservoir. The Government removed from office the Chief Engineer of Waterworks, Mr Christopherson and two other engineers. The syphon was finally completed in November 1870. However, when it was tested in December the water only reached a height of 60 feet before it exploded like an 8-pounder gun.[17]

Angus Mackay, Member for Sandhurst, was Minister for Mines at the time of the sacking of Christopherson. He pressed for a well qualified hydraulic engineer to report and advise on the Coliban System.[18] Richard H Sankey from the Indian Corps of Engineers was engaged by the Government. He produced a report in 1871 which upheld Higinbotham's conclusions and condemned the scheme as inadequate for the purpose for which it was designed. He criticised the design of the reservoir embankments, the outlet works, the valve tower at Malmsbury, the bywashes at some of the reservoirs, and the extravagance of some of the works.[19] It was at this time that the Sandhurst Council took matters into its own hands, purchased the Bendigo Waterworks Company and built Crusoe Reservoir and settling ponds. By this time about £600,000 had been spent and Sankey recommended that the scheme should be completed. He estimated that the total cost, including the Upper Coliban Reservoir, would be £1,2399,000.

---

[13] RUSSELL, op cit, p. 23.

[14] POWELL, op cit, p. 78

[15] VPP, Report of the Engineer-in-Chief of Railways and Reply of the Chief of Water Supply on the Works Constructed by the Victorian Water Supply Department, Vol 3, No. 10, 1869.

[16] VPP, Report of the Select Committee upon Victorian Water Supply; together with the Proceedings of the Committee, Minutes of Evidence, and Appendices, May 1869.

[17] ANON, op cit.

[18] RUSSELL P., op cit, p. 27

[19] SANKEY R H., Report on the Coliban and Geelong Schemes of Water Supply, VPP, Vol 3 No. 48

Work on the scheme continued and repairs were made. The Government purchased the Bendigo Waterworks Company from the Sandhurst Council in 1873. The Back Creek syphon was repaired and Castlemaine received water from the system in September 1874. Finally water reached Sandhurst in 1877. Technical problems, mostly unforeseen, had delayed the scheme through every phase of construction. The implementation of the scheme had also corresponded with one of the stormier periods in Victorian politics. Between 1858 and 1874 Victoria had 12 changes of Premier.[20]

Since 1877 the Coliban System has been continually expanded. In 1887 the capacity of the Malmsbury Reservoir was increased to 3350 million gallons (15170 megalitres); drop bars were installed and flood provisions were increased. Malmsbury was enlarged again in 1938/39 to 3920 million gallons (17830 megalitres) by installing flood control gates and raising the embankment. In 1900 a new outlet tower was built at Malmsbury to replace the old one which had been damaged by a large log in the previous year. The old tower was dismantled and the unused portion of the tunnel was plugged.

1902 saw the completion of the Upper Coliban Reservoir with a capacity of 4000 million gallons (18740 megalitres). This was enlarged to 6130 million gallons (27860 megalitres) in 1917 by raising the embankment and spillway 11 feet (3.35 m). In 1925 the level was raised a further 4 feet (1.2 m). This brought its capacity to 7000 million gallons (31,800 megalitres). The level of the embankment is again being raised at the present time, and the syphonic spillway that was installed in 1925 will be covered by the latest work.

Extension of the supply network continued throughout this time. The Emu Valley Irrigation Trust was completed in 1891 and the Big Hill service basin was constructed in 1900. From 1902 the demand for water for irrigation, as predicted by Joseph Brady, became quite persistent. In 1903 the Victorian Water Supply Annual Report describes the system as having 289 miles of main and branch channel, 26 subsidiary reservoirs and tanks, and 268 miles of mains and reticulated pipe. The Axe Creek and Harcourt Waterworks Districts were constituted in 1909 and 1911 respectively. The Eaglehawk syphon and the main branch channel to Bendigo were enlarged in 1910's. In 1919 the double cast iron syphon at Sutton Grange was replaced with a contour channel and a short concrete syphon, while in 1920 the two 3 foot (0.9 m) diameter iron pipes at Taradale were replaced by a 5 foot (1.5 m) reinforced concrete pipe. New reservoirs/basins were built at Castlemaine, Specimen Hill, Flagstaff Hill (Eaglehawk) and the Spring Gully Reservoir was enlarged to 540 million gallons (2500 megalitres) in the 1920's.

The State Rivers and Water Supply Commission when established in 1905 inherited a system that had expanded well beyond the original proposal of 77 miles of channel. The financial situation of the system was also in a poor state. The total capital cost of the system was still a charge against the users of the system, and the charges for water for irrigation and mining had not changed for 35 years. Sir Ronald East prepared an assessment report and a plan for updating the system. He described the tem as being in a deplorable condition particularly the mains and pipes in the urban area. He was critical of the use of large quantities of water for alluvial mining.

The government agreed to release the users from financial responsibility for the main storages, and main supply channels.[21] Channel improvements had been under way since 1928. This process received a boost of £200,000 from the unemployment Relief Fund in 1936. The final reservoir on the Coliban was completed in 1941 when the Lauriston Reservoir was constructed. The crest gates were added in 1946.[22]

KEY ELEMENTS

T3A	Main Channel
T3B	Back Creek Syphon
T4	Tunnel No. 1
T46A	Catch Drains
T46B	Creek Crossings and "goes over" drain

---

[20] POWELL, op cit, p. 82

[21] EAST L R., The Coliban Five Year Plan, The Castlemaine Mail, 2nd to 4th October, 1939.

[22] ANON, Water Resource Investigation: Utilisation of the Waters of the Campaspe River, Unpublished report, 1947, State Rivers and Water Supply Commission, Melbourne, Appendix I

T46C	Brick Lined Tunnel
F10A	Junction of the Main and Harcourt Channels
F10B	Tunnel No.2
F10C	Junction of the Harcourt, Expedition Pass and Golden Point Channels
GP16	Expedition Pass Reservoir
BC23B	Specimen Gully Channel
H109	Barker's Creek Reservoir
S26A	Aqueduct
S35	Whisky Gully concrete syphon
S32	Byrne's Tunnel or No.3 Tunnel
S32A	Flume Foundations

HISTORIC BUILDINGS REGISTER

The Coliban Water Supply System was placed on the Register of Historic Buildings in November 1994. The area involved commences at the Upper Coliban Reservoir, 8 kilometres south west of Kyneton, and concludes at Kangaroo Flat, 8 kilometres south of Bendigo. To the extent of the building works and structures including the following in the Shire of Metcalfe:

No. 1 Tunnel
Back Creek Syphon Inlet Structure
Back Creek Syphon Outlet Structure
Stone In-chute erosion control structure where surface water run-off enters the Main Channel
Brick Abutments of old flume which took the Coliban Main Channel over a creek
Arched Brick Lined Tunnel 42 metres long with brick Portal topped with Bluestone copings
Brick, bluestone and concrete creek overshoot
Box Section Brick Flume
Harcourt Main Channel Tunnel
Expedition Pass Reservoir Embankment
Expedition Pass Reservoir Outlet Tower
Expedition Pass Outlet Conduit, Regulating Valve and Outlet Portal
Expedition Pass Bye-wash
Sandy Creek Flume Abutments and Support Piers
Granite Ashlar Wall, 110 metres long in the east side of the Main Channel
Granite Ashlar Flume Abutments
Granite Ashlar Masonry Wall, 112 metres long on the west side of the Main Channel
Whisky Gully Syphon Inlet Structure
Upstream Granite Ashlar Masonry Flume
Granite Ashlar Masonry Flume Foundation Wall
Granite Ashlar Masonry Wall, 140 metres long, Flume Abutments and Piers
Granite Ashlar Masonry Wall, 280 metres long along the east side of the Main Channel
Byrne's Tunnel
Granite Ashlar Masonry Flume Abutments and eight Piers
Granite Masonry Flume Abutments and seven piers

7

FILE No: T3A

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Taradale

NAME: Main Channel
ADDRESS: Boundary Road
1 to 4 km from Malmsbury Res.
FORMER NAME:

TITLE DETAILS:

MAP NAME: Drummond
MAP REFERENCE   BU 667 826

STATEMENT OF SIGNIFICANCE

This section of channel is a notable element in one of the most ambitious engineering projects in Victoria in the 1860s and 1870s - the Coliban Water System - which brought a reliable supply of water to the goldfields of Castlemaine and Bendigo and played an important role in the level and type of mining activity, patterns of settlement, and the development of horticultural and agricultural enterprises within the Shire of Metcalfe.

State Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing),Retention on the Historic Buildings Register

THEMES	BUILDING DATE
Water	c1868
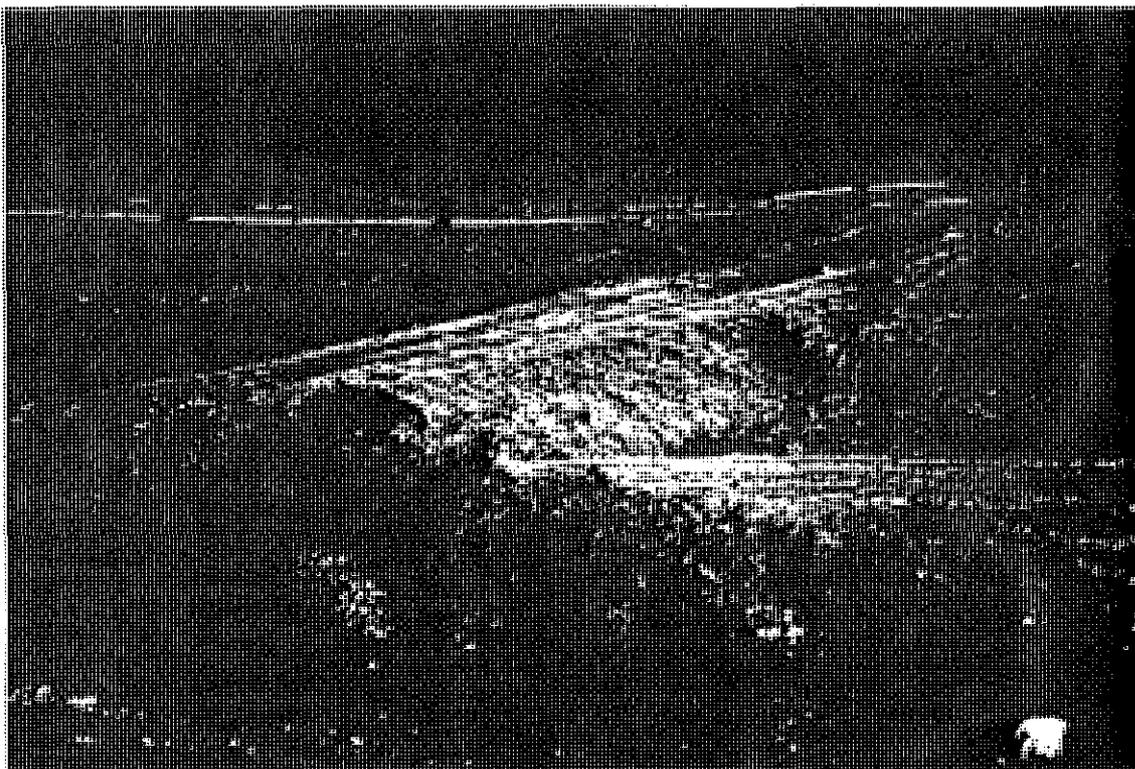
PHOTOGRAPH
FILM No.17/35
DATE 20/8/92

HISTORY

The Coliban System is one of the earliest water supply systems in the State which has remained essentially unchanged since it was first proposed in 1862. It is an example of the use of several engineering solutions to bring water over a considerable distance, through some quite difficult country to a relatively dry region of the State.

The construction of the Coliban System through the Shire of Metcalfe provided residents with a clean and reliable water supply and made a dramatic difference to their quality of life. It also influenced the level and type of mining activity in the area and the irrigation it provided led directly to the development of Harcourt as a prominent orchading locality

The entire Coliban System includes over twenty reservoirs and 500 km of open channels. There are three main storages south of Malmsbury which capture water from the Great Dividing Range. Water then flows north under gravity in the main channel for about 70 km to the Sandhurst Reservoir, which was completed in 1983. Along the way it runs through unlined channels, concrete aqueducts, syphons, and concrete pipes. Reservoirs, channels and pipes feeding off the main system supply water to Bendigo, Taradale, Elphinstone, Fryerstown, Chewton, Castlemaine, Guildford, Maldon, Harcourt, Sebastian, and Raywood.

DESCRIPTION

Just north of the Malmsbury Reservoir, the main channel passes under the Calder Highway. A brick and bluestone culvert takes the aqueduct under the highway. From this point the aqueduct is both unlined and concrete lined. The concrete lining is either trapezoidal in cross section where the channel is set into the ground or box in cross section where it is above ground. The actual location of the aqueduct may have been displaced slightly over the years as sections have been lined.

REFERENCES

Extracted from a report by Ray Supple, *The Coliban Water Supply System*, for the Historic Buildings Council, 1993

FILE No: T3B

CURRENT LISTINGS:	**TOWN/DISTRICT:** Taradale
HISTORIC BUILDINGS REGISTER ☑	
HBC No.	**NAME:** Back Creek Syphon
NATIONAL TRUST ☐	**ADDRESS:** Boundary Road on Back Creek
NATIONAL ESTATE REGISTER ☐	6 km from Malmsbury Res.
OTHER	**FORMER NAME:**
TITLE DETAILS:	**MAP NAME:** Drummond
	MAP REFERENCE BU 642 828

STATEMENT OF SIGNIFICANCE
The engineering fascination of the Back Creek Syphon, carrying water "up hill" across the Back Creek Valley, has made it a well known local landmark. The fact that it was known to have been a dismal failure when first constructed, also makes it a good example of the ambitious nature of what was being attempted in the construction of the Coliban Water Scheme.

State Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Retention on the Historic Buildings Register

THEMES	**BUILDING DATE**
Water	c1873

	PHOTOGRAPH
	FILM No.
	DATE

ll

HISTORY

The Coliban Scheme was a governmental response to the clamour of the Castlemaine and Bendigo goldfields for water and envisaged that water from the Coliban River be channelled by gravity to the diggings via a Reservoir at Malmsbury and three smaller distribution reservoirs at Expedition Pass, Harcourt and Bendigo. The Back Creek Syphon was a major feature in the system and one that caused considerable problems. It was designed to take water from the east to the west side of the Back Creek Valley. The original proposal was for two cast iron pipes of 30 inches (0.45m). However the opportunity was taken to use some cast iron plates that were purchased from the Melbourne Sewerage and Water Commission. The plates were intended for part of the Melbourne Sewerage and Water Commission but had been lying useless near Batman Hill for eleven years.

The plates were formed into 7 feet, 8 inch (2.33 m) diameter pipes some of which cracked under their own weight when being riveted, casting doubts on whether the syphon would bear the pressure of the water. Sure enough, when the syphon was finally completed and tested in December 1870, the water only reached a height of 60 feet before it exploded like an eight- pounder gun. The visiting water works expert, Colonel Sankey, condemned the Back Creek Syphon as an "utter and irremediable failure". The whole project had cost £30,000 but was sold as scrap iron.

Four year later repairs were made to the syphon and it was finally completed although on a smaller scale than originally intended.

DESCRIPTION

The Back Creek Syphon is 1977 feet (37m) long and the difference in level between the inlet and outlet is 8 feet (2.4m). After the first attempt at constructing the syphon had failed it was renewed with 36 inches (0.91 m) diameter cast iron pipe. It has been renewed on two occasions with concrete pipe.

The inlet and out let ends are constructed of solid masonry. The inlet has cast iron sluice gates and a channel to a waste weir. The iron work is similar to the iron work on the sluice gates at the Malmsbury Reservoir. The pipes are protected by masonry and concrete where they pass through the creek.

REFERENCES

Brady, J., *Coliban Water Scheme - Report on Proposed Water Supply to Castlemaine and Sandhurst from the River Coliban at Malmsbury*, submitted to the Board of Lands and Works, 29 November, 1862, VPP, C. No. 8, 1864, p.4.
Anon. *Coliban Water Scheme*, Kyneton Guardian, 1938

FILE No: T4

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Taradale

NAME: Tunnel No. 1
ADDRESS: Calder Highway
 5 km from Malmsbury Res.
FORMER NAME:

TITLE DETAILS:

MAP NAME: Drummond
MAP REFERENCE BU 657 827

STATEMENT OF SIGNIFICANCE
This tunnel is a notable element in one of the most ambitious engineering projects in Victoria in the 1860s and 1870s - the Coliban Water System - which brought a reliable supply of water to the goldfields of Castlemaine and Bendigo and played an important role in the level and type of mining activity, patterns of settlement, and the development of horticultural and agricultural enterprises within the Shire of Metcalfe.

State Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Retention on the Historic Buildings Register

THEMES	BUILDING DATE
Water	1868

PHOTOGRAPH
FILM No.
DATE

HISTORY

The Coliban System is one of the earliest water supply systems in the State which has remained essentially unchanged since it was first proposed in 1862. It is an example of the use of several engineering solutions to bring water over a considerable distance, through some quite difficult country to a relatively dry region of the State.

The construction of the Coliban System through the Shire of Metcalfe provided residents with a clean and reliable water supply and made a dramatic difference to their quality of life. It also influenced the level and type of mining activity in the area and the irrigation it provided led directly to the development of Harcourt as a prominent orchading locality

The entire Coliban System includes over twenty reservoirs and 500 km of open channels. There are three main storages south of Malmsbury which capture water from the Great Dividing Range. Water then flows north under gravity in the main channel for about 70 km to the Sandhurst Reservoir, which was completed in 1983. Along the way it runs through unlined channels, concrete aqueducts, syphons, and concrete pipes. Reservoirs, channels and pipes feeding off the main system supply water to Bendigo, Taradale, Elphinstone, Fryerstown, Chewton, Castlemaine, Guildford, Maldon, Harcourt, Sebastian, and Raywood.

DESCRIPTION

'e tunnel passes under the Melbourne to Bendigo railway and the Calder Highway. It was completed in 1868 and was described by Higinbotham in 1869 as being well executed, although the contract price was exceeded. The tunnel is 1825 feet (556m) long, 8 feet, 3 inches (2.51m) in diameter, lined in brick and has bluestone portals.

REFERENCES

V.P.P. (Victorian Parliamentary Papers), *Report of the Engineer-in-Chief of Railways and Reply of the Chief of Water Supply on the Works Constructed by the Victorian Water Supply Department*, Vol 3, No. 10. 1869.

Assessed by	Assessment Date
W Jacobs/ K Twigg	May-June 1993

FILE No: T46A

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Taradale

NAME: Catch Drain or old stone in-shoot at c.8 km
ADDRESS: (Off) Drummond Road
8 km from Malmsbury Res.
FORMER NAME:

MAP NAME: Drummond
MAP REFERENCE BU 625 833

STATEMENT OF SIGNIFICANCE
These catch drains are notable elements in one of the most ambitious engineering projects in Victoria in the 1860s and 1870s - the Coliban Water System - which brought a reliable supply of water to the goldfields of Castlemaine and Bendigo and played an important role in the level and type of mining activity, patterns of settlement, and the development of horticultural and agricultural enterprises within the Shire of Metcalfe.

State Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Retention on the Historic Buildings Register

---

THEMES	**BUILDING DATE**
Water	C1868

PHOTOGRAPH
FILM No.
DATE

HISTORY

The Coliban System is one of the earliest water supply systems in the State which has remained essentially unchanged since it was first proposed in 1862. It is an example of the use of several engineering solutions to bring water over a considerable distance, through some quite difficult country to a relatively dry region of the State.

The construction of the Coliban System through the Shire of Metcalfe provided residents with a clean and reliable water supply and made a dramatic difference to their quality of life. It also influenced the level and type of mining activity in the area and the irrigation it provided led directly to the development of Harcourt as a prominent orchading locality

The entire Coliban System includes over twenty reservoirs and 500 km of open channels. There are three main storages south of Malmsbury which capture water from the Great Dividing Range. Water then flows north under gravity in the main channel for about 70 km to the Sandhurst Reservoir, which was completed in 1983. Along the way it runs through unlined channels, concrete aqueducts, syphons, and concrete pipes. Reservoirs, channels and pipes feeding off the main system supply water to Bendigo, Taradale, Elphinstone, Fryerstown, Chewton, Castlemaine, Guildford, Maldon, Harcourt, Sebastian, and Raywood.

DESCRIPTION

the past in order to get as much water as possible into the system catch drains were constructed of local stone. There are number of examples of this stone work along the channel, particularly near the new Sandhurst Reservoir. Every effort is made these days to keep run-off out of the channel. There are catch drains above the channels and concrete troughs to take this water past the channel.

REFERENCES

FILE No: T46B

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.

NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Taradale

NAME: Creek Crossings and a typical "goes over" drain.

ADDRESS: (Off) Drummond Road
8.3 km to 15.4 km from M/bury Res.

FORMER NAME:

MAP NAME: Drummond
MAP REFERENCE   BU 624 831 and other locations

STATEMENT OF SIGNIFICANCE

These creek crossings and "goes over" drain are notable elements in one of the most ambitious engineering projects in Victoria in the 1860s and 1870s - the Coliban Water System - which brought a reliable supply of water to the goldfields of Castlemaine and Bendigo and played an important role in the level and type of mining activity, patterns of settlement, and the development of horticultural and agricultural enterprises within the Shire of Metcalfe.

State Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Retention on the Historic Buildings Register

---

THEMES	**BUILDING DATE**
Water	c 1868
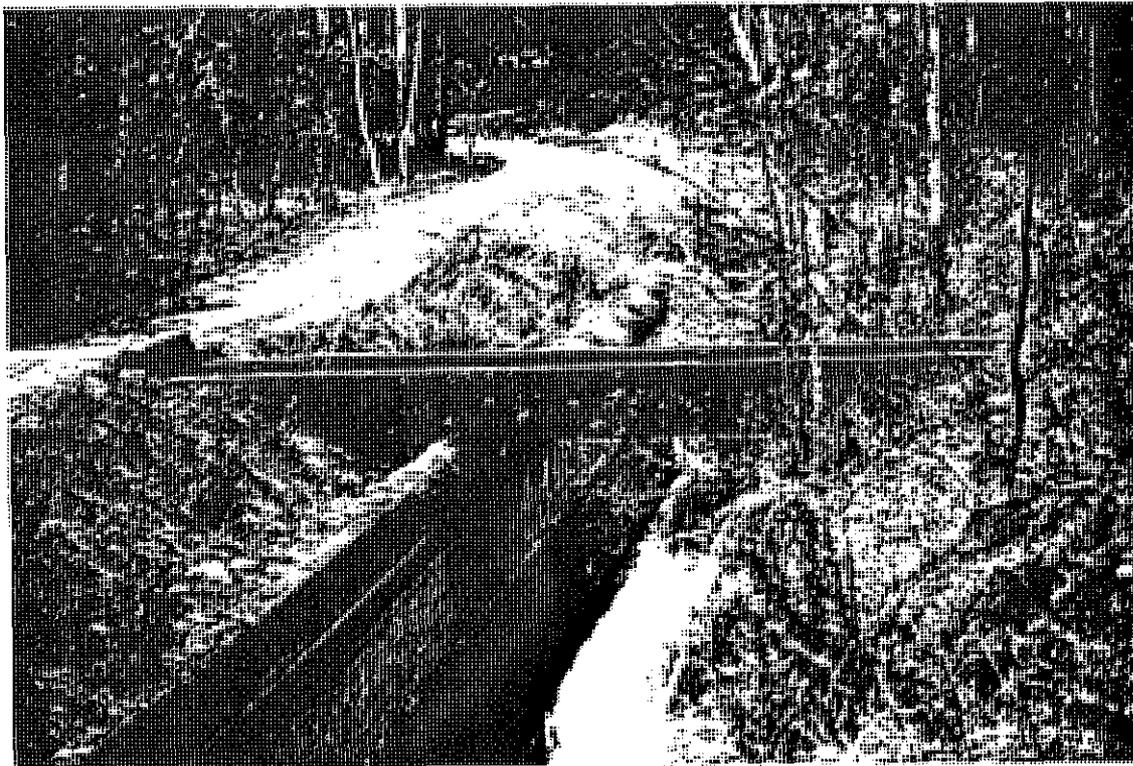
PHOTOGRAPH
FILM No.20/31
DATE 10/9/92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAM 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

HISTORY

The Coliban System is one of the earliest water supply systems in the State which has remained essentially unchanged since it was first proposed in 1862. It is an example of the use of several engineering solutions to bring water over a considerable distance, through some quite difficult country to a relatively dry region of the State.

The construction of the Coliban System through the Shire of Metcalfe provided residents with a clean and reliable water supply and made a dramatic difference to their quality of life. It also influenced the level and type of mining activity in the area and the irrigation it provided led directly to the development of Harcourt as a prominent orchading locality

The entire Coliban System includes over twenty reservoirs and 500 km of open channels. There are three main storages south of Malmsbury which capture water from the Great Dividing Range. Water then flows north under gravity in the main channel for about 70 km to the Sandhurst Reservoir, which was completed in 1983. Along the way it runs through unlined channels, concrete aqueducts, syphons, and concrete pipes. Reservoirs, channels and pipes feeding off the main system supply water to Bendigo, Taradale, Elphinstone, Fryerstown, Chewton, Castlemaine, Guildford, Maldon, Harcourt, Sebastian, and Raywood.

DESCRIPTION

this section of the channel there is a concrete flume that crosses a small creek plus a number of creeks where the water is piped through the creek in concrete pipes. These creeks were originally crossed by wooden flumes. The brick foundations that supported these flumes are still extant.

REFERENCES

FILE No: T46C

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Taradale

NAME: Tunnel - Short Brick lined
ADDRESS: (Off) Old Drummond Road
12.2 km from Malmsbury Res.
FORMER NAME:

MAP NAME: Drummond
MAP REFERENCE BU 623 842

STATEMENT OF SIGNIFICANCE

This tunnel is a notable element in one of the most ambitious engineering projects in Victoria in the 1860s and 1870s - the Coliban Water System - which brought a reliable supply of water to the goldfields of Castlemaine and Bendigo and played an important role in the level and type of mining activity, patterns of settlement, and the development of horticultural and agricultural enterprises within the Shire of Metcalfe.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing), Retention on the Historic Buildings Register

---

THEMES	BUILDING DATE
Water	c1868

PHOTOGRAPH
FILM No.
DATE

HISTORY

The Coliban System is one of the earliest water supply systems in the State which has remained essentially unchanged since it was first proposed in 1862. It is an example of the use of several engineering solutions to bring water over a considerable distance, through some quite difficult country to a relatively dry region of the State.

The construction of the Coliban System through the Shire of Metcalfe provided residents with a clean and reliable water supply and made a dramatic difference to their quality of life. It also influenced the level and type of mining activity in the area and the irrigation it provided led directly to the development of Harcourt as a prominent orchading locality

The entire Coliban System includes over twenty reservoirs and 500 km of open channels. There are three main storages south of Malmsbury which capture water from the Great Dividing Range. Water then flows north under gravity in the main channel for about 70 km to the Sandhurst Reservoir, which was completed in 1983. Along the way it runs through unlined channels, concrete aqueducts, syphons, and concrete pipes. Reservoirs, channels and pipes feeding off the main system supply water to Bendigo, Taradale, Elphinstone, Fryerstown, Chewton, Castlemaine, Guildford, Maldon, Harcourt, Sebastian, and Raywood.

DESCRIPTION

This tunnel was constructed by the 'cut and cover' method. It is brick lined and has a brick portal with a bluestone coping.

REFERENCES

FILE No: F10A

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.

NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Faraday

NAME: Junction of the Main and Harcourt
Channels
ADDRESS: Calder Highway.
27.2 km from Malmsbury Res.
FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU 606 934

STATEMENT OF SIGNIFICANCE

This construction at the junction of two water channels replaced an earlier construction but it remains an element of interest in one of the most ambitious engineering projects in Victoria in the 1860s and 1870s - the Coliban Water System - which brought a reliable supply of water to the goldfields of Castlemaine and Bendigo and played an important role in the level and type of mining activity, patterns of settlement, and the development of horticultural and agricultural enterprises within the Shire of Metcalfe.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing), Retention on the Historic Buildings Register

---

THEMES   BUILDING DATE
Water

PHOTOGRAPH
FILM No.19/10
DATE 27/8/92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAM 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

HISTORY

The Coliban System is one of the earliest water supply systems in the State which has remained essentially unchanged since it was first proposed in 1862. It is an example of the use of several engineering solutions to bring water over a considerable distance, through some quite difficult country to a relatively dry region of the State.

The construction of the Coliban System through the Shire of Metcalfe provided residents with a clean and reliable water supply and made a dramatic difference to their quality of life. It also influenced the level and type of mining activity in the area and the irrigation it provided led directly to the development of Harcourt as a prominent orchading locality

The entire Coliban System includes over twenty reservoirs and 500 km of open channels. There are three main storages south of Malmsbury which capture water from the Great Dividing Range. Water then flows north under gravity in the main channel for about 70 km to the Sandhurst Reservoir, which was completed in 1983. Along the way it runs through unlined channels, concrete aqueducts, syphons, and concrete pipes. Reservoirs, channels and pipes feeding off the main system supply water to Bendigo, Taradale, Elphinstone, Fryerstown, Chewton, Castlemaine, Guildford, Maldon, Harcourt, Sebastian, and Raywood.

DESCRIPTION

The features at this junction are of relatively recent construction and it is not the structure with "handsome bluestone copings" described in the Bendigo Advertiser of the 20th November, 1877.

REFERENCES

bendigo Advertiser, Extract from 20/11/1877, as quoted in Peter Russell's Excursion Notes prepared for the Heritage Festival in April, 1992.

Assessed by	Assessment Date
W Jacobs/ K Twigg	May-June 1993

22

FILE No: F10B

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Faraday

NAME: Tunnel No. 2, on Harcourt Channel
ADDRESS: Calder Highway. About 1 km north of
        the junction with the Main Channel
FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE   BU 598 942

STATEMENT OF SIGNIFICANCE

This tunnel is a notable element in one of the most ambitious engineering projects in Victoria in the 1860s and 1870s - the Coliban Water System - which brought a reliable supply of water to the goldfields of Castlemaine and Bendigo and played an important role in the level and type of mining activity, patterns of settlement, and the development of horticultural and agricultural enterprises within the Shire of Metcalfe.

Sate Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing), Retention on the Historic Buildings Register

---

THEMES
Water

BUILDING DATE

PHOTOGRAPH
FILM No.
DATE

HISTORY

The Coliban System is one of the earliest water supply systems in the State which has remained essentially unchanged since it was first proposed in 1862. It is an example of the use of several engineering solutions to bring water over a considerable distance, through some quite difficult country to a relatively dry region of the State.

The construction of the Coliban System through the Shire of Metcalfe provided residents with a clean and reliable water supply and made a dramatic difference to their quality of life. It also influenced the level and type of mining activity in the area and the irrigation it provided led directly to the development of Harcourt as a prominent orchading locality

The entire Coliban System includes over twenty reservoirs and 500 km of open channels. There are three main storages south of Malmsbury which capture water from the Great Dividing Range. Water then flows north under gravity in the main channel for about 70 km to the Sandhurst Reservoir, which was completed in 1983. Along the way it runs through unlined channels, concrete aqueducts, syphons, and concrete pipes. Reservoirs, channels and pipes feeding off the main system supply water to Bendigo, Taradale, Elphinstone, Fryerstown, Chewton, Castlemaine, Guildford, Maldon, Harcourt, Sebastian, and Raywood.

DESCRIPTION

he workmanship on this tunnel is described by Higinbotham as sound and substantial, although he criticised the extra payments that were made to the contractor. The tunnel is 2640 feet (804.7 m) long and 9 foot (2.74 m) in diameter. The entrances are bluestone and it is lined in brick. There are four bluestone capped, brick lined vertical shafts which were sunk onto the tunnel. The deepest of these is 55 feet (16.76m).

REFERENCES

FILE No: F10C

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.

NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Faraday

NAME: Junction of the Harcourt, Expedition Pass and Golden Point Channels
ADDRESS: Calder Highway
1 km north of Tunnel No. 2 (see F12B)
FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU 592 950

STATEMENT OF SIGNIFICANCE
The junction of the Harcourt, Expedition Pass and Golden Point Channels is a notable element in one of the most ambitious engineering projects in Victoria in the 1860s and 1870s - the Coliban Water System - which brought a reliable supply of water to the goldfields of Castlemaine and Bendigo and played an important role in the level and type of mining activity, patterns of settlement, and the development of horticultural and agricultural enterprises within the Shire of Metcalfe.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Water	c1874

PHOTOGRAPH
FILM No.
DATE

HISTORY
The Coliban System is one of the earliest water supply systems in the State which has remained essentially unchanged since it was first proposed in 1862. It is an example of the use of several engineering solutions to bring water over a considerable distance, through some quite difficult country to a relatively dry region of the State.

The construction of the Coliban System through the Shire of Metcalfe provided residents with a clean and reliable water supply and made a dramatic difference to their quality of life. It also influenced the level and type of mining activity in the area and the irrigation it provided led directly to the development of Harcourt as a prominent orchading locality

The entire Coliban System includes over twenty reservoirs and 500 km of open channels. There are three main storages south of Malmsbury which capture water from the Great Dividing Range. Water then flows north under gravity in the main channel for about 70 km to the Sandhurst Reservoir, which was completed in 1983. Along the way it runs through unlined channels, concrete aqueducts, syphons, and concrete pipes. Reservoirs, channels and pipes feeding off the main system supply water to Bendigo, Taradale, Elphinstone, Fryerstown, Chewton, Castlemaine, Guildford, Maldon, Harcourt, Sebastian, and Raywood.

DESCRIPTION
This junction is about 1 km north of Tunnel No. 2. The channels to Expedition Pass and Golden Point reservoirs are no longer used regularly. Drop boards are used to block off the unused channels and a sluice gate is used to control the flow into the Harcourt Channel.

REFERENCES

Assessed by	Assessment Date
W Jacobs/ K Twigg	May-June 1993

2 6

FILE No: GP16

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Golden Point

NAME: Expedition Pass Reservoir
ADDRESS: Golden Point Road

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 578 958

STATEMENT OF SIGNIFICANCE

The Expedition Pass Reservoir was one of the first projects attempted and completed as part of the Coliban Water Supply Scheme and its construction is a substantial engineering achievement. The Expedition Pass Reservoir site comprises a number of elements, including the embankment, the outlet tower, the outlet valve and masonry setting below the embankment, the bye-wash, the Victorian Water Supply Channel from the Coliban Main Channel and the mining race to Moonlight Flat. The Reservoir is also significant as a popular community landmark and recreation area.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing), addition to the Register of the National Estate, Retention on the Historic Buildings Register

THEMES	BUILDING DATE
Water	1868

PHOTOGRAPH
FILM No.
DATE

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90.
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

HISTORY

The Coliban Scheme was a governmental response to the clamour of the Castlemaine and Bendigo goldfields for water and envisaged that water from the Coliban River be channelled by gravity to the diggings via a Reservoir at Malmsbury and three smaller distribution reservoirs at Expedition Pass, Harcourt and Bendigo. Construction first began on the Scheme in 1866 when the contractors, Greenwood and Co. began work on a reservoir at Malmsbury.

In February, 1867 Messers Overend and Robb successfully tendered for the construction of a dam and service reservoir at Expedition Pass to provide the Castlemaine locality with water for both domestic, irrigation, gold mining and manufacturing purposes. The new reservoir was completed in 1868 with an estimated capacity of 130 million gallons (591 megalitres). It covered 25 1/2 acres with a natural water shed of 3,600 acres. ts construction had necessitated the diversion of the Golden Point Road since the old route had now disappeared under the reservoir. The outlet tunnel for the Reservoir was driven through solid rock.

There was immediate agitation for the Expedition Pass Reservoir to provide domestic water to the Castlemaine locality and works to enable the supply of domestic water were commenced in April 1869. However the new reservoir proved particularly prone to siltation and during the four years it supplied water to Chewton and Castlemaine before the locality was connected to the Coliban Main Channel in 1874, residents complained that the water was "utterly unfit for domestic purposes but ....admirably suited for irrigating the garden being considerably impregnated with an earthy deposit. Cattle won't drink it". This siltation was so severe that a survey carried out in 1872 demonstrated that the reservoir's iginal capacity of 120 million gallons had sunk to 100 million gallons in just four years. If siltation continued at this rate it was estimated that the reservoir would be obliterated in less than 80 years. The Expedition Pass Reservoir was also used increasingly for leisure pursuits. An Acclimatisation Society - or Angler's Club - was formed in 1872 and in the following year a variety of young fish were released in the Expedition Pass Reservoir. In early 1873 the Castlemaine and Chewton Rowing Club held their opening fete with boat races on the Reservoir.

DESCRIPTION

The Expedition Pass Reservoir site comprises a number of elements. The Victorian Water Supply Race from the Coliban Main Channel to the reservoir, the embankment, the outlet tower, the outlet valve and masonry setting below the embankment and the bye-wash are all considered part of the Expedition Pass Reservoir site. This reservoir embankment is also made of earth with a puddle core. It is 665 feet (202.7 m) long and its highest point is 59 feet (18 m). Although the dam itself was well constructed, the construction of the outlet after the dam was finished resulted in leaks when it was filled. The outlet tower is similar to the one at Barkers Creek Reservoir. The other interesting features at this site are the outlet valve at the base of the embankment, the by-wash, and the water race that took water to mining activities as far away as Moonlight Flat including the Garfield Water Wheel, the foundations of which are located in the Castlemaine Historic Reserve. In 1914 the Golden Point Reservoir was constructed one half mile (800 metres) south of the Expedition Pass Reservoir. It was designed to boost pressure and supply much cleaner water to Castlemaine. This Expedition Pass Reservoir is no longer used for domestic water supply. Today it is used as a supply of water for fire fighting, recreational activities such as boating and fishing and as a valuable flora and fauna habitat. The Reservoir is an area of local scenic beauty.

REFERENCES

Anon. *Coliban Water Scheme*, Kyneton Guardian, 1938
Thomas, Lou, *Faraday School Centenary Booklet*, 1969
Time line compiled by B. James
MAM 26 March, 1873 quoted in Castlemaine Mail, 3 October, 1993; and other MAM reports
A survey undertaken at the Expedition Pass Reservoir in about 1872 proved that its capacity of 120 million gallons had already sunk to 100 million gallons through siltation. If siltation continued at the same rate the reservoir would be obliterated in less than eighty years. (*Coliban Water Scheme*, Kyneton Guardian, 1938)
MAM, 16 Nov 1872.

Assessed by
W Jacobs/ K Twigg

Assessment Date
May-June 1993

FILE No: BC23B

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Barkers Creek

NAME: Specimen Gully Channel
ADDRESS: Specimen Gully

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 562 983

STATEMENT OF SIGNIFICANCE
The Specimen Gully Channel is a notable element in one of the most ambitious engineering projects in Victoria in the 1860s and 1870s - the Coliban Water System - which brought a reliable supply of water to the goldfields of Castlemaine and Bendigo and played an important role in the level and type of mining activity, patterns of settlement, and the development of horticultural and agricultural enterprises within the Shire of Metcalfe.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Water	c1873

PHOTOGRAPH
FILM No.
DATE

HISTORY
The Coliban System is one of the earliest water supply systems in the State which has remained essentially unchanged since it was first proposed in 1862. It is an example of the use of several engineering solutions to bring water over a considerable distance, through some quite difficult country to a relatively dry region of the State.

The construction of the Coliban System through the Shire of Metcalfe provided residents with a clean and reliable water supply and made a dramatic difference to their quality of life. It also influenced the level and type of mining activity in the area and the irrigation it provided led directly to the development of Harcourt as a prominent orchading locality

The entire Coliban System includes over twenty reservoirs and 500 km of open channels. There are three main storages south of Malmsbury which capture water from the Great Dividing Range. Water then flows north under gravity in the main channel for about 70 km to the Sandhurst Reservoir, which was completed in 1983. Along the way it runs through unlined channels, concrete aqueducts, syphons, and concrete pipes. Reservoirs, channels and pipes feeding off the main system supply water to Bendigo, Taradale, Elphinstone, Fryerstown, Chewton, Castlemaine, Guildford, Maldon, Harcourt, Sebastian, and Raywood.

DESCRIPTION
This channel branches off the Harcourt Channel.. It supplies some of the outer parts of the Castlemaine area. It is quite a bit smaller in cross section than the main channel. These minor channels also include some interesting features such as the slate lined basin.

REFERENCES

Assessed by	Assessment Date
W Jacobs/ K Twigg	May-June 1993

30

FILE No:H109

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Harcourt
NAME: Barker's Creek Reservoir

ADDRESS: North Harcourt

FORMER NAME:

TITLE DETAILS:

MAP NAME: Harcourt
MAP REFERENCE BU 577 050

STATEMENT OF SIGNIFICANCE
The Harcourt Reservoir was one of the first projects attempted and completed as part of the Coliban Water Supply Scheme System and its construction, on such a large scale, is a substantial engineering achievement. However its lack of utility bears witness to the inexperience of the Victorian Water Supply and the extent to which some aspects of the Scheme were not properly thought through. Harcourt Reservoir is significant now as a popular community landmark and recreation area. It played an important role in the development of orchards in south Harcourt, supplying water to two irrigation races - the Trust Race and Eagle's Channel.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Water	1868

PHOTOGRAPH
FILM No.
DATE

HISTORY

The Coliban Scheme was a governmental response to the clamour on the Castlemaine and Bendigo goldfields for water and envisaged that water from the Coliban River be channelled by gravity to the diggings via a Reservoir at Malmsbury and three smaller distribution reservoirs at Expedition Pass, Barker's Creek at Harcourt and Bendigo. The first sod was turned at the Barker's Creek Reservoir on 27 March 1867 at a point just 800 yards from Dr Barker's old homestead. The contractor, Mr O'Keefe, completed the reservoir just twelve months later. A local newspaper described the embankment as the largest in the colony being 37 chains in extent and capable of containing 500,000,000 gallons of water with a surface one mile in length. At the conclusion of the opening celebrations a blue gum was planted with much ceremony at each corner of the reservoir.

However the Barker's Creek Reservoir quickly became known as the White Elephant. Colonel Sankey, an English engineer employed to investigate the Coliban Scheme, stated that he could find absolutely no reason for the Barker's Creek Reservoir's construction. If it had been intended to supply the miners in the Campbells Creek area as some suggested, the length of channel required clearly made the plan impractical.

Over the next decades a variety of ideas were proposed aimed at utilising the Reservoir. In 1872 Chewton residents applied to have water piped from Harcourt in place of the muddy water they received from the newly constructed Expedition Pass reservoir and in 1878 miners called upon the government to utilise the Barker's Creek Reservoir water for sluicing purposes. Both plans were unsuccessful and in the meantime the Acclimatisation Society stocked the Reservoir with fish and it was used regularly for fishing, swimming and boating. A local newspaper described the reservoir as "the fashionable fish pond". Finally in 1885, the reservoir was used to supply the Trust Race for orchard irrigation and in 1913 Eagle's Channel was also connected to the reservoir.

DESCRIPTION

Notable features of the Barker's Creek Reservoir are both the large embankment and the outlet tower. The Barker's Creek Reservoir was completed in 1868. It is still in use and supplies water to irrigate the orchards at Harcourt. The embankment is 2294 feet (699 m) long and 49 feet (15 m) at its highest point. The cast iron outlet tower is original and is the same design as the one at Expedition Pass. The by-wash is at the east end of the embankment, and is partly lined with granite blocks and partly with concrete.

REFERENCES
Malmsbury and Taradale Newsletter, July 11, 1885

Assessed by	Assessment Date
W Jacobs/ K Twigg	May-June 1993

FILE No: S 26A

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Sutton Grange

NAME: Aqueduct
ADDRESS: Mount Alexander – Eastern slopes
34 to 36 km from Malmsbury Res.
FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 619 988 and others

STATEMENT OF SIGNIFICANCE
This aqueduct is a notable element in one of the most ambitious engineering projects in Victoria in the 1860s and 1870s – the Coliban Water System – which brought a reliable supply of water to the goldfields of Castlemaine and Bendigo and played an important role in the level and type of mining activity, patterns of settlement, and the development of horticultural and agricultural enterprises within the Shire of Metcalfe.

State Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Retention on the Historic Buildings Register

THEMES	BUILDING DATE
Water	c1868

PHOTOGRAPH
FILM No.
DATE

HISTORY

The Coliban System is one of the earliest water supply systems in the State which has remained essentially unchanged since it was first proposed in 1862. It is an example of the use of several engineering solutions to bring water over a considerable distance, through some quite difficult country to a relatively dry region of the State.

The construction of the Coliban System through the Shire of Metcalfe provided residents with a clean and reliable water supply and made a dramatic difference to their quality of life. It also influenced the level and type of mining activity in the area and the irrigation it provided led directly to the development of Harcourt as a prominent orchading locality

The entire Coliban System includes over twenty reservoirs and 500 km of open channels. There are three main storages south of Malmsbury which capture water from the Great Dividing Range. Water then flows north under gravity in the main channel for about 70 km to the Sandhurst Reservoir, which was completed in 1983. Along the way it runs through unlined channels, concrete aqueducts, syphons, and concrete pipes. Reservoirs, channels and pipes feeding off the main system supply water to Bendigo, Taradale, Elphinstone, Fryerstown, Chewton, Castlemaine, Guildford, Maldon, Harcourt, Sebastian, and Raywood.

DESCRIPTION

This section of the aqueduct, which is now concrete lined, was originally made of granite blocks and a number of sections of this old masonry is still extant beside the channel. There are granite abutments of the wooden flumes that were used across the gullies and a channel that was used for waste water. This section was described by Brady as the most difficult of the whole, being all through a granite country of very rugged features.

REFERENCES
Brady, op cit, p. 7

Assessed by	Assessment Date
W Jacobs/ K Twigg	May-June 1993

FILE No: S35

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Concrete Syphon
ADDRESS: Whisky Gully.
           36 km from Malmsbury Res.
FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 618 002

STATEMENT OF SIGNIFICANCE
This concrete syphon is a later addition to one of the most ambitious engineering projects in Victoria in the 1860s and 1870s - the Coliban Water System - which brought a reliable supply of water to the goldfields of Castlemaine and Bendigo and played an important role in the level and type of mining activity, patterns of settlement, and the development of horticultural and agricultural enterprises within the Shire of Metcalfe.

State Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Retention on the Historic Buildings Register

THEMES	**BUILDING DATE**
Water	c1919

PHOTOGRAPH
FILM No.
DATE

HISTORY

The Coliban System is one of the earliest water supply systems in the State which has remained essentially unchanged since it was first proposed in 1862. It is an example of the use of several engineering solutions to bring water over a considerable distance, through some quite difficult country to a relatively dry region of the State.

The construction of the Coliban System through the Shire of Metcalfe provided residents with a clean and reliable water supply and made a dramatic difference to their quality of life. It also influenced the level and type of mining activity in the area and the irrigation it provided led directly to the development of Harcourt as a prominent orcharding locality

The entire Coliban System includes over twenty reservoirs and 500 km of open channels. There are three main storages south of Malmsbury which capture water from the Great Dividing Range. Water then flows north under gravity in the main channel for about 70 km to the Sandhurst Reservoir, which was completed in 1983. Along the way it runs through unlined channels, concrete aqueducts, syphons, and concrete pipes. Reservoirs, channels and pipes feeding off the main system supply water to Bendigo, Taradale, Elphinstone, Fryerstown, Chewton, Castlemaine, Guildford, Maldon, Harcourt, Sebastian, and Raywood.

DESCRIPTION

The channel is concrete box section around this steep gully on the east of Mt Alexander. There is a short concrete syphon through the gully which is no longer used. The abutments of what may have been an earlier syphon are located about 200m south of the gully. Peter Russell's excursion notes quote from the Bendigo Advertiser of the 20/11/1877 and describe an inverted syphon of approximately 500m. A State and Rivers and Water Supply Report states that in 1919 a concrete channel and short concrete syphon at Sutton Grange was constructed to replace double cast iron pipes.

REFERENCES
Russell, op cit, 1992, p. 9
Anon, op cit, SRWSC 1947, p. iii appendix

Assessed by	Assessment Date
W Jacobs/ K Twigg	May-June 1993

36

FILE No: S32

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Sutton Grange

NAME: Byrne's or No. 3 Tunnel
ADDRESS: Richard's Road
                   39.1 km from Malmsbury Res.
FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU 619 028

STATEMENT OF SIGNIFICANCE

Byrne's tunnel is a notable element in one of the most ambitious engineering projects in Victoria in the 1860s and 1870s - the Coliban Water System - which brought a reliable supply of water to the goldfields of Castlemaine and Bendigo and played an important role in the level and type of mining activity, patterns of settlement, and the development of horticultural and agricultural enterprises within the Shire of Metcalfe.

State Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Retention on the Historic Buildings Register

THEMES	BUILDING DATE
Water	1868

PHOTOGRAPH
FILM No. 26/16
DATE 29.9.92

HISTORY
The Coliban System is one of the earliest water supply systems in the State which has remained essentially unchanged since it was first proposed in 1862. It is an example of the use of several engineering solutions to bring water over a considerable distance, through some quite difficult country to a relatively dry region of the State.

The construction of the Coliban System through the Shire of Metcalfe provided residents with a clean and reliable water supply and made a dramatic difference to their quality of life. It also influenced the level and type of mining activity in the area and the irrigation it provided led directly to the development of Harcourt as a prominent orchading locality

The entire Coliban System includes over twenty reservoirs and 500 km of open channels. There are three main storages south of Malmsbury which capture water from the Great Dividing Range. Water then flows north under gravity in the main channel for about 70 km to the Sandhurst Reservoir, which was completed in 1983. Along the way it runs through unlined channels, concrete aqueducts, syphons, and concrete pipes. Reservoirs, channels and pipes feeding off the main system supply water to Bendigo, Taradale, Elphinstone, Fryerstown, Chewton, Castlemaine, Guildford, Maldon, Harcourt, Sebastian, and Raywood.

DESCRIPTION
This tunnel is 700 feet (213.4m) long, 9 feet (2.74m) high and 10 feet (3.05m) wide. It was completed in 1868, has bluestone portals and is lined for 24 yards (22m). The inquiries in the late 1860's described the work as being well executed.

REFERENCES

Assessed by	Assessment Date
W Jacobs/ K Twigg	May-June 1993

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Sutton Grange

NAME: Flume Foundations
ADDRESS: Richard's Road
      40.25 km from Malmsbury Res.
FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU

STATEMENT OF SIGNIFICANCE
These flume foundations are notable elements in one of the most ambitious engineering projects in Victoria in the 1860s and 1870s - the Coliban Water System - which brought a reliable supply of water to the goldfields of Castlemaine and Bendigo and played an important role in the level and type of mining activity, patterns of settlement, and the development of horticultural and agricultural enterprises within the Shire of Metcalfe.

State Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Retention on the Historic Buildings Register

---

THEMES	BUILDING DATE
Water	c1868

PHOTOGRAPH
FILM No.
DATE

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAM 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG 217 DRUMMOND STREET SOUTH BALLARAT 3350 TELEPHONE 053-317 115

39

HISTORY

The Coliban System is one of the earliest water supply systems in the State which has remained essentially unchanged since it was first proposed in 1862. It is an example of the use of several engineering solutions to bring water over a considerable distance, through some quite difficult country to a relatively dry region of the State.

The construction of the Coliban System through the Shire of Metcalfe provided residents with a clean and reliable water supply and made a dramatic difference to their quality of life. It also influenced the level and type of mining activity in the area and the irrigation it provided led directly to the development of Harcourt as a prominent orchading locality

The entire Coliban System includes over twenty reservoirs and 500 km of open channels. There are three main storages south of Malmsbury which capture water from the Great Dividing Range. Water then flows north under gravity in the main channel for about 70 km to the Sandhurst Reservoir, which was completed in 1983. Along the way it runs through unlined channels, concrete aqueducts, syphons, and concrete pipes. Reservoirs, channels and pipes feeding off the main system supply water to Bendigo, Taradale, Elphinstone, Fryerstown, Chewton, Castlemaine, Guildford, Maldon, Harcourt, Sebastian, and Raywood.

DESCRIPTION

There are substantial features at this site made of dressed granite blocks. Eight granite pillars stand between the abutments at the ends of where the flume would have been.

REFERENCES

HISTORIC MINING SITES

AREAS OF SPECIAL SIGNIFICANCE

HISTORIC MINING SITES

In considering mining sites in the Chewton-Golden Point locality the consultants decided it was not necessary to duplicate the excellent work already done in this area by David Bannear and Robyn Annear in their report, **"Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study"**, Historic Mining Sites Assessment Committee, May 1990.

Permission has been obtained from the authors to include relevant extracts from this report in the Metcalfe Heritage Study. This has involved rearranging and in some cases condensing or rephrasing the material to fit the consultants' standard format. On occasions extra information has been added by the consultants as in Site 1 and Site 12.0 and when this is substantial, it is indicated in the text by the postscript (WJ&KT). The statement of significance for each site had been compiled by the consultants although each is based on key phrases and material presented by Bannear and Annear.

AREAS OF SPECIAL SIGNIFICANCE

As a result of their research, Bannear and Annear have identified a number of mining sites (outlined in the following report) which they judge to be of at least local significance and have recommended that these sites be "protected against mining and other destructive intervention". The consultants recommend these sites for protection under the Local Planning Scheme. The consultants have added one site - the Wattle Gully mine site - not included in the Bannear/Annear study. This is listed and mapped as C42.

NOMINATIONS TO THE REGISTER OF THE NATIONAL ESTATE

A selection of the sites identified has been recommended by Bannear and Annear for inclusion on the Register of the National Estate. These recommendations are supported by the consultants and will be noted on the citation sheets. The sites fall into core areas and are as follows:

1. Specimen Gully (Sites 1 to 3)
2. Nimrod Reef, Golden and Donkey Gullies (Sites 5 and 6)
3. Garfield/Sailor's Gully and associated areas (Sites 12 to 19)

CASTLEMAINE-CHEWTON HISTORIC AREA

In 1981 the Land Conservation of Victoria recommended that 3,939 ha of Crown land in the Castlemaine and Chewton locality be designated as an Historic Area to be managed by the National Parks Service. The full text of this recommendation is printed below. A number of significant sites identified by Bannear and Annear lie on Crown land outside the Castlemaine-Chewton Historic Area and Bannear and Annear have recommended that the boundaries be extended to include them. The consultants support this recommendation. The sites currently not included are:

Site 1   Specimen Gully
Site 2. Specimen Gully Quartz Mining Association
Site 3. Castlemaine Flagstone Quarry
Site 5   Nimrod workings and the Welsh Village
Site 6   Nimrod Reef machinery site

CITATION FOR THE CASTLEMAINE - CHEWTON HISTORIC AREA

This historic area includes the former Mount Alexander goldfield and surrounding area. The alluvial workings were the richest in the world in the 1850s and Specimen Gully is allegedly the site of the first surface gold discovery in Victoria.

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

The many relics scattered throughout the area include mullock dumps, extensive mine remains, water-wheel foundations and water races with their associated stone walling, dams, timber flumes carrying the races across gullies, and a 188 metre tunnel under Ridge road. The area includes several old gold-mining centres such as Wattle Gully, Spring Gully (where the remains of the old township, miners' stone cottages, and examples of reef and alluvial mining are still evident), and the Monk Mine, which is a striking example of reef mining in one of the most productive reef mining areas of the Castlemaine goldfield. Many of the relics on public land have historical associations with other relics on freehold land and historic townships of the area such as Chewton, Vaughan, Irishtown, and Fryerstown.

KEY ELEMENTS

Site 1 BC23A	Memorial Cairn	Specimen Gully Rd, Barkers Creek
Site 2	Specimen Gully Quartz Mining Association	Specimen Gully Rd
Site 3 BC23	Slate Quarry	Specimen Gully Rd
Site 4	Fortuna Quartz Mine Company	Specimen Gully Rd
Site 5 GP15B	Welsh Village and Quartz Workings	Golden Gully/Donkey Gully
Site 6	Donkey Gully Machinery Site	Donkey Gully
Site 7	Capper Hill Reef	Moonlight Flat
Site 9	Quartz Hill	Sailor's, Dirty Dick's & Scotchman's Gullies
Site 10	Little Quartz Hill	Deadman's Gully
e 11	Scotchman's Gully Alluvial Workings	Scotchman's Gully
Site 12 C62	Garfield Water Wheel Footings	Off North St, Chewton
Site 12.1 -12.3	Garfield Reef	Off North St ,Chewton
Site 13	Englishman's Reef	Sailor's Gully Track
Site 14	Manchester Hill	Manchester Hill Track
Site 15	Manchester Hill Early Quartz Workings	Manchester Hill Track
Site 16	Sailor's Gully Alluvial Workings	Sailor's Gully
Site 17	Victorian Water Supply Race	Sailor's Gully
Site 18	Two Puddling Sites	Sailor's Gully
Site 19	House Sites	Sailor's Gully
Site 20	Stone Crushing Plant	Argus Hill
Site 21	Quartz Workings	Argus Hill
Site 23	Early Quartz Workings	Burns Hill
Site 24	Early Battery Site	Trapp's Gully
Site 25	House Sites	Burns Hill to Trapp's Gully
C42	Wattle Gully Gold Mine	Fryers Rd, Chewton

FILE No: Bannear:
Site 1
BC23A

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Specimen Gully

NAME: Memorial Cairn
ADDRESS: Specimen Gully Road

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 560 981

STATEMENT OF SIGNIFICANCE

The cairn, erected on the approximate site where gold was first discovered on the Mount Alexander gold fields, provides a focus for community remembrance of this event which so dramatically transformed the surrounding environment and opened up new possibilities for the future. Its erection in 1931, at a time of mining revival, expresses both a desire to commemorate a past era and to also offer hope for the mining future of the locality. The adjacent building (believed to have been occupied by a member of the original prospecting party) and the existence of nearby alluvial workings, adds to the interpretative value of the site.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing), Recommendation for inclusion on the Register of the National Estate

THEMES	BUILDING DATE
Gold	1931

PHOTOGRAPH
FILM No.
DATE

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

HISTORY

In September 1851, a small letter inserted in a Melbourne newspaper, notified the public that a party of four station workers had found gold in the Mount Alexander ranges. A trickle of diggers made their way to the place near Mount Alexander, subsequently known as Specimen Gully. Much of the gold at Specimen Gully was entrapped in quartz but as gullies were prospected further south along Forest Creek, plentiful gold was discovered in the alluvium. This sparked a rush to the area that was to astound contemporaries and inspire descriptions of the richest alluvial goldfield in the world.

Eighty years later, on 10 October, 1931 a cairn was unveiled at Specimen Gully by Mr Owen Owens. Mr Owens, a local resident, had donated the cairn to mark the area where the first gold on the Mount Alexander gold fields was discovered. A conference earlier in the year had discussed the location for the cairn. It had been decided (using money provided by Mr Owens) to purchase about a quarter of an acre of land from Mr Jack Smith. The land included a slate hut which was originally built by Mr Rielly but was later occupied by John Worley, a member of the party who had first discovered the field. James Lang records in his Memoirs that in 1858 John Worley "was still about Specimen Gully and remained there until he received the reward for the discovery of gold."

Those responsible for erecting the cairn intended that the place should become a popular tourist attraction. A scroll was inserted in the slate house setting out the story of the gold discovery and the subsequent rush to the area and efforts were made to maintain the building,. It is not clear whether other plans for the site such as the construction of a fireplace for the use of picnickers and the planting d care of native shrubs and trees by local school children, were carried out, although several cypress planted on the site appear to date from the 1930s. (WJ&KT)

DESCRIPTION

The cairn is made of granite and is in the form of a tapered obelisk and was constructed by Mr Ferries, monumental mason of Harcourt, in 1931. The inscription reads

> The first gold from the Mount Alexander gold fields was discovered by Christopher Peters on 20 July 1851; associated with him were John Worley, Robert Keen, George Robinson. This cairn is the gift of R Owen Owens, and was unveiled by him on October 10, 1931.

The scroll inside the slate hut was printed by Mr H.W. Shelton, enclosed in a metal frame and glazed with plate glass. (WJ&KT)

The house is built of local slate laid in narrow courses. The building would appear to have been built in several stages shown by changes in the nature of the stone work. The largest section is a simple rectangular building with a gabled roof - now demolished - with a central doorway flanked by windows. The existence of what appear to be slate footings suggest that the complex was at one time larger than the existing section. The walls are in good condition, one section has recently been roofed.

On the flat on the opposite side of the road to the monument site is a relatively small patch of alluvial sinkings. Some of the shafts are circular (whether by intention or collapse is not certain) and some are vaguely rectangular or square. The diameter of the shafts range from 1-3m. Shafts occur about every 5m.

REFERENCES
Hedley James, A Short History of Harcourt, Harcourt Heritage Centre
MAM, October 1931
Fruit World of Australasia, 1918
Information from George Milford
Shire of Metcalfe Rate Books - West Riding

FILE No: Bannear:
Site 2

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.

NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Specimen Gully

NAME: Specimen Gully Quartz Mining
Association
ADDRESS: Specimen Gully Road

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU 560980, 560982

STATEMENT OF SIGNIFICANCE
The site, once occupied by the Specimen Gully Quartz Mining Association, the first private company formed in the Castlemaine Mining Division, retains clear evidence of a number of different phases of quartz mining. The chimney base, flue, the stone walls of the engine house and the dam demonstrate the technology used by early quartz mining companies. Workings on the crown of the hill exhibit the efforts of small tribute companies who prospected and mined the area until the 1890s. The shaft nearest to the engine house, with relatively new timbers, bears witness to renewed mining activity during the 1930s depression years. The relative intactness of the site increases the extent to which it can be interpreted and adds to its significance.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Recommendation for inclusion on the Register of the National Estate

---

THEMES	BUILDING DATE
Gold	1859

PHOTOGRAPH
FILM No.
DATE

HISTORY

Quartz mining in the locality of the Mount Alexander diggings remained small scale until mid 1859 when the Government, for the first time, allowed companies to take up large gold mining leases. The Specimen Gully Quartz Mining Association was the first private company formed in the Castlemaine Mining Division. In June 1859 the mining registrar reported that a "small and inefficient" steam engine was being replaced by

> a beautiful engine of 40 horse power and corresponding plant being erected by the Specimen Gully Quartz Mining Association, Barkers Creek

The company continued to operate in 1860 and a report in May suggest a lot of development work had been carried out "through hard bluestone country" and the company was anticipating success. Unfortunately, their efforts were not repaid. In December 1860 the company had expended over £11,600 and had only realised a little over £3,800 from gold. By February the following year, the company had temporarily suspended operations. By July the Specimen Gully Association's plant was up for sale.

From 1862 until 1871 the quartz workings around the head of Specimen Gully were the domain of various tribute parties. These small companies appear to have been less than successful. One factor in this failure was the nature of the ground. In 1872 the Specimen Gully Tribute Co had to close down their shaft and sink a new one 250 feet away, owing to the hardness of the ground. An 1878 report on the Specimen Gully Tribute Company stated that the major obstacle against the systematic working of the reef was the great volume of water that had to be mastered. No effort was made to install the necessary pumping plant and the reef continued to be prospected by various tribute parties. It seems the reef was capable of yielding just enough gold to keep prospectors interested but never possessed a sufficient flash of brilliance to attract the necessary capital for developing the reef at depth.

In January 1899 there was a new attempt at quartz mining by the Specimen Reef Gold Mining Company. The Company's operations were concentrated in the gully, their shaft being:

> about 70 ft west of the old shaft and about 35 ft east of centre country. The shaft is some 130 ft. The mine is well supplied with machinery, manufactured by Messrs Thompson and Company.

A 1903 report shows that the reef was up to its old tricks, tantalisingly rich near the surface but poor and hard at depth. In January 1904, although the large shareholders were still paying up on new calls for capital, there were some 15,000 forfeited shares. By 1907 the company ceased operations.

DESCRIPTION

On the north side of the gully are some substantial stone walls of an engine house. The rear wall of the engine house is 5.1 m wide and the side walls are 4.1 m long. The walls are 50 cm thick and stand to a height of 2.4 m. 2.4 m east of the engine house is a stone lined flue. Its side walls are 30 cm thick and are capped with large slabs of stone and the internal chamber is 50 cm wide. For the first 21 m the flue runs underground then runs above ground for about 40m. The flue is cut by at least one road and the Victorian Water Supply Race which is concrete lined. The flue terminates with a square stone chimney base (2.1m square) A scatter of broken bricks lies to the north east of the chimney base. These are handmade, red bricks with a single long rectangular frog and are all broken.

To the east of the engine house is a collapsed haulage tunnel. Below the engine house are several shafts and a large dam. This dam has an outer facing of stone and the earthen embankment is approx 35m long. Inside the dam is a wooden valve [Chewton BU565980]

On the crown of the hill, above the remains of the stack and flue is a very intensive patch of workings (deep open shafts, open cuts, some mullock) [Chewton BU566982]

East of the line of workings, at the head of the gully, is a tunnel, driven west into the hill. On the mullock heap or paddock in front of the tunnel is a forge [Chewton BU567982]

REFERENCES

MRR Sept 1859, May 1860, May 1862, Sept 1861
Dickers Mining Journal, March 1862
MAM, 26 Jan 1899, 27 July 1899

FILE No:Bannear: Site 3.
Also BC23

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Specimen Gully
NAME: Slate Quarry

ADDRESS: Specimen Gully Road

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE   BU 560980

STATEMENT OF SIGNIFICANCE
This quarry was Victoria's largest slate producer during the nineteenth century and supplied paving for the streets of Melbourne and other Victorian towns and cities. It was also a significant local employer after the collapse of gold mining. The overgrown excavations still suggest the frenzied activity and scale of operations of the 1880s.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Recommendation for inclusion on the Register of the National Estate

THEMES	BUILDING DATE
Industry	1863

PHOTOGRAPH
FILM No 21/29
DATE 10.9.92

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*,   Historic Mining Sites Assessment Committee, May 1990

HISTORY

The first promising slate was identified at Barkers Creek in 1857 and specimens were exhibited at a Council meeting. After representations to the government, a conditional grant to quarry the land was given, on payment of £50 if the quarry proved remunerative. In 1863 slate flags sent from Barkers Creek were used to pave the streets of Melbourne where they met with widespread approval. The Castlemaine Paving Company rapidly became an established enterprise. By the 1870s it was by far the largest producer of slate in Victoria. In 1871 it quarried 1,860 tons of slate a year compared to the 10 tons produced by its closest competitor, Stawell. During Victoria's building boom of the 1880s the Castlemaine Paving Company supplied flagstones for networks of new streets in Melbourne and in rural towns. Slate was also provided for billiard tables, mantelpieces and shelves.

Despite a notorious safety record the quarries offered employment at a time of diminishing gold returns and in 1889, 56 men were employed, not just as quarry men but as carters hauling the slate by horse and dray to a railway siding at Barkers Creek. A belt of flagstones 23 ft wide was worked at intervals for a length of 20 chains and the open mouth of one quarry shaft yawned down to a depth of over 200 feet. Machinery included a 12 horse power engine to keep the shafts clear of water, two saw-cutting machines, a horizontal friction saw, a planing machine and stationary chisel.

However such prosperity did not last and the quarries were hit by the dramatic building slump of the 1890s. Production fell to just 600 tons of slate a year in 1895. There was also increased competition generated by the introduction of concrete flags and bitumen and a depletion of quality slate. The quarry finally closed early in the twentieth century and operations were moved to a new quarry in Nicholson's Gully, a short distance to the south. (WJ&KT)

DESCRIPTION

On both sides of the Specimen Gully track are large excavations relating to a slate flagstone quarry. Little remains easily visible of the quarry workings except for the tumble of stones and the quarry faces. Part of one of the quarry floors was bulldozed and planted with grass and the rocks arranged for an art show in 1980.

REFERENCES

Mount Alexander Mail
November 1889, letter G. Symes to H. Leversha, Harcourt Heritage Centre
Bannear, Assessment of Historic Mining Sites in the Castlemaine-Chewton Area, p55,57
The Maine News No.7, October 1980

FILE No: Bannear:
Site 4

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.

NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Specimen Gully

NAME: Fortuna Quartz Mining Company - haulage tunnel and stone footings
ADDRESS: Specimen Gully Road

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU560 982

STATEMENT OF SIGNIFICANCE
The haulage tunnel and stone footings are all that now remain of the short lived Fortuna Quartz Mining Association. It is representative of the large number of company quartz mines that flourished briefly in the investment boom of the early 1860s but were overpowered, over capitalised and inexperienced and could not sustain their operations on the strength of the gold that was recovered.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	**BUILDING DATE**
Gold	1861

PHOTOGRAPH
FILM No.
DATE

HISTORY

A public Company named the Fortuna Quartz Mining Association began crushing operations in Specimen Gully in 1861. In May 1862 the mining registrar reported:

> The Company have a 12 horse power engine; 10 inch cylinder, stroke 2 ft 6 inches; boiler. 17 ft by 4 ft, driving 2 batteries of 4 stamps each. The barrel is a Cornish barrel, with cams intended for 3 batteries, but the third battery is not yet erected. Crushing commenced about the 2nd of May last, and ceased the beginning of November. It does not say much for the mining enterprise of this Association, that they are beaten out of the lower working through having no perpendicular shaft from which to raise the surface water that has found its way into the claim. The reef has been wrought on the underlie; but a perpendicular shaft of 45 feet on the side of the hill would reach the bottom of the lowest workings. There is a tramway from the reef to the stamps platform.

The demise of the Fortuna Quartz Mining Association like many others formed around this time, appears to have been brought on by a failure to understand the scale of working required on the reefs. The companies were overpowered, over capitalised and inexperienced and could not sustain their operations on the strength of the gold they recovered.

DESCRIPTION

At the head of the gully that runs along the west side of the flagstone quarry on the north side of the Specimen Gully Track, is a tunnel, driven east into the hill. Some stone footings are situated in the gully below the tunnel.

The tunnel and stone footings match well with descriptions of the activities of the Fortuna Quartz Mining Co. The tunnel is probably a haulage tunnel constructed by the company to convey ore to their battery. The site of the battery has been obliterated by bull dozing.

REFERENCES

MRR, May 1862

FILE No: Bannear Site 5
GP 15B

TOWN/DISTRICT: Golden Point

HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

NAME: "Welsh Village" and quartz workings

ADDRESS: Golden Gully/Donkey Gully
FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU566 952

STATEMENT OF SIGNIFICANCE

This site has considerable historic value since it was nominated by the Division's mining surveyor as being responsible for the extraordinary rich alluvium that made up the Golden Point diggings and led to the great Mount Alexander gold rush. The open cut on the reef was reported in 1937 as being the largest in the Castlemaine Mining Division. The concentration of Welsh miners associated with the reef in the 1860s suggests that the locality may have been a focus for this cultural group.

The remains of the house sites and associated outbuildings (collectively known as the Welsh Village) hold considerable local significance as reflected by the formation and activities of the Mount Alexander Diggings Development Association (MADDA) to defend the site in 1988. This site should be seen in relation to Site 6.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing), Recommendation for inclusion on the Register of the National Estate

THEMES	BUILDING DATE
Gold	1857

PHOTOGRAPH
FILM No.26A/2
DATE

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

HISTORY

In regards to quartz mining, Golden and Donkey Gully are inextricably linked. Through the heads of both these gullies run the Nimrod or Donkey Reef. W. Gaulton, reminiscing on his days as a digger on the Mount Alexander gold fields wrote that in April 1857, his party was one of the first to prospect the Nimrod reef but they did not find payable stone. In the same month the MAM reported that Palmer and King, had struck, at 2 feet, a 16 inch wide lode of quartz at the Nimrod Reef. The Nimrod yielded rich results. By June 1859, seven steam engines were erected on the line of workings, and in August that same year, nine claims were being worked by 49 miners.

Until 1868 the Nimrod reef was worked by a number of small private companies made up of working miners. Reports of gold yields from quartz crushings during these years show a predominance of Welsh surnames - Williams, Morris, Price, Lewis, a number of Jones, Powell, Davis, Bowen, Morgan, Evans and Davies. By June 1868, many of the small private companies of miners were at a common cross road: they had exhausted much of the ground above water level.

By 1871, it appears that some amalgamation of claims had occurred. Some of the old companies continued and some new names appeared, namely the Crown Nimrod and Nimrod Private companies. In 1872 the Crown Nimrod Company increased their capital so they could erect stamp machinery for draining the reef. In anticipation surrounding companies suspended their operations. In September it was reported that:

> On the Nimrod Reef a 14 horse power engine with drainage machinery is nearly completed. Its efficient working will enable all the mines of this rich line of reef to carry on operations below water level upon golden quartz followed to that depth some years ago.

The Crown Nimrod Company had sunk its shaft to 180 feet by March 1874 and although it struck a reef at this depth, had ceased operating by the following year. In March 1875, the company's ground was being worked by a cooperative company of working miners. Three years later came another burst which saw more machinery erected on the reef.

However significant successes according to official and newspaper reports were not forthcoming for any companies in the following years. In 1884 it was reported that the Crown Nimrod mine had been sold but by December was working again. In 1887 the company was purchased by a Melbourne syndicate. In 1899 the Anglo Mount Alexander Company took up a large lease and changed the name of the reef but many of the Welsh names - Powell, Jones, Lewis and Bowens - remained. This company does not seem to have operated with much success.

One of the last companies to tackle the reef was Nimrod Developments in 1937. In the new company's prospectus, W Baragwanath, Director of the Geological Survey stated that the open cut on the Nimrod mine was the largest in the Castlemaine district. Around the 1950s a large slate quarry was in operation to the west of the old open cut.

DESCRIPTION

At the head of Golden Gully are the remains of several stone houses and out buildings (known locally as the Welsh Village). Linking the houses and some of the mining sites are the remains of formed roads and near the houses are terraces and pathways. Within the area there are remnants of exotic plantings including a very large rosemary bush. On the ridge above, separating Golden Gully from Donkey Gully are some mine workings including shafts and a very large open cut. The open cut has been partly filled by mullock from later phases of mining. In the open cut is a tunnel (probably a haulage tunnel) which the locals refer to as Jone's adit. Above the open cut is a modern slate quarry.

North east of the Welsh Village are about 25 well formed mounds of rock. This area was once part of the Faraday Common and some locals believe that the mounds are graves. This site and Site 6 have been extensively surveyed and recorded by the Victoria Archaeological Survey.

REFERENCES
Castlemaine Pioneers
MRR - June 1861, June 1868, Sept 1872, Sept 1878
MAM - 19 April 1899, 17 Feb 1937

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

FILE No: Bannear
Site 6

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Golden Point

NAME: Donkey Gully machinery site
ADDRESS: Donkey Gully

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE   BU 568 949

STATEMENT OF SIGNIFICANCE
This round chimney stack and flue, probably represent the remains of one of the three quartz crushing machines shown to exist in the gully during the late 1850s and early 1860s and it has importance as one of the earliest machinery sites in the Golden Point area. This site should be seen in relation to Site 5 since it is closely associated with the shafts, open cut and housing sites of Nimrod Reef.

State Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Recommendation for inclusion on the Register of the National Estate

THEMES	BUILDING DATE
Gold	1857

PHOTOGRAPH
FILM No.
DATE

HISTORY

In regards to quartz mining, Golden and Donkey Gully are inextricably linked. Through the heads of both these gullies runs the Nimrod or Donkey Reef. W Gaulton, reminiscing on his days as a digger on the Mount Alexander gold fields wrote that in April 1857, his party was one of the first to prospect the Nimrod reef but they did not find payable stone. In the same month the MAM reported that Palmer and King, had struck, at 2 feet, a 16 inch wide lode of quartz at the Nimrod Reef. The Nimrod yielded rich results. By June 1859, seven steam engines were erected on the line of workings, and in August that same year, nine claims were being worked by 49 miners.

Until 1868 the Nimrod reef was worked by a number of small private companies made up of working miners. Reports of gold yields from quartz crushings during these years show a predominance of Welsh surnames - Williams, Morris, Price, Lewis, a number of Jones, Powell, Davis, Bowen, Morgan, Evans and Davies. By June 1868, many of the small private companies of miners were at a common cross road: they had exhausted much of the ground above water level.

By 1871, it appears that some amalgamation of claims had occurred. Some of the old companies continued and some new names appeared, namely the Crown Nimrod and Nimrod Private companies. In 1872 the Crown Nimrod Company increased their capital so they could erect stamp machinery for draining the reef. In anticipation surrounding companies suspended their operations. In September it was reported that:

> On the Nimrod Reef a 14 horse power engine with drainage machinery is nearly completed. Its efficient working will enable all the mines of this rich line of reef to carry on operations below water level upon golden quartz followed to that depth some years ago.

The Crown Nimrod Company had sunk its shaft to 180 feet by March 1874 and although it struck a reef at this depth, had ceased operating by the following year. In March 1875, the company's ground was being worked by a cooperative company of working miners. Three years later came another burst which saw more machinery erected on the reef.

However significant successes according to official and newspaper reports were not forthcoming for any companies in the following years. In 1884 it was reported that the Crown Nimrod mine had been sold but by December was working again. In 1887 the company was purchased by a Melbourne syndicate. In 1899 the Anglo Mount Alexander Company took up a large lease and changed the name of the reef but many of the Welsh names - Powell, Jones, Lewis and Bowens - remained. This company does not seem to have operated with much success.

One of the last companies to tackle the reef was Nimrod Developments in 1937. In the new company's prospectus, W Baragwanath, Director of the Geological Survey stated that the open cut on the Nimrod mine was the largest in the Castlemaine district. Around the 1950s a large slate quarry was in operation to the west of the old open cut.

DESCRIPTION

Near the head of Donkey Gully on the north side is a small machinery site consisting of a round chimney stack, 1.5 m in diameter. The stack is constructed mainly of clay with some stone. A flue leads down hill from the stack.

To the east of the stack and flue is the site of the Nimrod Hotel and immediately opposite may be the site of the True Blue Britain Hotel.

REFERENCES

Castlemaine Pioneers
MRR - June 1861, June 1868, Sept 1872, Sept 1878
MAM - 19 April 1899, 17 Feb 1937

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

FILE No: Bannear:
Site 7

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Golden Point

NAME: Capper Hill/Reef
ADDRESS: Moonlight Flat

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU 564 975

STATEMENT OF SIGNIFICANCE
The reworking of this mining site, consisting of an open cut, a mullock heap and a tunnel, and mined by both company miners and prospectors, reflects the early success of Cappers Reef Company in 1860 and the persistent attempts to discover such success again. Norris' Tunnel is named after an prospector on the reef in the late 1860s.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	**BUILDING DATE**
Gold	1859

PHOTOGRAPH
FILM No.
DATE

HISTORY

By August 1859 three claims were being worked on Cappers Reef. By 1860, a public company, the Cappers Reef Co. had taken up a large lease on the reef and the mining registrar reported that the company had:

> arranged their differences with the contractors for machinery and their plant consisting of 20 horse power engine and eight revolving stamps, is now reducing their piled quartz, a trial from which yielded above 1 oz per ton.

The Cappers Reef Company were immediately successful obtaining from 15 May to the end of June, 400 tons of quartz which returned 113 oz of gold. By July shareholders had been paid a dividend of five per cent. The deepest workings were 180 feet.

By December 1860 however the company's affairs were dismal - they had expended about £4,800 had only obtained about £1,650 of gold from the reef. The company ceased working and the machinery was removed in November 1861. In March 1862 the quartz mullock that had been raised by the company was carted off to be used as ballast for the railway.

The next mention of workings on Cappers Reef comes in 1866 when a prospector named Norris took up ground on the reef, with poor results. The tunnel on the site was named Norris' tunnel by Baragwanath in 1902. Norris may have commenced the tunnel. If not it was dug and named after the prospector by one of the companies who worked the reef in the 1870s.

By September 1871 there was three companies at work - South Capper's Co., North Capper's Co. and Cappers Energetic. At least two of these companies were working the reef by tunnels.

The absence of any mention of Cappers Reef in mining reports over the next 26 years suggests that the reef was repeating its early history of being only superficially rich. In 1899 the next intensive working of Cappers Reef commenced, albeit only for a short time. The MAM reported in May that the Cappers Reef Gold Mining Co had sunk a shaft to a depth of 153 feet. This company was not very successful and by the end of the first world war, the labour of returned soldiers was utilised to turn the area into a pine plantation.

DESCRIPTION

Now part of the Moonlight Pine Plantation. Remains consist of an open cut and some mullock on the crown of the hill and a tunnel driven east from the head of Launceston Gully.

REFERENCES
MRR May 1860
MAM May 1899

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

FILE No: Bannear:
Site 9

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Quartz Hill
ADDRESS: Sailors Gully, Dirty Dick's Gully,
Scotchman's Gully
FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE   BU560 937, 560943, 560948

STATEMENT OF SIGNIFICANCE
This place is the site of some of the earliest quartz mining activities in the Castlemaine Mining Division and it is one of the few where mining operations continued more or less uninterrupted from 1852 to 1904. A variety of elements survive - two tunnels, one shaft, quartz mullock and tailing dams. The site also has a close association with the Thompson brothers who worked here before later establishing the well known Thompson's foundry in Castlemaine.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	**BUILDING DATE**
Gold	1852

PHOTOGRAPH
FILM No.
DATE

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

HISTORY

In 1852, outcrops of quartz on this hill was being broken off, roasted and crushed with hand hammers. This crude method of working yielded 60 to 72 oz to the super foot . It was later estimated in 1854 between 1100 and 1200 ozs were obtained in this way. In 1855 over 3000 oz was obtained from Quartz Hill and in 1856 the Thompson brothers obtained from 5800 oz of gold from 740 tons of quartz taken from a 60 ft claim over 18 months.

Apart from its richness, Quartz Hill possesses the record of being one of the first locations of steam powered quartz crushing machines in the Castlemaine Mining Division. In May 1855 the MAM reported that two or three quartz crushing parties on the Quartz Hill were about to erect machinery. In 1859 a large public company was formed to work the Hill. The old Quartz Hill Company installed a 50 horse power engine driving 24 head of battery. This company operated successfully until early 1861 when it ceased operations. Its plant went to Ballarat and the mine was let to various tribute companies.

The next large scale mining operation to be mounted on Quartz Hill was commenced in 1869 by the Chewton Company. They were not however, very successful and soon closed down. The Hill became the domain of the small tribute and prospecting parties.

Attempts were made to float a company in London to work Quartz hill in 1887. These appeared to fail and it was not until July 1892 that the necessary capital was raised through Australian shareholders. The Old Quartz Hill Company carted their quartz along a well made road to the Garfield Company's battery.

_y April 1902 the company had its own crushing and amalgamating plant and it was reported as being of the very latest design and probably the best in the State at that time. Work struggled on into 1904, the shaft now down 522 feet. By September that year, work at the mine was suspended.

In 1937 the 120 acres comprising the Quartz hill section of the reef was acquired by Chapman's Gold Mines N.L.

DESCRIPTION

Site 9.0 The South Quartz Hill mine consists of tunnel, driven north into Quartz Hill, some mullock, a tramway embankment leading south from tunnel's entrance and where the tramway terminates a small stone and mortar engine block. This block measures 90 cm wide, is 1.9m long and 35 cm high. It has 6 engine mounting rods.

Site 9.1 On the road to Quartz Hill, on the crown of the hill between Sailors Gully and Dirty Dick's Gully, is a large open cut running north-south through the middle of the hill and a dump of large blocks of quartz. There is also a shaft still with the timberwork showing separate compartments located at the northern end of the open cut. A large tailing dam is situated below, in Dirty Dick's Gully.

'te 9.2 The site of the North Quartz Hill mine is located on the north side of Scotchman's Gully. Little remains of this site except some mullock. Recent roadworks have disturbed what was left of the workings

Site 9.3 On the north side of Dirty Dick's Gully, near Quartz Hill are the remains of several stone structures. It appears to represent a single house site with outbuildings and garden bed. On the western slope of Quartz Hill, between Cemetery Gully and Dirty Dick's Gully is a tunnel dug for the Victorian Water Supply water race.

REFERENCES
MRR
MAM 25 May 1855

FILE No: Bannear:
Site 10

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Little Quartz Hill - Quartz Workings
ADDRESS: Deadman's Gully

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 569 945

STATEMENT OF SIGNIFICANCE
The features of the site - tunnel, mullock heap, loading bay, open cut - suggest the work processes of a small quartz mine. It is representative of the large number of small quartz mines which never proved sufficiently rich to attract company investment but which operated throughout the area in the 1860s-1880s.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES
Gold

BUILDING DATE
1856

PHOTOGRAPH
FILM No.
DATE

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

HISTORY

The head of both Scotchman's and Deadman's Gullies were the scene of some relatively small scale quartz mining operations directed towards obtaining gold from Little Quartz Hill. W. Gaulton worked in the very early days at Little Quartz Hill in about 1856:

> Shortly afterwards we sank two other holes; the first on the hill at the head of Scotsmans Gully, where two years subsequently we were informed that £1,600 worth of gold had been taken out of the quartz near the surface which we had neglected to prospect sufficiently.

By 1859 three registered claims had been taken out on Little Quartz Reef employing six men and by 1860, 1200 feet had been prospected. Unlike its neighbour, Quartz Hill, this reef was not very rich. As there were no major discoveries of new reefs, lodes or rich leaders, the mining reports on the area are few and far between.

The site's main claim to fame came in October 1898 when two Chewton miners, Lipplegoes and Strong, were involved in reworking an abandoned shaft at Little Quartz Hill and found some rich specimens and two copper plates. "Dame Rumour" remembered that these had been stolen from the Crown Nimrod mines in the 1860s and planted in the drive of a shaft although the shaft had collapsed before they could be removed.

Lipplegoes and Strong continued to work in the old drive and soon struck a rich leader, a crushing of 5 ' ·ns yielding over 3 oz. Following this success, the Prince of Wales Birthday Syndicate was formed to ◡◡ntinue sinking. An absence of any further records regarding this Syndicate suggests that it was not successful.

DESCRIPTION

At the head of Deadman's Gully is a tunnel driven west into Little Quartz Hill. It would date from the 1850s until the late 1890s.

There is a mullock paddock and a loading bay in front of the tunnel. A patch of workings, mainly open cutting, survives on the slope above the tunnel.

REFERENCES

Castlemaine Pioneers
MRR
'AM 8 October, 1898

FILE No: Bannear:
Site 11

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Scotchman's Gully Alluvial Workings
ADDRESS: Scotchman's Gully

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU562 947, 564 948

STATEMENT OF SIGNIFICANCE
The sites reflect a later phase of alluvial mining which relied on the construction of puddling machines and water races. The furnace reflects the common practice of melting down rich specimens for more convenient handling. Later digging over the puddling machine races is indicative of reworking during the 1930s depression.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	**BUILDING DATE**
Gold	1850s

PHOTOGRAPH
FILM No.
DATE

HISTORY

The records are not very illuminating regarding alluvial mining in this area. One would expect the puddling machine to date from c1855-1870. The puddling site and the adjacent furnace probably date from the same period. The furnace was designed to melt down specimens into a large parcel for more convenient handling.

Both the puddling channels of the two machines have been dug over in the search for any lost gold. This was a common practice during the 1930 depression.

DESCRIPTION

On the north side of Scotchman's Gully are the remains of a stone building and 23m to the west of the house is a puddling machine site. The puddling machine site has several trees growing out of the central mould. The puddling trough is about 1.7m wide and about 50 cm deep. The inner mound has a diameter of 2.8m and outer mound is about 1.5m wide. Total diameter is 9.2m. Of the stone building only a small section of the fireplace survives.

On the south side of the road opposite the site of the North Quartz Hill mine on a small island which escaped sluicing, are the remains of a puddling machine site and a small furnace. The small furnace is constructed from stone and clay mortar. It is situated under a trunk of a eucalypt and stands to a height of 70 cm. The furnace is 80 cm wide, had a hearth area of 30 cm square and a small chimney stack.

4m north of the furnace is a puddling machine site. The northern half of the machine has been sluiced away. The inner mould would have had a diameter of 2.8m, the puddling channel is 1.4m wide and 35 cm deep. In the section left by the sluicing is the outline of the post showing it had a diameter of about 25 cm. The outer mound is over 2m wide. Total diameter is approx 9.6m.

64

FILE No: Bannear Site No. 12
C62

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No. Government Buildings Register
NATIONAL TRUST ☑
NATIONAL ESTATE REGISTER ☑
OTHER

TOWN/DISTRICT: Chewton

NAME: Garfield Water Wheel Footings
ADDRESS: Off North Street

FORMER NAME:

TITLE DETAILS:

MAP NAME:
MAP REFERENCE BU 563934

STATEMENT OF SIGNIFICANCE

The Garfield water wheel abutments have considerable scientific and historic significance, being the site of the largest water wheel ever erected in Australia. The site also has considerable social value as testified by a commemorative plaque attached to the structure's northern abutment. It is an important representation of the highly mechanised mining of the latter nineteenth century and a rare example of the use of water power. It is also a landscape feature of great interest. It forms one of a network of sites in this vicinity which illustrate the sequence of re-workings characteristic of the history of mining activity within the Castlemaine and Fryerstown Mining Divisions (See also Site 12.1,12.2,12.3, Sites 13 to 19)

State Significance

RECOMMENDATIONS

Retention on the Register of Government Buildings and the Register of the National Estate,Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Gold, Water	1887

PHOTOGRAPH
FILM 7/20No.
DATE 17/6/92

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

HISTORY

In 1882 the mining surveyor's report show that three main companies were engaged in prospecting the Garfield Reef. The most prominent was the Garfield Company. Late in 1885 the Mining Registrar reported that, "in quartz mining the Garfield Company takes the premier position for the past quarter, with 910 oz of gold... the company employs about 70 men and boys".

The company's success continued in 1886 and by the middle of the year the Garfield Company sold out and formed a new company to acquire more capital to develop their growing property. They had greatly added to their ground by taking in three other leases giving them a total of over 50 acres. Their last acquisition of 20 acres included the Englishman's Reef which had proved to be very rich near the surface. To the west they added about ten acres, in order to secure a line known as the Energetic which was considered to be a continuation of the Wattle Gully line. A report in the MAM shows that the crushing battery was replaced at this time because of subsidence and that the directors had:

> determined to take advantage of the removal to make an alteration in the motive power and the present steam power is to be superseded by water. The battery will be removed to about 500ft south of the present site in the vicinity of the Government water race and be worked by a large water wheel.

A constant and reliable supply of water provided from the Coliban Scheme enabled the Company to power the water wheel. The wheel was constructed of timber and, with a diameter of 72 feet, it was reputed to be one of the largest in the Southern Hemisphere. It was supplied with water the Victorian Water Supply race which was an elevated timber race running from the Expedition Pass Reservoir.

After observing the wheel's successful operation the Mining Registrar praised the use of water for quartz crushing, arguing that it gave employment to over sixty men in place of the six to eight men who would have used the same amount of water in sluicing. In 1895 the mine was reorganised and given a fresh injection of English capital and became known as the Forest Creek Gold Mining Company. John Ebbott was manager of the mine until 1912.

The new Company appears to have concentrated its efforts on the southern part of the lease. In May 1903 the MAM reported that it was probable that the Forest Creek Gold Reef mine would close. In 1904 the water wheel was dismantled and replaced by a steam plant. It had operated for 17 years although it had never been a complete success. A variety of components within the wheel proved inadequate for the heavy work expected of them and needed to be frequently replaced. The wheel's efficiency was also affected by strong winds.

All hands were laid off in 1906 but the mine must have reopened for it is mentioned in an article in the Australian Mining Standard in 1910. The mine closed again some time between 1910 and 1920 but was reopened in the 1930s by the new Garfield Company. The Company appears to have been unsuccessful. A press report in March 1939 described how water shortages caused by drought had stopped operations for nine months. The company was still prospecting in 1942 but must have closed soon after.

DESCRIPTION

The abutments are of stone, mainly rubble, but shaped into regular blocks. They are about nine metres high and have neat stepped edges tapering into a narrow top. The stone was possibly quarried on site. (NT) There are sections of concrete floor and some battery footings. On the hill above to the east is situated the Victorian Water Supply water race and take-off point for the wooden flume that fed the under-shot water wheel.

REFERENCES

Ray Bradfield, *Castlemaine; A Golden Harvest*
National Trust File No. 1979
The Garfield Wheel, Public Library of Victoria, Research Department
Information from Silas Ellery
MRR June 1887, 2 Dec 1885, Sept 1887
MAM, 30 Aug, 1886
Australian Mining Standard, 1910

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

FILE No: Bannear:
Site 12.1, 12.2, 12.3

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Chewton

NAME: Garfield Reef
ADDRESS: Off North Street

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU560934, 563936, 564936

STATEMENT OF SIGNIFICANCE
This area has significance as a site which illustrates many different phases of mining. The battery footings, concrete floor, water take off point for the wooden flume, tailing dam and cyanide vats - and the water wheel abutments described in Site 12.0 - reflect the different activities of the Garfield Company/Forest Creek Gold Mining Company between 1882 and 1910. New workings at the Garfield No. 1 shaft, the concrete engine blocks, iron chimney stack, all date from the 1930s when the area was being worked by the New Garfield Company. These all form part of a network of sites in this vicinity which illustrate the sequence of re-workings characteristic of past mining activity within the Castlemaine and Fryerstown Mining Divisions (See also Site 12.0, Site 13-19)

Local Significance

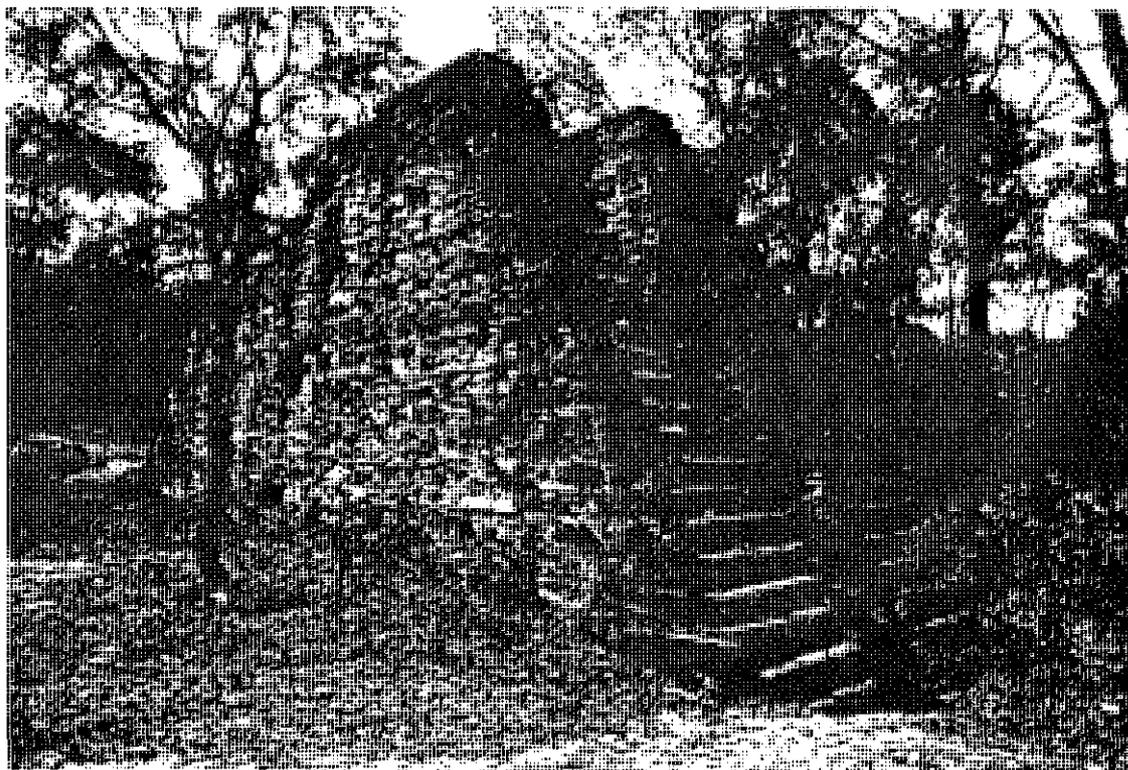**RECOMMENDATIONS**
Metcalfe Planning Scheme (individual listing), Recommended for inclusion on the Register of the National Estate

---

THEMES	BUILDING DATE
Gold	1882

PHOTOGRAPH
FILM No.
DATE

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

67

HISTORY

In 1882 the mining surveyor's report show that three main companies were engaged in prospecting the Garfield Reef. The most prominent was the Garfield Company. Late in 1885 the Mining Registrar reported that, "in quartz mining the Garfield Company takes the premier position for the past quarter, with 910 oz of gold... the company employs about 70 men and boys".

The company's success continued in 1886 and by the middle of the year the Garfield Company sold out and formed a new company to acquire more capital to develop their growing property. They had greatly added to their ground by taking in three other leases giving them a total of over 50 acres. Their last acquisition of 20 acres included the Englishman's Reef which had proved to be very rich near the surface. To the west they added about ten acres, in order to secure a line known as the Energetic which was considered to be a continuation of the Wattle Gully line. A report in the MAM shows that at this time a decision was made to replace steam power with water power and the battery was moved about 500ft from its present site (closer to the Government water race) and a large water wheel was erected.

By March 1887 the whole of the Company's leases and property were offered for sale to a London syndicate. In December 1887, the upper portion of the Garfield mine was let on tribute. Up to this time the Garfield had crushed 52,000 tons of quartz for 11,704 oz of gold. The company languished in the early 1890s but was reorganised and had new English capital injected in 1895, resulting in the formation of the Forest Creek Gold Mining Company.

The new Company appears to have concentrated its efforts on the southern part of the lease. In May 1´ ʔ the MAM reported the probability of the Forest Creek Gold Reef mine being closed down. All hands were laid off in 1906 but the mine must have reopened, for it is mentioned in an article in the Australian Mining Standard in 1910. The mine closed again some time between 1910 and 1920 but was reopened in the 1930s by the new Garfield Company. The Company appears not to have had a great success. A press report in March 1939 described how water shortages caused by drought had stopped operations for nine months. The company was still prospecting in 1942 but must have closed soon after.

DESCRIPTION

Site 12.1 A large tailing dam in Little Sailor's Gully has mostly been quarried away. The dam's earthen wall would originally have been over 5m high. A small section of tailings survive in the south western corner and here can be seen the remains of at least two cyanide vats. One of the circular vats is exposed in the quarried face of the tailing dam. This tank is lined with a double row of brick, is 5m in diameter and is over 1.1 m deep. A second tank survives but appears to have just been lined with galvanised iron. The area surrounding the two surviving tanks is littered with the debris of others.

Site 12.2 Located 150m due north of the west end of the water wheel abutments on the south side of German Gully are three large concrete mounting blocks and several smaller ones. These mounting blocks have been built in an excavation measuring about 14m by 11m. They still retain their iron mounting rods (1" diameter). The concrete is very crumbly and thus the mounting blocks are in a very unstable ɾ dition. The remains of a large iron chimney stack (1.10m diameter and 6.8m long) lie near the mountain blocks. A shaft, the Garfield No.1 has been capped and is 17m to the north. A road runs between the shaft and the mounting blocks and on this roadway can be seen some earlier stone footings.

Site 12.3 180m west of the Garfield No 1 shaft is a large tailing dam, across German Gully. It is very eroded but would have been about 160m wide and about 3m to 4m deep.
180m to the east of the Garfield No 1 shaft is another earthen dam which is about 20m wide and stands to a height of 3m. A galvanised iron outlet pipe runs through the dam wall.

REFERENCES

MRR 2 Dec 1885, Sept 1887
Mine Manager's Report, April 1883
MAM, 30 Aug, 1886
Australian Mining Standard, 1910

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

FILE No: Bannear:
Site 13

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Chewton

NAME: Englishman's Reef
ADDRESS: Sailor's Gully Track

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU563937, 564938

STATEMENT OF SIGNIFICANCE
The remains of quartz mining found on both sides of Englishman's Gully on the Englishman's Reef and Central Reef date from the late 1850s to the mid 1870s. The large number of elements that have survived - mullock heap, loading bay, blacksmith's shop, stone footings of a small house, deep shafts, open stoping, large intact mullock heap, stone building and possible chimney stack base - provide valuable evidence of the working operations of a small quartz mine. Both reefs, after being abandoned in ✗
the mid 1870s, were worked from cross cuts from the Garfield No. 1 shaft, reflecting a later phase of quartz mining that relied on large amounts of capital. These form part of a network of sites in this vicinity which illustrate the sequence of re-workings characteristic of past mining activity within the Castlemaine and Fryerstown Mining Divisions (See also Site 12, Site 14 to 19)

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Recommended for inclusion on the Register of the National Estate

---

THEMES	**BUILDING DATE**
Gold	1858

PHOTOGRAPH
FILM No.
DATE

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study,* Historic Mining Sites Assessment Committee, May 1990

HISTORY

By 1858, quartz mining on Englishman's Reef was producing small but spectacular yields. For example, Whittaker, in October that year, reported up to 9 1/2oz per ton and. in December, 13 1/2 tons yielded 180 ozs. Whittaker was also something of an inventor and in December 1858, the mining registrar wrote that:

> a new amalgamator has been invented by a Forest Creek machinist (Whittaker). It consists of a small portable cylinder, revolving in a larger one containing mercury. The matrix is passed through the quicksilver and discharged upwards. This amalgamator is being experimented with and I hope soon to record its efficiency.

By July 1859, Whittaker had abandoned the reef and it was reported as being almost deserted except for six claims worked by 14 miners. The 1860s saw little activity and it was not until September 1872 that the Reef again rated a mention by the mining registrar:

> On the Englishman's Reef which in 1859 was worked to water level and yielded from 5 to 37 oz to the ton, a 14 horse power locomotive engine for pumping and winding has been erected; the shaft is 163 feet deep.

In 1873, the Englishman's Company obtained 6ozs per ton (from 6 tons) from a small reef and in September, the mining registrar reported that "on the Englishman's Reef, so long idle, by the application of steam wrought draining machinery, the ground has been drained and a splendid golden reef is being opened out".

In December 1873 the Englishman's shaft, at a depth of 280 feet was listed as the ninth deepest mine in the division. The shaft continued to attain rich yields from small crushings until March 1875 when the Englishman's Company's machinery was sold and removed.

By March 1886 the Garfield Company had added the Englishman's Reef workings to their holdings and were working them underground from the Garfield No 1 shaft.

DESCRIPTION

Site 13.0 On the south side of Englishman's Gully is a small mullock heap (partially bulldozed). Near it are the remains of a small stone structure. 17m to the south is a small mullock heap and loading bay. The loading bay has side walls 2m long, the rear wall is 2.7 m wide and is over a metre high. About 3m from the loading bay, on the north side of the mullock heap are the remains of a blacksmith shop. The walls of the smithy are of stone and the building measures 4.3m x 3m wide. The stone walls are 50cm thick and stand to a height of 1m. In the east corner is the remains of a dredge. The forge is partially buried by rubble, measures approx 1m square and stands to a height of 40cm. Small scraps of iron are associated with this building.

Site 13.1 On the opposite side of the gully slightly higher up, is another mining site. The site includes a large mullock heap which runs along the east side of a small gully. There is a stone loading bay at the north end of the mullock heap. The loading bay has been cut by a concrete lined channel of the Victorian Water Supply race. The loading bay is constructed of stone and clay mortar and the walls stand over 1.8 m. The east wall is about 5m in length and the rear wall approx 3m wide. Immediately behind the loading bay is a deep, open shaft.
On the east side of the mullock heap are the remains of a stone building. The stones used in the building have been dressed on both sides. Overall dimensions of the building are 3.6m x 3m. The walls are 40 to 50cm thick and there is a fireplace built in the middle of the west wall. The east wall is the most intact standing to a height of 2.4m. The Victorian Water Supply water race passes within 2m of the north wall.
10m to the south east is some very deep open stoping. There is a deep, open shaft on the northern end of the stoping. 16m further east are the remains of a stone structure.

REFERENCES

MRR, Dec 1858, Sept 1872, Sept 1873

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

FILE No: Bannear:
Site 14

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Chewton

NAME: Manchester Hill
ADDRESS: Manchester Hill Track

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU558 935

STATEMENT OF SIGNIFICANCE
The wooden battery footings, engine block, loading bay and bull dozed mullock heap - probably date to the period from 1886 when the Garfield Company purchased the Energetic Company property. It is an example of the take-over of many promising small quartz mines, by larger companies in the 1880s. These form part of a network of sites in this vicinity which illustrate the sequence of re-workings characteristic of past mining activity within the Castlemaine and Fryerstown Mining Divisions (See also Site 12-13, Site 15-19)

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Recommended for inclusion on the Register of the National Estate

---

THEMES	BUILDING DATE
Gold	1886

PHOTOGRAPH
FILM No.
DATE

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

HISTORY

The Manchester Reef was first opened up in 1854. The surface workings proved very rich, sometimes yielding as high as 4oz to the ton. In 1859, five claims, stretching 1000 yards, were being worked by the Manchester Reef Company. In December, the same lease was applied for by T.Walker and Company and contained a 20 horse power engine working 20 head of stamps.

In 1862 the MAM reported that Walker and Company were preparing to erect pumps and in 1864 the company applied for an extension on their lease to include the base of the northern side of the hill, so as to excavate a tunnel. Walker and Co appear to have been the lone company on the reef until 1867 when another company, the Energetic began to feature. In 1870 it was reported that on the Manchester Reef:

> the Energetic Company, having erected machinery for draining the mine, have been rewarded with 204 3/4 oz of gold from 234 tons of stone. The adjoining ground is again taken up to work below water level.

By 1874, the Energetic Company had sunk to 130ft level, but were in the hands of the liquidator. The mine was disposed of by the Sheriff in March 1875 and the New Energetic Company was formed. This company erected machinery and had some rich crushings but ran out of capital in 1878.

In December 1879, Walker and Company's portion of the reef was leased and it was reported that a)ft diameter water wheel and ten head battery were being erected. In September 1880:

> The Manchester Reef Waterwheel Company have come upon a large body of payable stone. As they work by a tunnel and crush by water power, they have good prospects before them.

A report in September shows that two companies, the Manchester and the Wheal Margery, were crushing by water power and that both were in the process of being taken over by a successful neighbour, the Garfield Company. On acquiring the line of workings in 1886, the Garfield Company, which was itself being reorganised through English capital, was to sink a new shaft, with a steam powered winding plant and crushing battery, to be erected at the Energetic shaft.

In the same year, 1886, the Manchester Water Wheel Company recommenced crushing using water power, its wheels supplied with water, via flume and race, from the Garfield water wheel. In 1896, a start was finally made on the main shaft at the Energetic mine. Work was still being done on the site in 1899, with the shaft now at the depth of about 190 feet.

The Manchester Reef does not appear to have been worked in any systematic manner after this time.

)ESCRIPTION

The battery site consists of an engine block which is almost buried by mullock. The shaft has been filled and the area bulldozed. The engine block would measure at least 1.5 m wide, 3.2m long and stand 2m high. The exposed section of mounting block, built of stone and a hard mortar, shows two profiles or iron rods.

2m to the north are some decayed wooden blocks marking the site of the stamp battery.

20m west of the engine block is a long narrow excavation, 3.2m wide, at least 1.2m deep and over 8m long. It is partly filled with gravel.

REFERENCES
MRR, Sept 1880
MRR

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

FILE No: Bannear:
Site 15

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Chewton

NAME: Manchester Hill - early quartz workings
ADDRESS: Manchester Hill Track

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE   BU 559932

STATEMENT OF SIGNIFICANCE
These early quartz workings include a massive open cut on the crown of the hill, shafts and tunnels.
The size of the open cut clearly demonstrates the scale of operation conducted here in the 1850s and
1860s.
These form part of a network of sites in this vicinity which illustrate the sequence of re-workings
characteristic of past mining activity within the Castlemaine and Fryerstown Mining Divisions (See also
Site 12-14, Site 16-19)

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Recommended for inclusion on the Register of the
National Estate

THEMES
Gold

BUILDING DATE
1854

PHOTOGRAPH
FILM No.
DATE

HISTORY
The Manchester Reef:

> was opened in 1854. The surface workings were reputedly rich, some of it going as high as 4ozs to the ton. The open cut was worked for 80ft by 100ft... and yielded 2,428 ozs from 7,403 tons. From what is known as the Energetic shaft on the same lease, some good returns were received down to 140ft. The total registered yields are 11,015 tons for 3,649 ozs.

In 1859, five claims, stretching 1,000 yards, were being worked by the Manchester Reef Company. In December, the same lease was applied for by T.Walker and Company and contained a 20 horse power engine working 20 head of stamps.

In 1862 the MAM reported that Walker and Company were preparing to erect pumps and in 1864 the company applied for an extension on their lease to include the base of the northern side of the hill, so as to excavate a tunnel. Walker and Co appear to have been the lone company on the reef until 1867 when another company, the Energetic began to feature. In 1870 it was reported that on the Manchester Reef:

> the Energetic Company, having erected machinery for draining the mine, have been rewarded with 204 3/4 oz of gold from 234 tons of stone. The adjoining ground is again taken up to work below water level.

By 1874, the Energetic Company had sunk to 130ft level, but were in the hands of the liquidator. The ~ine was disposed of by the Sheriff in March 1875 and the New Energetic Company was formed. This _ompany erected machinery and had some rich crushings but ran out of capital in 1878.

In December 1879, Walker and Company's portion of the reef was leased and it was reported that a 40ft diameter water wheel and ten head battery were being erected. In September 1880:

> The Manchester Reef Waterwheel Company have come upon a large body of payable stone. As they work by a tunnel and crush by water power, they have good prospects before them.

A report in September shows that two companies, the Manchester and the Wheal Margery, were crushing by water power and that both were in the process of being taken over by a successful neighbour, the Garfield Company. On acquiring the line of workings in 1886, the Garfield Company, which was itself being reorganised through English capital, was to sink a new shaft, with a steam powered winding plant and crushing battery, to be erected at the Energetic shaft.

In the same year, 1886, the Manchester Water Wheel Company recommenced crushing using water power, its wheels supplied with water, via flume and race, from the Garfield water wheel. In 1896, a start was finally made on the main shaft at the Energetic mine. Work was still being done on the site in 1899, with the shaft now at the depth of about 190 feet.

⌐he Manchester Reef does not appear to have been worked in any systematic manner after this time.

DESCRIPTION
A very large open cut dominates the crown of Manchester Hill and there are also some shafts and tunnelling. There is a fairly safe walking track through the deep open cut. About half way up Golden Gully, on the north side, near a large native cherry tree, is a tunnel driven north onto the Manchester Reef. The entrance is largely obscured by weed growth.

REFERENCES
MRR, Sept 1880
MRR

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990.

FILE No: Bannear:
Site 16

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Chewton

NAME: Sailor's Gully Alluvial Workings
ADDRESS: Sailor's Gully

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU557933, 558935, 559937, 55937, 559936

STATEMENT OF SIGNIFICANCE
Sailor's Gully was the site of considerable alluvial mining, including tub and cradle, and puddling. It provides a graphic illustration of the effects of sluicing. Early ground sluicing probably conducted extensively after a Coliban Scheme water race came through in the 1870s, has reduced a few slopes to bedrock. Some further ground sluicing took place in the depression years. Ground sluicing channels remain and the main sections of the gullies provide clear evidence of hydraulic sluicing probably in the early part of this century. These form part of a network of sites in this vicinity which illustrate the sequence of re-workings characteristic of past mining activity within the Castlemaine and Fryerstown Mining Divisions (See also Sites 12-15, Sites 17-19)

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Recommended for inclusion on the Register of the National Estate

THEMES	BUILDING DATE
Gold	1851

PHOTOGRAPH
FILM No.
DATE

HISTORY

Sailor's Gully was one of the first parts of the Mount Alexander gold field to be worked:

> In October 1851, gold was first discovered at Golden Point... and at Sailor's Gully...; in each case 8 to 12 inches of black soil overlaid deposits of gold, yielding from 12 to 20 oz to the tub of wash dirt. As the workings extended, similar yields were common and many extraordinary finds were made of 200 to 2000 oz, aggregated in small hollows or pockets in the bedrock.

According to Henry Leversha the gully got its name from an unhappy event:

> One day a run-away sailor ... put up a mia-mia with bushes on the other side of the creek... the poor fellow was drinking heavily for two or three days. On the following Wednesday I was passing his mia-mia when a lot of blow flies attracted my attention. I looked in and then saw the poor sailor lying dead... We buried the poor run-away near his mia-mia and the locality was afterwards known as Sailor's Gully.

By 1855 puddling machines were being erected along Forest Creek, particularly at Sailor's Gully and in the neighbourhood of Quartz Hill. A mining survey map, compiled in 1859, show that some of the puddling machines were being operated by Chinese parties and a report in 1860 credits the Chinese with 11 puddling machines and 41 tub and cradle workers. Working the gully with the Chinese were 10 European puddlers.

ne last statistics on alluvial mining appeared in the reports dated March 1872 and show that there were 29 ordinary miners and one puddling machine working the gully.

A water race came through the area from the newly constructed Coliban Scheme in the 1870s and the provision of a reliable and constant supply of water led to extensive ground sluicing. The gully has probably seen two periods of ground sluicing - at this time when the race came through in the 1870s and some further ground sluicing during the depression years.

The main sections of the gullies have been hydraulically sluiced, probably in the early part of this century.

DESCRIPTION

Site 16.0 The western slope of Sailor's Gully between Little Sailors and Golden Gullies has been ground sluiced to bedrock. The bed rock is just beginning to be colonised by trees and weeds. Sailor's Gully itself has been extensively sluiced (hydraulic sluicing) and is very choked with weeds.

Site 16.1 Along the southern bank of Little Sailor's Gully, near its junction with Sailor's Gully are several ground sluicing channels and paddocks.

Site 16.2 30m below the lower dam in German Gully is the last paddock taken out by hydraulic sluicing. In this paddock are some stone walls built for retaining tailings. The area is relatively free of weeds and also features some exposed reef.

Site 16.3 On the east side of German Gully, below the last sluicing paddock, is a series of ground sluices and small paddocks, including a fairly extensive patch that runs along the gully to the Energetic shaft site.

Site 16.4 At the head of German Gully are some small puddling paddocks, linked by water channels. The Victorian Water Supply water race travels around the head of the gully.

REFERENCES

Castlemaine Pioneers
MRR, 1886
MRR

FILE No: Bannear:
Site 17

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Victorian Water Supply Water Race
ADDRESS: Sailor's Gully

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE   BU 564942

STATEMENT OF SIGNIFICANCE
The Victorian Water Supply race crosses the head of Sailor's Gully via an iron flume. It's existence explains the extensive sluicing that has taken place in the gully - impossible without a reliable supply of water. It forms part of a network of sites in this vicinity which illustrate the sequence of re-workings characteristic of past mining activity within the Castlemaine and Fryerstown Mining Divisions (See also Site 12-16, Site 18-19)

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Recommended for inclusion on the Register of the National Estate

---

THEMES	BUILDING DATE
Gold, Water	1874

PHOTOGRAPH
FILM No.
DATE

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study,*   Historic Mining Sites Assessment Committee, May 1990

HISTORY

The Coliban Scheme was a governmental response to the Castlemaine and Bendigo goldfields clamour for water and envisaged that water from the Coliban River be channelled by gravity to the diggings via a Reservoir at Malmsbury and three smaller distribution reservoirs at Expedition Pass, Harcourt and Bendigo.

With the completion of the Coliban Scheme in 1874, sluicing was given fresh impetus on the Mount Alexander diggings . A number of "sluice heads" were made available to miners at cheap rates and this led to the reworking of many alluvial diggings.

At the turn of the century the introduction of hydraulic sluicing techniques allowed the alluvium to be plundered to an even greater degree. Buffeted by water jets powered by steam, gully faces were hosed away and the resulting wash dirt raised into sluice boxes where it was captured in quick silver.

DESCRIPTION

The Victorian Water Supply water race crosses the head of Sailor's Gully by a short iron flume. The iron pipe, now rusted away, was mounted on two concrete and stone supports. These supports measure 1.5m by 90cm at base and are 1.3m high. Sections of the iron water pipe lie on the ground below. The pipe, of the overlapping, riveted type, has a diameter of 36cm and is similar to the pipe used in the early days of hydraulic sluicing.

REFERENCES

Coliban System of Waterworks - Rural Sector Study Progress Report. June 1984, p6

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

FILE No: Bannear:
Site 18

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Chewton

NAME: Sailor's Gully - Two Puddling Sites
ADDRESS: Sailor's Gully

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU564942, 565942

STATEMENT OF SIGNIFICANCE
Sailor's Gully was the site of considerable alluvial mining. The relatively intact remains of two puddling machines are a reminder of a phase of alluvial mining which began in 1854 as puddling machines largely replaced cradles. In later years puddling machines were in turn often replaced by ground sluicing, the effects of which can be seen on an adjacent site, (see Site 16). The puddling machines form part of a network of sites in this vicinity which illustrate the sequence of re-workings characteristic of past mining activity within the Castlemaine and Fryerstown Mining Divisions (See also Site 12-17, Site 19)

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Recommended for inclusion on the Register of the National Estate

THEMES
Gold

BUILDING DATE
1854

PHOTOGRAPH
FILM No.
DATE

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

HISTORY

Sailor's Gully was one of the first parts of the Mount Alexander gold field to be worked:

> In October 1851, gold was first discovered at Golden Point... and at Sailor's Gully...; in each case 8 to 12 inches of black soil overlaid deposits of gold, yielding from 12 to 20 oz to the tub of wash dirt. As the workings extended, similar yields were common and many extraordinary finds were made of 200 to 2000 oz, aggregated in small hollows or pockets in the bedrock.

According to Henry Leversha the gully got its name from an unhappy event:

> One day a run-away sailor ... put up a mia-mia with bushes on the other side of the creek... the poor fellow was drinking heavily for two or three days. On the following Wednesday I was passing his mia-mia when a lot of blow flies attracted my attention. I looked in and then saw the poor sailor lying dead... We buried the poor run-away near his mia-mia and the locality was afterwards known as Sailor's Gully.

Puddling machines were introduced to the diggings in 1854 - the first of many sluicing techniques that would, over the next century, scrape whole acres of auriferous soil in gullies, flats and river beds from the bedrock and deposit it back into the landscape as sludge (a mixture of wash dirt and water). Puddling machines (a circular trough in which wash dirt and water was "puddled" by horse power) were capable of washing a far greater quantity of wash dirt per day than the humble cradle and were enthusiastically adopted by the diggers.

By 1855 puddling machines were being erected along Forest Creek, particularly at Sailor's Gully and in +' neighbourhood of Quartz Hill. A mining survey map, compiled in 1859, show that some of the puddling machines were being operated by Chinese parties and a report in 1860 credits the Chinese with 11 puddling machines and 41 tub and cradle workers. Working the gully with the Chinese were 10 European puddlers.

The last statistics on alluvial mining appeared in the reports dated March 1872 and show that there were 29 ordinary miners and one puddling machine working the gully.

DESCRIPTION

Site 18.0 8m north of the iron flume is a puddling machine site. The inner mound, puddling channel and outlet are still visible. A tree grows out of the central mound at the point where the wooden post would have been positioned. The east side of the puddling machine has been obliterated. The central mound and puddling channel have an overall diameter of 5.8m. The puddling channel is 45cm deep, the outlet channel 80cm side and the outer bank about 2m wide.

Site 18.1 80m north of the iron flume is a raised embankment of a puddling machine site. The puddling site is in good condition but no post survives. The inner mound and puddling channel has a diameter of ⸌ n and the channel is 50cm deep.

REFERENCES

Castlemaine Pioneers
MRR
MRR, 1886

Assessed by	Assessment Date
W. Jacobs/K. Twigg	July-August 1993

FILE No: Bannear:
Site 19

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Chewton

NAME: Sailor's Gully House Sites
ADDRESS: Sailor's Gully

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU558935, 557936, 557936,
563941, 565943

STATEMENT OF SIGNIFICANCE

This area includes at least four small stone house sites, three of which are associated with an 1860s road. They reflect the large number of similar dwellings which once dotted the bush around Chewton as small quartz mines became established and miners settled near their place of work.

The site forms part of a network of sites in this vicinity which illustrate different facets of past mining activity within the Castlemaine and Fryerstown Mining Divisions (See also Site 12-18)

Local Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing), Recommended for inclusion on the Register of the National Estate

THEMES	BUILDING DATE
Gold	1860s

PHOTOGRAPH
FILM No.
DATE

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

HISTORY

The historical data collected for Sailor's Gully, because of its focus on mining sites, found no references to particular house sites. Archaeologically the sites are interesting and all appear to have had stone walls. The stone building material must suggest they do not date back to the gold rushes of the early 1850s, but relate to the later, more stable stages of gold mining in the division, when miners built houses near their work. At least three of the houses are associated with an 1860s road - now a track.

DESCRIPTION

Site 19.0 On the south side of Little Sailor's Gully is a small house site consisting of one room and a fireplace. Remains comprise a single room, 3.1m long by 3m wide, with a fireplace on its north-east corner. The stonework is roughly squared on both faces. The fireplace protrudes 1.10m, is 1.8m wide and stands to a height of 1.25m. The walls are 30-40cm thick. The site is in good condition, although a lot of the clay mortar has leached away.

Site 19.1 This site in on the track which branches off at the Energetic shaft site and crosses Sailor's Gully. It is a large house site aligned approximately north-south, with intact fireplace and chimney. The side and front walls have been demolished to ground level. The fireplace is in a reasonable condition except for a small section around the top of the fireplace. The lack of rubble suggests the house has been demolished for building stone. There are no whole bricks present; all fragments are handmade red bricks with no frog.

35m east of the house is a small stone paddock associated with the house. To the north and north east of the house are some garden terraces. Above the terracing is a small square dam which has been excavated into bedrock, and the rubble used as a retaining wall. It is roughly 5.7m square and 2m deep and a water race connects it to the dam on the south west side.
About 35m to the north is a small, earthen dam having a diameter of about 12m.
To the east on the opposite side of the gully to the dam are two open, deep shafts and associated small mullock heaps.

Site 19.2 62m east from the house (Site 19.1) is a small stone building which is approximately 3.2m by 3.7m. The walls have an average thickness of 30cm. The outline of the small house is still evident, but only the northwest wall stands (60cm) above ground level. A small fireplace protrudes 95cm from the middle of the south wall and is 2m wide.

Site 19.3 Follow the bush track that runs along the east side of Sailor's Gully to Little Quartz Hill. Near the head of Little Sailor's Gully, just below where the Victorian Water Supply race crosses from the east to the west side, are two house sites, each associated with what appears to be a blacksmith shop. The buildings are in reasonable condition, but are threatened by tree growth.

Site 19.4 Along the old track past Site 19.3 is the point where the Victorian Water Supply race crosses Sailor's Gully. About 70m up the gully that heads north at this point of Little Quartz Hill, is a small house site which consists of a single room, measuring 3.3m by 3.7m, whose walls stand to an average height of 60cm. The fireplace is in the south east corner and protrudes 1.2m and is about 1.5m wide. The structure is in poor condition; most of the clay mortar has leached away.
9m east of the house is a forge, approx 1m square.

REFERENCES

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

FILE No: Bannear:
Site 20

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Chewton

NAME: Stone Crushing Plant
ADDRESS: Argus Hill

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU 562928

STATEMENT OF SIGNIFICANCE
This stone crushing plant is one of the few industries which operated in Chewton in the 1950s and provided a source of local employment. It demonstrates the re-use of materials from the gold era.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Industry)	c1950s

	PHOTOGRAPH
	FILM No.
	DATE

HISTORY

According to local historian, George O Brown, the crushing plant was used to crush stone for the manufacture of gravestones. Its proximity to the Argus Hill quartz mines suggest that it crushed old tailings from the mines.

84

DESCRIPTION

Take the dirt road to the Garfield water wheel abutments. Turn east after crossing Forest Creek. 300m along the road are the remains of a modern crushing works. The plant is situated 30m north of the road, set in a quarried part of Argus Hill. The site consists mainly of concrete mounting blocks and steel girders. One of the mounting blocks has been constructed out of large granite blocks. The remains are in good condition.

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

FILE No: Bannear:
Site 21

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Chewton

NAME: Argus Hill - quartz workings
ADDRESS: Argus Hill

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU 564928

STATEMENT OF SIGNIFICANCE
Argus Hill Reef was one of the area's best known mining localities. The remains of quartz mining operations here - shafts, mullock heaps and tunnels - are some of the few to survive so close to the Chewton township.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	**BUILDING DATE**
Gold	1855

PHOTOGRAPH
FILM No.
DATE

HISTORY

Argus Hill was being worked from as early as December 1855 mainly by tunnelling. By 1859, at least one tunnel had been driven into Argus Hill for the Argus Hill Company and it was reported that a grant for the erection of machinery and water privileges had been applied for. Other tunnels, or extensions of existing ones, followed. By February 1861, a tunnel had been cut about 125 ft which, it was hoped, would be extended to cut a lode which Pearce and Company had found by driving from the east side of the hill.

A year later Pearce and Company were obtaining 8 dwt per ton from their tunnel. In February 1862, Hutton and Company had driven an adit from Argus Flat, burrowing in hundreds of feet below the crown of the hill and two years later, Logan and Company opened up a tunnel some 360ft in length. At the same time, shafts were also being sunk on the hill; for example, Hunter and Company obtained yields of gold up to 18dwt per ton from the depths of 40ft and 70ft. Their shaft was 160ft deep.

In March 1867 Russell and Company erected:
> an engine for draining, the miners have been able to enter the lower workings and discover gold bearing stone.

The hill continued to be worked by small parties of tribute workers until the 1880s. Exploration of the lower depths was finally carried out during the 1930s. In November 1937 the MAM reported:
> the Argus Hill Gold Mining Company have started operations on their lease north of and adjoining the Upper Barkly lease. The Argus Hill, which is part of the Chewton saddle reefs, was a wonderful producer and for 50 years was profitably worked. The hill itself was worked from the creek level to the surface and the workings were like a huge rabbit warren. The old miners were very thorough and it is not likely that much gold has been left at the shallow depths. This ground was worked also below the surface but to no great depth. The Argus Hill Company has installed electric machinery to cope with the water...

From the late 1930s until the 1950s, the ground below the level of the tunnels was prospected by the Argus Hill Company. N.L. A mapping survey carried out in 1942 shows that the Argus Hill Company's shaft was located in an excavation at the base of the southern slope of the hill. The Company had its own crushing battery.

DESCRIPTION

On the hill above the modern crushing plant is a patch of quartz workings, consisting of some open cutting, at least two open shafts, and numerous mounds of mullock. The workings continue down the eastern side of the hill. These workings include a tunnel, driven west into the hill.

REFERENCES

MAM
MRR March 1867

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

FILE No: Bannear:
Site 23

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Chewton

NAME: Burns Hill - early quartz workings
ADDRESS:

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU 567931, 567930

STATEMENT OF SIGNIFICANCE

The quartz outcrop on Burns Hill was one of the earliest producing gold in the Castlemaine Division being listed in 1854 as a "good thing" and the surviving remains reflect quartz mining from this date until the 1890s. The site is notable for the variety of elements it contains - a boiler setting, long stone flue and stack belonging to Golden Point Quartz Mining Company which operated in the early 1860s, the tunnels, shafts and powder magazine on the south side of the hill, and an open cut, shafts and mullock on the crown of the hill. The effects of sluicing are evident - both bucket dredging and hydraulic sluicing - around Burn's Hill.

Local Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Gold (Quartz)	1854

PHOTOGRAP
FILM No.
DATE

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

HISTORY

The Australian Mining Standard, 1910 gave the following summary of early quartz mining on Burns Hill:

> ... It was one of the earliest gold producers, being as far as 1854 on the list of good things. The late Sir J.B.Patterson was one of the eight who worked it for a time. Before its final abandonment, many years ago, the records show that 2800 tons were crushed from it for 2402 oz. In 1854 the Salmon party got 343 oz from 161 tons.

By 1859, two crushing works were operating on Bonnet Flat at the base of Burns Hill. Workings on Burns Hill at this time appear to have been relatively small scale. In December 1860, two claims on the hill were employing two men and one lease of 612 feet employed eight men. That year Jenkins and Company processed 85 tons for a yield of 289 oz.

One of the leases on Burns Hill stretched down the west side of New Chum Gully and belonged to the Golden Point Quartz Mining Company. They erected 12 head of stamps and commenced crushing in February 1861, but little more is heard of them after this. The reef appears to have been worked in a small way by various little parties of working miners, whose fortunes were varied. Burns Hill was deserted in 1868. In 1869 the Burns Reef Company commenced working and in 1874 the Bertha Company was erecting machinery but little further was heard of either company. During the mining recession of the mid 1870s some prospectors won rich yields on Burns Reef. In 1878 the mining registrar reported that 65oz, 6dwts had been obtained from 20 tons at Burns Reef.

In 1888, Burns Reef Company purchased a 15 head battery which they proposed to drive by water power but once again little was recorded as to the progress of this company. In 1898 Little Burns Hill was being reworked. but there is no record of further quartz mining activity after this date.

The gullies and flats near Burns Hill have been worked for their alluvial gold, by bucket dredges and hydraulic sluicing during this century.

DESCRIPTION

Site 23.0 A patch of quartz workings on the crown of Burn's Hill, which comprise an open cutting and shafts. The Victorian Water Supply water race which fed the Garfield water wheel. travels around the southern slope of the hill.
Below the Victorian Water Supply water race on the west side of New Chum Gully is a battery site. The remains consist of a well built stone chimney stack base, 1.75m square and standing to a height of 1.05m. On the north east side of the chimney base is a spread of brick rubble. The bricks are red, handmade and have no frog. A square flue runs down hill from the stack. It has stone sides (44cm thick) and an internal compartment about 50cm wide and capped with slabs of stone. The flue runs downhill some 30m where a road crosses it. The road (3m wide) appears to seal, not cut, the flue and is probably contemporary. The flue continues another 5m beyond the road, to the boiler setting, only three vhich survive above ground level. The boiler setting was partly excavated into the hillside and would have been over 4m square. The walls are 70cm thick and stand to a height of 1.10m. These remains are on private property.

Site 23.1 At the head of New Chum Gully, to the north of the battery site, are some quartz workings including some shafts and two tunnels associated with large mullock heaps. The bottom tunnel has what appears to be a 50m tramway embankment heading south towards the battery site. There is a loading bay at the south end of the tramway. The top tunnel has a deep, open shaft to one side. A water race cuts through the mullock in front of the tunnel suggesting that the tunnel had been abandoned by the 1870s.
50m east of the top tunnel, slightly below the Victorian Water Supply race, is a stone structure. This consists of an U shaped chamber with inner and outer stone walls retaining a 1m-thick embankment of clay. The structure measures 3.5m x 2.5m and stands to a height of 1m. A deep, open shaft is situated 5m from the entrance to the chamber.

REFERENCES

The Australian Mining Standard, 1910
MRR, Dec 1878
MAM 10 Oct 1898

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

FILE No: Bannear:
Site 24

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Trapp's Gully - early battery site
ADDRESS: Trapp's Gully

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 569936

STATEMENT OF SIGNIFICANCE
This place has significance as an early battery site associated with Burns Hill - one of the first quartz outcrops to produce gold in the Castlemaine Division being listed in 1854 as a "good thing". The site in Trapp's Gully, below Burn's Hill, contains battery sand, a boiler setting and a section of a flue and was probably crushing quartz from Burns Hill. The effects of a later phase of mining - both bucket dredging and hydraulic sluicing - are evident in nearby gullies and flats.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	**BUILDING DATE**
Gold	1854

PHOTOGRAPH
FILM No.
DATE

HISTORY

The Australian Mining Standard, 1910 gave the following summary of early quartz mining on Burns Hill:

> ... It was one of the earliest gold producers, being as far as 1854 on the list of good things. The late Sir J.B.Patterson was one of the eight who worked it for a time. Before its final abandonment, many years ago, the records show that 2800 tons were crushed from it for 2402 oz. In 1854 the Salmon party got 343 oz from 161 tons.

By 1859, two crushing works were operating on Bonnet Flat at the base of Burns Hill. Workings on Burns Hill at this time appear to have been relatively small scale. In December 1860, two claims on the hill were employing two men and one lease of 612 feet employed eight men. That year Jenkins and Company processed 85 tons for a yield of 289 oz.

One of the leases on Burns Hill stretched down the west side of New Chum Gully and belonged to the Golden Point Quartz Mining Company. They erected 12 head of stamps and commenced crushing in February 1861, but little more is heard of them after this. The reef appears to have been worked in a small way by various little parties of working miners, whose fortunes were varied. Burns Hill was deserted in 1868. In 1869 the Burns Reef Company commenced working and in 1874 the Bertha Company was erecting machinery but little further was heard of either company. During the mining recession of the mid 1870s some prospectors won rich yields on Burns Reef. In ,78 the mining registrar reported that 65oz, 6dwts had been obtained from 20 tons at Burns Reef.

In 1888, Burns Reef Company purchased a 15 head battery which they proposed to drive by water power but once again little was recorded as to the progress of this company. In 1898 Little Burns Hill was being reworked.... but there is no record of further quartz mining activity after this date.

The gullies and flats near Burns Hill have been worked for their alluvial gold, by bucket dredges and hydraulic sluicing during this century.

DESCRIPTION

Located 50m below the point at which the Victorian Water Supply race crosses the track, is a battery site. On the east side of the track are the remains of a boiler setting. The two side walls are 3.4m long. The rear wall is 3.2m long and from its south end, a flue curves around to run parallel with the back wall. This flue, marked by a depression, continues north for 10m. There is no sign of a stack, The boiler setting walls are 80cm thick. Fragments of red hand made bricks occur in the stone rubble which is situated downhill from the boiler setting. On the opposite side of the road, downhill to the east, is a large dump of battery sand. Uphill, or west of the boiler setting is an extensive line of workings on the reef, including shafts and open cutting.

REFERENCES
The Australian Mining Standard, 1910
MRR, Dec 1878
MAM 10 Oct 1898

FILE No: Bannear:
Site 25

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐

NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Chewton

NAME: Trapp's Gully House Sites
ADDRESS: Bush track - Burns Hill to Trapps
Gully

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU569934, 571937

STATEMENT OF SIGNIFICANCE
The proximity of the house sites to mines such as the quartz mining operations at Burn's Hill reflects the tendency for quartz miners to locate themselves near their place of work. The superb workmanship demonstrated in the construction of the fireplaces indicate that the houses were intended as permanent structures. A close association with Burn's Hill is suggested by the house sites location on the track leading from Burn's Hill to Trapp's Gully.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Gold	c1860s

PHOTOGRAPH
FILM No.
DATE

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

HISTORY
The proximity of the house sites to mines, the use of stone as building material and (in the case of the twin fireplaces) the superb workmanship, suggest they date to some time post-1850s, when miners were more likely to locate themselves permanently near their place of work.

DESCRIPTION
Site 25.0 The bush track from Burn's Hill to Trapp's Gully has cut through the north end of a stone building. The walls that are left suggest it was about 4.4m long and may have comprised two rooms. The stone and clay mortar walls are 40cm thick and stand to a maximum height of 1m.

Site 25.1 When the track first enters Trapp's Gully, two stone fireplaces are situated on the opposite side of the gully. They are on private property, and are in excellent condition, showing superb stone work.

REFERENCES

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study,* Historic Mining Sites Assessment Committee, May 1990

FILE No: C42

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Wattle Gully Gold Mine
ADDRESS: Fryers Road

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE   BU 558909

STATEMENT OF SIGNIFICANCE

The Wattle Gully mine, is the only mine in the Shire of Metcalfe that has been worked profitably for an extended period of time in the twentieth century. It has state significance as the largest producer of gold in Victoria in the late 1950s. The sand dumps are of particular note, since they give some idea of the massive amount of earth that has been removed from beneath the ground. Remnants and footings of the boilers and chimney at the South Wattle Gully site are a reminder of an earlier phase of quartz mining in the area in the nineteenth century. These have been recommended for protection by a National Trust Study (McCann, The Cultural Landscape of the Castlemaine-Chewton Goldfields, Dec 1990)

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing), addition to the Register of the National Estate

THEMES	BUILDING DATE
Gold	From 1859

PHOTOGRAPH
FILM No.6/12
DATE 17/6/92

PROJECT No 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG 217 DRUMMOND STREET SOUTH BALLARAT 3350 TELEPHONE 053-317 115

HISTORY

The first Wattle Gully Gold Mining Company was formed in 1859. It had a capital of 5000 shares worth £25,000 and the mine was allocated an area of nine and a half acres. Initially there were promising yields; in October 1859 a body of stone yielded 4oz to the ton. However during the 1860s the Wattle Gully along with most quartz mining operations was affected by a dramatic slump in business investment and in 1869 it forfeited its lease.

During the 1870s there was a mining revival. J.W.Sparks recorded that at this time "speculators arrived from all parts... claims were pegged out and mining companies were formed every day". A second Wattle Gully Gold Mining Company formed in 1871 and continued to operate periodically until 1889.

The lifting of the gold standard price in 1930 prompted a revival of the field. A variety of companies were formed such as the Post Office Hill, Argus Hill, North Chewton, North Wattle Gully, Chewton and South Wattle Gully. However none proved profitable and by 1932 the majority of shares were being forfeited. A director of one company, Dickenson, bought all the forfeited shares at 9p each and paid the calls owing on them. He then amalgamated all the leases and formed the Wattle Gully Gold Mines NL in 1933.

After sinking a shaft down 800 feet a very large body of stone was found, sixty feet wide and extremely rich. This was the beginning of a period of great prosperity for the Wattle Gully mine. The company built its own battery and all the quartz was crushed on site. A winder, battery and poppet legs were ˜˜rchased from the Central Nell Gwynne in Bendigo. In the late 1950s, Wattle Gully was Victoria's ˌ ⸳est gold producer. The annual output of gold was 15,000 fine oz and the mine employed 140 men. £90,000 was spent on an improvement scheme in 1959 but by 1969 it had become unprofitable. It closed for a period and reopened between 1970-1971 before ceasing operations again in 1976.

The Wattle Gully mine has continued to operate periodically since then.

DESCRIPTION

Due to the continuous working of the site there are only remnants of the earlier phases of the mine remaining. The significance of the site derives from its long history of mining activity.

REFERENCES
Castlemaine - Tourist and Industrial Centre of the Victorian Highlands, 1959
Chewton Video, No 2
D.G.Jones, *Discovery and Development of the Wattle Gully Mine* - Draft
Harry Ottery, *Mount Alexander Goldfields*, p33
McCann, The Cultural Landscape of the Castlemaine-Chewton Goldfields, Dec 1990

Assessed by	Assessment Date
W. Jacobs/K. Twigg	July-August 1993

MELBOURNE - MOUNT ALEXANDER AND MURRAY RIVER RIVER RAILWAY

AREA OF SPECIAL SIGNIFICANCE

MELBOURNE MOUNT ALEXANDER AND MURRAY RIVER RAILWAY

LOCATION
The railway line enters the Shire south of Taradale and travels along the western edge of the Shire through Elphinstone and via the Elphinstone Tunnel down the steep grade to Chewton. The line passes out of the Shire as it progresses to Castlemaine and re-enters the Shire as it loops through Harcourt on the way to Bendigo.

SIGNIFICANCE
The Melbourne Mount Alexander and Murray River Railway was the largest of the Colony's first two trunk lines. It is significant for its close adoption of English engineering and architectural standards. The diversity in the design and choice of construction materials of buildings and structures is greater than any of the other trunk lines. Materials ranging from bluestone and granite to monochrome and bichrome brickwork was influenced not only by the natural resources of the localities through which the line passed but also by forms of architectural expression commonly accepted at the time. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening. The scale of the viaducts compares with the Geelong - Ballarat main trunk lines. Many of these works are located within the Shire of Metcalfe.

The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne whilst it also recalls the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the lobbying by landowners and townspeople to have the line diverted in their interests, and the stonework is an important expression of the work of local and imported stonemasons. The line remains as the Colony's largest single endeavour of its time.[1]

DESCRIPTION
The Mount Alexander - Murray Valley Railway Line enters the Shire of Metcalfe before Taradale where the line is crossed by stone arched bridges such as Swipers Bridge. The Back Creek is bridged in spectacular fashion by the bluestone and iron Taradale viaduct. The line continues to Elphinstone then to Chewton through the brick lined Elphinstone Tunnel. The rail embankment forms the southern edge of the town of Chewton with connections under the embankment by a series of brick and bluestone bridges. The line continues to Castlemaine and returns to the Shire near Barkers Creek where the bridges and viaducts are of brick and granite culminating in the Barkers Creek viaduct of granite. The Taradale, Elphinstone and Harcourt remain as major buildings in the Shire demonstrating the importance of these towns in the 1860s.

HISTORY
The Iron Highway

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year.

In 1857, the contractors, Cornish, Bruce and Company were awarded the contract for the construction of a trunk railway between Melbourne and Sandhurst (extended to Echuca in 1864). The task called for the organisation of men and materials on a scale not tested in Victoria before but, despite difficulties which centred around the lack of skilled labour and industrial action, the long anticipated "iron highway"

---

[1]Statement of Significance based on the Statement prepared for the Historic Buildings Council.

was completed in 1862.[2] This was the occasion for much celebration on the part of the four Shire towns (Taradale, Elphinstone, Chewton and Harcourt) through which it passed.

Deviation to Castlemaine
Originally the railway's planned route took the straightest possible path from Elphinstone to Sandhurst, bypassing Chewton and Castlemaine and the hills between. The fact that this proposal was abandoned in favour of a diversion to Castlemaine requiring miles of extra track, a steep descent and the construction of a long tunnel through solid rock, is witness to the strength of the Mount Alexander political lobby and to the size and wealth of the town of Castlemaine.[3] Due to the steepness of the grade, a station was not built at Chewton until 1879. Speculators who had bought large amounts of real estate at Elphinstone and Harcourt in the expectation of a branch line junction at Elphinstone and a large station complex at Harcourt, were left empty handed.[4]

Taradale Viaduct And Elphinstone Tunnel
Two of the major undertakings on the Melbourne-Sandhurst line centred on Taradale and Elphinstone. At Taradale a five span viaduct (T60) using iron beam framing and supported on massive bluestone piers was stretched across Back Creek. The solidity of the structure, which from its completion was much admired, belies the fact that this was one of the most daring projects of its type attempted in Australia at this time and caused the contractors and their engineers much anxiety. Hundreds of men were employed in its erection and, since it required an incredible 300,000 rivets which were made on site, riveters were in particularly high demand.[5] At Elphinstone excavators were required to dig what was then the deepest cutting in Victoria, before blasting through solid rock to create the tunnel through to Chewton.[6](E35) During this period, huge worker camps clustered on the outskirts of Taradale and Elphinstone. Sixty ₃ourers were based at Harcourt and a resident of the time described the township as "covered in tents... in fact a canvas town in miniature".[7]

Building Materials
In order to supply building materials for structures associated with the railway line, granite was quarried from surface outcrops near Mount Alexander[8] and a stone breaking machine operated near Harcourt crushing granite to act as ballast between the sleepers.[9] This led to the development of the Harcourt granite quarrying industry which became, within decades, the largest producer of granite in Victoria. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt.[10] The three span Barkers Creek viaduct at Harcourt was almost entirely constructed of granite.[11] (BC29) During 1858, the contractors, Cornish Bruce and Company, encountered industrial action when they attempted to resist the introduction of an eight hour day. In response they brought out 500 stonemasons from Germany contracted to work a ten hour day. The influence of the German stone masons can be detected in the masonry techniques used in sections of the line.[12]

RAILWAY LANDSCAPE
ɪe railway transformed life in the Shire. It created new hubs of activity, offered the key to distant markets and established a reliable and speedy link with the world outside. It generated a number of structures - hotels, stores, boarding houses - to cater for those using the railway and led to the construction of sawmills, cool stores, and stock yards in order to take advantage of the new availability of markets. At the same time it opened the area up to outside forces and influences. Jack Ross

---

[2] Cusack. *Bendigo: A History*. 1973. p145

[3] Cusack. *Bendigo: A History*. 1973. p144

[4] Bradfield. *Elphinstone*. Part 2. nd

[5] Cusack. *Bendigo: A History*. 1973. p144

[6] *The Guardian* June 26 1986 p9 Surplus bricks from this project are said to have been used for the construction of St Mary's Church in Elphinstone.

[7] *The Fruit World of Australasia*. 10 July 1918

[8] Cusack. *Bendigo: A History*. 1973. p145

[9] Martin. 'Bringing the Railway to Castlemaine'. *CM*. 2 Mar 1944 from *MAM* 20 Aug 1862

[10] Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

[11] Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

[12] Cusack. *Bendigo: A History*. 1973. p143; Information from Mr George Milford. resident of Harcourt since his birth

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

remembers the "Better Farming Train" that visited Redesdale in the 1920s.[126a] The railway also allowed residents to move more freely outside the Shire's boundaries. During the 1920s Mrs McNiff of Redesdale organised regular excursions to the seaside by rail for Shire residents.[126b]

The Melbourne-Sandhurst railway brought skilled craftsmen and tradesmen to the area, some of whom remained and continued to play a role in shaping the Shire's built environment. Although all stations on the line are now closed, the bridges, culverts, viaducts and tunnels that form the railway are still perceived as scenic elements in the landscape - both by those resident in the Shire and by those passing through. Some of these elements, such as the Taradale Viaduct (T60), have become landmark structures

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

KEY ELEMENTS

T2	Road Bridge,	Boundary Rd.
T31	Swiper's Bridge,	Pethybridge's Rd
T60	Taradale Viaduct	Back Creek
T84	Taradale Railway Station,	Station St
E29	Elphinstone Station	Wright St
E35	Elphinstone Tunnel	Pyrenees Hwy, Elphinstone
C114	Road Bridge	Railway St
C34	Rail Bridge	Fryers Rd, Chewton
C1	Railway Bridge	Adelaide St, Chewton
C23	Railway Bridge	Eureka St, Chewton
BC21	Road Bridge	Sawmill Rd, Barkers Creek
BC27	Railway Bridge	Specimen Gully Rd, Barkers Creek
H12	Railway Bridge	Blackjack Rd
H102	Harcourt Railway Station,	Station St
BC14	Railway Bridge	Midland Hwy, Barkers Creek
BC29	Railway Viaduct	Symes Rd, Barkers Creek
H108	Railway Bridge,	Woodbrook Rd

FILE No: T2

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Taradale
NAME: Road Bridge

ADDRESS: Boundary Road

FORMER
NAME:

TITLE DETAILS:

MAP NAME: Drummond

MAP REFERENCE: BU 654 827

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The brick and bluestone bridge is an important element.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.
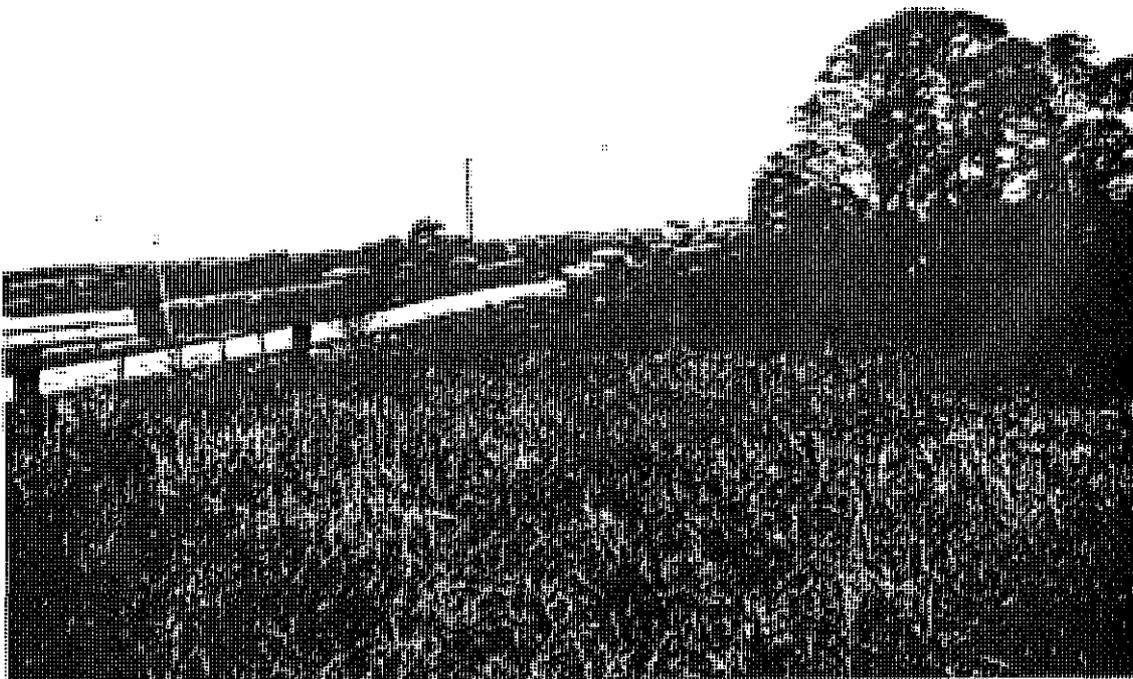
THEMES	BUILDING DATE
Transport	c1862

PHOTOGRAPH
FILM No. 17/30
DATE 20.8.92

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

DESCRIPTION

This brick and bluestone bridge has abutments that are curved in plan. The brick abutments terminate in engaged columns and have a string course of corbelled rusticated stone. The parapet is capped in a matching band of stonework. The girder bridge has metal railings over the span section. The series of local traffic bridges crossing the deep cutting for the railway line are important elements in the landscape.

REFERENCES

Cusack, *Bendigo: A History*, 1973, p145
Martin, 'Bringing the Railway to Castlemaine', *CM*, 2 Mar 1944 from *MMM* 20 Aug 1862
Ward, 'Murray River Railway', *Heritage Australia*, Spring 1985 p36

Assessed by	Assessment Date
W. Jacobs/K. Twigg	May-June 1993

LISTINGS:	**TOWN/DISTRICT:** Taradale
HISTORIC BUILDINGS REGISTER	**NAME:** Swiper's Bridge
HBC No.	
NATIONAL TRUST	**ADDRESS:** Pethybridge's Road
NATIONAL ESTATE REGISTER	
OTHER	**FORMER NAME:**

TITLE DETAILS:

MAP NAME: Drummond
MAP REFERENCE BU 653 844

STATEMENT OF SIGNIFICANCE
The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The bluestone hump backed road bridge is an important element.
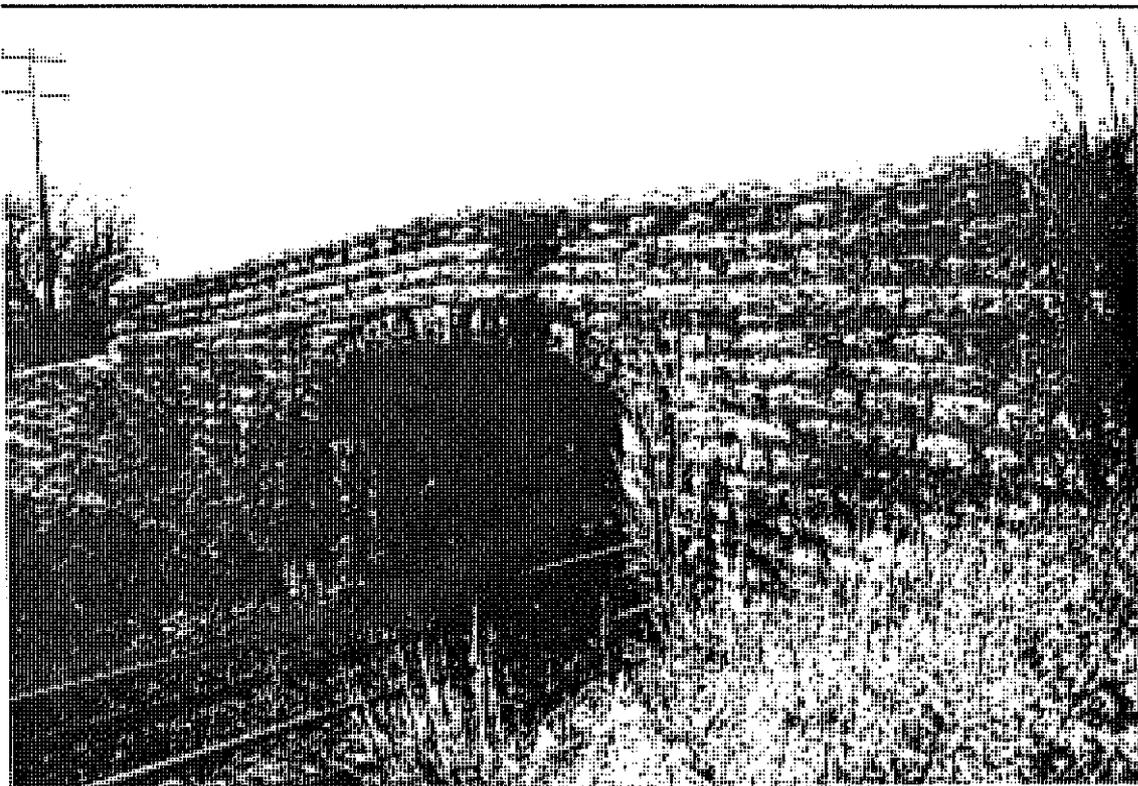
State Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	**BUILDING DATE**
Transport	c1859

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt. The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

This bridge is known locally as Swipers Bridge. This is said to be due to the "Bacchanalian proclivities of the men who built it, who during its construction obtained such a lavish supply of Colonial beer, furnished at a cheap rate by an adjoining shanty. In consideration of the quantity consumed the erection proceeded by very slow stages and at times was suspended all together"

DESCRIPTION

The segmental arch is marched by rusticated voussoirs with tooled edges with a larger keystone. The string course above the arch and the parapet are canted following the slope of the hump in the bridge. The abutments and lining of the bridge are of coursed rusticated bluestone. The parapet capping is of rusticated bluestone with tooled margins.

The series of local traffic bridges crossing the deep cutting for the railway line are important elements in the landscape.

REFERENCES

Material held by J Dorman
Cusack, *Bendigo: A History*, 1973, p145
Martin, 'Bringing the Railway to Castlemaine', *CM*, 2 Mar 1944 from *MAM* 20 Aug 1862
Ward, 'Murray River Railway', *Heritage Australia*, Spring 1985 p36

Assessed by	Assessment Date
W. Jacobs/K. Twigg	May-June 1993

FILE No: T60

TOWN/DISTRICT: Taradale

LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No. Government Buildings Register
NATIONAL TRUST ☑
NATIONAL ESTATE REGISTER ☑
OTHER

NAME: Taradale Viaduct

ADDRESS: Back Creek

FORMER NAME:

TITLE DETAILS

MAP NAME Drummond
MAP REF BU 652 860

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The line remains as the Colony's largest single endeavour of its time. When built it was the longest of any Australian metal girder bridge and had the second largest span - after the Barwon River bridge at Geelong. It is one of the oldest existing metal girder bridges in Australia, and, in engineering and historical terms, one of the most important (in league with bridges such as Nenangle, Penrith and Echuca). The size and aesthetic qualities of the Viaduct as it spans Back Creek valley and its location within view of a major highway, has made it a prominent community landmark

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Retention on the Register of the National Estate and the Historic Buildings Register.
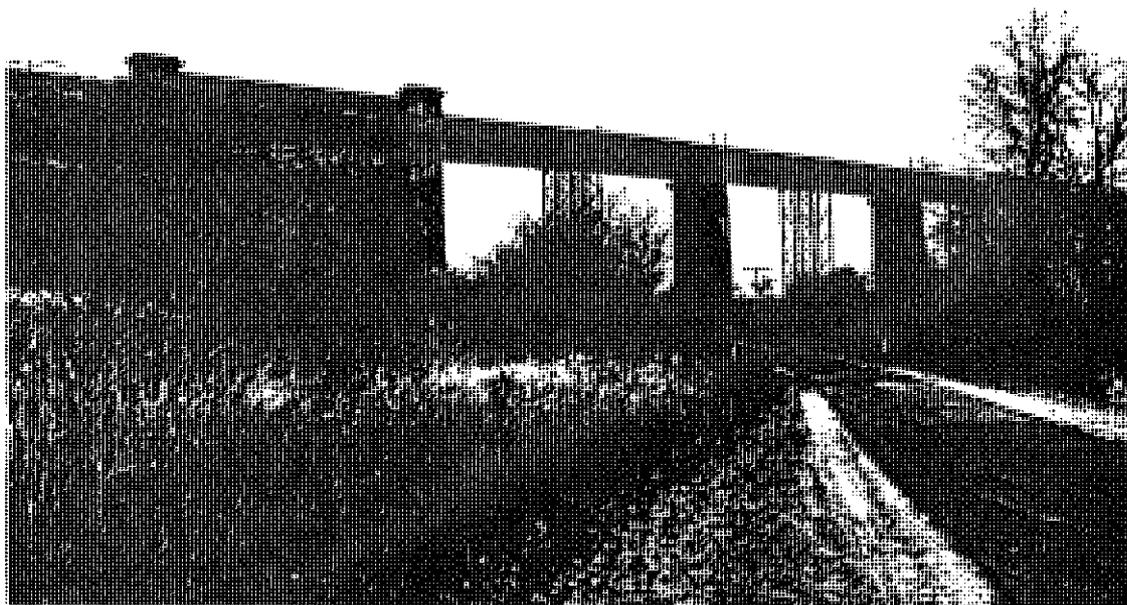
THEMES:
Communications (Rail)

BUILDING DATE
1862

PHOTOGRAPH
FILM No 1/8
DATE 29.5.92

HISTORY
In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

The viaduct was constructed to straddle Back Creek at Taradale as part of the fourth stage, Kyneton to Bendigo, of the Melbourne to Bendigo railway. It was the most ambitious of its kind attempted in Australia at that time and the line contractors, Cornish and Bruce, engaged hundreds of men on its construction. As a result a large work camp sprang up on the outskirts of Taradale. Seventy to one hundred stone masons were engaged at Malmsbury to square massive blocks of bluestone to be used in structure and 10-12,000 pounds worth of timber was used in erecting the scaffolding. Riveters were in high demand since some 300,000 rivets went into fastening the 10,650 iron plates that formed the structural framework, all of which had to be assembled on the ground before being hoisted into position. The cost of this and a slightly smaller viaduct constructed at Malmsbury, amounted to £302,000

The last stone on the viaduct was laid on September 8, 1862 and a celebration banquet was held at the Royal Mail Hotel in Taradale. An official ceremony was held on September 27, 1862 and was attended by a number of notable parliamentarians. On October 20, 1862 the line was officially opened. Six years later, in 1868, a fracture occurred in the southern abutment and iron rods were used to straighten and strengthen the wing walls. Intermediate steel supports were erected in 1933 to halve each span and reduce the stress on the girders caused by the heavier locomotives that had come into use.

From its construction the Viaduct was much admired for its aesthetic qualities and has been the subject of countless pictures and photographs.

DESCRIPTION
The Taradale Viaduct is the most imposing structure in Taradale. The Viaduct is constructed of rock faced bluestone which due to the scale of the structure appear the size of brickwork. The abutments are fined by engaged square columns at each side, the same proportions as the freestanding columns that support the girders. The line of the girders is marked by a string course in the abutments and this is matched by the capping stones. The metal girder is topped by cast iron railings with cast iron panels above each support with the entwined "VR" crest - standing for Victoria Regina.

REFERENCES
Frank Cusack, Bendigo: a history
James Martin "Bringing the Railway to Castlemaine: Interesting Early History" published in the Castlemaine Mail, 1944
C O'Connor Register of Australian Historic Bridges, 1983
C O'Connor "Spanning Two Centuries" 1985
Andrew Ward, The Murray River Railway, Heritage Australia, Spring 1985
The Guardian, June 20, 1986
Australian Heritage Commission - classification
National Trust classification
Cusack. *Bendigo: A History*. 1973, p145
Martin, 'Bringing the Railway to Castlemaine', *CM*, 2 Mar 1944 from *MAM* 20 Aug 1862
Ward, 'Murray River Railway', *Heritage Australia*, Spring 1985 p36

Assessed by	Assessment Date
W. Jacobs/K. Twigg	May-June 1993

TOWN/DISTRICT: Taradale

LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ☑
NATIONAL ESTATE REGISTER ☑
OTHER

NAME: Railway Station (Taradale)

ADDRESS: Station Street

FORMER NAME:

TITLE DETAILS

MAP NAME Drummond
MAP REFERENCE BU 650 869

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The line remains as the Colony's largest single endeavour of its time. The Taradale Station is a substantially intact example of the first standard station building erected for the Victorian Railways Department.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Retention on the Register of the National Estate and the Historic Buildings Register.

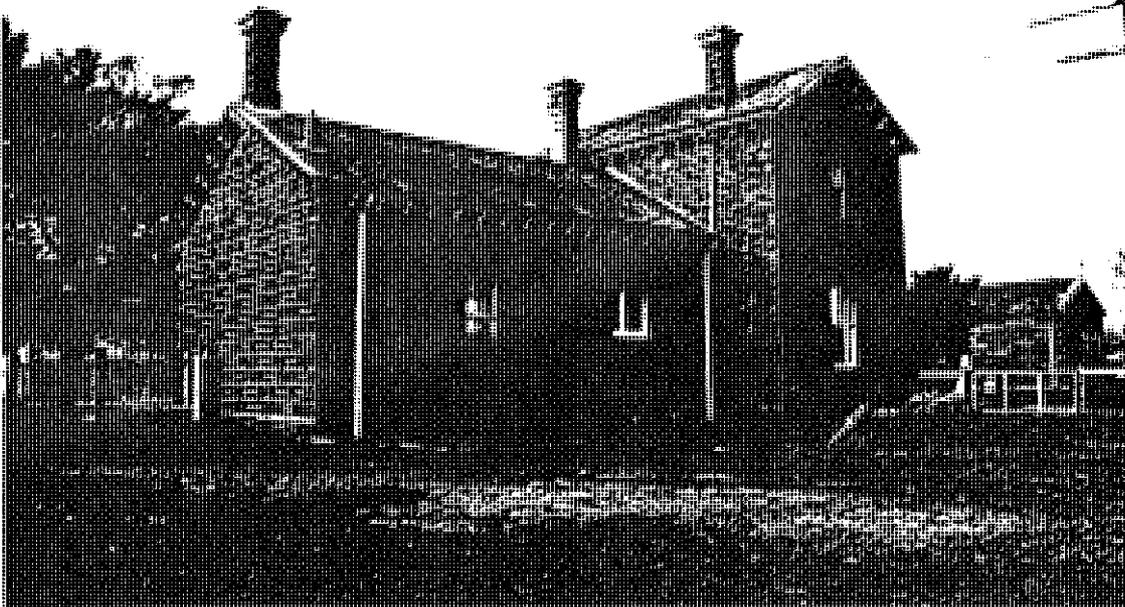| THEMES:	BUILDING DATE
Communications (Rail)	1862

PHOTOGRAPH
FILM No 2/8
DATE 29.5.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

The bluestone railway station complex at Taradale was constructed in 1862-3. A resident station master was appointed and the station rapidly became a new focus of activity in the area with direct communication with Melbourne and Bendigo three times a day. Cobb and Co mail services ceased as mail began to be carried by train. The local timber industry flourished in response to Melbourne's demand for firewood and timber and railway sidings for timber storage. The Taradale station complex .yed a crucial role in the economic development of the Taradale area, creating employment, forging links with far distant towns and cities and opening up new markets for local produce. By 1901 two gangers, a line repairer and a gate house keeper were employed on the railway. Signalling operations were instituted at the station in 1890 but ceased in 1927. By 1966, Taradale no longer had a resident station master but was being supervised from Malmsbury. The station closed in 1976.

DESCRIPTION

The bluestone station building consists of a single storey office and waiting rooms at one end and a two storey residence at the other. Timber additions to the residence have been made. The station verandah has been demolished. The bluestone goods shed, situated at the north end of the platform, is of a unique design.

The Taradale railway complex - including the station building, the goods shed, lamp room/toilet block, the waiting shelter, picket fencing and the three bluestone platforms - is unique and important to the history of Victorian railway station architecture. The Taradale station is a substantially intact example of the first standard station building erected for the Victorian Railways Department. Its simple design features stonework of an exacting standard complemented by finely tooled door and window surrounds and sills. It is of particular note that the platform elevation (excluding the verandah) and the internal .n remain unchanged.

REFERENCES

James Martin "Bringing the Railway to Castlemaine: Interesting Early History" published in the Castlemaine Mail, 1944
Frank Cusack, Bendigo: a history
Andrew Ward and A. Donnelly - in association with the Australian Railway Historical Society, 'Victoria's Railway Stations: An Architectural Survey', 4 vols, March 1982
National Trust classification
Cusack. *Bendigo: A History*, 1973. p145
Martin. 'Bringing the Railway to Castlemaine'. *CM*. 2 Mar 1944 from *MAM* 20 Aug 1862
Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

Assessed by	Assessment Date
W. Jacobs/K. Twigg	May-June 1993

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ✓
NATIONAL ESTATE REGISTER ☑
OTHER

TOWN/DISTRICT: Elphinstone
NAME: Elphinstone Station

ADDRESS: Wright Street

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 629903

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route recalls the local lobbying to have the line diverted in their interests. The brick and cement render station is one of two similar designs prepared solely for this railway line. The goods shed and Melbourne waiting platform are also important. This is the first of the brick station buildings on the line.
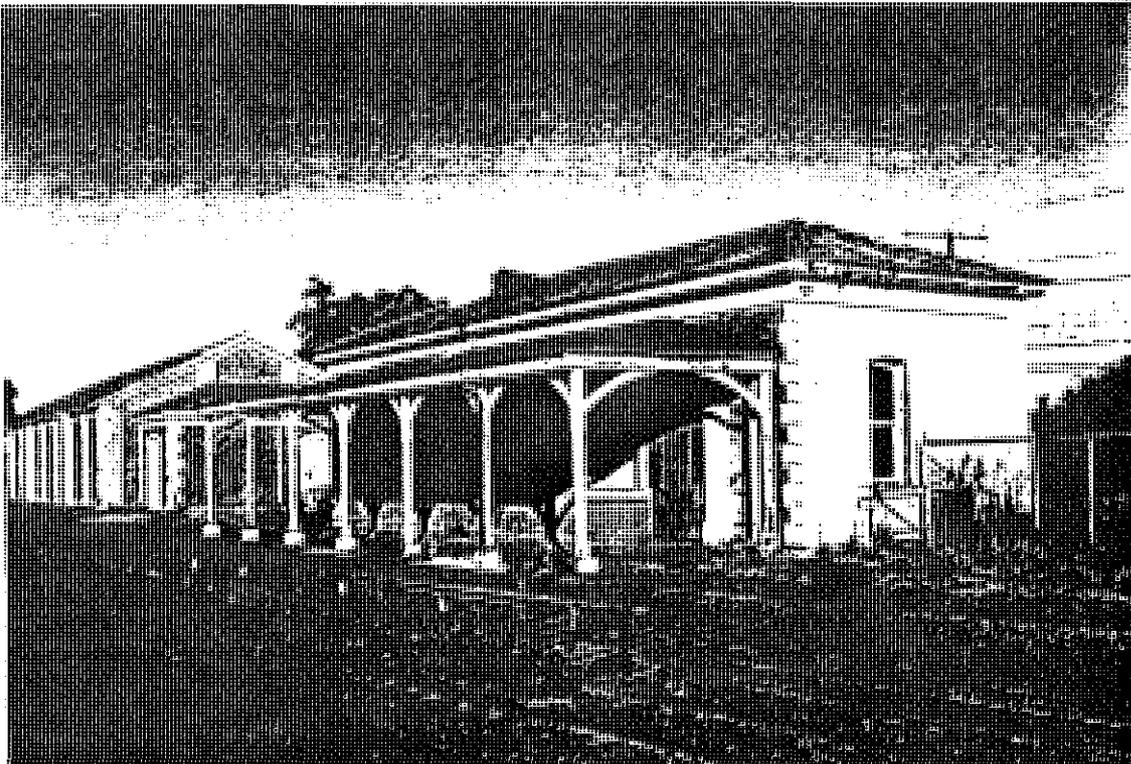
State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	**BUILDING DATE**
Transport	1863

PHOTOGRAPH
FILM No.3/18
DATE 29/5/92

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

Initially a station was not planned for Elphinstone and when the line opened in 1862, only a wood siding was provided. With the inability of trains to stop at Chewton which was the nearest siding to the busy mining area of Fryerstown, the locals agitated for Elphinstone to become a Station and the present Station buildings were erected to meet this need. The contract for the works was signed on 27/2/1863 ʰ the contractors Cormack and Irving. The building is one of two on the line, the other is Elmore built 1870, which are identical in plan and the design occurs nowhere else on the railway network.

DESCRIPTION

The Station complex comprises the two curved platforms, the Station building, lamp room/toilets, and goods shed on the southern platform and a timber office/signal box, parcel room and shelter shed on the northern platform. The Station building originally consisted of the booking and telegraph office, waiting room and small Station master's residence. It was extended to the south in timber but this has since been removed.

The Station is a single storey rectangular brick building with the sills, waisted architraves, cornice and quoins picked out in cement render. The building is on granite footings. The Station building has a hipped slate roof. The platform verandah has a concave roof supported on timber stop chamfered posts with simple arched brackets. The posts are supported on granite pads. There has been some alterations to doors and windows. The west wall has been rendered.

The combined lamp house and lavatory block echoes the design of the Station building in brick and render with moulded architraves and rendered quoin work. This also has a slate roof. The cast iron guttering remains.

ᴵne goods shed has a gable slate roof with the walls red face brick it is seven bays long and three wide, with the bays being defined by wide cream brick pilasters in the same plane as the cream brick cornice, which is carried on a corbel table of shaped cream bricks. The segmental arch impost are of granite and the cast iron gutters remain. The end elevations are divided into three full height bays with raked corbel tables.

The Melbourne platform has a timber shelter shed, parcels room and ticket office with projecting signal box bay in timber and corrugated iron. The parcel room and shelter shed have skillion roofs with the ticket office having a gable roof. These buildings are suffering from vandalism and require urgent attention

REFERENCES

Cusack. *Bendigo: A History*. 1973. p145
Bradfield. *Elphinstone*. Part 2. nd
The Guardian June 26 1986 p9 Surplus bricks from this project are said to have been used for the construction of St Mary's Church in Elphinstone.
The Fruit World of Australasia. 10 July 1918
Martin. 'Bringing the Railway to Castlemaine'. *CM*. 2 Mar 1944 from *MMM* 20 Aug 1862
Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No E35

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Elphinstone
NAME: Elphinstone Tunnel

ADDRESS: Pyrenees Highway

FORMER
NAME:

TITLE DETAILS:

MAP
NAME: Chewton

MAP
REFERENCE BU 605899

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	1862

PHOTOGRAPH
FILM No.2824
DATE 22/4/93

HISTORY
In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

Originally the railway's planned route took the straightest possible path from Elphinstone to Sandhurst, bypassing Chewton and Castlemaine and the hills between. The fact that this proposal was abandoned in favour of a diversion to Castlemaine requiring miles of extra track, a steep descent and the construction of a long tunnel through solid rock, is witness to the strength of the Mount Alexander political lobby and the size and wealth of the town of Castlemaine.

One of the two of the major undertakings on the Melbourne-Sandhurst line centred on Elphinstone. At Elphinstone excavators were required to dig what was then the deepest cutting in Victoria, before blasting through solid rock to create the tunnel through to Chewton. During this period a huge workers' camp clustered on the outskirts of Elphinstone. The tunnel is the second longest on the line running for 1,264 feet (385.5 metres) and the cutting at the approach to the tunnel is 65 feet (20 metres) deep. The surplus bricks were said to be used to construct St. Mary's Church in Elphinstone.

DESCRIPTION
The Elphinstone tunnel differs from the other major tunnel on the line in that it curves. The early newspaper reports stated that there was 18,500 cubic feet of masonry in the stone footings and in the fronts and there are 65,000 cubic yards of brickwork. The front at the Chewton end of the tunnel is also a road bridge. It has a semi-circular arch with elongated rusticated granite voussoirs, stone cornice, and quoins on the changes in angle of the front. The parapet is capped in granite. The tunnel is brick lined. Above the cutting is a half round brick lined culvert with the bricks laid in stretcher bond. Although difficult to see fully from the winding Highway adjacent to the rail line, the cuttings and fronts are npsed at various intervals giving an appreciation of the difficult terrain and grades in the area and the scope of the engineering feat required to bring the train through to Chewton and Castlemaine.

REFERENCES
Cusack. *Bendigo: A History*. 1973. p145
Bradfield. *Elphinstone*, Part 2. nd
The Guardian June 26 1986 p9 Surplus bricks from this project are said to have been used for the construction of St Mary's Church in Elphinstone.
The Fruit World of Australasia, 10 July 1918
Martin, 'Bringing the Railway to Castlemaine'. *CM*, 2 Mar 1944 from *MAM* 20 Aug 1862
Ward, 'Murray River Railway'. *Heritage Australia*, Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No: C 114

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Road Bridge
ADDRESS: Railway Street

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 566918

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The brick and bluestone segmental arched road bridge is an important element.
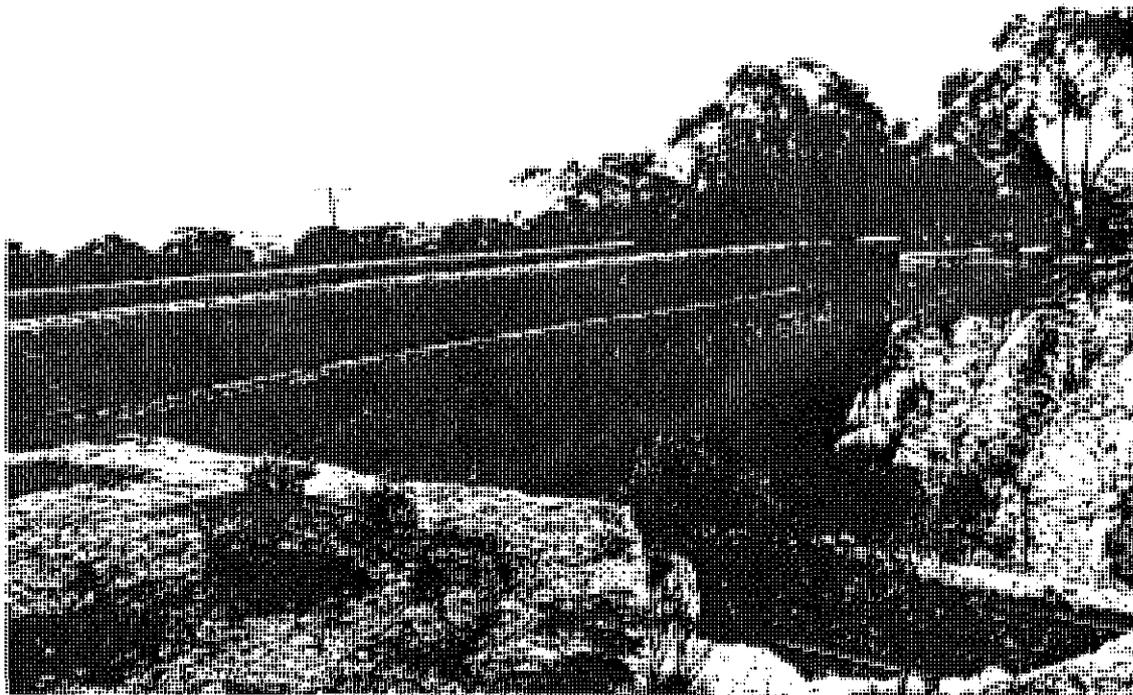
State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	1862

PHOTOGRAPH
FILM No.8/32
DATE 17/6/92

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

This bridge is adjacent to the site of the Chewton Station. Initially no station was planned for Chewton, only a siding was provided and a Station Master was been appointed in December 1862. It was then found that the gradient was too steep for engines to stop. The townspeople kept up agitation for a tion, bringing in Sir W.A. Zeal and other eminent railway men to declare that a train could be stopped. With the advent of a new braking system and the local parliamentarian Mr. J. B. Patterson as Minister for Public Works a station was finally built in 1879. The station was closed in March 1971 and the buildings and works removed.

DESCRIPTION

The rail bridge is a segmental arched bridge of brick and bluestone. The bluestone is used as shaped rusticated voussoirs with an enlarged keystone, as quoin work marking the arch, as a shaped cornice at both the arch springing and the below the parapet and capping the brick parapet. The inner surface of the bridge arch retains the original face brickwork and is marked by a line of stone at the arch springing. The bridge materials show the move away from solid bluestone in the Taradale area to the brick of the ïewton and Castlemaine section of the line.

REFERENCES

Cusack. *Bendigo: A History*. 1973. p145
Bradfield. *Elphinstone*. Part 2, nd
The Guardian June 26 1986 p9 Surplus bricks from this project are said to have been used for the construction of St Mary's Church in Elphinstone.
The Fruit World of Australasia. 10 July 1918
Martin. 'Bringing the Railway to Castlemaine', *CM*. 2 Mar 1944 from *MAM* 20 Aug 1862
Ward. 'Murray River Railway', *Heritage Australia*, Spring 1985 p36
Ottery. Harry. *Mount Alexander Goldfields - Castlemaine*, Bairnsdale 1986

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No C34

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Chewton
NAME: Rail Bridge

ADDRESS: Fryers Road

FORMER
NAME:

TITLE DETAILS:

MAP Chewton
NAME:
MAP BU 560920
REFERENCE

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The brick and bluestone segmental arched rail bridge is an important element.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	1862

PHOTOGRAPH
FILM No. 6/1
DATE 17.6.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAM 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

DESCRIPTION

The rail bridge is a segmental arched bridge of brick and bluestone. The bluestone is used as shaped rusticated voussoirs with an enlarged keystone, as quoin work marking the arch, as a shaped cornice at both the arch springing and the below the parapet, as smooth dressed stones capping the brick side abutments and as quoin work and piers at each end of the bridge. This differs from the previous two bridges ion that the arched section is proud of the adjoining abutment walls and is treated as an arch, cornice and pediment. At each side of the pediment is delicate iron railings with diagonal sections marked in the centre by a circular boss.. The inner surface of the bridge arch has been concreted in recent times obliterating the original face brickwork. The use of brick and iron in the parapet makes this a much lighter design than the preceding two bridges (C1 and C23). The bridge materials show the
    ve away from solid bluestone in the Taradale area to the brick of the Chewton and Castlemaine section of the line.

REFERENCES
Cusack. *Bendigo: A History*. 1973, p145
Bradfield. *Elphinstone*. Part 2, nd
The Guardian June 26 1986 p9 Surplus bricks from this project are said to have been used for the construction of St Mary's Church in Elphinstone.
The Fruit World of Australasia, 10 July 1918
Martin. 'Bringing the Railway to Castlemaine'. *CM*. 2 Mar 1944 from *MMM* 20 Aug 1862
Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No: C1

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
Nominated
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Chewton

NAME: Railway Bridge
ADDRESS: Adelaide Street

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE   BU 558 921

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The brick and bluestone segmental arched rail bridge is an important element.
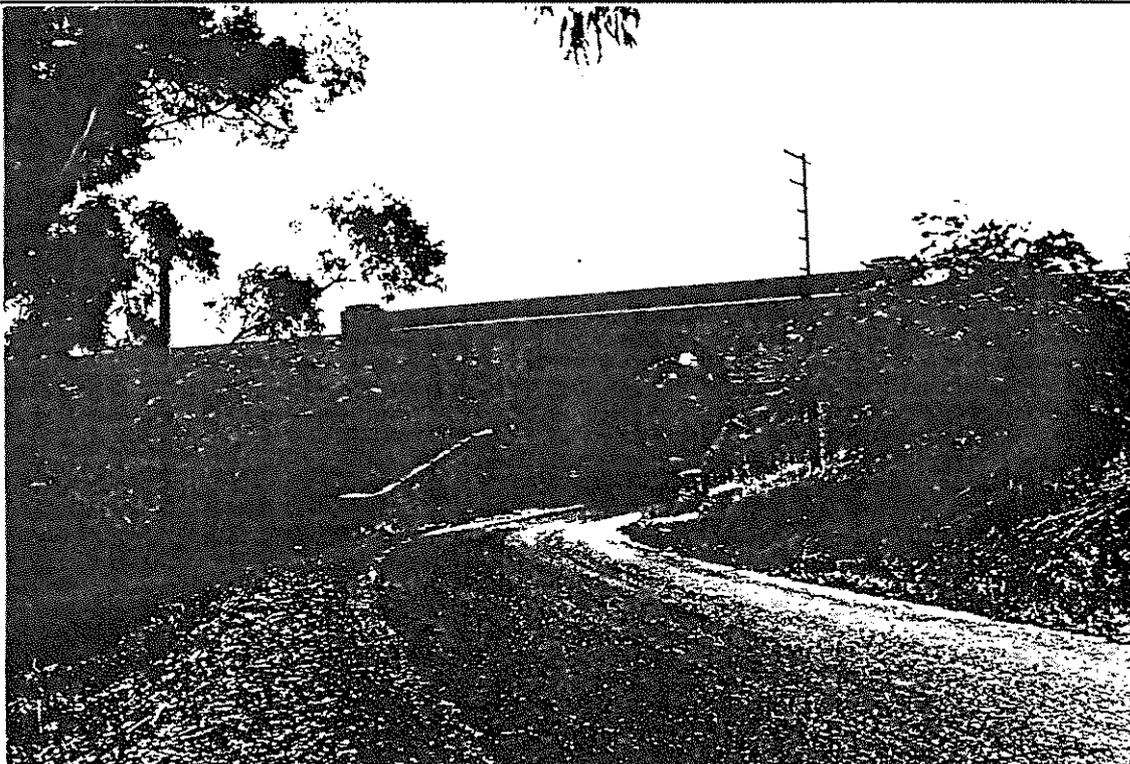
State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	c1859

PHOTOGRAPH
FILM No. 7/10
DATE 17.6.92

HISTORY
In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

DESCRIPTION
The rail bridge is a segmental arched bridge of brick and bluestone. The bluestone is used as shaped rusticated voussoirs with an enlarged keystone, as quoin work marking the arch, as a cornice line at the spring of the arch and as the abutments and parapet. The inner surface of the bridge arch retains the ͬ͜ginal face brickwork. The entry and exit to the bridge are marked with low buttress walls of brick ͺ ͜ͺped in bluestone and terminating in bluestone pillars.

The bridge materials show the move away from solid bluestone in the Taradale area to the brick of the Chewton and Castlemaine section of the line.

REFERENCES
Cusack. *Bendigo: A History*. 1973. p145
Bradfield. *Elphinstone*. Part 2, nd
The Guardian June 26 1986 p9 Surplus bricks from this project are said to have been used for the construction of St Mary's Church in Elphinstone.
The Fruit World of Australasia. 10 July 1918
Martin. 'Bringing the Railway to Castlemaine'. *CM*, 2 Mar 1944 from *MAM* 20 Aug 1862
Ward. 'Murray River Railway'. *Heritage Australia*, Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Chewton
NAME: Railway Bridge

ADDRESS: Eureka Street

FORMER
NAME:

TITLE DETAILS:

MAP   Chewton
NAME:
MAP   BU 550925
REFERENCE

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The brick and bluestone segmental arched road bridge is an important element.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	1862

PHOTOGRAPH
FILM No. 6/32
DATE 17.6.92

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

DESCRIPTION

The road bridge is a segmental arched bridge of brick and bluestone. The bluestone is used as shaped rusticated voussoirs with an enlarged keystone, as quoin work marking the arch, abutting the arch and doubled at the end of the parapet, and parapet. The inner surface of the bridge arch retains the original face brickwork and a line of rusticated bluestone at the springing of the arch. The bridge materials show the move away from solid bluestone in the Taradale area to the brick of the Chewton and Castlemaine section of the line.

REFERENCES
Cusack. *Bendigo: A History*. 1973. p145
Bradfield. *Elphinstone*, Part 2. nd
The Guardian June 26 1986 p9 Surplus bricks from this project are said to have been used for the construction of St Mary's Church in Elphinstone.
The Fruit World of Australasia. 10 July 1918
Martin. 'Bringing the Railway to Castlemaine'. *CM*. 2 Mar 1944 from *MMM* 20 Aug 1862
Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No: BC21

CURRENT LISTINGS:

HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Barkers Creek

NAME: Road Bridge

ADDRESS: Sawmill Road

FORMER
NAME:

TITLE DETAILS:

MAP
NAME: Castlemaine

MAP
REFERENCE BU 533 972

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The brick and granite segmental arched rail bridge is an important element.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	c1862

PHOTOGRAPH
FILM No. 21/20,
DATE 10.9.92

HISTORY
In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

DESCRIPTION

The rail bridge is a segmental arched bridge of brick and granite. The granite is used as shaped ─sticated voussoirs with an enlarged keystone, as quoin work marking the arch, as a cornice line at the spring of the arch and for the parapet capping. The area adjacent to the bridge is protected from water run off by ditches and semi-circular brick culvert crossing with a granite capping.

The bridge materials illustrates the use of the local granite in the Harcourt area.

REFERENCES
Cusack. *Bendigo: A History*. 1973. p145
Martin. 'Bringing the Railway to Castlemaine'. *CM*. 2 Mar 1944 from *MMM* 20 Aug 1862
Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No: BC27

CURRENT LISTINGS:

HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Barkers Creek

NAME: Railway Bridge

ADDRESS: Specimen Gully Road

FORMER
NAME:

TITLE DETAILS:

MAP
NAME: Castlemaine

MAP
REFERENCE   BU 541 987

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The granite segmental arched rail bridge is an important element.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	c1862

PHOTOGRAPH
FILM No. 21/33
DATE 10.9.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAM 1989/90 PROGRAMME,
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

SCRIPTION

This is a sold granite version of the brick and stone segmental arched bridges encountered on the Melbourne side of the railway line. This is a lower bridge than those encountered in the Chewton area. The segmental arch is marked in rough faced voussoirs springing from a corbelled capital at the top of the pilaster like quoin work which is steeped in from the abutment. Above the voussoirs is a slightly corbelled line of stones marking a cornice line above these are more smoothly dressed very large granite stones which form the parapet. These are capped with smaller rock faced granite blocks. Each end of the abutment wall steps out to form a pilaster.

The bridge is a solid element which demonstrates the use of the local material.

REFERENCES

Cusack. *Bendigo: A History*. 1973, p145
Martin. 'Bringing the Railway to Castlemaine'. *CM*. 2 Mar 1944 from *MAM* 20 Aug 1862
Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No: H 12

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Harcourt
NAME: Railway Bridge

ADDRESS: Blackjack Road

FORMER NAME:

MAP NAME: Castlemaine
MAP REFERENCE BV 549 001

STATEMENT OF SIGNIFICANCE
The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The granite segmental arched rail bridge is an important element.

State Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	c1862

PHOTOGRAPH
FILM No. 22/ 3
DATE 10.9.92

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

DESCRIPTION

This is a sold granite version of the brick and stone segmental arched bridges encountered on the Melbourne side of the railway line. This is a lower bridge than those encountered in the Chewton area. The segmental arch is marked in rough faced voussoirs springing from a corbelled capital at the top of the pilaster like quoin work which is steeped in from the abutment. Above the voussoirs is a slightly corbelled line of stones marking a cornice line above these are more smoothly dressed very large granite stones which form the parapet. These are capped with smaller rock faced granite blocks. Each end of the abutment wall steps out to form a pilaster.

The bridge is a solid element which demonstrates the use of the local material.

REFERENCES

Cusack. *Bendigo: A History*. 1973. p145
Martin. 'Bringing the Railway to Castlemaine'. *CM*. 2 Mar 1944 from *MM* 20 Aug 1862
Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No: H102

CURRENT LISTINGS:	TOWN/DISTRICT: Harcourt

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No. Government Buildings Register
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Harcourt
NAME: Former Harcourt Railway Station/
    3CCC Radio Station
ADDRESS: Station Street

FORMER NAME: Railway Station

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 555 009

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING
DATE	
Transport/Communications	1863

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt. The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

In December 1862 the Mount Alexander Mail reported that contractors Dalrymple and Simmie had been appointed to complete a "a passenger station, goods shed and other works" at Harcourt at a cost of £4159/13/0. Harcourt at this time was little more than a hamlet of struggling settlers. In the first decade, traffic through the railway station was so small that in 1868 it was threatened with closure and only a public meeting organised by indignant local residents, saved it. The residents' stand was quickly ified as the easy access the railway provided to markets, made possible the rapid growth of the fruit and granite industry in the following decades. Indeed forty years later, the station was described as a hive of activity and fruit growers complained that the siding provided by the Railway Department was far too small to accommodate the trucks required. In response to theses complaints £2134 was spent in 1914 effecting improvements to the Railway station.

At the turn of the century the railway formed a major centre of activity. A cool store, packing shed, general engineering shop, a case factory and sawmill clustered close to the railway, mechanical cranes for loading granite blocks stood alongside the sidings and cottages sprung up to accommodate those with railway related employment. By 1952/3 the Harcourt Railway complex was clearly the busiest station in the Shire. In that year it had 3565 passengers - more than double that of any other station in the Shire - and its revenue from goods and livestock (£15,560) was fifteen times more than other Shire stations. Despite community action to retain the Station, it was closed in 1969. The Railway Station is now used as a community radio station

DESCRIPTION

The Station building is an example of the Carlsruhe Station design group and is of brick with a render trim. This design type was used elsewhere on this line as well as on the Geelong - Ballarat line. The Complex consists of a two storey Station Master's residence attached to a single storey booking office, l mp room/ toilet block and parcel room on the western platform and a waiting shelter, fruit shed and b k crane base on the east platform.

The station building and residence are of red face brick with rendered quoins and architraves. The gable roofs are slate. The chimneys have cream brick base sections, mouldings, dentils and cappings in cream brick. The platform has a concave hipped corrugated iron roof supported on posts with a decorative timber valance at the sides. The valance has been removed at the front of the verandah. The building retains its cast iron gutters. A brick addition has been made to the north of the single storey section and the residence has been extended in timber. The lamp room/ toilets has a slate gable roof and echoes the main building in materials and detailing. The original screen wall to the toilets is now unique. The waiting shelter has a corrugated iron gabled roof and is clad in weatherboards.

The railway complex is significant for the crucial role it played in the establishment of the Harcourt granite and fruit industry. The location of the building on the axis of Station Street is important.

REFERENCES

Andrew Ward, Railway Station Survey, V Line, 1982
Information from Sybil James
MAM, 10 Dec 1868
Victorian Municipal Directory, 1953
MAM, 12 Aug 1912

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No: BC14

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Harcourt
NAME: Railway Bridge

ADDRESS: Midland Highway

FORMER
NAME:

TITLE DETAILS:

MAP Chewton
NAME:
MAP BU 556 014
REFERENCE

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. This bridge with granite abutments and iron girder bridge is an important element.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.
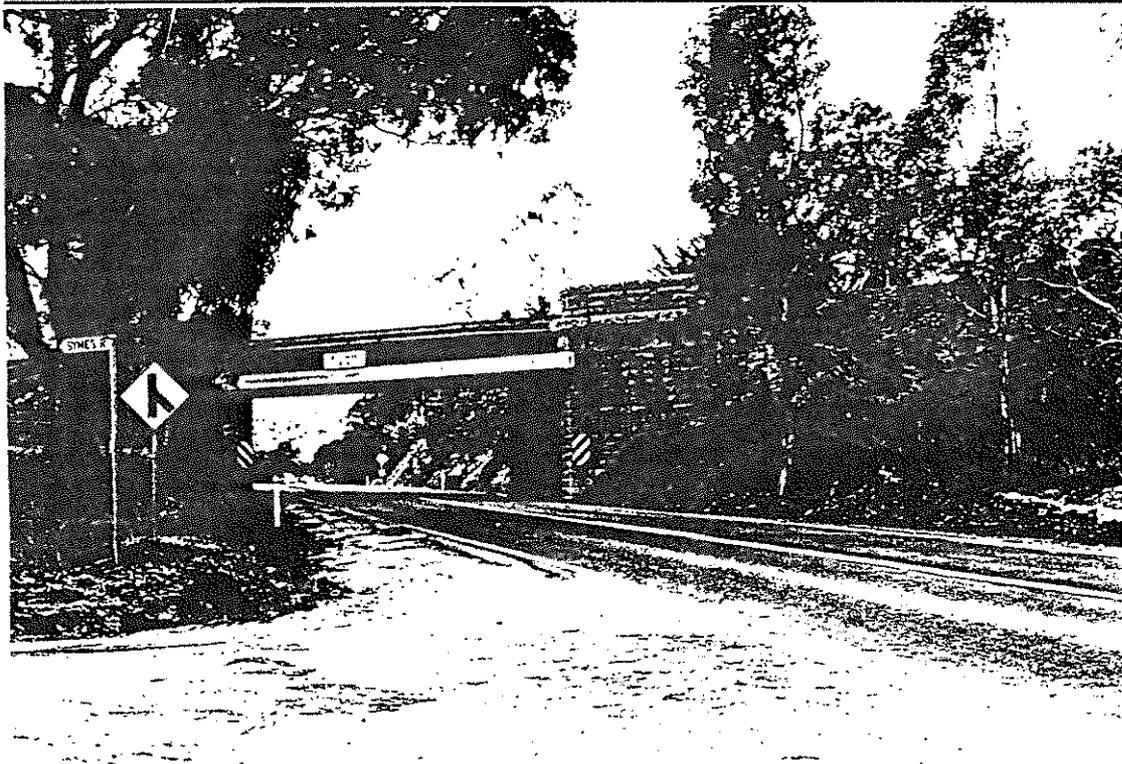
THEMES	BUILDING DATE
Transport	c1862

PHOTOGRAPH
FILM No. 24/24
DATE 16.9.92

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt. The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

DESCRIPTION

This railway bridge differs from others in the Shire of Metcalfe in that it has granite abutments and the .n is carried on an iron girder bridge. The abutments are of coursed rock faced granite with very large, more smoothly dressed stones at the level of the base of the girder. These are capped by a cornice line of corbelled narrow, long stones with a parapet of smaller stonework above. The bridge is the only iron girder railway bridge in the Shire and it is the first on the line to use only granite in the abutments indicating the use of local building materials.

REFERENCES
Cusack. *Bendigo: A History*. 1973, p145
Martin. 'Bringing the Railway to Castlemaine', *CM*, 2 Mar 1944 from *MAM* 20 Aug 1862
Ward, 'Murray River Railway', *Heritage Australia*, Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No: BC29

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No. Government Buildings Register
NATIONAL TRUST ☑
NATIONAL ESTATE REGISTER ☑
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Barkers Creek
NAME: Railway Viaduct

ADDRESS: Symes Road

FORMER
NAME:
MAP NAME: Chewton
MAP REFERENCE BU 556 015

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The granite viaduct with three semicircular arches is an important element.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Retention on the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	c1859

PHOTOGRAPH
FILM No. 24/25
DATE 16.9.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG 217 DRUMMOND STREET SOUTH BALLARAT 3350 TELEPHONE 053-317 115

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

In 1859, this granite bridge was built as part of the Melbourne to Sandhurst Railway. Local legend claims that, due to the difficulty of providing solid earth foundations, it was built on bales of wool.

DESCRIPTION

The Barkers Creek railway bridge is a substantial bridge constructed of Harcourt granite in 1859 on the Melbourne-Sandhurst Railway. In three main spans of some 12.5 metres (41 feet) each, the structure is characterised by its deep arches and substantial abutments. Rusticated masonry faces the bridge and other features are the parapet string courses, the very large more smoothly dressed parapet stones, voussoirs, impost moulding and the battering of the abutments. Stylistically the structure follows classically derived vernacular engineering practice.

The Barkers Creek Bridge is significant as a community landmark. Its aesthetic qualities have made it the subject of many sketches, photographs and picture postcards since its construction. It is also of interest in that it is faced in the locally quarried Harcourt granite a stone not widely used in Victoria. Other details of note are the unusually deep arches sitting on squat piers.

REFERENCES

Hedley James, A Short History of Harcourt, Harcourt Heritage Centre
Information from George Milford
National Trust Building Citation No 2659
Cusack, *Bendigo: A History*, 1973, p145
Martin, 'Bringing the Railway to Castlemaine', *CM*, 2 Mar 1944 from *MMM* 20 Aug 1862
Ward, 'Murray River Railway', *Heritage Australia*, Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No: H108

CURRENT LISTINGS:	**TOWN/DISTRICT:** Harcourt
HISTORIC BUILDINGS REGISTER	**NAME:** Road Bridge
HBC No.	
NATIONAL TRUST	**ADDRESS:** Woodbrook Road
NATIONAL ESTATE REGISTER	
OTHER	**FORMER NAME:**
TITLE DETAILS:	**MAP NAME:** Barker
	MAP REFERENCE BU 556 030

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The brick and granite segmental arched rail bridge is an important element.
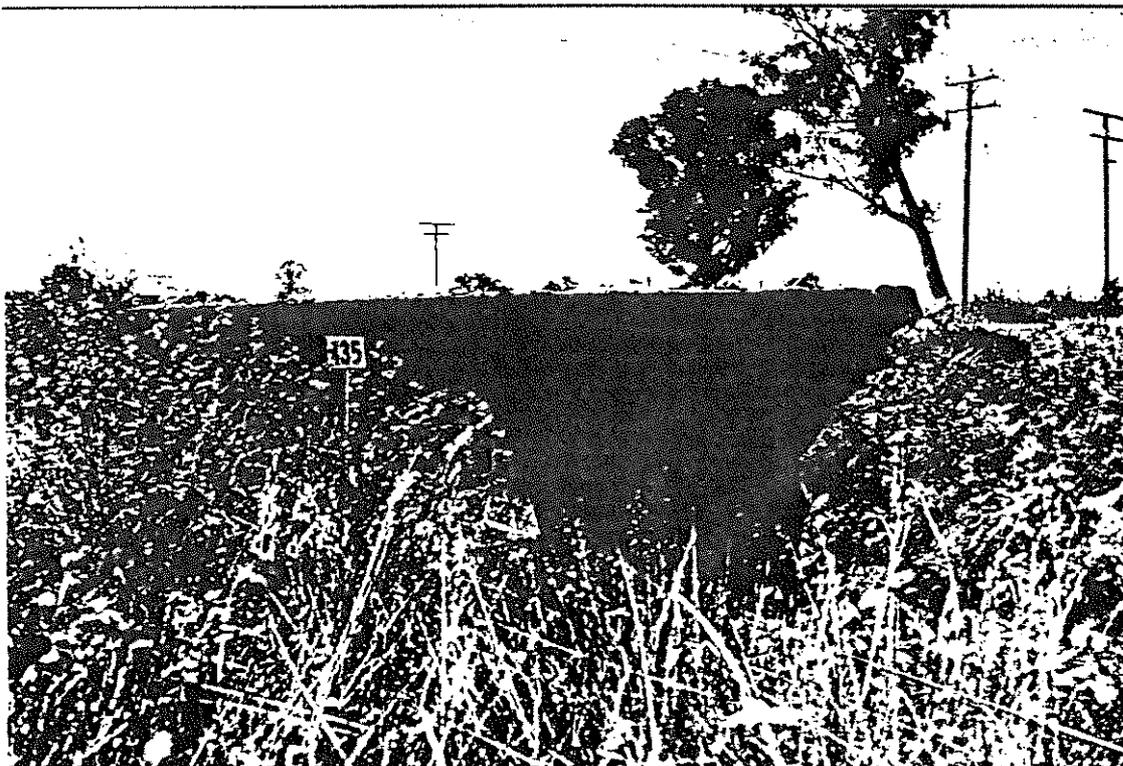
State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	**BUILDING DATE**
Transport	c1862

PHOTOGRAPH
FILM No. 27/9
DATE 4.3.93

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

DESCRIPTION

The rail bridge is a segmental arched bridge of brick and granite. The granite is used as shaped rusticated voussoirs with an enlarged keystone, as quoin work marking the arch, as a cornice line at the spring of the arch and for the parapet capping.

The bridge materials illustrates the use of the local granite in the Harcourt area.

REFERENCES

Cusack. *Bendigo: A History*. 1973, p145
Martin. 'Bringing the Railway to Castlemaine', *CM*, 2 Mar 1944 from *MAM* 20 Aug 1862
Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

MOUNT ALEXANDER

AREA OF SPECIAL SIGNIFICANCE

MOUNT ALEXANDER

LOCATION:
All that area encompassed by the Mount Alexander range from its base at 396 metres to its summit at 741 metres and covering an area of 1400 ha as defined by the Land Conservation Council of Victoria North Central Study

SIGNIFICANCE:
Mount Alexander has significance as the most dominant landscape feature in the Shire, visible from many parts of the municipality. Its special characteristics have made it the site of a range of activities and enterprises not seen elsewhere in the region. The Land Conservation Council of Victoria study of the north central area recommended that Mount Alexander, defined as an area of 1400 ha, be set aside as a Regional Park.

DESCRIPTION:
Mount Alexander takes the form of a long low range running approximately north- south, rising sharply from its base of 396 metres to its peak at 741 metres. The western slopes into Harcourt are very steep and are heavily crowned with large rock outcrops. The eastern slopes are more gentle and have fewer outcrops. Narrow ridges and deep gullies are the main features of the Mount but to the south some ridge tops widen and gullies become less extreme. The soils of the mount are sandy to a sandy loam. Open forest of manna gum and messmate growing on the slopes of Mount Alexander occur on a bedrock of granodiorite, part of an exposure of granodiorite which approximates the shape of a thick horseshoe extending from Elphinstone north through Mount Alexander, north west through Ravenswood and thence south west to Maldon.

HISTORY:
During the period before white contact the granite slopes to the west of Mount Alexander marked the boundary between two nations or language groups with the territory of the Djadja Warrung extending to the west and that of the Daung Warrung extending to the east. However when Major Mitchell reached the mountain on his 1836 expedition into Victoria he saw it simply as "a friendly hill' offering the opportunity for observation. He described the mountain as "thinly wooded" and was able to ride with ease right to the summit of the mountain where he was rewarded with a clear view of "... long patches of open plain, interspersed with forest hills and low woody ranges". [1]

In 1840 one of the first pastoralists in the area, Donnithorne, included Mount Alexander in his run and the pastoral station was subseqently known as Mount Alexander. In September 1851 a letter inserted in a Melbourne paper by a shephed employed at Mount Alexander Station, notified the public that he and three others had found gold. The letter sparked an alluvial rush of unparallelled proportions. In the absence of any more definite landmark the location of the new gold field was given as the Mount Alexander Ranges and although the diggings actually centred on Barkers and Forest Creeks several miles from the Mount, the gold field became widely known as the Mount Alexander diggings. The route that hopeful diggers took out of Melbourne is still known as the Mount Alexander Road and parts of the Mount Alexander Hotel still survive in Chewton.

---

[1]Major Mitchell named the mountain Mount Byng although by the 1840s it was widely known as Mount Alexander. Stephen Mooney has argued that the name may havee been changed by the early settlers in the area - either Henry Monro or Charles Ebden. See Stephen Mooney's article "What's in the name of Mount Alexander?"

Metcalfe Heritage Study

In a landscape that was largely flat, the elevation offered by Mount Alexander made it an attractive picnic and reacreation area for mining families. The Boxing Day amusements advertised in 1858 included balloon ascensions every evening from the top of Mount Alexander and in the new year a picnic gathering of over 1000 people to witness the overthrow of a large boulder, was recorded. After the railway was built people travelled from Sandhurst and Castlemaine to picnic on the Mount. One admirer even penned a lengthy poem which began: "Dear Alexander, fairest Mount
<div style="text-align: center">To me who loves beneath thy shade
How can I sing, how measure count
The beauty of thy ferny glade"</div>

Ironically the scenic qualities which this poet so admired were increasingly placed at risk as the gold rush opened the Mount to a variety of new uses. In 1860 the Mount Alexander Farmers Common was gazetted and stock were free to graze across the Mount. Trees growing on the Mount were harvested to meet the insatiable gold field demand for timber and firewood and by the 1860s it was so denuded of trees that the Government declared a total of 4,000 acres as State Forest in 1868 and 1874 repectively. Thirty years later, at the turn of the century, much of the timber and undergrowth was scoured from the peak of the Mount for the creation of a huge bonfire to celebrate the capture of Pretoria. It was reputed to have taken twenty men, four days to build the pile which, when lit, was visible as far away as Castlemaine.

Industry was also established on Mount Alexander. In 1859, surface granite was quarried by an Englishman, Joseph Blight, to provide construction material for the new Melbourne to Sandhurst Railway and by 1865 he had opened up a deep quarry on the lower slopes of Mount Alexander. A more unusual enterprise was a short lived silk worm farm established by Mrs Bladen Neal and the Ladies Sericulture Company which aimed to provide respectable employment for women.

Early settlers hurried to take up land as close as possible to the slopes of Mount Alexander for streams, flowing down from its heights, ensured a reliable water supply. The eastern side of the Mount formed the headwater for Myrtle Creek and Axe Creek and after the construction of the Coliban Scheme in the 1870s, the Main Channel also followed the contours of the eastern slopes while the western slopes drained into the Harcourt Reservoir, the Expedition Pass Reservoir and Barker's Creek.

During the early twentieth century almost the whole of Mount Alexander came under the management of the newly created Forestry Department. Earlier, the Lands Department had planted an experimental oak forest at the foot of the Mount. Eventually this became an attractive picnic area but it was not a commecial success. The Forestry Department cleared whole areas of the Mount and established several more profitable pine plantations. Apiarists continued to use the Mount for honey production but, since the dissolution of the Commons in 1906, grazing was restricted. There was substantial regrowth after the devastation of the nineteenth century and Mount Alexander became characterised by an open forest of messmate and manna gum. Local residents even made efforts to attract native fauna back to the area and in 1943 a Koala Park was established stocked with koalas from Phillip Island.

A tourist road had already been formed to the top of the Mount through the efforts of the Mount Alexander Improvement League established in 1928. During the 1860s a survey mound had been built on the summit of Mount Alexander. A century later new communication mediums were taking advantage of the Mount's height . The PMG repeater station signalling between Bendigo and Melbourne, was built on the summit of Mount Alexander in 1959, followed by the BCV 8 Bendigo TV transmitter in 1961 and the national relay station ABEV transmitter tower in 1963.

KEY ELEMENTS:

H43	Blight/Jennings Granite House
H74A	Oak Forest
H93	Trigonometrical Station
H94	Blight's Granite Quarry
H95	Silk Worm Farm
H96	Langs Lookout

Sources:
Ian Clark, *Aboriginal Languages and Clans: An Historical Atlas of Western and Central Victoria, 1800-1900*, Department of Geography and Environmental Sciences, Monash University, 1990
Robert Gray "Mount Alexander" (poem), 29 June, 1910
MAM, "A Climb up Mount Alexander" Jan 5, 1884; "Scheme of Improvements" June 13, 1928
Mitchell, *Three Expeditions into the Interior of Eastern Australia*, Boone, London, 1838 & 1839
Stephen Mooney "Mount Alexander" (typescript. undated)
Mount Alexander State Forest, Forest Commission (pamphlet)
North Central Area, Land Conservation Council of Victoria, Final Recommendations -Melbourne 1981

140

FILE No: H43

LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Harcourt

NAME: Blight/Jennings, Granite House
ADDRESS: Coopers Road

FORMER NAME:

TITLE DETAILS

MAP NAME Barker
MAP REF. BU 589 040

STATEMENT OF SIGNIFICANCE
The house has a clear association with the Harcourt granite industry which was the major supplier of granite in the colony during the last decades of the twentieth century. The house was a residence for Blights most trusted employees and may have been originally constructed by Blight for his own use.

Local Significance

RECOMMENDATIONS
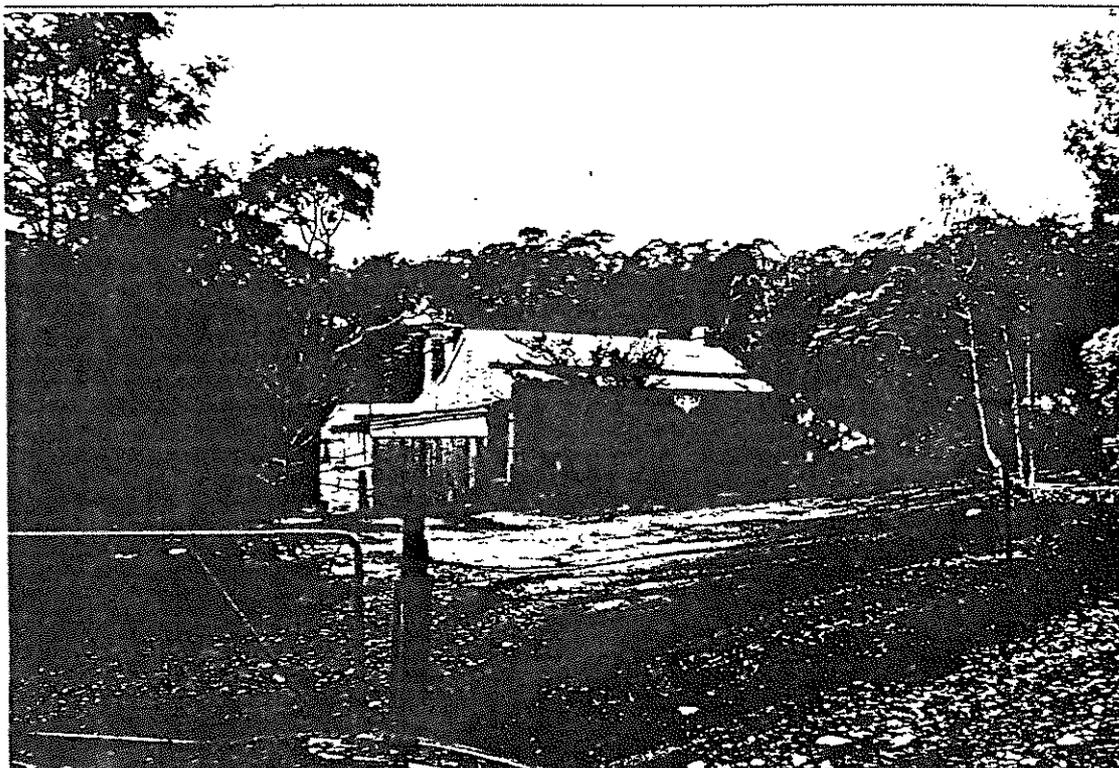Metcalfe Planning Scheme (individual listing)

THEMES	**BUILDING DATE**
Towns (Industry)	c1860

PHOTOGRAPH
FILM No.26/19
DATE 29.9.92

HISTORY

Joseph Blight came from a quarrying family in England and during the construction of the railway he formed a co-operative party to supply the contractors with surface granite. On completion of the railway he opened up deep quarries on the lower slopes of Mount Alexander. The granite obtained from these quarries rapidly gained a reputation for quality and was used for dozens of monumental and building projects in Victoria and inter state. It also gave a fillip to local granite construction.

The building may have originally been built by Joseph Blight for his own use but the first known occupants were Carrie and John Jennings in 1897. John Jennings is said to have served his apprenticeship under Mr J. Blight in the United Kingdom and he began working at the Harcourt quarry in the early 1880s. He was appointed foreman and continued working for Blight's for over forty years.

During the period after the first world war, the demand for granite soared due to the increased demand for monumental work generated by the war and a new public preference for granite rather than bluestone. Sixteen men were permanently employed under Jennings' foremanship. In the late 1920s John Jennings and his family vacated the house and Clifford Ely, quarryman, took up residency.

Mr. Jennings told the present owner, Ron Layton, that the existing stone building was originally the stables and the original house was adjacent. The house was demolished to make way for a swimming pool but the chimney and a stone hut still survive as well as the stable buildings which is now used as a house.

DESCRIPTION

The building has a simple rectangular plan with a gable roof. The front walls of the building are of squared rubble work with the side walls laid with the less formal random rubble treatment. The building has three squared granite chimneys and a shallow convex roofed front verandah with decorative brackets to the posts.

The building has been extended with a skillion at the rear and a side skillion of timber construction.

The building's low proportions and simple form are typical of a construction date in the late 1850s or early 1860s. The verandah was probably a later addition but is compatible with the building.

The building is significant for the use of the local granite and the stone work of the chimneys and facade. The relationship with early quarrying is significant.

REFERENCES
Shire of Metcalfe Rate Books - West Riding
Information from Rex McKindley, George Milford, Ron Layton
MAM, Series on Local Industry, 1907
Number of Stone Quarries in Operation in each Municipal District, Statistical Registers of the Colony of Victoria, 1871-1900
MAM, 26 May, 1882; 11 July, 1918; 31 Jan 1922

Assessed by	Assessment Date
W. Jacobs/K. Twigg	May-June 1993

142

FILE No:H74A

LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Harcourt
NAME: Oak Forest

ADDRESS: Mount Alexander

FORMER NAME:

TITLE DETAILS:

MAP NAME: Barker
MAP REFERENCE   BU 585028

STATEMENT OF SIGNIFICANCE

The Oak Forest contains rare plantings of mature oak trees. It is significant as a community landmark and popular recreational area. Its creation as an experimental venture, partly aimed at investigating the commercial potential of valonia oak, reflects the concern of the Lands Department during the 1890s to develop alternative industries.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Forestry, Community Life	1900

PHOTOGRAPH
FILM No 29/9
DATE

HISTORY

During August 1900, the Lands Department planted several acres of oaks at the foot of Mount Alexander at a place known locally as Picnic Gully. During this period the valonia oak was receiving a great deal of publicity due to the great commercial value of its acorns for tanning purposes. Wattle bark had traditionally been used but this was becoming more difficult to obtain. The Valonia acorn was said to be superior "even to the best black wattle bark" and was in great demand at £15 - £20 a ton. It was argued locally that since the best valonia came from the mountainous country in Syria which was in many respects similar to Mount Alexander, the area should be well suited to its growth. The experimental plantation at Picnic Gully included a large number of valonia oaks but a variety of other species as well. Intermediate rows of Elms were also planted to protect the Oaks until they were of sufficient height to afford their own protection. A similar plantation was established in Myrtleford at the same time.

Eleven years later it was reported that the growth of the plantation had been very slow, many of the trees refusing to start at all. While some of the oaks had become well established, such as an oak from East China not previously cultivated in Victoria, the valonia was dubbed by many as a dismal failure. The failure was attributed in large measure to fact that Picnic Gully did not have adequate drainage. Subsequently the Forestry Department concentrated on planting the more profitable pinus insignus on the surrounding slopes.

DESCRIPTION

Mature plantings of rare oak trees including algerian oak (Quercus acutissima) and bristle-tipped oak (Quercus canariensis) covering a large area on the west slope of Mount Alexander. Other exotic plantings are included around the main stand of oaks.

REFERENCES
James, A Short History of Harcourt, Harcourt Heritage Centre
MAM, 1900; 20 July, 1911
Forestry Commission Tourist Pamphlet

Assessed by
W. Jacobs/K. Twigg

Assessment Date
May-June 1993

144

FILE No:H93

LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Harcourt
NAME: Trigonometrical Station

ADDRESS: Mount Alexander

FORMER NAME:

MAP NAME: Barker
MAP REFERENCE BU 601 019

STATEMENT OF SIGNIFICANCE

The trigonometrical station is used for the accurate surveying of the region. It is also significant as a community landmark. The granite structure has been a sign to generations of walking parties that the top of the Mount had been reached.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Communications, Community Life	1876

PHOTOGRAPH
FILM No 4/29
DATE 5.6.92
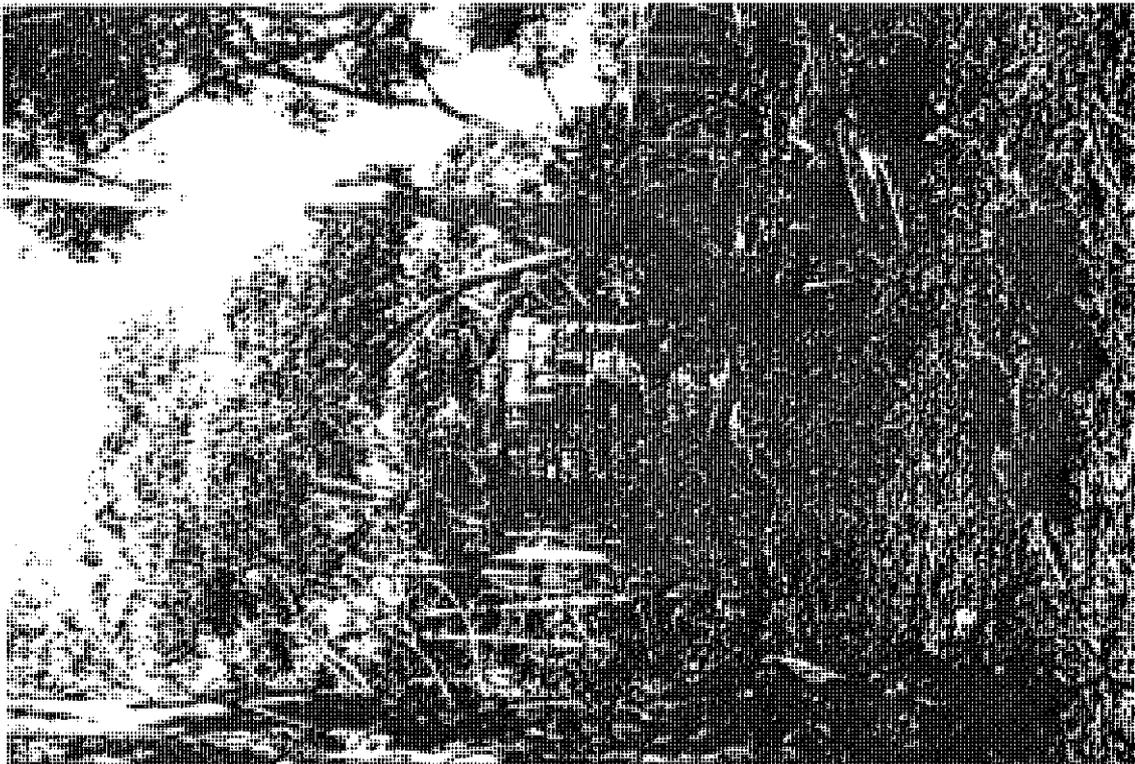
HISTORY

In 1876 a newspaper report stated that the geodetrical survey mound, known locally as the "Flagstaff" had been erected on the top of Mount Alexander "about twenty years ago in the centre of a pile of stones". Certainly, records confirm that observations were made from Mount Alexander at least as early as 1867. The first mound was made of wood with a conical weatherboard top. By 1876 this had fallen into disrepair and was replaced by a solid granite cairn. Picnickers enjoying the Queen's Birthday holiday, took part in a small opening ceremony for the new cairn and Miss Mathews and Miss Richards assisted in laying the granite block. The centre of the new survey mound was adopted as a Trigonometrical point about the late 1930s. Local residents remember that the cairn was always a welcome sign that the top of Mount Alexander had been reached.

DESCRIPTION

REFERENCES

Hedley James, A Short History of Harcourt, Harcourt Heritage Centre
Mount Alexander Mail, May 24 1876
Geodetric Branch Records, Department of Crown Lands and Survey

Assessed by
W. Jacobs/K. Twigg

Assessment Date
May-June 1993

FILE No:H94

LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Harcourt
NAME: Blight's Granite Quarry

ADDRESS: Mount Alexander

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU 605 015

STATEMENT OF SIGNIFICANCE
This quarry is of high significance for its direct connection with the Harcourt granite industry which durin;
the last decades of the nineteenth century was the major supplier of granite in the state. It has provided
granite for such well known structures as Flinders Street Station, Parliament House in Canberra and the
John Flynn Memorial in Alice Springs. At a local level, the quarry was an important employer of labor.]
also encouraged the local use of granite in building and monumental construction, giving the nineteenth
century built environment of the area a character distinct from any other in the Shire.

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES
Towns (Industry)

BUILDING DATI
c1860

PHOTOGRAPI
FILM No 4/30
DATE 5.6.92

HISTORY

James Blight was born into a quarrying family in England in 1834 and migrated to Victoria in 1855. During the construction of the railway from 1859-1862 he formed a cooperative party to supply the contractors with surface granite. On completion of the railway in 1862 he initially continued to quarry surface granite but opened up deep quarries on the lower slopes of Mount Alexander in 1865. The granite obtained from these quarries rapidly gained a reputation for quality and was used for dozens of monumental and building projects in Victoria and interstate, including the Burke and Wills Memorial and Flinders Street Station in Melbourne.

In 1887 it was even reported that Joseph Blight had arranged to send fifteen foot granite blocks to Aberdeen in Scotaland where such lengths could not be obtained, although the success of this venture is not recorded. During the 1880s and 1890s Blight's granite quarry became the largest supplier of grantie in the state. The easy availabiltity of granite also stimulated a proliferation of granite buildings in the Harcourt area.

Initially granite was supplied to three different monumental yards in Sandhurst for polishing but in 1875 George Ferries established a monumental yard and polishing works in Harcourt. The business was taken over by Alexander Guthrie in 1892 and several hands were employed. The granite quarries offered an important source of employment for local residents but although up to fifty men could be employed for a large order - such as the tram track paving for Bendigo in 1901 - the labor force could be reduced to as little as four when orders were low. Carters were often in particular demand as the all granite had to be carted two miles to the Harcourt Railway Station. Local myth claims that it took eight weeks and sixty bullock drays and horse teams to transport a 35 ton block of stone intended for the Burke and Wills morial, to the Harcourt station.

Joseph Blight died in 1897 but the quarry continued to operate as J. Blight and Co under the management initially of John Jennings and then of Joseph Jenkins. The company boomed during the early 1920s with the enormous demand for monumental work generated by the war and a new public preference for granite rather than bluestone.

By the 1980s, four quarries were working on Mount Alexander.

Newspaper reports (not comprehensive) show Blight's Quarries supplying granite for:
Burke and Wills Memorial, Melbourne (1863)
Queensland trade; Memorial for Hon WJT Clarke, Melbourne (1874)
Brisbane Graving Dock (1878)
Princess Bridge (1887)
New York Insurance Company, Melbourne (1893)
Roman Catholic Cathedral, Bendigo (1897)
Mort's graving dock, Balmain, Sydney; Ball and Welch's warehouse, Flinders Street, Melbourne (1899)
Tram Track Paving, Bendigo (1901)
Flinders Street Railway Station; Burns Memorial, Sydney; Queen's Memorial, Sydney (1905)
larat Soldiers Memorial (1906)
South African Memorial, Melbourne (1922)

DESCRIPTION

An abandoned granite quarry, the stone discolored with age. The retangular blocks on the floor of the quarry illustrate one of the features of Harcourt granite, which was its tendency to split readily and evenly in a vertical direction and to peel off in planes approximately parallel to the ground surface. Thus from an apparently solid mass of granite, rectangular blocks could be readily prepared. Jospeph Blight estimated that although he paid twice the wages of his counterparts in Aberdeen, he could deliver the granite at one quarter of their price due to the ease of splitting and squaring the Harcourt granite.

REFERENCES

Hedley James, Do You Remember?, Harcourt Heritage Centre
Mount Alexander Mail
The Granite Industry, MAM, 1907
Article by Joseph Jenkins, MAM, 1925

Assessed by   **Assessment Date**
W. Jacobs/K. Twigg   May-June 1993

FILE No:H95

LISTINGS:	**TOWN/DISTRICT:** Harcourt
HISTORIC BUILDINGS REGISTER	**NAME:** Silk Worm Farm
HBC No.	
NATIONAL TRUST	**ADDRESS:** Mount Alexander
NATIONAL ESTATE REGISTER	
OTHER	**FORMER NAME:**

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 607 009

STATEMENT OF SIGNIFICANCE

These ruins are significant as the site of one of the most unusual enterprises pursued in the region during the nineteenth century - that of silk worm farming. The venture was also unique in that it was headed by a woman and was intended to be run by women, providing respectable employment for them outside the home. The site has strong aesthetic qualities and is considered a community landmark.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing), addition to the Register of the National Estate and the Historic Buildings Register

THEMES	**BUILDING DATE**
Horticulture	1873/74

PHOTOGRAPH
FILM No
DATE

149

HISTORY

In 1873 Mrs Bladen Neill was a wealthy English woman who was widowed in Melbourne where her husband was killed by a fall from a horse. She had a strong commitment to the development of a silk worm industry offering gainful employment to women and she established the Victorian Ladies' Sericulture Company Limited. The venture had the support of the Victorian government which, in 1865, had voted £5000 to be spent on the encouragement of new industries including that of silk production and had also heard the potential of a sericulture industry as outlined in a 1871 Royal Commission on Foreign Industries

The Company, with 300-400 shareholders, was granted two reserves - one on the slopes of Mount Alexander and the other near the Harcourt Reservoir. These were gazetted in September 1873 and totalled 1000 acres. However initially only ten acres on the slopes of Mount Alexander were fenced and planted with mulberries. A "pretty" cottage was erected for the lady manageress of the farm, with various outbuildings and to the west of the cottage a magnanerie was built for the feeding and breeding of silkworms (after the failure of the Sericulture Farm the magnanerie was shifted onto McMahon's farm at Sutton Grange and used to house sixty milking cows).

However the venture quickly encountered difficulties. Local residents objected to Commons land being alienated for what they considered a foreign and foolish enterprise and there were accusations that wood was being sold from the reserves and the land used for purely speculative purposes. The roads to the Reserve were very bad and the Metcalfe Shire Council would not immediately improve them. Most importantly, at the Sericulture Farm, workers were finding that the granitic soil and the harsh winter
sts were not suited to the growth of mulberries. In February 1877, the Sericulture Farm was abandoned. Not to be defeated, Mrs Neill moved the mulberry trees and silkworms to the outskirts of Corowa, establishing another silk worm farm but with as little success. She died from the result of burns from upsetting a kerosene lamp in 1884 at the residence of Dr. Barker in Melbourne.

DESCRIPTION

The Sericulture Reserve has been overplanted as a pine plantation and all that remains of the enterprise are the ruins of the two granite buildings, the ruins of a brick chimney, granite paving and some remnant garden plantings. The more intact of the ruined buildings is rectangular shaped building constructed from local Harcourt granite with a gable roof. The entry door was to one side of the building with two windows in the same facade looking down the slope of Mount Alexander. There are the remains of a large fireplace at one end and the remaining gable wall opposite has a small window opening suggesting that there was a loft in the roof space. There was a door and window in the other long side of the building. The other ruins are only two courses of stones high and appear to have been of a two roomed anite building with an aisle on the north west side. It may have had a brick chimney. The ruins as they stand in the gloom of the pine plantation, are a romantic reminder of an exotic failed horticultural experiment.

REFERENCES
Royal Commission on Foreign Industries. VPP 1871, No 60 v 3 and 1871, No 6, Vol 3
Board appointed to consider claims for reward or premiums VPP 1867 1st session No 2 Vol 3
Marilyn Bennet, *An Abortive Industry of the 1870s - A Silk Worm Farm at Harcourt* - compiled from articles in the Mount Alexander Mail.
Results of a survey at the Mount Alexander silk work farm, prepared for the Maritime and Historical Archaeology Unit, Department of Planning and Development 1993

Assessed by
W. Jacobs/K. Twigg

Assessment Date
May-June 1993

FILE No:H 96

LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Harcourt
NAME: Lang's Lookout

ADDRESS: Mount Alexander

FORMER NAME:

MAP NAME: Barker
MAP REFERENCE BU 605 027

STATEMENT OF SIGNIFICANCE

Much of the appeal of Mount Alexander has always lain in its ability to offer views of the surrounding countryside and the opportunity to place settlements and farms into their broader landscape perspective. Lang's Lookout is significant as one of the most popular vantage points on the mountain and a place of strong community identification

Local Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing)

THEMES   **BUILDING DATI**
Community Life (Recreation)

PHOTOGRAPH
FILM No 23/1A
DATE 16.9.92

HISTORY

In a relatively flat landscape, Mount Alexander has always been sought as a place where views of the surrounding countryside might be obtained. In 1836 Major Mitchell left the rest of his party, taking only a guide, in order to ride to the summit of this "friendly hill". He was rewarded with a splendid view and the opportunity to survey the country ahead. He wrote in his notes, " A country fully as promising as the fine region we had left was embraced in my view from that point. I perceived long patches of open plain, intespersed with forest hills and low woody ranges."

Following the discovery of gold at Forest Creek in 1851 picnic parties frequently wended their way to the top of the Mount to admire the views. A correspondednt to the local paper in 1884 described the efforts of his party to walk from Harcourt to the summit of the Mount . In the end only he and a friend succeeded in reaching the summit but the "splendid" view showing "thick dense bush dotted at intevals with farms and clearings which looked just like mere brown patches in the forest of trees" was seen to have made the climb worthwhile.

A favorite place for obtaining a clear view to the north and east of the mountain was at Lang's Lookout. This point was named Lang's Lookout in 1928 after J.H. Lang who, as vice-president of the Automobile Club of Castlemaine, was instrumental in initiating the tourist road across Mount Alexander.

DESCRIPTION

A relatively level piece of ground, not far from the summit. From here a clear view to the north and east may be obtained. It is possible to see Redesdale, Heathcote and Sutton Grange and on a clear day, even Bendigo may be visible.

REFERENCES
Hedley James, A Short History of Harcourt, Harcourt Heritage Centre
Information from George Milford
Shire of Metcalfe Rate Books - West Riding

Assessed by	Assessment Date
W. Jacobs/K. Twigg	May-June 1993

INDIVIDUAL SITES
INFORMATION SHEETS

FILE No: B9

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Barfold

NAME: Barfold Hall
ADDRESS: Kyneton- Redesdale Road

FORMER NAME:

MAP NAME: Redesdale
MAP REFERENCE BU781926

STATEMENT OF SIGNIFICANCE

The Barfold Hall is a significant focus for the surrounding community and has provided the venue for most of the locality's social functions. It s design, which provides for a large rectangular internal space, is typical of a country community hall and suggests the importance of the "dance" as a major rural social event.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Community Life	c1900

PHOTO
FILM No.14/19
DATE 22.7.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
By W Jacobs and K Twigg   217 Drummond Street South Ballarat 3350   Telephone 053-317 115

HISTORY

The building was originally built as a school in the Emberton area. It was moved to Barfold for use as a public hall sometime before 1940.

The exact date the school was constructed is at present unknown as is the date of relocation. The building was once much larger with a supper room and toilet on the south side. The supper room had originally been built as a Catholic School or Sunday School but after the closure of the school it was used as an office for contractors working on the Redesdale Branch Railway before being pressed into service as a supper room. This addition has now been removed.

The hall was well known for its beautiful dancing floor which was described as "just like glass". After home football matches both teams and their supporters commonly adjourned to the Barfold Hall for a tea and dance in the hall.

DESCRIPTION

The former school building is of the simple type constructed between 1873 and 1890 by the Education department to accommodate between 80 and 130 pupils. 865 of these buildings were constructed with 780 built in timber.

The building is clad in weatherboards with a gable roof and small gable roofed porch set at one side of the front facade. The major decorative elements are the tall turned timber finials that mark the gable ends of the building and the porch. The apex of the gable has a square timber ventilator. The windows on the front and sides ate divided into nine panes with the smaller porch window divided into four panes.

The skillion roofed section at the side would appear to be a later addition.

REFERENCES
Information from Chris Clarke
Information from Mr. Leigh Strawhorn

Assessed by	Assessment date
W Jacobs/K Twigg	May - June 1993

FILE No: B11

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Barfold

NAME: Barfold Union Church
ADDRESS: Kyneton- Redesdale Road

FORMER NAME:

TITLE DETAILS:

MAP NAME: Redesdale
MAP REFERENCE BU 788 907

STATEMENT OF SIGNIFICANCE

A Union Church is a place where all Protestant denominations were welcome to worship. This church has operated for most of the time since 1875 except for thirteen years. It represents the recognition in a small agricultural community that a church was not possible unless denominational differences could be forgotten and everyone should pooled their resources. At the same time the building's exclusion of Catholics suggests the antipathy that existed between Protestant and Catholics in many country localities. The present church represents the determination of the community to reestablish a spirtitual centre after the 1944 bush fires and to continue to bypass denominational differences.

Local Significance

RECOMMENDATIONS
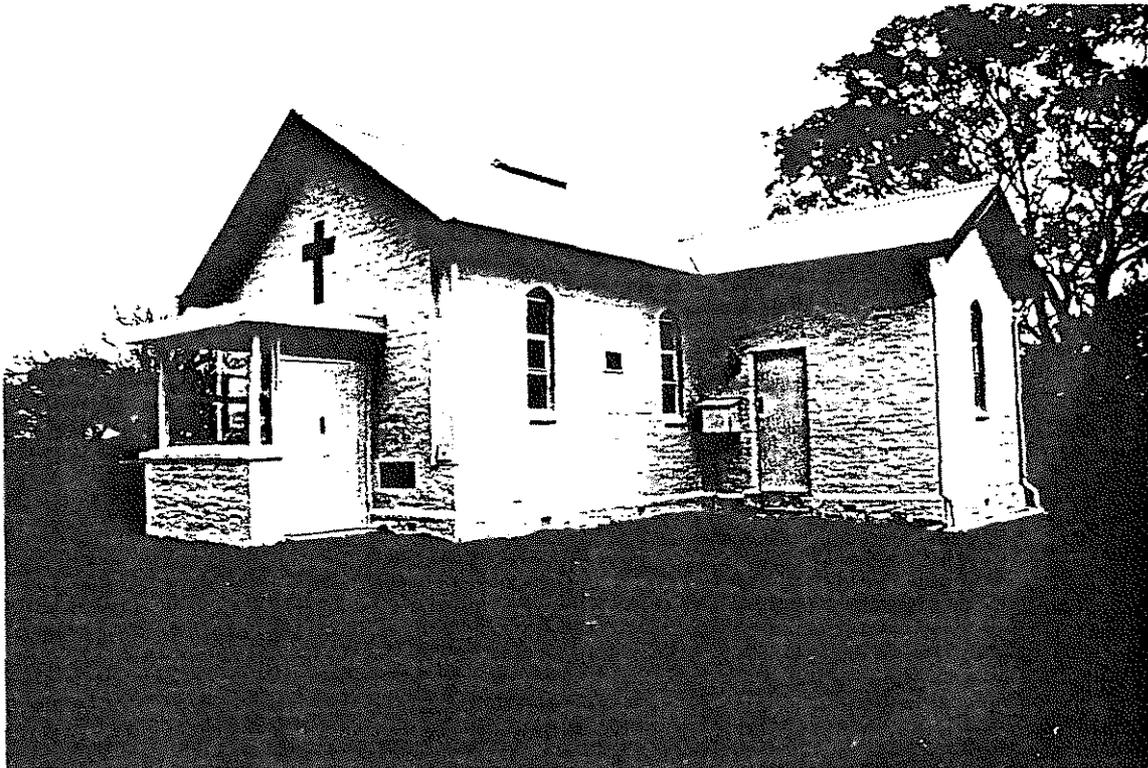Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Community Life	1957

PHOTOGRAPH
FILM No.14/29,29A
DATE 22.7.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
By W Jacobs and K Twigg   217 Drummond Street South Ballarat 3350   Telephone 053-317 115

157

HISTORY

According to local legend, the owners of Barfold Station, William and Christina Mitchell, were once visited by the Lieutenant Governor of Victoria, Mr LaTrobe, who was most impressed with the home surrounded by its gardens and with its stone stables and outbuildings and remarked that all they lacked was a steeple to complete the picture of an English village. William Mitchell reputedly replied that he would be happy to supply the land for a church at any time.

On the 21 February 1875 his promise was put to the test when two local Presbyterians, Mr Sunderland and Mr Cochrane, called upon him to request a site for a proposed church. Previously monthly services had been conducted at Mr Cochrane's house by Mr Storie who travelled from Kyneton. Land for a church were duly donated by William Mitchell.

The first church committee was elected on the 1 February 1875. The new church was to be used for both Presbyterian and Church of England services but it was resolved that "all Protestant denominations shall have free use of the church when not occupied by those in whom it is vested." It was therefore called the Barfold Union church.

The Union Church was erected to the specifications of Mr Shaw of Kyneton for the sum of £125. It was opened on the 13 and 21st June, 1875 by the Church of England minister, the Rev. Mr Chalmers, and by the Presbyterian minister, the Rev. Mr Don.

On the 14 January 1944, the church was destroyed by fires that swept the entire area. For the next thirteen years services were held in the Barfold State School before a new Union church was built in 1957. It was built using bricks and timber from the former Taradale Presbyterian church and the plaque from this church, labelled 1860, can still be seen in the grounds.

The new Union Church was built by a local identity, Bob Chapman, assisted by volunteer labour. When it was officially opened on the 15 April, 1957 the cost of the building and its contents, totalling £1750, had been met. The ministers officiating at the opening were Canon Jones of St Paul's, Kyneton and the Rev. D. Munro of the Presbyterian church, Mia Mia.

DESCRIPTION

The church is of painted brick with narrow windows with shallow pointed arches. The gable front of the nt facade has a cross shaped window in the centre above the entry. The entry porch of glass and brick has a flat roof and may have been added later.

The church is of rectangular plan with a smaller rectangular wing intersecting at right angles.

The building is a simple modern design with the only suggestion of reference to style being the pointed arched windows.

REFERENCES
Information from Chris Clarke
Shire of Metcalfe Rate Books

Assessed by	Assessment date
W Jacobs/K Twigg	May - June 1993

FILE No: B 14

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Barfold

NAME: Bell's Hill
ADDRESS: Kyneton- Redesdale Road

FORMER NAME:

TITLE DETAILS:
Sec 3, Allot. 6, Sec 2, Allot. 5.11

MAP NAME: Theaden Hill
MAP REFERENCE BU 790870

STATEMENT OF SIGNIFICANCE

Bell's Hill, comprising a house and a variety of bluestone outbuildings, is a representative example of the farm complexes which characterise the far east of the Shire of Metcalfe. The number of outbuildings suggest the size of the property and the variety of farming activities undertaken by the owners.
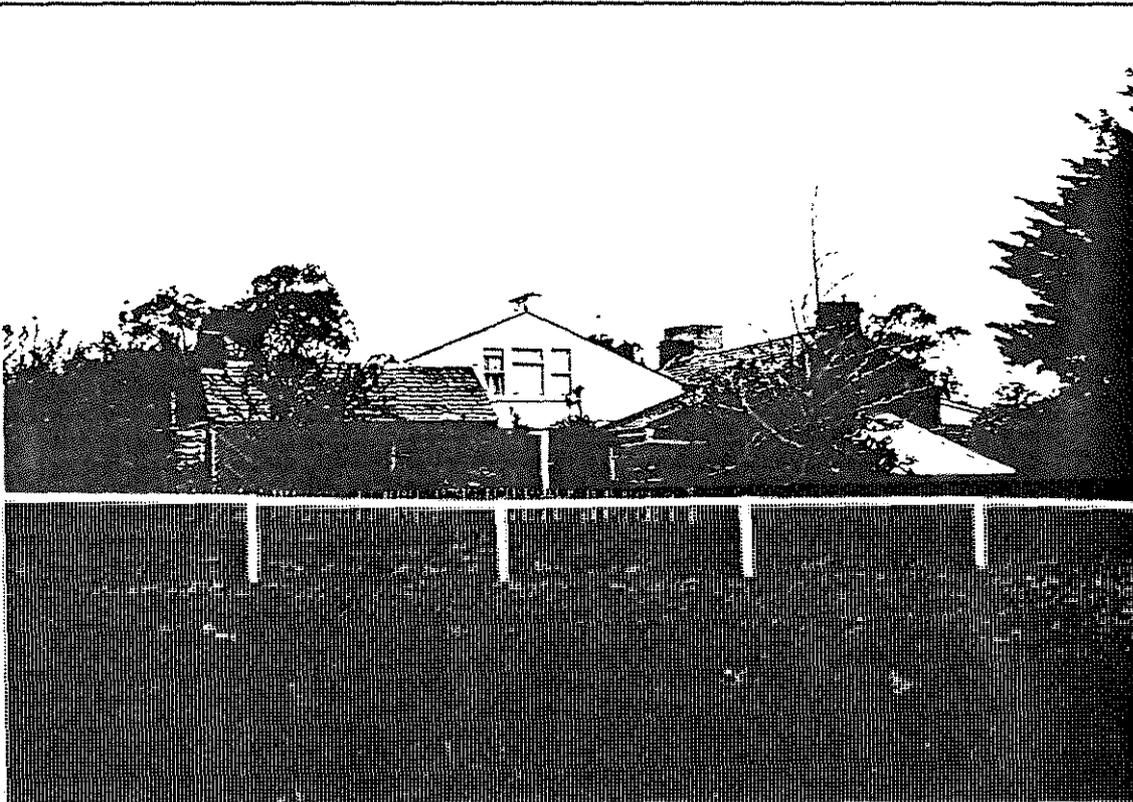
Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES
Agriculture

BUILDING DATE
c1874

PHOTOGRAPH
FILM No. 15/5-7B
DATE 22.7.92

HISTORY

Alex McKnight was an early settler at Emberton and he owned a farm there as early as 1868. In 1874 he is rated for a house and 196 acres at Langley. By 1884 the acreage had risen to 354 acres and in 1888 he has possession of a house and 354 acres at Langley.

The following year the property passed to a Mrs Bell, possibly McKnight's married daughter. Mrs Bell continued to own the property until it passed to Frank and Roy Bell sometime between 1915 and 1921. The property continues to be run by the Bell family.

DESCRIPTION

The main section of the house is a gabled roof bluestone building with a chimney at each end. The house has a straight pitched roof verandah supported on timber posts with timber brackets. The stonework is coursed, roughly squared, rubble bluestone. The rear slope of the gable roof has been extended over the rear section as a skillion. Across a small yard is another gabled roof bluestone building which would appear to have been a separate kitchen at one stage. There is another bluestone ..lding adjacent and at right angles to the kitchen building. The two sections are now joined and an upstairs extension has been added over this middle section. Other timber additions have been made to the house.

Across the main courtyard is a long rectangular farm building which appears to have been stables. This is of similar bluestone work to the house and also has a gable roof. Attached to this building is s small shed clad in vertical slabs of timber.

On the main road entry, next to the driveway, is a timber pedestrian gate which stands between two massive timber gateposts with large timber caps. The gate is of narrow, round headed timber pickets of two heights. This remaining well detailed element indicates the care in construction that went into the original building of this complex.

The farm complex, although the farmhouse has been altered, is a good example of the bluestone farm complexes in this area.

REFERENCES
Information from Chris Clarke
Shire of Metcalfe Rate Books

Assessed by	Assessment date
W Jacobs/K Twigg	May - June 1993

FILE No: B 27

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Barfold

NAME: Langley State School
ADDRESS: Parsell Road

FORMER NAME:

TITLE DETAILS:

MAP NAME: Edgecombe
MAP REFERENCE   BU 770 830

STATEMENT OF SIGNIFICANCE

The Langley state school has formed the centre of community life in the Langley area since its construction in 1915, not just as a place of education but as the venue for church meetings and a variety of social functions. The many improvements made to the school and its grounds by volunteer labour witness to its importance to the community. The building is typical of those constructed throughout rural Victoria in the early twentieth century.

Local Significance

RECOMMENDATIONS
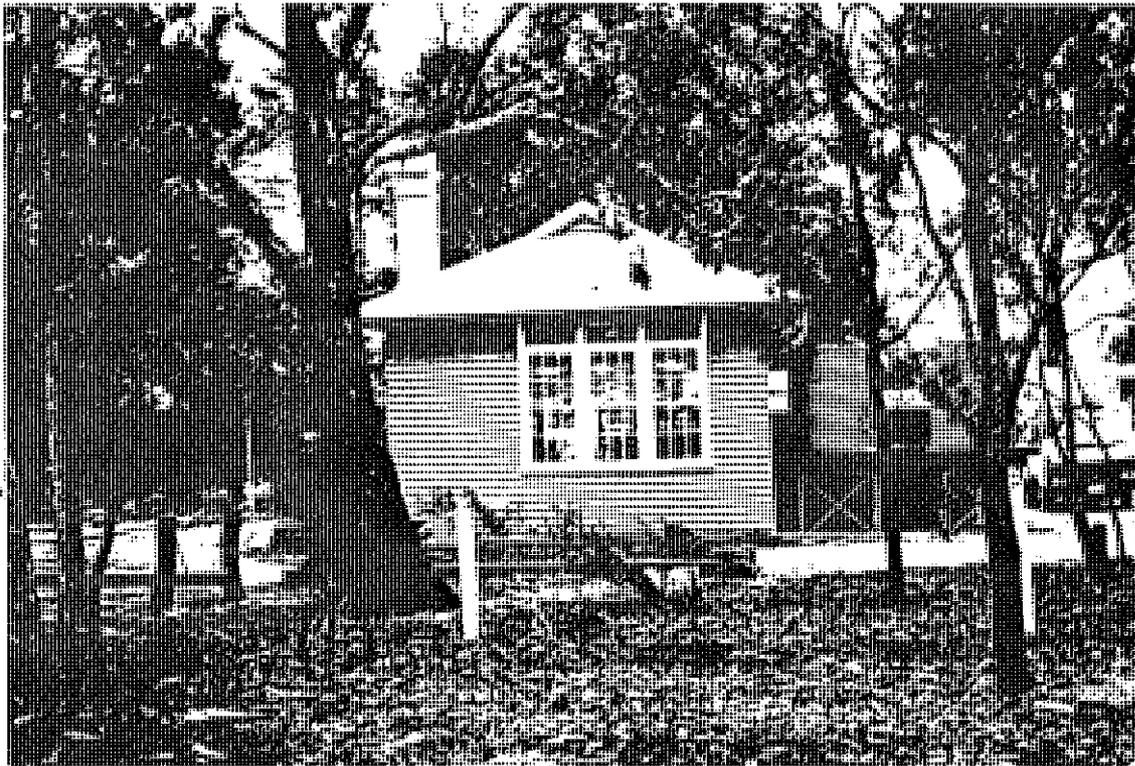Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Community Life	1915

PHOTOGRAPH
FILM No.15/12
DATE 22.7.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
By W Jacobs and K Twigg   217 Drummond Street South Ballarat 3350   Telephone 053-317 115

161

HISTORY

The history of the Langley School dates back to the early 1900s when half day schools were in operation at Metcalfe East and Black Hill. The teacher at that time instructed at one school in the morning and at the other in the afternoon. In 1915 it was decided to establish a school at Langley to cater for a larger district in a more central position. John Parsell donated 2 acres of bushland on which the present school is located. The building, a single weatherboard classroom with store-room and porch, was erected in 1915 by a Castlemaine builder, Slingo, after some of the area has been cleared of trees and scrub by local residents.

Twenty four pupils were enrolled representing Grades 1-8 on 27th of October 1915. The first families to attend included the Rogerson, Gray, East, McKnight, Campbell, Parsell, Pearson, Bowen, Scott, Turner, White, Symons, Cunningham, Ferris, Diss and Clarke families. Occupations included shearers, farmers, labourers, carters, blacksmiths, sawmillers, factory employees, repairers, engine drivers and gangers.

During the following years working bees were held to clear the bushland around the school. From 1920 to 1935 Methodist church services were held in the school and from 1937 to 1956, the Church of England held their services in the building. Dance and card parties were also held at the school to raise funds for various charities. A shelter shed was erected by local effort, the play area terraced and new playground equipment purchased.

DESCRIPTION

The timber framed weatherboard clad school has a half hipped roof of corrugated iron and a brick chimney. It is a substantailly externally intact exzample of a typical Edwardian single roomed school of this period.

REFERENCES
Vision and Realisation, Volume 2
Back to Langley Committee, *Back to Langley: History*, 1988

Assessed by	Assessment date
W Jacobs/K Twigg	May - June 1993

FILE No: B29

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Barfold

NAME: Turpins Falls
ADDRESS: (off) Shilladay's Road

FORMER NAME:

TITLE DETAILS:

MAP NAME: Edgecombe
MAP REFERENCE BU 763870

STATEMENT OF SIGNIFICANCE

Turpins Falls is an area of natural beauty with the Campaspe River running over a flat, wide, rocky course and then plunging at the falls into the deep pools below. The natural vegetation dominated by river red gums adds to the character of the area. The mineral springs are one of two within the Shire. The area was of high recreational value in the early twentieth century and the pathways and shelter pavilion are reminders of this era.

Local Significance

RECOMMENDATIONS
Addition to the Register of the National Estate, Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Water, Community Life	N/A

PHOTOGRAPH
FILM No.15/15-17
DATE 22.7.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
By W Jacobs and K Twigg   217 Drummond Street South Ballarat 3350   Telephone 053-317 115

HISTORY

Turpins Falls on the Campaspe River has been seen as an area of natural beauty from early times. Richard Daintree, the geologist and photographer, took five photographs of the falls in his visit to the district in 1861. As a geologist he would have been interested in the rock formations as well as the beauty of the scene.

Early this century Turpins Falls was a popular swimming and picnic destination. Family groups congregated here for picnics on Sundays or public holidays, water was collected from the mineral springs and children swam in the deep pools and dared each other to jump from the top of the Falls. Gus Hogan used his horse and dray to bring sightseers out from Kyneton.

In the 1920s and 1930s an annual swimming carnival was held at the Falls organised by a swimming teacher from Kyneton. Wooden platforms were placed across the pools to act as starting blocks for the races and after the races stunt divers from Melbourne entertained the crowd. Residents remember in particular the time a stunt man dressed as a clown rode a bicycle to the edge of the Falls. The bike was attached with a rope and remained suspended while the clown dived into the water below. On another occasion a man was handcuffed and thrown into the Falls in a tied bag. He came out of the water without the bag or the handcuffs.

During the 1920s Hospital Sunday was also conducted at the Falls. Produce stalls and games were anged, the Kyneton band played and all proceeds went to the Kyneton Hospital. During the period a safety fence leading down to the Falls and a picnic pavilion offering shade and shelter were constructed.

DESCRIPTION

The basaltic rocks form a spectacular area of natural beauty. The Campaspe runs as a broad shallow river over flat rocks and then drops to the deep calm pools below. The approach to the area gives little clue to the vista that opens up as the edge of the river is neared. The large mature river red gums along the river add to the character of the place.

The pathways and the small timber shelter pavilion are remnants indicating the importance this site had as a recreational place in the early twentieth century. These should be maintained.

REFERENCES
Dianne Reilley and Jennifer Carew, Sun Pictures of Victoria, 1983 p 80. Several prints of these photographs are in the collection of the Shire.
Midland Express, July 26, 1988. p.18
Information from Chris Clarke
Shire of Metcalfe Community Newsletter, July 1992

Assessed by	Assessment date
W Jacobs/K Twigg	May - June 1993

FILE No: B30

CURRENT LISTINGS: TOWN/DISTRICT: Barfold
HISTORIC BUILDINGS REGISTER ☐
HBC No.   NAME: Barfold Gorge
NATIONAL TRUST ☐   ADDRESS: off Kyneton-Redesdale Road
NATIONAL ESTATE REGISTER ☑
OTHER   FORMER NAME:

TITLE DETAILS: Emberton, River Reserve   MAP NAME:
CA 1 or 5 (part), 8, 6 (part), 5D, 5E, 1A of 5   MAP REFERENCE

STATEMENT OF SIGNIFICANCE

Barfold Gorge is significant for a diversity of volcanic features including basalt columns, waterfalls, lava caves and tessellated pavements. It also contains very good examples of active erosion and the resultant talus piles. The Campaspe River has exposed a lava sequence which is one of the best exposures of magmatic differentiation in the newer volcanoes in Victoria. The Gorge therefore represents a very good example of geological processes associated with the volcanic history of north west Victoria. The rare plant *Discaria Pubescens* is found growing in the Gorge and platypus have been seen in pools below the Falls. The dramatic scenery of the 80metre deep Gorge is of aesthetic significance in a mostly undulating topography. The area has high eduction value as a geological excursion site. The area is also of historical significance as the site of the 1860 Campaspe River gold rush, some evidence of which is still visible. It is a good example of a small scale, short lived gold field.

State Significance

Note: The gorge is on private property and access can only be obtained with the landowners permission.

RECOMMENDATIONS
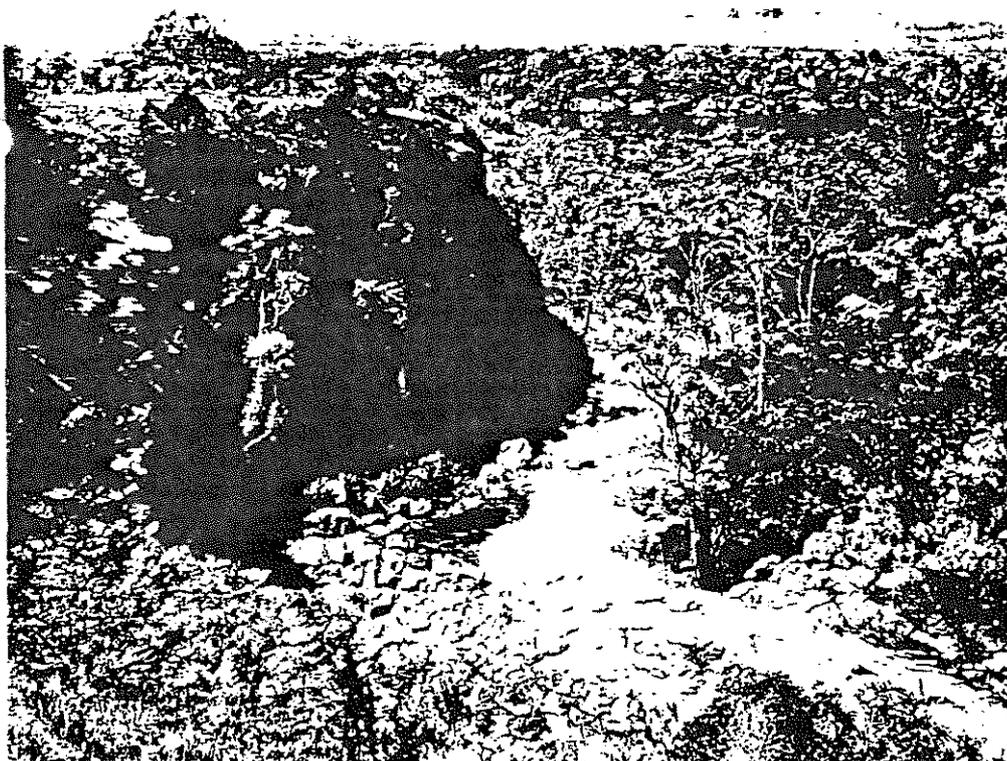Retention on Register of the National Estate, Metcalfe Planning Scheme (individual listing)

THEMES   BUILDING DATE
Water, Community Life

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
By W Jacobs and K Twigg   217 Drummond Street South Ballarat 3350   Telephone 053-317 115

HISTORY

The Italian prospector, George Antagnini, found gold in July 1860 at the foot of the gorge slope. A small rush to the Campaspe River diggings, later to be called the Italian Diggings, peaked at around 200 miners. This quickly dwindled to half when it was realised shafts would be necessary. By March 1861 only a few miners remained. More recent attempts at gold mining took place in the 1930s. The remains of tunnels into the sub-basaltic gravels on the western side of the Italian Diggings can still be seen.

DESCRIPTION

On private property there is located a steep sided, narrow gorge up to 80m deep, incised into the volcanic plain by the Campaspe River thereby exposing a sequence of three lava flows with intervening fossil soils. There are cliffs of basaltic columns, waterfalls and lava caves which add to the dramatic scenery of the Gorge. Despite many intrusions of exotic plants much native vegetation including river red gums remains and provides habitat for more than 95 species of bird recorded in the vicinity. The Gorge has been grazed since the 1850s but the steepness and ruggedness of the Gorge has ensured relatively little disturbance.

Note: The gorge is on private property and access can only be obtained with the landowners permission. No litter or fires are allowed in the area and the landowners are not responsible for any incidents or accidents. Access is not always granted due to fire risk and farming activities.

REFERENCES
Australian Heritage Commission citation, 004254, Interim Listing, 14 December, 1989
Using:
Geological Society of Australia, *Geological Features of the National Estate of Victoria*, 1980, p66
Loddon-Campaspe Regional Planning Authority, *Barfold Gorge - A Case for Conservation*, 1980
J. Leigh, J Briggs and W Hartley, *Rare or Threatened Australian Plants*, ANPWS Special Publication 7
DA Wallace and CD Ollier, *The Cainozoic Lava Flows of Barfold Gorge*, Vol 103, No 6, 1986
RM Cochrane and EB Joyce, *Geological Features of National and International Significance in Australia*, 1986, p15

Assessed by	Assessment date
W Jacobs/K Twigg	May - June 1993

FILE No:BC5

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST ☑
NATIONAL ESTATE REGISTER ☑
OTHER

TOWN/DISTRICT: Barkers Creek
NAME: Stone Houses

ADDRESS: Blakely Street

FORMER NAME:

TITLE DETAILS:

MAP NAME: Castlemaine
MAP REFERENCE   BU 539 977

STATEMENT OF SIGNIFICANCE

These two small dwellings have walls of local stone in a mud or mud lime mortar and the one remaining roof is clad in large slate slabs held, it is believed, by pegs. There are detached stone chimneys and rudimentary door and window openings. The roofs are gabled. These rare examples of cottages with large slate slab roofs are derived from the English European vernacular construction practice.

State Significance

RECOMMENDATIONS

Retention on the Register of the National Estate, Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Gold	c1860s

PHOTOGRAPH
FILM No. 21/23
DATE 10.9.92

HISTORY

Theses two small houses are of an unknown construction date, possibly, from the 1860s. A Malay Chinese couple are said to have been occupying them in 1898 when Timber Hills Homestead was built. This may have been the basis of the local tradition that these houses were built by Chinese.

DESCRIPTION

The two stone cottage on Timber Hills Homestead are two small dwellings of unknown origin. The walls are constructed of local granite set in a mud or mud-lime mortar and the roofs were clad in large slate slabs believed to be fixed by a single wooden peg towards the top of each slab. The roof slabs are from 12 mm to 25 mm thick and up to 1350 mm square in one case and 1800 by 1200 in another. The buildings have detached stone chimneys and rudimentary door and window openings. The roofs are gables. Only one roof is now intact as the result of damaged caused by a bush fire.

The buildings are important for the use of slate slabs as the roofing material which is derived from English or European vernacular construction practice and is very rare in Victoria. These may be the only examples of this type of roofing in the state. The extremely modest size of the two cottages is also of note.

e houses are generally intact and in sound condition but some of the roofing slabs are beginning to slide off.

REFERENCES
National Trust of Australia (Victoria) file.

Assessed by   **Assessment Date**
W. Jacobs/K. Twigg   May-June 1993

FILE No: BC14

CURRENT LISTINGS: TOWN/DISTRICT: Harcourt
HISTORIC BUILDINGS REGISTER   NAME: Railway Bridge
HBC No.
NATIONAL TRUST   ADDRESS: Midland Highway
NATIONAL ESTATE REGISTER
OTHER   FORMER
NAME:

TITLE DETAILS: MAP   Chewton
NAME:
MAP   BU 556 014
REFERENCE

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. This bridge with granite abutments and iron girder bridge is an important element.
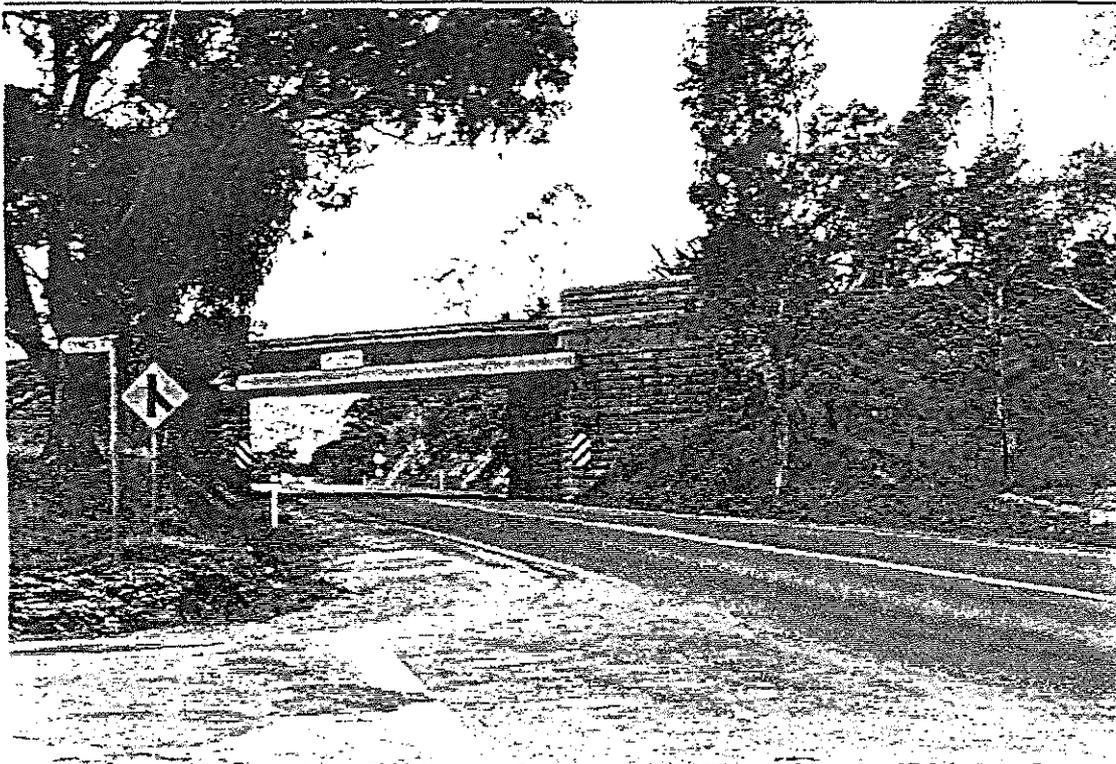
State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	c1862

PHOTOGRAPH
FILM No. 24/24
DATE 16.9.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAM 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt. The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

DESCRIPTION

his railway bridge differs from others in the Shire of Metcalfe in that it has granite abutments and the span is carried on an iron girder bridge. The abutments are of coursed rock faced granite with very large, more smoothly dressed stones at the level of the base of the girder. These are capped by a cornice line of corbelled narrow, long stones with a parapet of smaller stonework above. The bridge is the only iron girder railway bridge in the Shire and it is the first on the line to use only granite in the abutments indicating the use of local building materials.

REFERENCES
Cusack. *Bendigo: A History*. 1973. p145
Martin. 'Bringing the Railway to Castlemaine', *CM*. 2 Mar 1944 from *MMM* 20 Aug 1862
Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No:BC16

CURRENT LISTINGS:

HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TITLE DETAILS:

TOWN/DISTRICT   Barkers Creek
:
NAME: Old England Hotel

ADDRESS: Midland Highway

FORMER NAME:

MAP NAME: Castlemaine
MAP   BU 540 986
REFERENCE

STATEMENT OF SIGNIFICANCE

The hotel is significant as an expression of the gold rush era when the road between Castlemaine and Sandhurst was dotted with beer houses and hotels. It is the only commercial building to survive in Barkers Creek from this period.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Community Life (Hotels), Towns (Business)	c1860

PHOTOGRAPH
FILM No 22/2
DATE 10.9.92

HISTORY

John Hopkins Walter was operating this hotel in Barkers Creek at least as early as 1866. A store attached to the hotel was run by William Walter, probably his brother. During the 1880s the hotel flourished as the slate industry and sluicing brought prosperity to Barkers Creek. However it was ultimately the hotel's location on the main Castlemaine to Sandhurst road and opposite the Barkers Creek railway siding that ensured its survival after these industries had collapsed.

From the 1890s John Walter leased the hotel to a variety of publicans including Sarah Russell, Edward Bennets, Ernest Blume (who later established the Harcourt bakery) and Fred Reddy. The hotel's licence was cancelled in the 1920s and only the store continued to operate under the ownership of Alexander Walter.

DESCRIPTION

₂ building is in two sections a face brick building and a stone building side by side.

The face brick section has a central doorway with a wide window to the left and s smaller 12 paned double hung window to the right. The windows have flat arches. It would appear that the left hand section was the hotel or store with the residence on the right hand side of the doorway. The brick work rises to a decorative cornice with dentillated brickwork supporting a flat corbelled band of brick work with a row of bricks laid on the diagonal topped by another band of flat corbelled brickwork. Above this is a pediment of a band of flat brickwork. A gable roof is behind the pediment. The brickwork has been painted.

The use of face brickwork with a decorative cornice line of brickwork and a flat parapet and the siting of the building on the street boundary is similar to the style of commercial building which is characteristic of goldfields towns of the 1860s and especially of Chewton.

The stone section has a steeply pitched hipped roof which has deep eaves. The roof is now clad in timber shingles. The stone facade is now painted. The building has a central doorway flanked by double hung windows. The whole composition sits awkwardly against the brick section of the complex.

REFERENCES
Hedley James, A Short History of Harcourt, Harcourt Heritage Centre
Information from George Milford
Shire of Metcalfe Rate Books - West Riding

Assessed by	Assessment Date
W. Jacobs/K. Twigg	May-June 1993

172

FILE No:BC19

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Barkers Creek
NAME: Barkers Creek Church of Christ

ADDRESS: Midland Highway

FORMER NAME:

TITLE DETAILS:

MAP NAME: Castlemaine
MAP   BU 548 999
REFERENCE

STATEMENT OF SIGNIFICANCE

The Church of Christ has been operating continuously in the Barkers Creek area since 1873. The present Church, which was constructed between 1889 and 1891 is a simple rectangular gable roofed church with a rudimentary Gothic style expressed in the pointed arches of the porch doorway and windows and the stepped buttresses. The continuous operation of the Church shows the strength of the congregation in the area.

Local Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Community Life (Churches)	1891

PHOTOGRAPH
FILM No 22/5
DATE 10.9.92

HISTORY

The first Church of Christ services were held in 1873 in the home of Spence Greenwood in Specimen Gully. The present chapel was built between 1889-1891 by two brothers, John and George Symes at a cost of approximately £375.

The Barkers Creek Church of Christ continues to operate.

DESCRIPTION

The Church of Christ is a simple rectangular gable roofed church with a rudimentary Gothic style expressed in the pointed arches of the porch doorway and windows and the stepped buttresses. The building is on a base course of stone.

The front porch is set to one side of the facade and the only item of decoration is the small turned finials at the apex of the gables of the porch and the main roof. The stepped buttresses are set on the diagonal at the corners of the porch and the main building. The sides of the church are divided into four bays by buttresses with each bay having a central window with a pointed arch head.

The building would appear to have been of face brickwork which has been rendered at a later date, possibly to cover the cracking in the walls.

REFERENCES
Hedley James, A Short History of Harcourt, Harcourt Heritage Centre
Information from George Milford

Assessed by	Assessment Date
W. Jacobs/K. Twigg	May-June 1993

FILE No:BC20

CURRENT LISTINGS: TOWN/DISTRICT: Barkers Creek
HISTORIC BUILDINGS REGISTER   NAME: Rechabite Hall
HBC No.
NATIONAL TRUST   ADDRESS: Midland Highway
NATIONAL ESTATE REGISTER
OTHER   FORMER NAME:

TITLE DETAILS: MAP NAME: Castlemaine
                                    MAP REFERENCE   BU 548 001

STATEMENT OF SIGNIFICANCE

Although somewhat altered for use as a private residence, the Rechabite Hall is significant as an
indication of the strength of the temperance movement throughout the Barkers Creek - Harcourt area.
Its existence offers an explanation for the absence of twentieth century hotels in Harcourt.

Local Significance

RECOMMENDATIONS
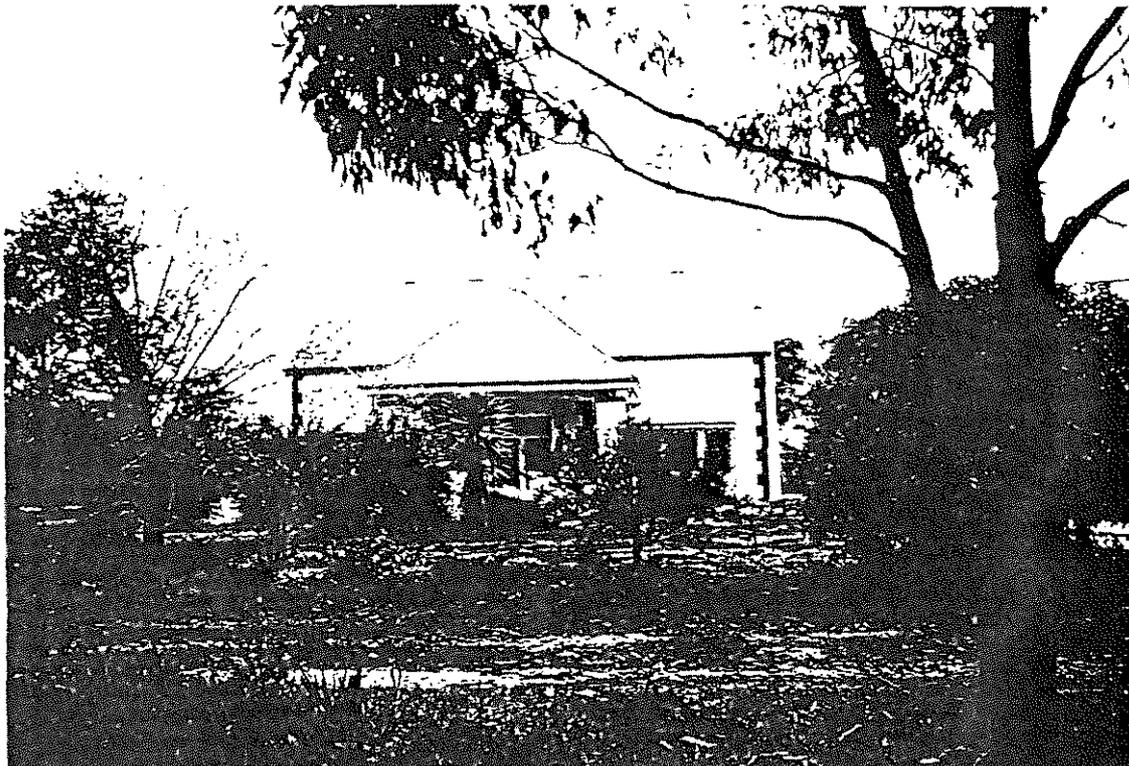
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Community Life (Societies)	1877

PHOTOGRAPH
FILM No 22/6
DATE 10.9.92

HISTORY

The Harcourt Total Abstinence Society was formed in 1865 and public temperance meetings were held regularly at Harcourt, Barkers Creek and Specimen Gully. The Society claimed there were 16 places for the sale of alcohol within this area and one of their most successful meetings occurred when a local publican, Mr Potter was induced to sign the pledge and demonstrated his commitment by destroying all alcohol on his premises. This Society became the Independent Order of Rechabites in 1869 when under the guidance of members of the Castlemaine Order, they opened Rechabite Lodge Tent No 109. Clearly the Rechabites message was not always popular and in February 1877 the first Rechabite hall was burned to the ground. The local paper reported, "The fire is supposed to be the work of an incendiary, as heaps of brushwood were found to be piled round the stone walls of the hall and reaching the shingle roof". The Rechabite members decided to rebuild immediately and this was done with voluntary labour using local slate and stone and supervised by a local Rechabite and builder, George Symes. Just five months after the fire a new hall was in place.

Until the ANA Hall was built in Harcourt in 1910-12 this was the only hall in the area and it was used for a variety of community functions including dances. The Christian Mutual Improvement Society met here and it was used for Church of Christ services until they built their own church buildings in 1891.

The Lodge memership gradually declined during the 1920s and 1930s. By 1937 the cost of running the Hall was greater than the income and it was sold to Mr Harold Thompson who remodelled the interior ar⁀ ʿonverted the Hall into a residence. However the Rechabite Lodge members continued to meet and we.ᴄ able to celebrate their centenary in 1969.

DESCRIPTION

The original hall would appear to have been of stone with a mansard roof.

The building has now been painted and the quoin work is picked out in contrasting paint. The chimney, front porch and existing windows would all appear to date from the alterations to the building for use as a residence.

REFERENCES
Hedley James, A Short History of Harcourt, Harcourt Heritage Centre
Information from George Milford, Sybil James
Mount Alexander Mail

Assessed by	Assessment Date
W. Jacobs/K. Twigg	May-June 1993

FILE No: BC21

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Barkers Creek
NAME: Road Bridge

ADDRESS: Sawmill Road

FORMER
NAME:

TITLE DETAILS:

MAP
NAME: Castlemaine

MAP
REFERENCE   BU 533 972

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The brick and granite segmental arched rail bridge is an important element.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	c1862

PHOTOGRAPH
FILM No. 21/20.
DATE 10.9.92

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

DESCRIPTION

T   :ail bridge is a segmental arched bridge of brick and granite. The granite is used as shaped rusticated voussoirs with an enlarged keystone, as quoin work marking the arch, as a cornice line at the spring of the arch and for the parapet capping. The area adjacent to the bridge is protected from water run off by ditches and semi-circular brick culvert crossing with a granite capping.

The bridge materials illustrates the use of the local granite in the Harcourt area.

REFERENCES

Cusack, *Bendigo: A History*, 1973. p145
Martin, 'Bringing the Railway to Castlemaine', *CM*, 2 Mar 1944 from *MAM* 20 Aug 1862
Ward, 'Murray River Railway', *Heritage Australia*, Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No:Bannear: Site 3
Also BC23

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Specimen Gully
NAME: Slate Quarry

ADDRESS: Specimen Gully Road

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE   BU 560980

STATEMENT OF SIGNIFICANCE
This quarry was Victoria's largest slate producer during the nineteenth century and supplied paving for the streets of Melbourne and other Victorian towns and cities. It was also a significant local employer after the collapse of gold mining. The overgrown excavations still suggest the frenzied activity and scale of operations of the 1880s.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Recommendation for inclusion on the Register of the National Estate

THEMES	BUILDING DATE
Industry	1863

PHOTOGRAPH
FILM No 21/29
DATE 10.9.92

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

HISTORY

The first promising slate was identified at Barkers Creek in 1857 and specimens were exhibited at a Council meeting. After representations to the government, a conditional grant to quarry the land was given, on payment of £50 if the quarry proved remunerative. In 1863 slate flags sent from Barkers Creek were used to pave the streets of Melbourne where they met with widespread approval. The Castlemaine Paving Company rapidly became an established enterprise. By the 1870s it was by far the largest producer of slate in Victoria. In 1871 it quarried 1,860 tons of slate a year compared to the 10 tons produced by its closest competitor, Stawell. During Victoria's building boom of the 1880s the Castlemaine Paving Company supplied flagstones for networks of new streets in Melbourne and in rural towns. Slate was also provided for billiard tables, mantelpieces and shelves.

Despite a notorious safety record the quarries offered employment at a time of diminishing gold returns and in 1889, 56 men were employed, not just as quarry men but as carters hauling the slate by horse and dray to a railway siding at Barkers Creek. A belt of flagstones 23 ft wide was worked at intervals for a length of 20 chains and the open mouth of one quarry shaft yawned down to a depth of over 200 feet. Machinery included a 12 horse power engine to keep the shafts clear of water, two saw-cutting machines, a horizontal friction saw, a planing machine and stationary chisel.

However such prosperity did not last and the quarries were hit by the dramatic building slump of the 1890s. Production fell to just 600 tons of slate a year in 1895. There was also increased competition generated by the introduction of concrete flags and bitumen and a depletion of quality slate. The quarry finally closed early in the twentieth century and operations were moved to a new quarry in Nicholson's Gully, a short distance to the south. (WJ&KT)

DESCRIPTION

On both sides of the Specimen Gully track are large excavations relating to a slate flagstone quarry. Little remains easily visible of the quarry workings except for the tumble of stones and the quarry faces. Part of one of the quarry floors was bulldozed and planted with grass and the rocks arranged for an art show in 1980.

REFERENCES

Mount Alexander Mail
November 1889, letter G. Symes to H. Leversha, Harcourt Heritage Centre
Bannear, Assessment of Historic Mining Sites in the Castlemaine-Chewton Area, p55,57
The Maine News No.7, October 1980

FILE No: Bannear
Site 1
BC23A

TOWN/DISTRICT: Specimen Gully

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

NAME: Memorial Cairn
ADDRESS: Specimen Gully Road

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE   BU 560 981

STATEMENT OF SIGNIFICANCE

The cairn, erected on the approximate site where gold was first discovered on the Mount Alexander gold fields, provides a focus for community remembrance of this event which so dramatically transformed the surrounding environment and opened up new possibilities for the future. Its erection in 1931, at a time of mining revival, expresses both a desire to commemorate a past era and to also offer hope for the mining future of the locality. The adjacent building (believed to have been occupied by a member of the original prospecting party) and the existence of nearby alluvial workings, adds to the interpretative value of the site.
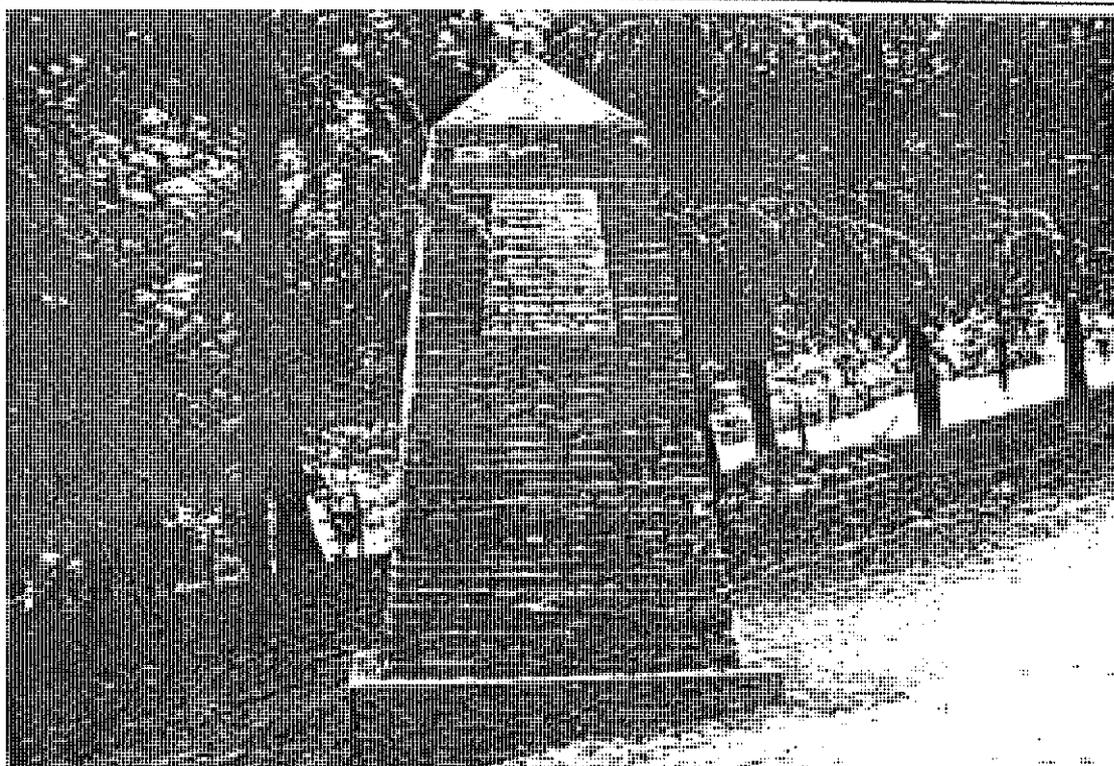

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing), Recommendation for inclusion on the Register of the National Estate

THEMES	BUILDING DATE
Gold	1931

PHOTOGRAPH
FILM No
DATE

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

HISTORY

In September 1851, a small letter inserted in a Melbourne newspaper, notified the public that a party of four station workers had found gold in the Mount Alexander ranges. A trickle of diggers made their way to the place near Mount Alexander, subsequently known as Specimen Gully. Much of the gold at Specimen Gully was entrapped in quartz but as gullies were prospected further south along Forest Creek, plentiful gold was discovered in the alluvium. This sparked a rush to the area that was to astound contemporaries and inspire descriptions of the richest alluvial goldfield in the world.

Eighty years later, on 10 October, 1931 a cairn was unveiled at Specimen Gully by Mr Owen Owens. Mr Owens, a local resident, had donated the cairn to mark the area where the first gold on the Mount Alexander gold fields was discovered. A conference earlier in the year had discussed the location for the cairn. It had been decided (using money provided by Mr Owens) to purchase about a quarter of an acre of land from Mr Jack Smith. The land included a slate hut which was originally built by Mr Rielly but was later occupied by John Worley, a member of the party who had first discovered the field. James Lang records in his Memoirs that in 1858 John Worley "was still about Specimen Gully and remained there until he received the reward for the discovery of gold."

Those responsible for erecting the cairn intended that the place should become a popular tourist attraction. A scroll was inserted in the slate house setting out the story of the gold discovery and the subsequent rush to the area and efforts were made to maintain the building,. It is not clear whether other plans for the site such as the construction of a fireplace for the use of picnickers and the planting nd care of native shrubs and trees by local school children, were carried out, although several cypress planted on the site appear to date from the 1930s. (WJ&KT)

DESCRIPTION

The cairn is made of granite and is in the form of a tapered obelisk and was constructed by Mr Ferries, monumental mason of Harcourt, in 1931. The inscription reads

> The first gold from the Mount Alexander gold fields was discovered by Christopher Peters on 20 July 1851; associated with him were John Worley, Robert Keen, George Robinson. This cairn is the gift of R Owen Owens, and was unveiled by him on October 10, 1931.

The scroll inside the slate hut was printed by Mr H.W. Shelton, enclosed in a metal frame and glazed with plate glass. (WJ&KT)

The house is built of local slate laid in narrow courses. The building would appear to have been built in several stages shown by changes in the nature of the stone work. The largest section is a simple rectangular building with a gabled roof - now demolished - with a central doorway flanked by windows. The existence of what appear to be slate footings suggest that the complex was at one time larger than the existing section. The walls are in good condition, one section has recently been roofed.

On the flat on the opposite side of the road to the monument site is a relatively small patch of alluvial sinkings. Some of the shafts are circular (whether by intention or collapse is not certain) and some are vaguely rectangular or square. The diameter of the shafts range from 1-3m. Shafts occur about every 5m.

REFERENCES
Hedley James, A Short History of Harcourt, Harcourt Heritage Centre
MAM, October 1931
Fruit World of Australasia, 1918
Information from George Milford
Shire of Metcalfe Rate Books - West Riding

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

FILE No: BC27

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Barkers Creek
NAME: Railway Bridge

ADDRESS: Specimen Gully Road

FORMER
NAME:

TITLE DETAILS:

MAP
NAME: Castlemaine

MAP
REFERENCE   BU 541 987

STATEMENT OF SIGNIFICANCE
The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The granite segmental arched rail bridge is an important element.

State Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	c1862

PHOTOGRAPH
FILM No. 21/33
DATE 10.9.92

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

ESCRIPTION

This is a sold granite version of the brick and stone segmental arched bridges encountered on the Melbourne side of the railway line. This is a lower bridge than those encountered in the Chewton area. The segmental arch is marked in rough faced voussoirs springing from a corbelled capital at the top of the pilaster like quoin work which is steeped in from the abutment. Above the voussoirs is a slightly corbelled line of stones marking a cornice line above these are more smoothly dressed very large granite stones which form the parapet. These are capped with smaller rock faced granite blocks. Each end of the abutment wall steps out to form a pilaster.

The bridge is a solid element which demonstrates the use of the local material.

REFERENCES

Cusack, *Bendigo: A History*. 1973. p145

Martin. 'Bringing the Railway to Castlemaine'. *CM*. 2 Mar 1944 from *MMM* 20 Aug 1862

Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

FILE No: BC29

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No Government Buildings Register
NATIONAL TRUST ☑
NATIONAL ESTATE REGISTER ☑
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Barkers Creek
NAME: Railway Viaduct

ADDRESS: Symes Road

FORMER
NAME:
MAP NAME: Chewton
MAP REFERENCE BU 556 015

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The granite viaduct with three semicircular arches is an important element.
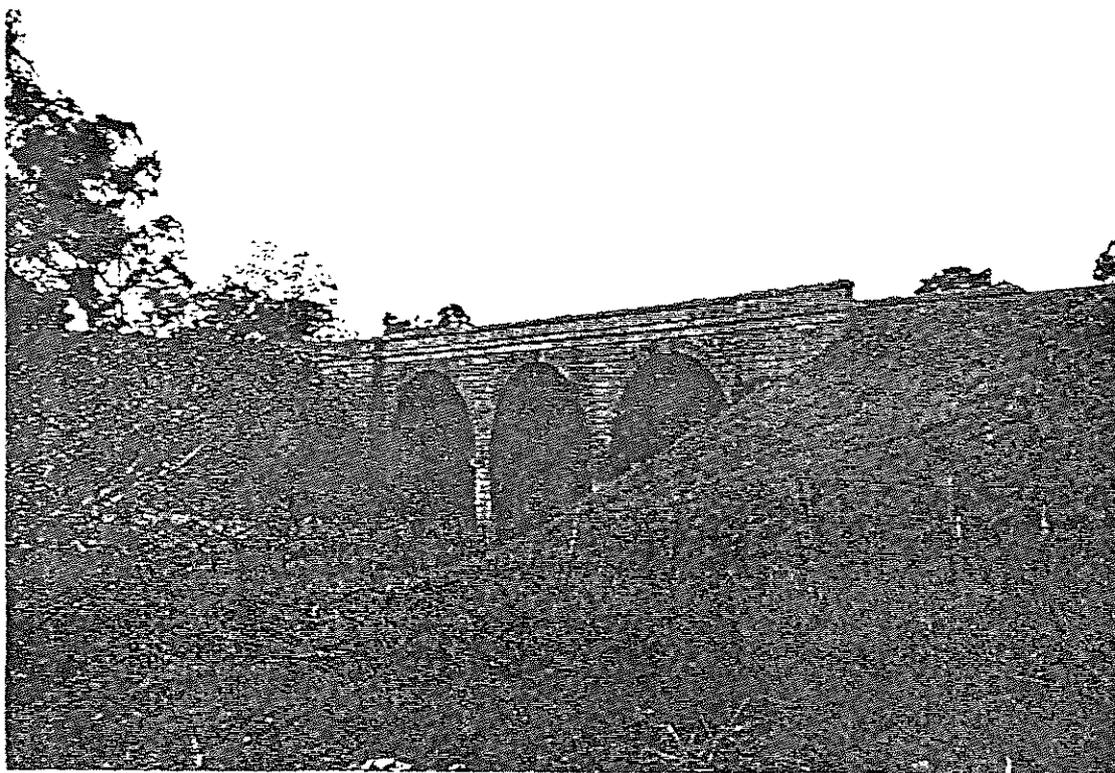
State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Retention on the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	c1859

PHOTOGRAPH
FILM No. 24/25
DATE 16.9.92

185

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

In 1859, this granite bridge was built as part of the Melbourne to Sandhurst Railway. Local legend claims that, due to the difficulty of providing solid earth foundations, it was built on bales of wool.

DESCRIPTION

The Barkers Creek railway bridge is a substantial bridge constructed of Harcourt granite in 1859 on the Melbourne-Sandhurst Railway. In three main spans of some 12.5 metres (41 feet) each, the structure is characterised by its deep arches and substantial abutments. Rusticated masonry faces the bridge and other features are the parapet string courses, the very large more smoothly dressed parapet stones, voussoirs, impost moulding and the battering of the abutments. Stylistically the structure follows classically derived vernacular engineering practice.

The Barkers Creek Bridge is significant as a community landmark. Its aesthetic qualities have made it the subject of many sketches, photographs and picture postcards since its construction. It is also of interest in that it is faced in the locally quarried Harcourt granite a stone not widely used in Victoria. Other details of note are the unusually deep arches sitting on squat piers.

REFERENCES

Hedley James, A Short History of Harcourt, Harcourt Heritage Centre
Information from George Milford
National Trust Building Citation No 2659
Cusack, *Bendigo: A History*. 1973. p145
Martin, 'Bringing the Railway to Castlemaine'. *C.M*. 2 Mar 1944 from *M.M* 20 Aug 1862
Ward, 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No: C1

CURRENT LISTINGS:	TOWN/DISTRICT: Chewton
HISTORIC BUILDINGS REGISTER ☐	
HBC No.	NAME: Railway Bridge
NATIONAL TRUST ☐	ADDRESS: Adelaide Street
NATIONAL ESTATE REGISTER ☐	
Nominated	
OTHER	FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE   BU 558 921

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The brick and bluestone segmental arched rail bridge is an important element.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	c1859

PHOTOGRAPH
FILM No. 7/10
DATE 17.6.92

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt. The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

DESCRIPTION

The rail bridge is a segmental arched bridge of brick and bluestone. The bluestone is used as shaped rusticated voussoirs with an enlarged keystone, as quoin work marking the arch, as a cornice line at the spring of the arch and as the abutments and parapet. The inner surface of the bridge arch retains the original face brickwork. The entry and exit to the bridge are marked with low buttress walls of brick ...ped in bluestone and terminating in bluestone pillars.

The bridge materials show the move away from solid bluestone in the Taradale area to the brick of the Chewton and Castlemaine section of the line.

REFERENCES

Cusack. *Bendigo: A History*. 1973. p145
Bradfield. *Elphinstone*. Part 2. nd
The Guardian June 26 1986 p9 Surplus bricks from this project are said to have been used for the construction of St Mary's Church in Elphinstone.
The Fruit World of Australasia. 10 July 1918
Martin. 'Bringing the Railway to Castlemaine'. *CM*. 2 Mar 1944 from *MAM* 20 Aug 1862
Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No: C16

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Stone Drain
ADDRESS: Church Street

FORMER NAME:

TITLE DETAILS:
F

MAP NAME: Chewton
MAP REFERENCE BU 561 924

STATEMENT OF SIGNIFICANCE
After the gold rushes it soon became apparent that the natural hydrology of the area had been severely disrupted and the town was subject to frequent flooding. These solidly constructed stone drains represent an attempt to provide proper drainage for the densely occupied central area of Chewton. The use of local stone and the adjacent timber fence are important elements in the streetscape.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Transport, Towns	1881
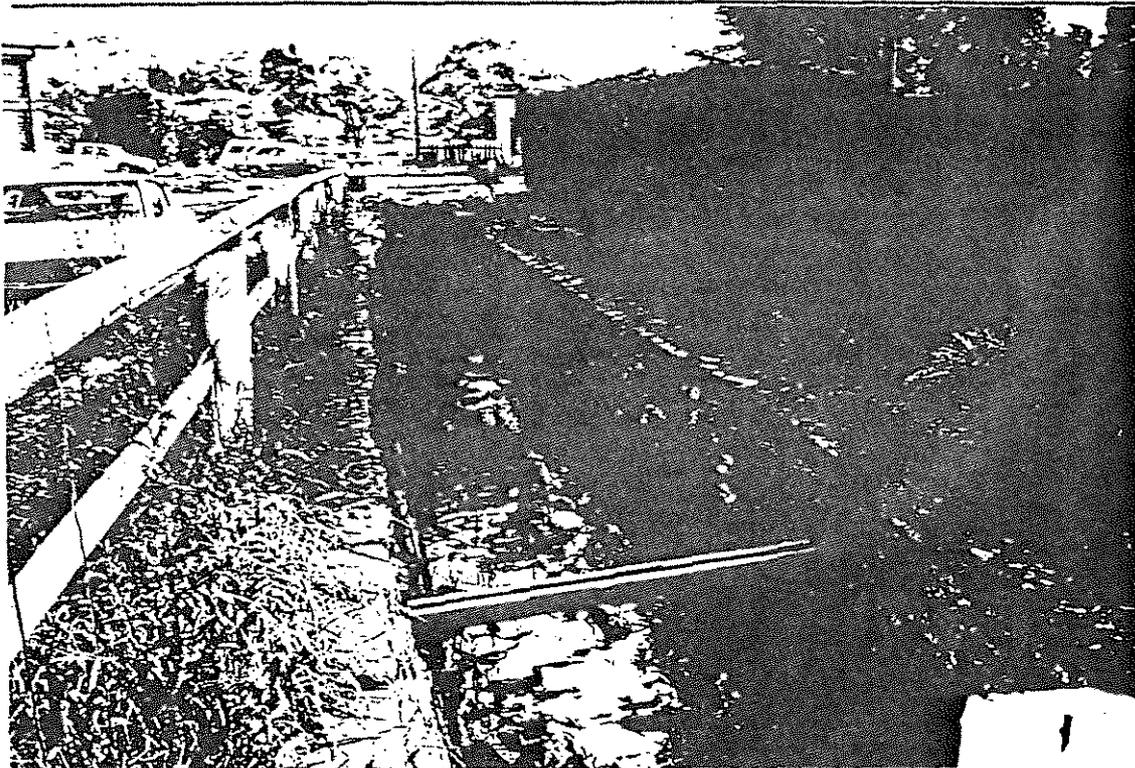
PHOTOGRAPH
FILM No. 5/20
DATE 17.6.92

HISTORY

The intensive alluvial mining that took place throughout the area in the course of the 1850s played havoc with the natural hydrology of the area and led to frequent flooding. The increased concentration of businesses and residences in central Chewton also engendered a demand for improved drainage.

In June 1879, the Chewton Council wrote to the Minister for Public Works asking for £100 for the construction of a storm water channel at Church Street. The Public Works Department (PWD) agreed to place on estimates. In November 1880 it sanctioned payment of £60 - half the estimated cost for improving the water channel at Church Street. In December 1880 the PWD asked that plans for Church Street channel be submitted; these were completed and sent off. In January 1881 tenders were called and J McNamara's accepted.

J. W. Sparks must have also worked on the drain for he states in his Autobiography, "I built the Mitchell Street bridge and constructed the Church Street Channel and carried on my dual work as Shire Engineer and Town Clerk with ease." J. W. Sparks worked for the Chewton Borough Council from 1863 to 1908. From 1871 he was employed as the town engineer and in 1879 he received a qualifying certificate as a Municipal Engineer and Surveyor. He supervised most of the Council building and construction works that took place in the Chewton township.

The drain was completed by the end of March, 1881.

DESCRIPTION

The wide stone drain constructed of local slate, and the protecting timber fence are the types of small detail that enhance the character of Chewton. These engineering features carried out solidly in local materials set the area apart from other towns and are to be compared with modern solutions to drainage.

The drain and fence form an important element in the streetscape and should be retained and maintained.

REFERENCES
Borough of Chewton and Shire of Metcalfe Rate Books
Information from Silas Ellery and Stuart Williamson
J. W. Sparks, *Autobiography*, 1910
Reports of Chewton Council Meetings, Mount Alexander Mail

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No:C23

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Chewton
NAME: Railway Bridge

ADDRESS: Eureka Street

FORMER
NAME:

TITLE DETAILS:

MAP   Chewton
NAME:
MAP   BU 550925
REFERENCE

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The brick and bluestone segmental arched road bridge is an important element.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	1862

PHOTOGRAPH
FILM No. 6/32
DATE 17.6.92

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt. The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

DESCRIPTION

The road bridge is a segmental arched bridge of brick and bluestone. The bluestone is used as shaped rusticated voussoirs with an enlarged keystone, as quoin work marking the arch, abutting the arch and doubled at the end of the parapet, and parapet. The inner surface of the bridge arch retains the original face brickwork and a line of rusticated bluestone at the springing of the arch. The bridge materials show the move away from solid bluestone in the Taradale area to the brick of the Chewton and Castlemaine section of the line.

REFERENCES
Cusack. *Bendigo: A History*. 1973. p145
Bradfield. *Elphinstone*. Part 2. nd
The Guardian June 26 1986 p9 Surplus bricks from this project are said to have been used for the construction of St Mary's Church in Elphinstone.
The Fruit World of Australasia. 10 July 1918
Martin. 'Bringing the Railway to Castlemaine'. *CM*. 2 Mar 1944 from *MMM* 20 Aug 1862
Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No: C26

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Badgers Keep
ADDRESS: Fairbairn Road

FORMER NAME: Kent's Cottage

TITLE DETAILS:
Ca A, 37,38,39,40,42,43

MAP NAME: Chewton
MAP REFERENCE   BU 557 929

STATEMENT OF SIGNIFICANCE

The early stone buildings and the timber building on this property reflect the consolidation of the Chewton township in the late 1850s and 1860s. Their location on Forest Creek is a reminder of the importance of a reliable water source especially for garden cultivation. The current use of the land as an apple tree nursery demonstrates continuity with the gardens created around the buildings during the nineteenth century. The nursery has a collection of over 500 apple varieties making it of horticultural and scientific significance: up to four hundred varieties of apple were once grown in the orchards of nearby Harcourt but have now been reduced to a mere handful of commercial types.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Gold, Horticulture	c1860, c1905

PHOTOGRAPH
FILM No. 7/24
DATE 17.6.92

HISTORY

Crown allotment No. 40 was purchased in March 1860 by John Kent, a miner, and a stone house is recorded on the property in the first rate books of 1864. Like many miners John Kent actually pursued a variety of occupations. He is first recorded as a miner but the postal directory of 1868 lists him as a gardener and by 1885 as a bricklayer. He probably cultivated a garden throughout the period.

In 1886 John Kent sold this allotment to his son, John Reuben Kent for 10/-, "memorialising the natural love and affection which the said John Kent had for John Reuben Kent".

Crown Allotments No. 38 and No. 39 were purchased by J. R. Kent in 1901 and 1905 respectively

In 1922, Reuben's son, Edwin Kent sold all three allotments to Edward Carter, an auctioneer ,and in the same year the place was re-sold to George Bailey. George Thomas Bailey was a farmer who, in 1955, passed on the property to his daughter, Mary Ellen Burnnard, then living at the same Sunshine address as himself, "in consideration of love and affection borne." Mary Burnnard sold to Fred Moss in 1962. In 1967 the property was transferred to Kent's Cottage Trust and then in 1969 was acquired by Margaret Corke, later Margaret Winmill.

Crown Allotment No. 37 was purchased by T. Joynes in 1860 and went through similar transfers. Crown Allotment No. 42 being added to it by the Junipers in the mid twentieth century. Part of Crown Allotment No. 42 was a Chinese camp during the gold rush period. This two-allotment property was ~o known as Botten's after another of its owners and was purchased in 1975 by Clive and Margaret ,, inmill who consolidated it with the neighbouring Kent properties.

From 1975 onwards they developed a nursery and gardens on the combined property. The nursery specialised in historic plant material becoming widely known as this field developed in the 1980s. The nursery now specialises in apple trees of which it houses a collection of 500 cultivars (varieties).

Crown Allotment No. 43, originally held under a miner's right, was at one time occupied by M. Barnes (related to Barnes of Castlemaine Rock fame). It was made freehold by Winmills in 1989. The stone building on that allotment was brought as part of the nursery operations.

DESCRIPTION

The property now contains the current apple tree nursery, the stone house of John Kent, the stone house of John Reuben Kent, the timber house on Crown Allotment No. 37 and the 1984 stone building in the foreground of the photograph.

The stone house of John Kent is of field sandstone and possibly dates from soon after his purchase of the ~ in 1860. The larger stone house of John Reuben Kent was constructed around 1905 when he added this site to the property. The land which was originally purchased by T. Joynes in 1860 has a weatherboard cottage built progressively from the time of purchase in 1860 until the early decades of the twentieth century. The earliest section of the house still has timber shingles under the corrugated iron roof and a wattle and daub outhouse which probably dates from the nineteenth century.

The terracing and stone retaining walls on the site are part of the nursery works undertaken since 1975.

REFERENCES
Borough of Chewton Rate Books and Shire of Metcalfe Rate Books
Information from Barbara James and Clive and Margaret Winmill
Balliere's Victorian Directory, 1868

FILE No: C26A

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Chewton

NAME: Elm Avenue and Memorial
ADDRESS: Fryers Road Corner Pyrenees Highway

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE   BU 559 924

STATEMENT OF SIGNIFICANCE

This avenue of mature elm trees is a landmark feature within the township of Chewton. It is adjacent to the granite gate which has social value as a memorial to those Chewton residents who fought in the First and second World Wars. The avenue is a double row of elms and this type of planting is rare in the Shire

Local Significance

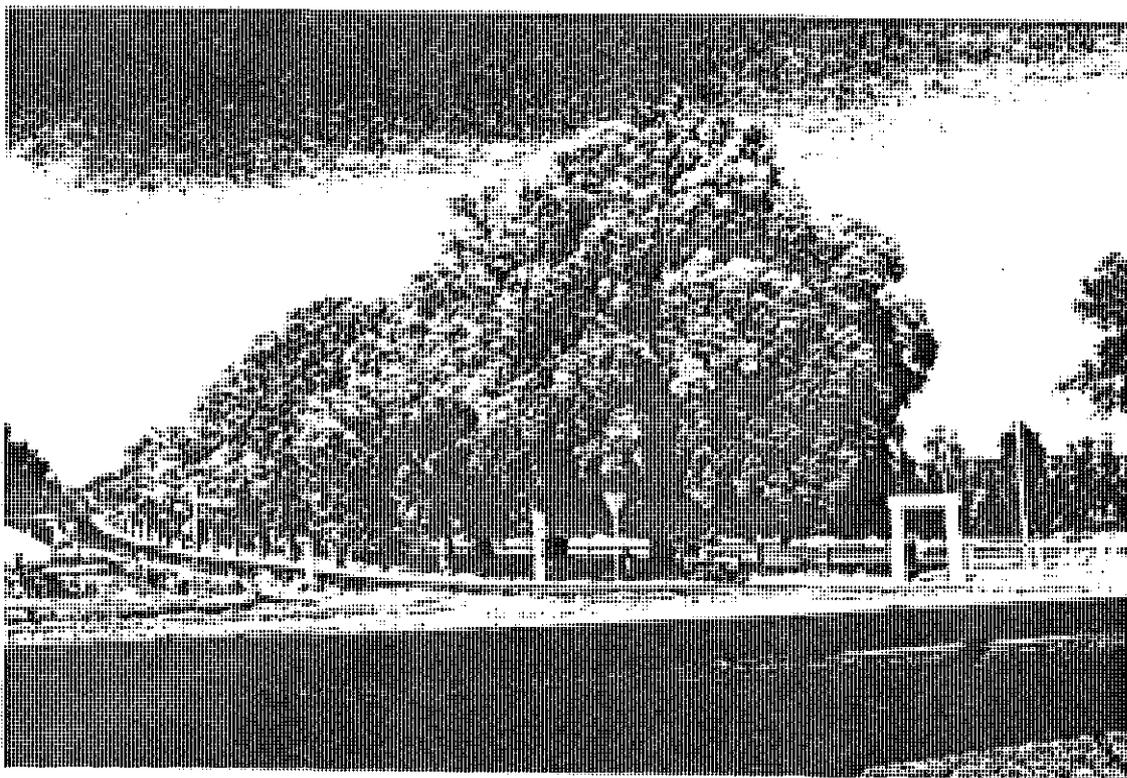## RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES
Community Life, Horticultural, Towns

BUILDING DATE
c1920

PHOTOGRAPH
FILM No. 28/35
DATE 17.4.93

195

HISTORY

The land in the area appears to have been worked for gold from the 1850s to 1900 and was part of the workings of the Francis Ormond Mine at one stage. The major part of the adjacent sports reserve was created in the early twentieth century when the creek was diverted. The Recreation Reserve was gazetted on 7 December 1900.

It is not known when the avenue of elms along Fryers Road were planted or if they are linked to the adjacent memorial gates as an avenue of honour.

An inscription on the granite gate at the entrance to the recreation reserve honours Chewton's soldiers in the First and Second World Wars.

DESCRIPTION

An avenue of elms extending from the Pyrenees Highway along the west side of Fryers Road Reserve. It would appear that the initial row of trees was planted first perhaps for those that served in the First World War as those elms on the reserve side are larger than the row on the edge of Fryers Road which may have been planted later.

The double row of elm trees are a rare form of planting within the Shire.

REFERENCES
Tour of Chewton pamphlet
Report by Francine Gilfedder

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C27

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Saint John's Anglican Church
ADDRESS: Fryers Road

FORMER NAME: St John's Church of England

TITLE DETAILS:
Chewton F61

MAP NAME: Chewton
MAP REFERENCE BU 561 922

STATEMENT OF SIGNIFICANCE

Saint John's is one of the few religious buildings erected in brick during the gold rush period of the 1850s. Its early construction suggests the influence of local Church of England members and their desire to promote permanence within the township. Unlike other religious buildings in Chewton, the church is located away from the main street, reflecting the Church of England concern to separate the sacred from the secular. The church has generated countless fund raising functions and has acted as a focus for community life for almost 140 years.

Local Significance

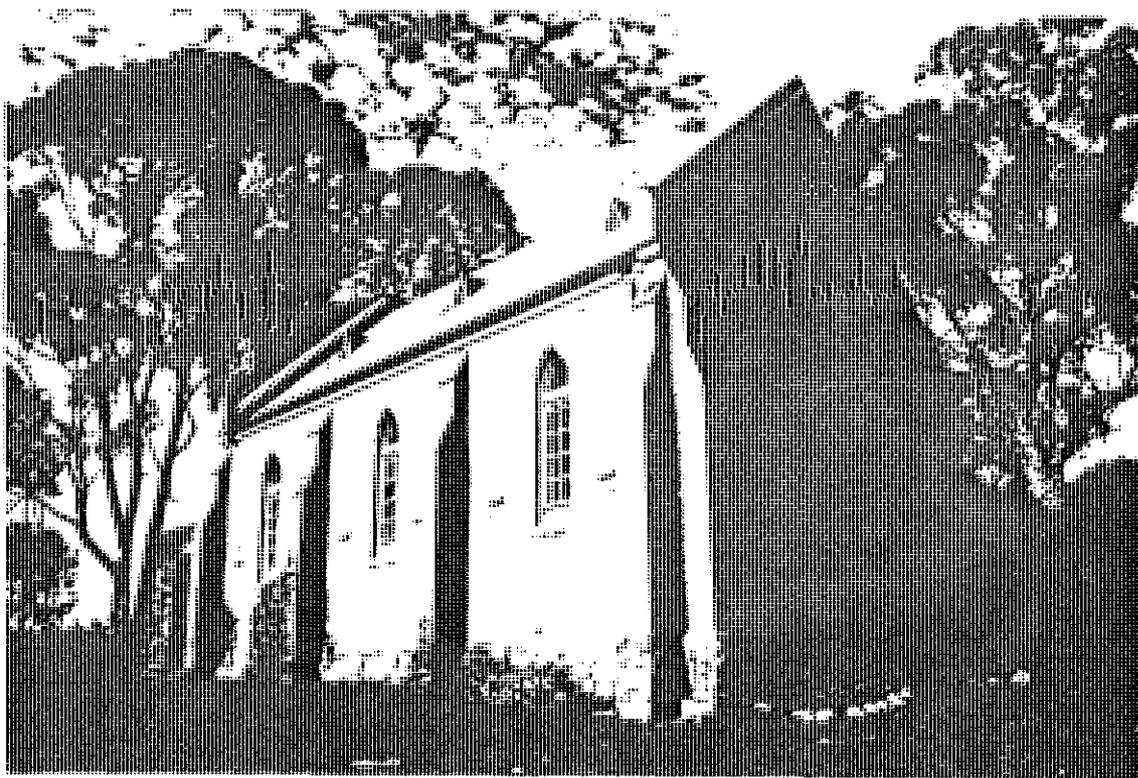## RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Community Life (Churches)	1858

PHOTOGRAPH
FILM No. 5/22
DATE 17.6.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90.
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

HISTORY

The Mount Alexander Mail in August 1858 reported that members of the Episcopalian Church were *at length* directing their efforts towards building a church. Apparently there had been delays yet once the decision had been made, progress was rapid and by December, 1858, a church building had been erected and the first service held. The site was on Poverty Hill, an allotment which allowed access on both sides. Mr Frederick Poeppel, an architect active in central Victoria during this period, designed the building and Mr Davis was the builder. The pews, pulpit and communion table were all made in "plain design" by a local resident, Mr Angus.

The architect, Frederick Poeppel, was working in the central goldfields area in the 1850s and 60s, being the designer of the Denominational School in Maldon in 1858 and the Lutheran Manse in Ballarat in 1868.

Ironically the site had been reserved in 1856 for the express purpose of providing space for a burial ground in addition to a church. A paragraph in the deeds of title outlines the Government's concern at the number of informal burials taking place and stipulates that this grant of land be "set aside for the authorities of the Church of England to use as a church and burial ground". Unfortunately solid sandstone was encountered just two feet below the surface making grave digging an impossibility.

The erection of the church cost £850 and left the congregation with a large debt to repay. Over the following years a variety of functions were held in order to raise money for the Building Fund. The venue for many fund raising functions was the Red Hill Hotel since the publican, William Low, was a very committed member of the Church. In order to raise money, the church trustees even offered the ...lding for rent as a venue for the Police Court and Council Chamber, but their offer was not taken up. Money remained in short supply and in January 1863, the vicar absented himself from Sunday services complaining that he had not been paid.

Nevertheless the church catered to a large membership. The first baby baptised in the church was George Carston in 1859 and he was followed by 57 further baptisms in the same year. Many of the town's most influential citizens attended Saint John's including J. B. Patterson (later Premier of Victoria), J. W. Sparks (town clerk) and T. L. Brown (mining surveyor). Mr Brown was an organist at the church.

On the 14 November 1901, the church was badly damaged when the roof was blown off in a freak storm. The building was repaired with the addition of a chancel and vestry. However the original choir stalls were not rebuilt. The church was reopened on 26 October, 1902.

Saint John's is now the only church which remains open in Chewton. The church is shared for services by the Anglican and Lutheran churches.

DESCRIPTION

The church is of a rudimentary Gothic design. It is a rectangle with a steeply pitched roof. Built of brick on a stone base, the building has been rendered at a later date. The building has a three bay chancel marked externally by narrow buttresses with a pointed arched window in the middle of each bay. The entrance is marked by a deep moulding modelled as a porch, with a cross marking the apex of the roof. The entrance is surmounted by a rose window and flanked by pointed arched windows.

The church is a substantial but simply detailed brick building for the time. The siting of the church on a rise, and set back from the street on the large site, enhance the building. The bell now hangs from an iron frame but is said to have been hung in a large gum tree for many years.

REFERENCES
CM 8 June 1977
Chewton Video, No. 2
Notes from the Mount Alexander Mail compiled by B James

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C29

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Park School
ADDRESS: Fryers Road

FORMER NAME: Site of Chewton Market

TITLE DETAILS:
Chewton F69D

MAP NAME: Chewton
MAP REFERENCE BU 560 922

STATEMENT OF SIGNIFICANCE

This building may incorporate some of the materials of the original Chewton market building and was part of an extension to the Park School after 1871. It represents a link with Chewton's ambitious attempt to establish its own market in competition with Castlemaine. It is also strongly identified with the Park School and with a period of transition in the 1860s and 1870s - when denominational schools and common schools combined to become government schools. It is from the Park school that the existing Chewton State School developed.

The combination of local materials, the siting in the park and the social importance of the school from the 1871 to 1911 make this building an important link to the history of the site and it adds to the character and streetscape of Chewton.
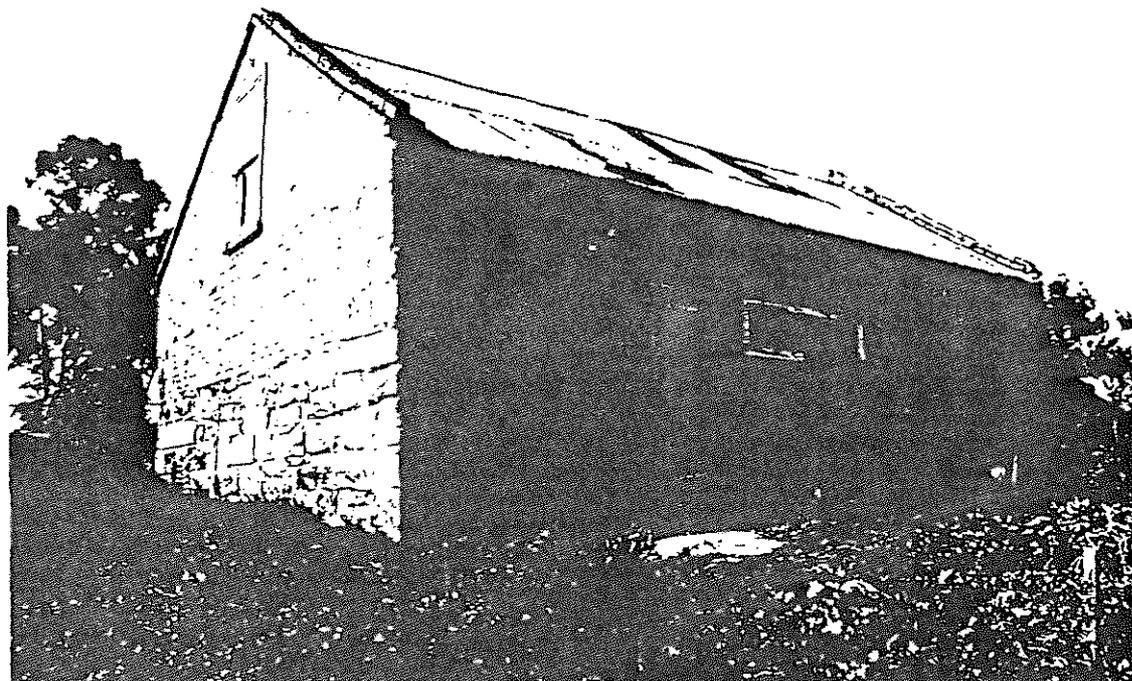
Local Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Residential)	1874

PHOTOGRAPH
FILM No. 5/32
DATE 17.6.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90.
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

HISTORY

In 1864 Chewton erected a market house and sheds in Fryers Road in an attempt to compete with the successful Castlemaine Market which was draining business away from the township. This was on the site adjacent to this building and to the north. The venture was a dismal failure and for the next six years a variety of alternative uses were suggested for the buildings, the most popular being the conversion of the Market House into a Town Hall. However in 1868 this idea was abandoned in favour of allowing the building to be reused as a school house.

A Common School (No. 139) had grown out of St John's Episcopalian School, (established in 1859), and at a public meeting on the 6 March 1869, two members from each of the major denominations in the area were elected to a vested school committee. This led to the creation of Vested Common School No 1054 on 1 October, 1870.

Since the design of the Market Hall was - as J. W. Sparks, town clerk, expressed it - "utterly useless" for the purposes of a school, it was used for materials. On the 1 February, 1871 tenders were called for the erection of a new brick school house on the school Reserve further south in Fryers Road. In 1910 J. W. Sparks wrote, "A large oblong building with stone walls was built and the material from the old market used up somehow but all we can now see of the old market are windows, the main door and some of the iron on the roof." The new building was divided into three compartment for boys, girls and infants and cost £350. It had foundations of masonry 18" thick and to this were added four foot high brick walls plastered inside.

The new school was opened by J. B. Patterson, M.P. on the 3rd July, 1871. The Mount Alexander Mail reported that , "last evening the completion of a large new school ... was celebrated by a tea meeting, ich was largely attended. The school is the largest and most commodious in the district." An early photograph and sketch floor plans shows the school to be a rectangular plan with a small entry porch at the west end of the building. The walls were rendered and above the 12 paned windows were deep mouldings supported on brackets.

Over the ensuing decades the new school became known as the "School in the Park". It would appear that at sometime before 1900 the school had been extended as attendance at the school stood at 333 at the turn of the century and in 1911 a new and more commodious school was erected in Hunter Street to replace the School in the Park. The main school building was then demolished. This section of the school was retained and used as a scout hall and football change room. Alterations to the building were made after World War II.

DESCRIPTION

The existing building conforms generally to the description given by J. W. Sparks in 1910 of the school building. It is not in plan or construction style like the school building in an early photograph. The building would appear to have been added to the 1871 school building sometime after the school property was enlarged by the purchase of this land in about 1874. Sparks may have referred to this building when talking about the recycling of material to construct this building as an addition to the school.

. building is a rectangular shape with a gabled roof. The lower section is of coursed random rubble stone with brick walls above with the gable ends rising in brick parapets marked by a row of corbelled bricks. The side wall has a central section of weatherboards and there are windows which appear to have been added at a later date. The large vertical board timber doors do not appear to be original.

The building appears to be an example of the use of recycled materials and its unusual design compared to other schools of that era appears to have developed from the re-use of these materials. The building has been altered since is closure as a school in 1911. The combination of local materials, the siting in the park and the social importance of the school from 1871 to 1911 make this building an important link to the uses of this area and it adds to the character and streetscape of Chewton.

REFERENCES

Vision and Realisation, p629, 725-6
Lawrence Burchell, *Victorian Schools; A Study in Colonial Government*, 1980
J. W. Sparks, *Autobiography of Mr Jas W Sparks*, 1910 p32
Extracts from Chewton Council Minutes, compiled by B. James
Ottery, *The Mount Alexander Goldfields*, 1986

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No C34

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Chewton
NAME: Rail Bridge

ADDRESS: Fryers Road

FORMER
NAME:

TITLE DETAILS:

MAP
NAME: Chewton

MAP   BU 560920
REFERENCE

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The brick and bluestone segmental arched rail bridge is an important element.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	1862

PHOTOGRAPH
FILM No. 6/1
DATE 17.6.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAM 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

DESCRIPTION

The rail bridge is a segmental arched bridge of brick and bluestone. The bluestone is used as shaped rusticated voussoirs with an enlarged keystone, as quoin work marking the arch, as a shaped cornice at both the arch springing and the below the parapet, as smooth dressed stones capping the brick side abutments and as quoin work and piers at each end of the bridge. This differs from the previous two bridges ion that the arched section is proud of the adjoining abutment walls and is treated as an arch, cornice and pediment. At each side of the pediment is delicate iron railings with diagonal sections marked in the centre by a circular boss.. The inner surface of the bridge arch has been concreted in recent times obliterating the original face brickwork. The use of brick and iron in the parapet makes this a much lighter design than the preceding two bridges (C1 and C23). The bridge materials show the move away from solid bluestone in the Taradale area to the brick of the Chewton and Castlemaine ʾtion of the line.

REFERENCES
Cusack. *Bendigo: A History*. 1973. p145
Bradfield. *Elphinstone*. Part 2. nd
The Guardian June 26 1986 p9 Surplus bricks from this project are said to have been used for the construction of St Mary's Church in Elphinstone.
The Fruit World of Australasia. 10 July 1918
Martin. 'Bringing the Railway to Castlemaine'. C.V. 2 Mar 1944 from ALM 20 Aug 1862
Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Mining Surveyor's House
ADDRESS: Fryers Road

FORMER NAME:

TITLE DETAILS:
Chewton F1, 37

MAP NAME: Chewton
MAP REFERENCE BU 561 917

STATEMENT OF SIGNIFICANCE

This well preserved residence, dating from 1864, is strongly identified with its builder and long term occupant, T. L. Brown. T. L. Brown was one of Chewton's most influential residents and in his position as mining registrar and surveyor and town clerk and surveyor, he played an crucial role in shaping the future development of the area. This substantial residence, constructed in the early days of Brown's career, is expressive of the post gold rush prosperity of the township and its owner's growing status.

Local Significance

RECOMMENDATIONS
Recommended for addition to the Register of the National Estate, Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Residential), Gold	c1864

PHOTOGRAPH
FILM No. 6/2
DATE 17.6.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90,
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

203

HISTORY

T. L. Brown, a mining engineer and a man who was to become one of Chewton's most prominent residents, purchased this allotment in 1857 and by 1864 the Rate Books record that a brick building was in the course of erection.

T. L. Brown had arrived on the Mount Alexander diggings in 1852. He opened a store at Wattle Gully and was one of the first to erect a crushing machine in this area. In June 1859 he was appointed Mining Registrar and Surveyor of the Castlemaine Mining District leaving on record fascinating and detailed reports. From 1862 to 1864 he was Chewton's Town Surveyor and from 1863 to 1871, Town Clerk.

He took an interest in local politics and was a foundation member of the Chewton Freemasons. He was an organist at St Johns Church of England and led singing classes in the township. When he died in 1890 the *Mount Alexander Mail* described him as one "who by his tact and good judgement has rendered invaluable service towards a full development of mining generally in the Castlemaine district"

After his death, his widow, Mrs Sarah Brown, continued to live in the house until 1914 when the property passed to her unmarried daughter. The property finally passed outside the family when Miss Brown sold to Eric Kirkpatrick in 1951.

DESCRIPTION

The house is of face brick with a steeply pitched hip roofed front section with a gable roofed section behind. To the side is a detached gable roofed brick out building, now painted.

The windows are sets of narrow French doors leading out to the verandah which returns on both sides of the house. The verandah has no decoration and appears to have been rebuilt. The wide central chimney has had the bricks painted and is decorated by a corbelled band supported on angled bricks.

The entrance to the drive way gates retains a small section of picket fencing.

The building is a substantial residence from the early years of settled development in the Chewton area. The face brickwork, French windows and encircling verandah are all characteristic of the design of the era.

REFERENCES
Borough of Chewton Rate Books and Shire of Metcalfe Rate Books
ALPA Submission to the HBC, November 1991
Information from title searches completed by Barbara James

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C36

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Gambles Hotel/Cornish Arms
ADDRESS: Fryers Road

FORMER NAME:

TITLE DETAILS:
FI, 40

MAP NAME: Chewton
MAP REFERENCE   BU 561 916

STATEMENT OF SIGNIFICANCE

An early store and hotel from Chewton's gold mining hey day, built in a characteristic style for this period. Its well chosen location on Fryers Road is a reminder of the days when this was a major thoroughfare carrying traffic between the Fryerstown and Chewton gold fields.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Business), Gold	1860s
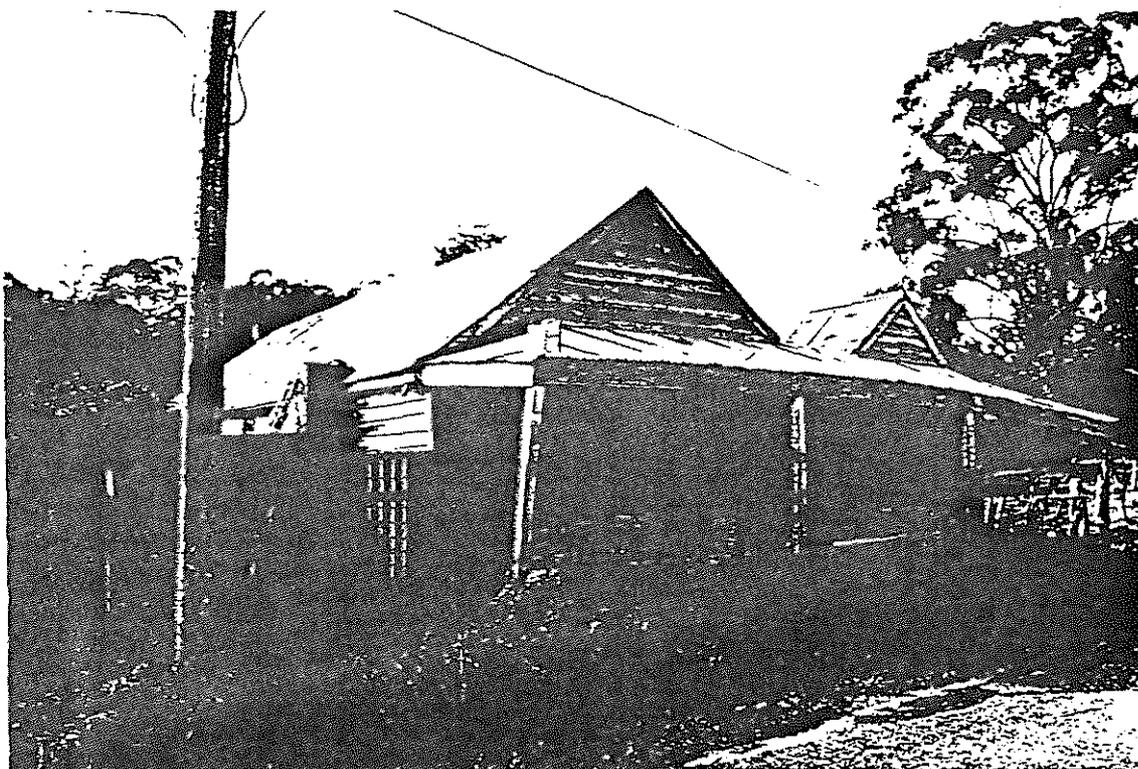
PHOTOGRAPH
FILM No 6/4
DATE 17.6 92

HISTORY

In 1857, John Collings, purchased this allotment in Wattle Gully. In 1850, at the age of 53 he had migrated to Victoria with his wife, Mary, and seven children from Kent, England. He settled for a time in Hawthorn, before trying his luck at the Mount Alexander Diggings. He was a committed member of the Baptist Church and helped establish the denomination on the goldfields. In 1857 he chaired a tea meeting at a new Baptist chapel at Aberdeen Hill, near Castlemaine and a newspaper report of the occasion commented that the "amiable and pleasing manner in which he filled the post, tended greatly to enliven the meeting."

A store and dwelling were erected on the allotment but during this period - after the exhaustion of the alluvial rush and before the expansion of company quartz mining - John enjoyed little prosperity. In 1859 he wrote to his brother describing his situation:

I am still trying to do a little (just enough) to live at a store at the Diggings. I just manage to pay my way; more I cannot say; we rather contemplate removal before the approach of winter principally from the fact our old slab and bark house is becoming dilapidated and [we have] not the means of making it water tight... we have got seventeen buckets, dishes and saucepans set to catch the drips and runs through the roof.

Obviously John Collings did make the decision to move, for the allotment was sold to James Kearney, a merchant., the following year for the inflated price of £80. Possibly the commencement of work on the Melbourne-Sandhurst Railway made the building a more attractive proposition.

Kearney leased the buildings - recorded in the rate books as a weatherboard shop and dwelling - to Henry Gamble who continued to operate a store from the site. In 1868 Henry Gamble purchased the property. It is believed that in addition to the store he also ran a hotel from the premises and it became known as Gamble's Hotel and later the Cornish Arms.

Henry Gamble sold the place to John McDonald, a miner, in 1888 and the following year it was transferred to Margaret McDonald. In 1892, Michael Goeghegan, a licensed victualler, purchased the property and continued to provide alcohol to the public. He sold it to John Silvester, recorded in the Rate Books as a hotel keeper, in 1895.

Fitzgerald's Brewery, Castlemaine, bought the property in 1900 and it is during this period that the building ceased commercial operation. Afterwards the allotment was sold to Cape Goodridge, a bootmaker, in 1912 it was leased by B. Keefe as a residence. Lawson's owned the site for ten years between 1915-1925 before selling to William Maltby, a railway worker. William died in 1941 and the place became the property of Albert Maltby, a miner.

DESCRIPTION

The existing building is of weatherboard with two asymmetrical gable roofs facing the street. The original building was described in 1859 as slab and bark construction. This present building appears to have replaced the original building during the 1860s. The siting of the building on the street boundary and its street verandah clearly indicate the commercial nature of the building. The building had face brick chimneys which have since been partly demolished. The verandah is now without any decoration or signs which would have been expected during the time that the building was used as a store and hotel.

The size, location and materials of the building are characteristic of the commercial buildings constructed in the 1860s and 1870s and its position on the Fryerstown to Chewton road indicate that this was once a centre of population and a busy thoroughfare.

REFERENCES

Borough of Chewton Rate Books and Shire of Metcalfe Rate Books
Information from Silas Ellery and Stuart Williamson
Information from title searches completed by Barbara James
Balliere's Victorian Directory 1868, Wises Post Office Directory 1884, 1899, Chewton Directory 1872
Letter from John Collings to his brother, January 28, 1859 (photocopy in the possession of Mary Thompson)
Mount Alexander Mail Oct 23, 1857

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C37

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT:

NAME: Blackwall Arms Hotel
ADDRESS: Fryers Road

FORMER NAME:

TITLE DETAILS:
Chewton, H, 1

MAP NAME: Chewton
MAP REFERENCE   BU 562 916

STATEMENT OF SIGNIFICANCE

A substantial store and hotel dating back to the 1860s. Its size and solid construction illustrates the availability of capital during this period and the township's progress away from flimsy shanties to permanent commercial buildings. The building's prominent position and visual attraction make it an important landmark on Fryers Road. During the twentieth century the building became strongly associated with the late George Archer JP., M.B.E., a local butcher, and active Council member for 35 years.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Commercial), Gold	c1860
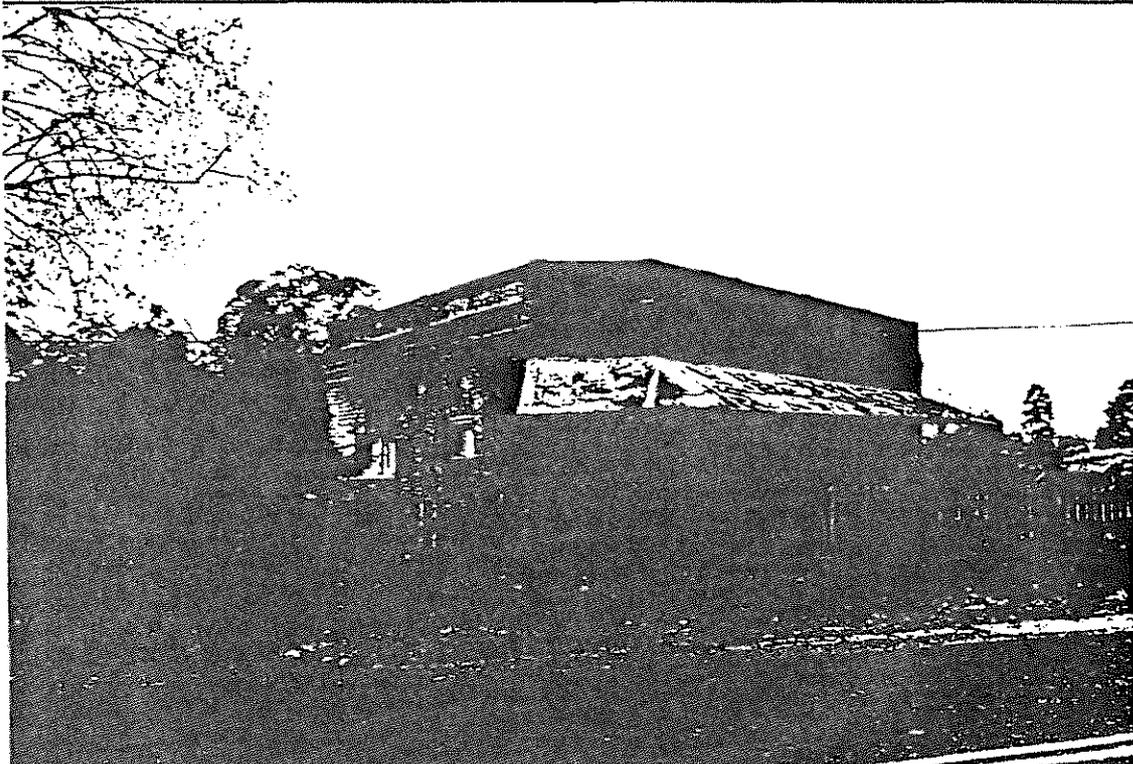
PHOTOGRAPH
FILM No. 6/5
DATE 17/6/92

HISTORY
During the 1860s the Wattle Gully area was thickly populated and developed an identity distinct from Chewton proper. Businesses that developed along the main road to Fryerstown also concentrated on servicing the local Wattle Gully population.

When a number of allotments were offered for sale in the area in 1857, John Lockwood Westoby, purchased this block for £3/7/6. Westoby was a store keeper and by 1864 he had erected a brick shop and dwelling on the site. In 1865 an application was made for a hotel licence for premises to be known as the Blackwall Hotel. The hotel is listed in the 1865 Victorian Gazetteer and by 1868 the description of Westoby in the Rate Books has changed from that of a storekeeper to that of hotel keeper.

Westoby died very suddenly in 1880. The Mount Alexander Mail reported that he had gone outside his store to fill up a hole that had been dug by some Chinamen and was so suddenly seized that he had to sit down on the barrow and later died. In November of that year an application for a Hotel Licence for the "Blackwall Arms Hotel near Dinah Flat, Chewton" was placed by Thomas Taylor, who it is believed had already been working in the hotel with Westoby.

In 1895, Westoby's executors, J.W. Sparks, J. Lamb, T. Taylor and R. Ottery sold the property to T. Taylor for £120 and at this time he was listed in the rate books as a licensed victualler. In 1903 the Licence was transferred to William Johnson and in 1904 to Caroline Fox. After Taylor's death his executrix, Elizabeth Salmon, mortgaged the property in 1904. Early in 1907 she held the Licence but by the end of the year the Licence had come up before the Licensing Reduction Board and the Blackwall Ar‿ s was presumably delicenced.

George Archer, Senior, a miner, bought the property in 1911. George Archer is reputed to have been an underground manager at the Francis Ormond mine and one of a group of successful tributers there. He and his family took up residence in the old hotel.

George Archer gifted the building to his son, George junior, in 1954. George Archer junior had been running a butcher's shop in the main street since 1932 and he may have also opened a small butcher's shop here at one period. George was a well known local resident and served on the Shire Council for 35 years, being president in 1953, 1957 and 1971. He died in 1981. His son Malcolm Archer still lives in the building.

DESCRIPTION
The hotel is a single storey face brick building with a cornice with brick dentils supporting a parapet with rendered panels. The building has a splayed corner which presumably was the bar entry. A timber verandah protects the street facade. The verandah, although now in poor condition, has the remains of decorative curved timber brackets and frieze.

The splayed corner has a pair of framed and panelled doors. There is a break in the brickwork of the decorative cornice on the side elevation which indicates that at one time a gabled roofed porch or other addition was attached at this point. The building still retains its Alliance Insurance Company plaque on the wall. These plaques indicated buildings insured by the company so that in event of fire they would be attended to by the private fire brigades operated by the company.

The building is substantially intact with the only alterations being those to the side window and the loss of some if the elements of the verandah. There is enough remaining verandah elements to reconstruct this feature. The building, especially the corbelled brick cornice, is an important example of the small, face brick, parapeted buildings with decorative brickwork which are a feature of Chewton. The siting of this building on Fryers Road indicates the centre of the local population and importance of this area during the 1860s

REFERENCES
Borough of Chewton Rate Books and Shire of Metcalfe Rate Books
Information from Silas Ellery and Stuart Williamson
Information from title searches completed by Barbara James
Bailliere's Victorian Directory 1868, Wises Post Office Directory 1884, 1899, Chewton Directory 1872, Victorian Gazetteer, 1865.

Assessed by
Jacobs/K. Twigg

Assessment Date
Sept-Oct 1993

FILE No: C-42

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Wattle Gully Gold Mine
ADDRESS: Fryers Road

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 558909

STATEMENT OF SIGNIFICANCE

The Wattle Gully mine, is the only mine in the Shire of Metcalfe that has been worked profitably for an extended period of time in the twentieth century. It has state significance as the largest producer of gold in Victoria in the late 1950s. The sand dumps are of particular note, since they give some idea of the massive amount of earth that has been removed from beneath the ground. Remnants and footings of the boilers and chimney at the South Wattle Gully site are a reminder of an earlier phase of quartz mining in the area in the nineteenth century. These have been recommended for protection by a National Trust Study (McCann, The Cultural Landscape of the Castlemaine-Chewton Goldfields, Dec 1990)

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing), addition to the Register of the National Estate

THEMES	BUILDING DATE
Gold	From 1859

PHOTOGRAPH
FILM No. 6/12
DATE 17/6/92

PROJECT No 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG 217 DRUMMOND STREET SOUTH BALLARAT 3350 TELEPHONE 053-317 115

209

HISTORY

The first Wattle Gully Gold Mining Company was formed in 1859. It had a capital of 5000 shares worth £25,000 and the mine was allocated an area of nine and a half acres. Initially there were promising yields; in October 1859 a body of stone yielded 4oz to the ton. However during the 1860s the Wattle Gully along with most quartz mining operations was affected by a dramatic slump in business investment and in 1869 it forfeited its lease.

During the 1870s there was a mining revival. J.W.Sparks recorded that at this time "speculators arrived from all parts... claims were pegged out and mining companies were formed every day". A second Wattle Gully Gold Mining Company formed in 1871 and continued to operate periodically until 1889.

The lifting of the gold standard price in 1930 prompted a revival of the field. A variety of companies were formed such as the Post Office Hill, Argus Hill, North Chewton, North Wattle Gully, Chewton and South Wattle Gully. However none proved profitable and by 1932 the majority of shares were being forfeited. A director of one company, Dickenson, bought all the forfeited shares at 9p each and paid the calls owing on them. He then amalgamated all the leases and formed the Wattle Gully Gold Mines NL in 1933.

After sinking a shaft down 800 feet a very large body of stone was found, sixty feet wide and extremely rich. This was the beginning of a period of great prosperity for the Wattle Gully mine. The company built its own battery and all the quartz was crushed on site. A winder, battery and poppet legs were purchased from the Central Nell Gwynne in Bendigo. In the late 1950s, Wattle Gully was Victoria's -gest gold producer. The annual output of gold was 15,000 fine oz and the mine employed 140 men. ~~0,000 was spent on an improvement scheme in 1959 but by 1969 it had become unprofitable. It closed for a period and reopened between 1970-1971 before ceasing operations again in 1976.

The Wattle Gully mine has continued to operate periodically since then.

DESCRIPTION

Due to the continuous working of the site there are only remnants of the earlier phases of the mine remaining. The significance of the site derives from its long history of mining activity.

REFERENCES
Castlemaine - Tourist and Industrial Centre of the Victorian Highlands, 1959
Chewton Video, No 2
D.G.Jones, *Discovery and Development of the Wattle Gully Mine* - Draft
Harry Ottery, *Mount Alexander Goldfields*, p33
McCann, The Cultural Landscape of the Castlemaine-Chewton Goldfields, Dec 1990

Assessed by	Assessment Date
W. Jacobs/K. Twigg	July-August 1993

FILE No: C54

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Chewton State School
ADDRESS: Hunter Street

FORMER NAME:

TITLE DETAILS:
Chewton E, 155B&C

MAP NAME: Chewton
MAP REFERENCE BU 564 923

STATEMENT OF SIGNIFICANCE

Although a number of schools once existed in the area, the Chewton State School is the only one which continues to operate. The school, built in 1911, traces its origins back to 1859 through two earlier schools - the St John's Episcopalian school and the School in the Park. The spacious weatherboard buildings and school yard suggest the large numbers of families resident in Chewton at the turn of the century. The level ground and landscaped gardens around the school witness to the community effort expended in preparing the worked out mining ground for use as a school site.
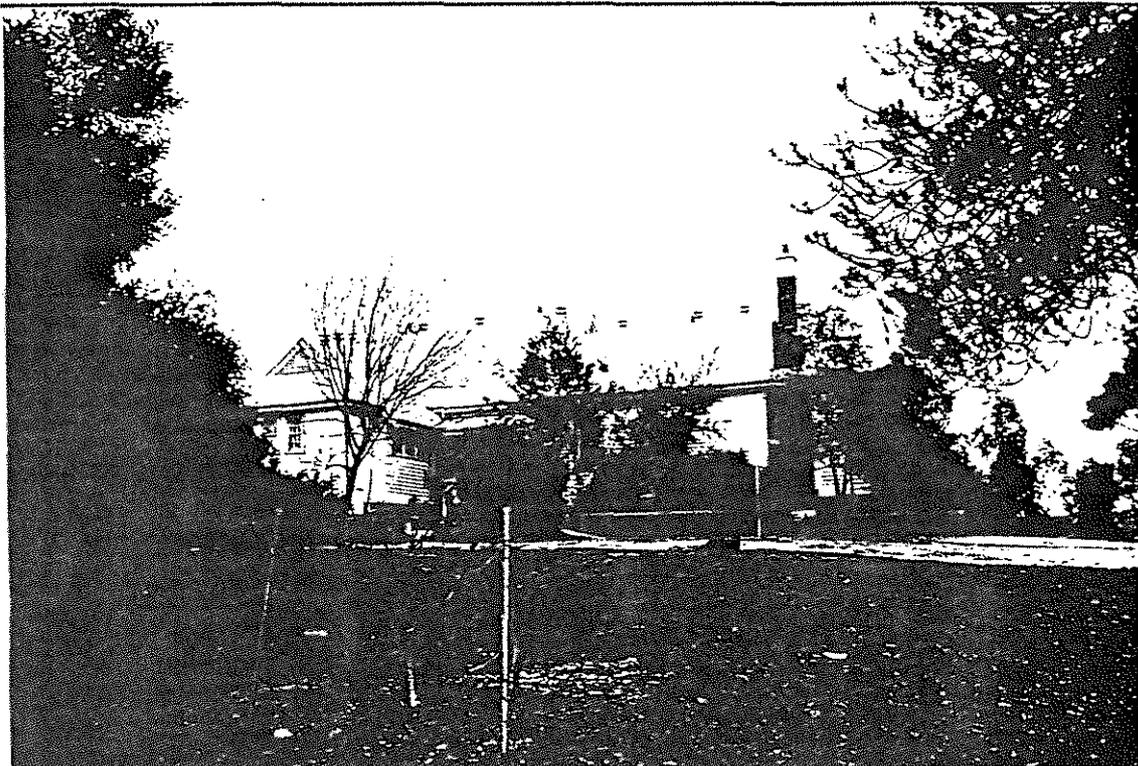
Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Community Life (Schools)	1911

PHOTOGRAPH
FILM No. 8/11
DATE 17.6.92

Z11

HISTORY

The early Chewton schools were Church of England Common School No. 139; Wesleyan Common School No. 153 and the Roman Catholic School No. 286 at Golden Point, known as the Catholic Common School

In 1871 a school - known locally as the Park School - was opened and after the Education Act in 1872, it became the major school in the area. However, although the Park School had been described as the "largest and most commodious in the district" upon its erection, by the turn of the century it had an enrolment of 333 and a public meeting in March 1904 resolved that the attention of the Education Department be called to the very urgent need of a a new or more suitable school.

After a great deal of local agitation a site for a new school was finally selected in Hunter Street - an area that had been the subject of extensive alluvial mining. Local residents formed volunteer working parties to fill in old shafts and level the ground so building work could begin. In February 1910 the contract for erecting a school on the site was let to Mr George Tonks of Castlemaine.

The new school was opened on the 1st February, 1911 by Mr Billson, Minister of Education. This was celebrated by a street procession headed by the Castlemaine Borough Band followed by a monster picnic and sports programme at the Purches' gardens.

The first head teacher was Mr John Whitford who left and was replaced by Mr W. Dixon in the same .r the school was opened.

In 1927 the Education Department was granted five acres for plantation purposes on the site of the old Francis Ormond sand dump and along Main Road (now the Pyrenees Highway). Volunteer groups consisting of parents, teachers, senior students cleared and planted pinus radiata here and on a smaller parcel of land near the Mount Street bridge. When the pines were milled, the proceeds contributed to replacing top soil and landscaping the lawns in front of the school.

DESCRIPTION

The timber school is a large version of the Edwardian style of building developed for the infants only style of school. These were more usually built in brick but featured as here the timbered gables and half hip roofs with metal ventilators along the ridge. The face brick chimneys retain their rendered tops and terra cotta chimney pots.

Except for the extensive landscaping the building and site is little altered externally from when it was constructed in 1911.

The school is a large timber development of the standard Edwardian school of the era retaining many of standard elements of the style including the timbered gables, the render and face brick chimneys, the ridge ventilators, the grouped double hung timber windows and the massing of intersecting hip and half hip roofs.

REFERENCES
Chewton Video, No. 1 - Interview with Bessie Brown
Harry Ottery, *The Mount Alexander Goldfields*, 1986
History of the Chewton State School, Centenary Celebrations, 20 October 1962
Richard Peterson, Historic Government Schools, A Comparative Study, Department of Planning and Development, June 1993

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C61

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT:

NAME: Bridge abutments and stone walling
ADDRESS: North Street, Walker Street

FORMER NAME:

TITLE DETAILS:
Chewton E 16A

MAP NAME: Chewton
MAP REFERENCE   BU 558 926

STATEMENT OF SIGNIFICANCE

The re-alignment of Forest Creek away from the rear of the buildings lining the Pyrenees Highway retained the original buildings and the line of the road. The retaining wall indicates the need to restrict Forest Creek to a defined course in the face of a demand for gold and water which had earlier led to the removal of much of the creek bank. The extension and solid construction of the walls are a reminder of the 1889 flood when the creek swept past an earlier retaining wall, trapping two men in the Francis Ormond mine. This was Chewton's worst mining disaster and, since little else now remains of the Francis Ormond mine, the wall is the only significant built reminder of the disaster.

The North Street bridge represents a crucial link between North Chewton and the Chewton township.

Local Significance

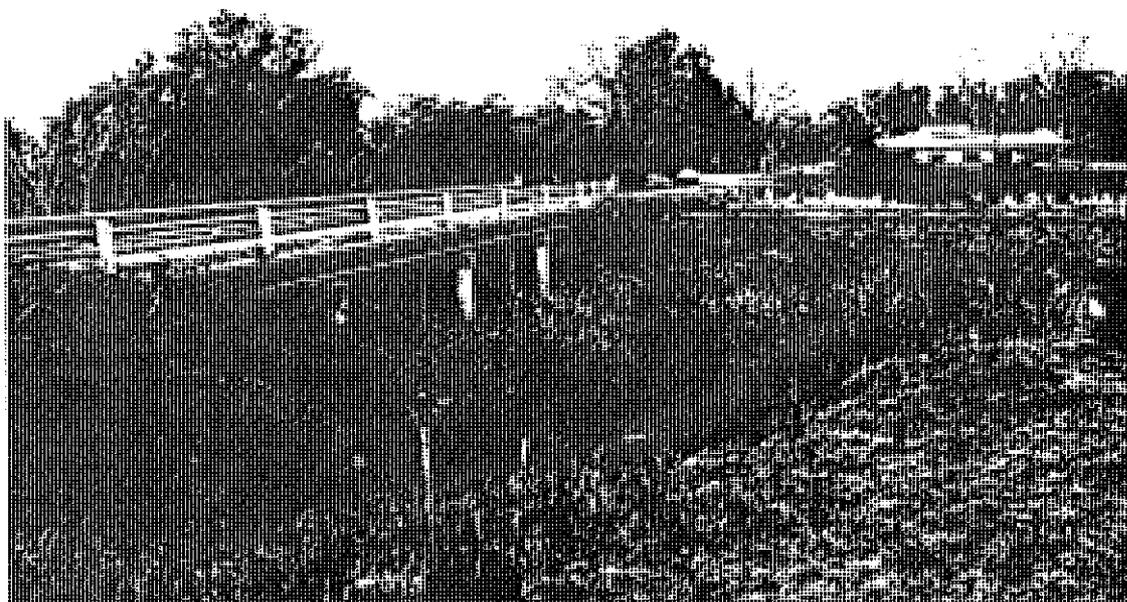## RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Water, Transport	1880 (extens. 1903)

PHOTOGRAPH
FILM No. 7/26A
DATE 16.6.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90.
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

213

HISTORY

J. W. Sparks worked for the Chewton Borough Council from 1863 to 1908 and was employed as a qualified engineer and surveyor from 1879. In 1880 he was directed to erect a retaining wall in order to divert Forest Creek. The reason for this is explained in Spark's Autobiography:

> *Forest Creek had long been a source of great trouble to the residents of Main Street especially at the back of those living on Main Street from Mount Street to the Francis Ormond, washing away large quantities of land at the rear; and strong influence was brought to bear in order to obtain a grant for the purpose of diverting the creek through the rock near Walkers residence.*

The Council were able to obtain a grant of £750 and Sparks prepared plans for a retaining wall with a cutting through rock and earthworks, in order to divert Forest Creek to the other side of the Flat. The contract was let to M. McCarthy, a resident of Golden Point. He employed only local men and completed the wall satisfactorily for a cost of £780.

On the 1 January 1889, the Chewton area experienced a severe flood. There was a cloudburst on Mount Alexander and water rushed with such force down into the valley that it broke the banks of Commissioner Gully Reservoir and swept into the township washing everything away in its course. An earthen embankment, preventing water from reaching the Francis Ormond mine shafts on Argus Flat, was washed away and the mine shaft was swamped, drowning two men. This became Chewton's worst mining disaster.

Chewton was given £1400 by the Government to help repair the flood damage. Sparks was given the
k of repairing the retaining walls and replacing all the bridges that had been swept away in the flood. The present North Street bridge base structure probably dates from this period.

In 1903 it was discovered that when the creek reached the end of the Walker Street retaining wall it was threatening to breach the bank and flood the Francis Ormond mine again. It was proposed to extend the wall from the cutting at Walker Street in a straight line to the North Street bridge. The Public Works Department allocated £250 to the project and the new stretch of retaining wall was designed and completed by Sparks.

DESCRIPTION

J. W. Sparks in his Autobiography, in 1910, described the retaining wall he designed in 1880 in these terms:

> I prepared the plans for a retaining wall 6 chains long from the bridge to the rock, and for cutting through the rock for 45 feet in width and earthworks in cutting averaging 5 feet deep along the side of Argus Hill, diverting the creek to the other side of the Flat.

David Bannear in his *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area, May 1990* scribed it as:

> A stone retaining wall that runs from Mount Street, Chewton, west to just past the 1950s stone crushing plant, a distance of approximately 250m. The wall, at its western end, measures 1.9m above the current creek level, top stones varying in length from half to one metre. All are half a metre thick and bounded together by a hard mortar. The retaining wall is in good condition.

The retaining wall is of coursed rubble walls of local slate with roughly dressed large capping stones. The bridge abutments, in contrast, are of regularly sized and dressed stones.

The retaining wall is significant for its length, the use of local materials and the alteration to the landscape caused by its construction. These changes included the new alignment of the creek and the retention of the original road through Chewton and the houses that abutted it.

REFERENCES
J. W. Sparks, *Autobiography of Mr Jas W Sparks*, 1910

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: Bannear Site No. 12
C62

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No. Government Buildings Register
NATIONAL TRUST ☑
NATIONAL ESTATE REGISTER ☑
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Chewton

NAME: Garfield Water Wheel Footings
ADDRESS: Off North Street

FORMER NAME:

MAP NAME:
MAP REFERENCE BU 563934

STATEMENT OF SIGNIFICANCE

The Garfield water wheel abutments have considerable scientific and historic significance, being the site of the largest water wheel ever erected in Australia. The site also has considerable social value as testified by a commemorative plaque attached to the structure's northern abutment. It is an important representation of the highly mechanised mining of the latter nineteenth century and a rare example of the use of water power. It is also a landscape feature of great interest. It forms one of a network of sites in this vicinity which illustrate the sequence of re-workings characteristic of the history of mining activity within the Castlemaine and Fryerstown Mining Divisions (See also Site 12.1,12.2,12.3, Sites 13 to 19)

State Significance

RECOMMENDATIONS

Retention on the Register of Government Buildings and the Register of the National Estate,Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Gold, Water	1887

PHOTOGRAPH
FILM 7/20No.
DATE 17/6/92

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

HISTORY

In 1882 the mining surveyor's report show that three main companies were engaged in prospecting the Garfield Reef. The most prominent was the Garfield Company. Late in 1885 the Mining Registrar reported that, "in quartz mining the Garfield Company takes the premier position for the past quarter, with 910 oz of gold... the company employs about 70 men and boys".

The company's success continued in 1886 and by the middle of the year the Garfield Company sold out and formed a new company to acquire more capital to develop their growing property. They had greatly added to their ground by taking in three other leases giving them a total of over 50 acres. Their last acquisition of 20 acres included the Englishman's Reef which had proved to be very rich near the surface. To the west they added about ten acres, in order to secure a line known as the Energetic which was considered to be a continuation of the Wattle Gully line. A report in the MAM shows that the crushing battery was replaced at this time because of subsidence and that the directors had:

> determined to take advantage of the removal to make an alteration in the motive power and the present steam power is to be superseded by water. The battery will be removed to about 500ft south of the present site in the vicinity of the Government water race and be worked by a large water wheel.

A constant and reliable supply of water provided from the Coliban Scheme enabled the Company to power the water wheel. The wheel was constructed of timber and, with a diameter of 72 feet, it was reputed to be one of the largest in the Southern Hemisphere. It was supplied with water the Victorian Water Supply race which was an elevated timber race running from the Expedition Pass Reservoir.

After observing the wheel's successful operation the Mining Registrar praised the use of water for quartz crushing, arguing that it gave employment to over sixty men in place of the six to eight men who would have used the same amount of water in sluicing. In 1895 the mine was reorganised and given a fresh injection of English capital and became known as the Forest Creek Gold Mining Company. John Ebbott was manager of the mine until 1912.

The new Company appears to have concentrated its efforts on the southern part of the lease. In May 1903 the MAM reported that it was probable that the Forest Creek Gold Reef mine would close. In 1904 the water wheel was dismantled and replaced by a steam plant. It had operated for 17 years although it had never been a complete success. A variety of components within the wheel proved inadequate for the heavy work expected of them and needed to be frequently replaced. The wheel's efficiency was also affected by strong winds.

All hands were laid off in 1906 but the mine must have reopened for it is mentioned in an article in the Australian Mining Standard in 1910. The mine closed again some time between 1910 and 1920 but was reopened in the 1930s by the new Garfield Company. The Company appears to have been unsuccessful. A press report in March 1939 described how water shortages caused by drought had stopped operations for nine months. The company was still prospecting in 1942 but must have closed soon after.

DESCRIPTION

The abutments are of stone, mainly rubble, but shaped into regular blocks. They are about nine metres high and have neat stepped edges tapering into a narrow top. The stone was possibly quarried on site. (NT) There are sections of concrete floor and some battery footings. On the hill above to the east is situated the Victorian Water Supply water race and take-off point for the wooden flume that fed the under-shot water wheel.

REFERENCES

Ray Bradfield, *Castlemaine; A Golden Harvest*
National Trust File No. 1979
The Garfield Wheel, Public Library of Victoria, Research Department
Information from Silas Ellery
MRR June 1887, 2 Dec 1885, Sept 1887
MAM, 30 Aug, 1886
Australian Mining Standard, 1910

FILE No: C65

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:
E191

TOWN/DISTRICT: Chewton

NAME: Moncrieff/Morrison House
ADDRESS: Pitman Street

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU 569 924

STATEMENT OF SIGNIFICANCE

This house dating from the 1870s, is a good example of gold era residential building in Chewton. The small scale and proportions of the building, the use of parallel hipped roofs and the unusual window sizes make this a significant example of a variation to the more usual "miner's cottage" pattern found on the central goldfields.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Residential), Gold	c1870

PHOTOGRAPH
FILM No. 9/13.
DATE 24/6/92

HISTORY

John Moncrieff, a miner, lived with his family on this allotment at least as early as 1867. Initially the family resided in house made from wooden slabs but by 1876 a brick residence had been built. However they may have continued to use the earlier wooden section for the rate books describe the house as both brick and wood.

John Moncrieff was a prominent local Methodist. He died around the turn of the century and his wife continued to live in the house for some years after his death.

By 1913 the house was leased to William Morrison, a miner and general labourer. He continued to lease the house from the Moncrieff family until the 1930s when he purchased the property.

DESCRIPTION

This brick house has two parallel hipped roofs. The small, almost square six paned windows are unusual as they are slightly horizontal, whereas windows taller than wider are more normally found in Victorian era houses. The house has a very low ceiling height and the building is below the present day ground level making it fit snugly into its site. The brickworks has been painted and the window facing the street appears to be a later addition as it is set higher than the other windows and there are changes in the brickwork below the window.

The small scale and proportions of the building, the use of parallel hipped roofs and the unusual window sizes make this a significant example of a variation to the more usual "miner's cottage" pattern found on the central goldfields.

REFERENCES
Borough of Chewton Rate Books and Shire of Metcalfe Rate Books
Information from Silas Ellery and Stuart Williamson
Information from Barbara James

FILE No: C65B

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Carthew House
ADDRESS: Pitman Street

FORMER NAME:

TITLE DETAILS:
Chewton E104,105

MAP NAME: Chewton
MAP REFERENCE BU 570 920

STATEMENT OF SIGNIFICANCE
A substantially intact house dating back to the early 1860s. Its solid stone construction suggests that Henry Carthew had prospered during the gold rushes of the 1850s. The house gains in significance by its proximity to several houses of similar date and style in the same street. The house is strongly identified with the Carthew family who owned the property from the 1860s to the 1940s. The building is a stone example of a miners cottage, slightly wider than usual and retains its original materials, windows, and verandah form.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES
Towns (residential), Gold

BUILDING DATE
c1860
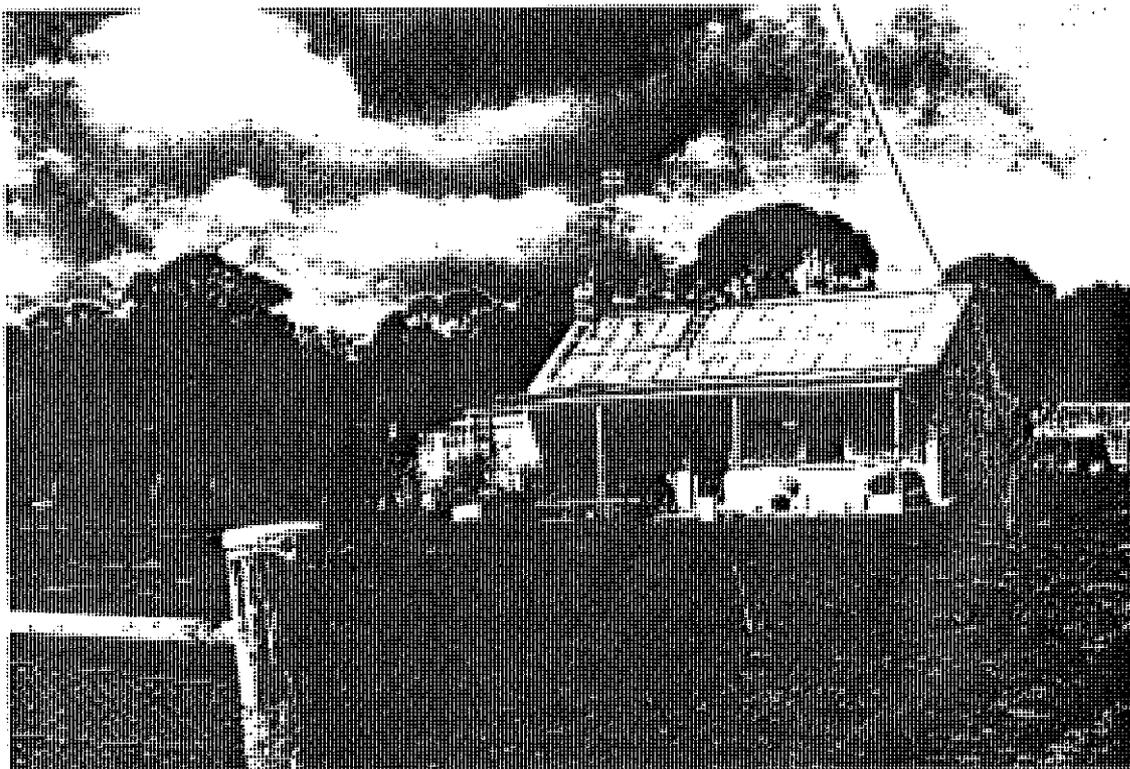
PHOTOGRAPH
FILM No. 9/20
DATE 24.6.92

219

HISTORY

Henry Carthew, miner, purchased this block from the Crown probably in the late 1850s. A Sale Plan drawn up in May 1861 shows a substantial dwelling on these allotments and the earliest rate books record Henry Carthew living in a stone dwelling on this allotment in 1864. Henry Carthew arrived early on the goldfields and he is reported to have founded the Wesleyan Sunday School in 1852 so it is possible that the building may even have been erected in the early 1850s. Henry Carthew continued to be very active in the Wesleyan church.

In the later decades of the nineteenth century, Henry's son, Henry Carthew Junior, who worked as a carter, appears to have taken up residence in the house.

In 1903 he was still the owner of the property but by 1913 the house had passed to Miss Sarah Carthew, possibly his daughter. She was still residing in the house in 1939.

DESCRIPTION

This stone building is a wide version of the typical form for a "miners cottage". The building is rectangular with a gable roof which changes pitch to form a verandah in the front of the house. This building is unusual in that it is of rubble stone construction and rendered, it is slightly wider than usual and the skillion roofed section at the back is also in stone. The building has a brick chimney which may have been rebuilt.

The house has symmetrically placed 12 paned windows either side of a central door. The verandah posts have been replaced and the verandah now has no decorative elements. The building has a low ceiling and is set slightly below the present day ground level.

REFERENCES
Borough of Chewton and Shire of Metcalfe Rate Books
Information from Silas Ellery and Stuart Williamson
ALPA Submission to the HBC, November 1991

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C67A

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☑

NATIONAL ESTATE REGISTER ☐
OTHER
Classified by Dept. Conservation and Natural Resources
Road & Verges Study - Tunnel Hill
TITLE DETAILS:
Chewton D35 B&C

TOWN/DISTRICT: Chewton

NAME: Pyrenees Highway
ADDRESS: Pyrenees Highway from Elphinstone to
Castlemaine

FORMER NAME:

MAP NAME: Chewton/Castlemaine
MAP REFERENCE BU 628 902 - BU 547 927

STATEMENT OF SIGNIFICANCE

The winding road from Elphinstone through Chewton and on to Castlemaine is one of the main features that give the Chewton area its special character. The road winds through forested areas from Elphinstone with views of the railway embankments, cuttings, bridges and tunnel. From Wesley hill it descends into the valley of Forest Creek and is lined with early buildings. The winding, undulating nature of the road is similar to the alignment of the early track which wound its way through the centre of the Forest Creek diggings. The road verges and adjacent public land with their collection of plants and habitats are important elements of the character of the road.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing), Recommendation for addition to the Register of the National Estate

THEMES	**BUILDING DATE**
Transport	from 1850s
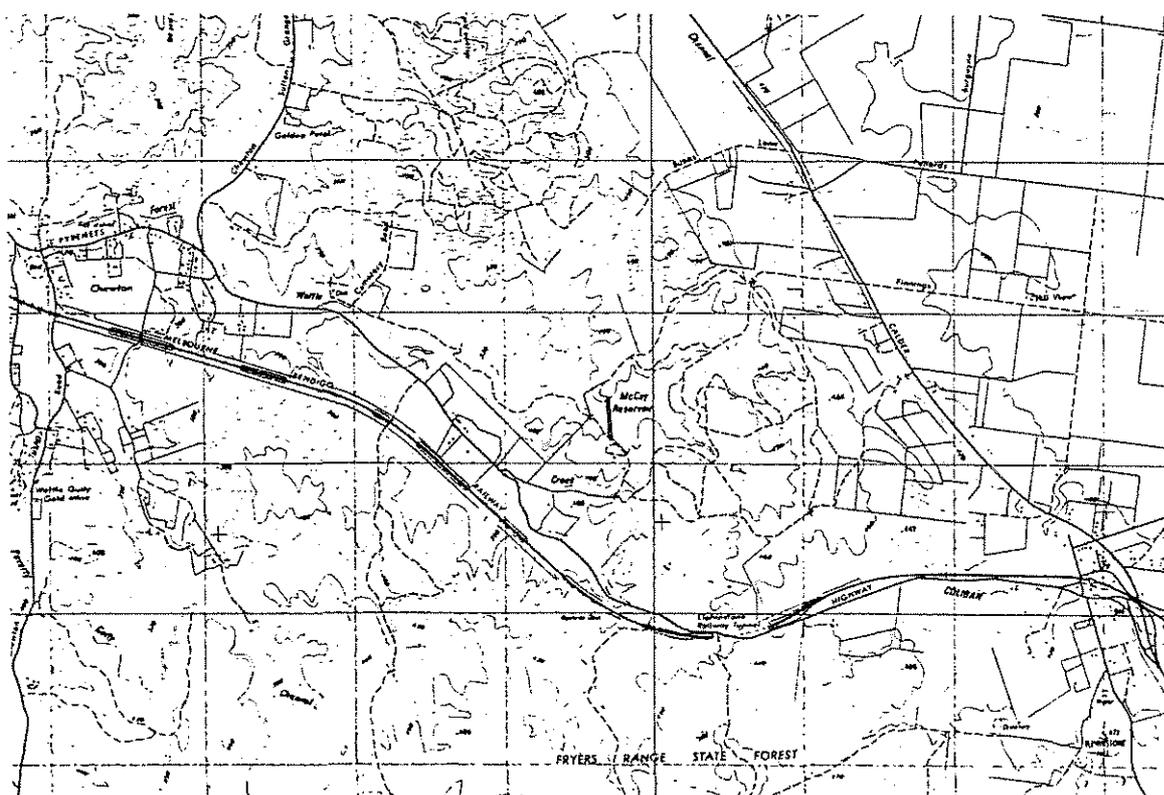
PHOTOGRAPH
FILM No.
DATE

HISTORY

During the gold rushes torrents of gold seekers took the most direct route to the latest discovery. In later years the main road to the Mount Alexander diggings was a track running west from Sawpit Gully to Chewton (the route of the present Pyrenees Highway) but one of the first miners on the field, Henry Leversha, stated that in the early days of the rush this road did not exist. Instead all teams going to and from the diggings had to travel by way of Golden Point. An 1854 map shows this road diverging from the Melbourne Road at Faraday and continuing straight to Forest Creek.

Bitter complaints had long been expressed regarding the condition of the road to the goldfields and in the late 1850s the Central Roads Board spent a large proportion of its funds constructing a solid road from Melbourne through Castlemaine, Bendigo and onto the Murray. Throughout the nineteenth century this remained the major road in the Shire.

The alignment of the road through Chewton is similar to that shown in the 1858 photographs of the Forest Creek diggings.

As David Bannear has pointed out, due to the ephemeral nature of the structures and technology used in the early gold rushes and the constant re-working of alluvial diggings, there is little evidence now of the "immense scale of human occupation and activity" that defined Chewton during the gold rush period of the 1850s. For instance those buildings that survive are those built of stone or brick - not the canvas, timber or wattle and daub structures that were far more common. The road is one of the most dominant remnants from the early period of goldmining in Chewton.

DESCRIPTION

The winding road from Elphinstone runs parallel and to the south of the railway line which has a long embankment followed by the deep cutting as the railway passes under the road via the Elphinstone Tunnel. The railway then runs north of the road through to Castlemaine with the embankments forming an edge to the township.

The roadway, rolls and curves with the contours of the land. The constantly curving roadway displays the landscape to advantage, and the interest of the journey is heightened by views which open and close. The road from Elphinstone is bordered by long leaf box (E. goniocalyx) and yellow gum (E. leucoxylon) in a dense association, along the rural stretches of the road. The road descends from the highest point at Tunnel Hill, where the railway passes under it via the Elphinstone tunnel, down the broad ridge to the Golden Point Road intersection and Lawson's Bridge. It then zig zags into Chewton following the rural contours and is lined when many early buildings. The views over the Forest Creek flats still ke the images of the early gold rush period, and the sense of enclosure to the lineal nature of the township along the valley given by the hills to the north and the railway embankment to the south, all add to the character of the road.

REFERENCES
National Trust of Australia (Victoria) file
Records of Castlemaine Pioneers, 1970,
Early Map - G. Wills, 1854, Roll 27, Central Plan Office
Priestley, *Making Their Mark*, 1984,
Reilly and Carew, *Sun Pictures of Victoria*, 1983
David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C68

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Cemetery, Chewton
ADDRESS: Off Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton D35 B&C

MAP NAME: Chewton
MAP REFERENCE   BU 577 921

STATEMENT OF SIGNIFICANCE

The Chewton Cemetery, with headstones dating back to the early 1860s, is significant as a register of the nineteenth century social character of Chewton. The denominational layout of the Cemetery suggests the relative strength of each denomination and the size and detail of head stones provides information about the status and wealth of individuals. The number of premature deaths recorded on the memorials also reflects the risks associated with life in a developing mining town. Several Chinese grave sites exist within the Cemetery, one of the few remaining signs that a large number of Chinese once populated the Mount Alexander diggings. The combination of brick lodge, plantings, headstones and layout make the cemetery a significant element in the Chewton area.

Local Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing), Recommendation for addition to the Register of the National Estate

THEMES	BUILDING DATE
Community Life (Cemeteries)	from 1859

PHOTOGRAPH
FILM No. 10/1-
DATE 24.6.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90,
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

223

HISTORY

During the early years of the Mount Alexander diggings, poor diet, lack of sanitation and the pollution of water supply sources encouraged the spread of illnesses such as dysentery and there were many deaths, particularly amongst children. Burials tended to take place at the nearest and most convenient location and small burial grounds and lone graves became scattered throughout the diggings. Many of these are now scarcely distinguishable.

In March 1852 *The Argus* correspondent in Chewton wrote that another burial had taken place at the back of the Post Office on the opposite side of the creek. Two weeks later he reported that one more adult and two more children had died from dysentery and there were now 14 graves in the gully which had acquired the name of "Graveyard Gully". This may have been the area also known as Bonnet Flat (now Shields Street), where several half buried head stones can still be identified although the area is now overgrown and used for grazing.

Many early Chewton residents may have been buried in this cemetery before a public meeting was held at the Red Hill Hall on 15 July 1859 in order to establish a gazetted cemetery at Chewton. The government had already reserved land for the cemetery which was to be situated about half a mile from the centre of Chewton. As was common practice two trustees representing each of the six denominations within Chewton - Episcopalian, Wesleyan, Independent, Roman Catholic, Presbyterian, and Primitive Methodist - were appointed to the Cemetery Trust.

The early head stones in particular demonstrate a variety of styles possibly reflecting the many different nationalities on the gold fields and the availability of a range of monumental expertise. Several graves 're Welsh inscriptions and one memorial bears an inscription in Danish. The graves of Chewton's wealthiest residents are frequently marked by large and elaborate tombstones. The cemetery also includes some Chinese grave sites. Some of the more elaborate stones were carved by J. V. Williams. Burials over the next ten years continued to bear witness to the vulnerability of young children to accident and illness on the gold fields while at the same time demonstrating a certain fatalism. After losing their twelve year old son in 1866, John and Ann Temple inscribed on the headstone:

> "Who plucked my choicest flower?" the gardener cried.
> "The Master did," a well-known Voice replied.
> "Tis well! they are all his," the gardener said
> And meekly bowed his reverential head."

DESCRIPTION

The cemetery has headstones dating back to the 1860s and in general the layout follows a clear denominational pattern. There is some evidence of a formal layout with traditional plant species such as Monterey or Roman Cypress (*Cupressus macrocarpa* and *C. sampervirens*) indicated by rows of cypress stumps and mature specimens. Other plantings of significance include Lombardy poplar, *Eucalyptus spp.*, *Quercus sp.* Valonia Oak - one good specimen, *Pinus radiata*, hawthorn trees, roses and bulbs. There is a section of native bush which includes native grasses and an independent assessment should be undertaken as present management strategies for fire control - burning of grass- may be detrimental.

The cemetery is entered by an unusual twentieth century entrance gate and pillars. The creek is crossed by a timber bridge with an early iron strap bench placed under the cypress trees.

There is an ornate bichromatic Gothic detailed brick lodge. The lodge is a rectangular red face brick building with a band of cream bricks at the springing level of the pointed arched windows. The doorway also has a pointed arch and this and the windows is marked by a rendered moulding. The window contains two pointed arched lights in the opening. Above the door is a rose window marked with a render moulding. The gable end barge boards are of ornate timber work.

The combination of Gothic lodge, plantings, headstones and layout make the cemetery a significant element in the Chewton area.

REFERENCES

Helen Doxford & I. Davidson, *Grave Reflections*, 1981
K. M. Bowden, *Doctors and Diggers on the Mount Alexander Goldfields*, 1974
Back to Chewton Booklet, 1984

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C69

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Mount Pleasant
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
D 29, 30

MAP NAME: Chewton
MAP REFERENCE   BU 572 920

STATEMENT OF SIGNIFICANCE

Mount Pleasant expresses the response of a prominent local resident to success and prosperity derived largely from gold. Its expansion and improvement in the early twentieth century is an expression of the wealth Jeremiah Archbold was able to win from quartz reprocessing at a time when most mining activity in the area had proved itself unprofitable. The survival of Archbold's gold processing plant on the adjacent property adds to the significance. The siting of the house, at the top of a steep hill and set within a garden dominated by mature trees and at the top of the steep bitumen driveway with bricked lined drains either side gives the house a dramatic setting.

Local Significance

RECOMMENDATIONS

Recommendation for inclusion on the Register of the National Estate, Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Gold, Towns (Residential)	1859, additions 1911

PHOTOGRAP
FILM No. 9/31,
DATE 24.6.92

225

HISTORY

Jeremiah Archbold was born in the County of Newcastle on Tyne, England in 1846. When he was only eleven his family migrated to Australia and settled in Chewton. Ralph Archbold is said to have worked as a mining engineer and for a period he and his son, Jeremiah, had an interest in the Central Wattle Gully mine.

Jeremiah married Elizabeth Batten in 1868 and the couple had five children. Elizabeth died in 1882 at the age of only 33. Jeremiah remarried, a woman named Sophia Dyer, at Boort and they had a further seven children. In 1884, Jeremiah purchased a large allotment on a hill overlooking the Chewton township from Edwin Purches for £200. This allotment had been purchased from the Crown by E. A. Poulton in 1859 for £42/9/3. He and Mrs B. A. Poulton sold it to Charles Nicholson as conveyance in trust in 1867 which enabled all three to sell it to Edwin Purches the following year for £45/10/-.

Part of the existing house was already on the site when Jeremiah purchased the property. This is said to have been constructed in 1859. He may have enlarged the building as he is rated for a substantial brick dwelling in 1895. In 1911 Jeremiah extended the house, adding two front rooms and a sweeping verandah. At this time a substantial garden was also planted, believed to have been designed by a member of the Melbourne Botanical Gardens. Bunya bunya pines, cypresses and palm trees were planted to flank the long drive leading to the house and residents remember japonicas, roses and lilacs in the flower beds. For many years a gardener is reputed to have been employed to tend the garden.

Jeremiah studied metallurgy and set up business in Chewton as an assayer. A small room in the house, fitted with a basalt table, became his assay room. Later Jeremiah became interested in reprocessing artz tailings and built a battery at the back of Mount Pleasant. Quartz sand from defunct quartz mines was carted here and reprocessed for gold recovery. After Jeremiah's retirement, the same business was continued by his two sons, Bert and Oliver.

Jeremiah was a staunch Methodist and a church treasurer and trustee. He was also known as a generous benefactor to a variety of organisations within Chewton.

DESCRIPTION

The house is of face brick with a wide entry with sidelights flanked by bay windows. The hipped corrugated metal roof has the eaves supported on brackets below which the verandah springs. The verandah shape follows the contours of the bay windows and has a decorative verandah frieze, posts and brackets. This section would appear to date from the additions made in the early twentieth century, when two room were added to the front of the house. A photograph of the house, taken prior to these alterations, appears in Ottery's book. This shows a straight verandah with symmetrically placed double hung windows flanking the front door which does not have side lights.

The house is at the top of a steep hill and set within a garden dominated by mature trees including golden cypress, bunya bunya pines, a variety of palms including two dominant washingtonia palms and one pines. Many of these plantings would appear to date from the period 1860 to 1920. The main entry to the house is over a timber bridge across the deep bluestone lined drain, through the decorative iron gate flanked by a round topped timber picket fence and up a steep bitumen driveway with bricked lined drains either side giving the house a dramatic setting.

At the rear of the house, on the adjacent property, are the remains of the reprocessing plant including brick and corrugated iron buildings, timber stables, water races and vats. (See C69A)

The entire complex of extensive mature garden on the steep slope giving glimpses of the late Victorian brick house and the adjacent gold reprocessing plant expresses the response of a prominent local resident to success and prosperity derived largely from gold.

REFERENCES

Goldfields Festival of Gardens, No 16, 1991-2
Harry Ottery, *Mount Alexander Goldfields - Castlemaine*, 1986
Borough of Chewton Rate Books and Shire of Metcalfe Rate Books
Information from B. James and L.C. Rennie

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C69A

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Archbold's Gold Proceesing Plant
ADDRESS: Carthews Street

FORMER NAME:

TITLE DETAILS:
D 29, 30

MAP NAME: Chewton
MAP REFERENCE   BU 572 920

STATEMENT OF SIGNIFICANCE

Jeremiah Archbold set up the gold processing plant at the rear of his home, Mount Pleasant (C69) sometime after he purchased the property in 1884. The enlargements to his house in 1911 is an expression of the wealth he was able to win from quartz reprocessing at a time when most mining activity in the area had proved itself unprofitable. The survival of the gold processing plant on the adjacent property adds to the significance. The siting of the house, at the top of a steep hill and set within a garden dominated by mature trees and at the top of the steep bitumen driveway with bricked lined drains either side gives the house a dramatic setting.

Statel Significance

RECOMMENDATIONS
Recommendation for inclusion on the Register of Historic Buildings, Register of the National Estate, Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Gold, Towns (Residential)	from 1884

PHOTOGRAP
FILM No. 9/31,
DATE 24.6.92

227

HISTORY
Jeremiah Archbold was born in the County of Newcastle on Tyne, England in 1846. When he was only eleven his family migrated to Australia and settled in Chewton. Ralph Archbold is said to have worked as a mining engineer and for a period he and his son, Jeremiah, had an interest in the Central Wattle Gully mine.

Jeremiah married Elizabeth Batten in 1868 and the couple had five children. Elizabeth died in 1882 at the age of only 33. Jeremiah remarried, a woman named Sophia Dyer, at Boort and they had a further seven children. In 1884, Jeremiah purchased a large allotment on a hill overlooking the Chewton township from Edwin Purches for £200. This allotment had been purchased from the Crown by E. A. Poulton in 1859 for £42/9/3. He and Mrs B. A. Poulton sold it to Charles Nicholson as conveyance in trust in 1867 which enabled all three to sell it to Edwin Purches the following year for £45/10/-.

Jeremiah studied metallurgy and set up business in Chewton as an assayer. A small room in the house, fitted with a basalt table, became his assay room. Later Jeremiah became interested in reprocessing quartz tailings and built the battery at the back of Mount Pleasant. Quartz sand from defunct quartz mines was carted here and reprocessed for gold recovery. After Jeremiah's retirement, the same business was continued by his two sons, Bert and Oliver.

Jeremiah was a staunch Methodist and a church treasurer and trustee. He was also known as a generous benefactor to a variety of organisations within Chewton.

DESCRIPTION

At the rear of the house (C69), on the adjacent property, are the remains of the reprocessing plant including brick and corrugated iron buildings, timber stables, water races and vats. The complex is a rare survivor of a treatment plant. The buildings are not in good repair but with the water race and many articles concerned with the industry on the site show the process of sand treatment for the extraction of gold.

The entire complex of the adjacent property with the extensive mature garden on the steep slope giving glimpses of the late Victorian style brick house and the gold reprocessing plant expresses the response of a prominent local resident to success and prosperity derived largely from gold.

REFERENCES
Goldfields Festival of Gardens, No 16, 1991-2
Harry Ottery, *Mount Alexander Goldfields - Castlemaine*, 1986
Borough of Chewton Rate Books and Shire of Metcalfe Rate Books
Information from B. James and L.C. Rennie.

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

228

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Norton Cottage
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton E42

MAP NAME: Chewton
MAP REFERENCE BU 572 924

STATEMENT OF SIGNIFICANCE
A well preserved brick residence expressive of Chewton's post gold rush prosperity. It is strongly associated with a past occupant, J. B. Patterson, a carcase butcher who later became Premier of Victoria. Its diminutive size is indicative of Patterson's humble beginnings and a measure of the meagre resources from which he rose. The building is one of a three sites in this vicinity associated with the slaughter yard and butchering trade and they should be viewed as a complex (see also C73 and C73A) The house also has connections with a prominent local figures, J. W. Sparks, who served the Chewton council for forty six years, beginning as a Rate Collector in 1863 and by 1871 becoming the Town Clerk and Surveyor and J. Archbold, gold assayer. The house is one of several of this scale, siting and construction which line the winding Pyrenees highway and contribute to the character of Chewton. Norton Cottage is an unusual variation with its wide windows and combination of brick and render.

Local Significance

RECOMMENDATIONS
Addition to the Register of the National Estate, Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Residential)	c1860
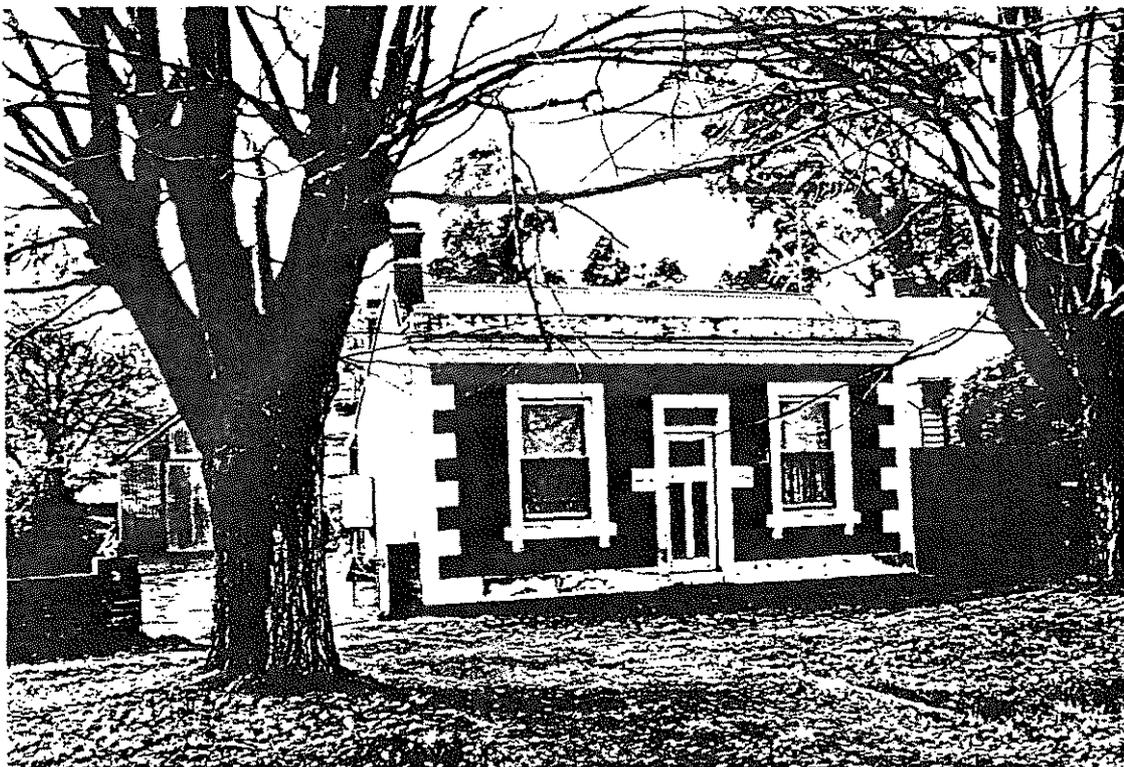
PHOTOGRAPH
FILM No 9/29.
DATE 24.6.92

229

HISTORY

William Thackray, a mason, purchased this allotment E42 in 1859 for £20/12/6 and two years later he had mortgaged it to the Trustees of the Chewton Lodge for £100. The increase in value suggests that it was during this period that he built on the allotment. By 1864 the rate books record two buildings on the site, a weatherboard dwelling and a brick dwelling.

During 1862 the brick residence, already known as Norton Cottage, was rented by J. B. Patterson. J. B. Patterson had arrived on the goldfields from England in 1852. He worked variously as a miner at Burn's Hill, a butcher at Castlemaine and a farmer at Glenlyon before returning to Chewton in 1858 to set up business as a carcase butcher. In his autobiography J. W. Sparks, later the Town Clerk and Surveyor, relates how in 1862, he and his wife arrived at Norton Cottage in the pouring rain to be warmly welcomed by the Pattersons. J. B. Patterson served for four years as mayor of Chewton and was later elected to parliament where he became premier for a short period. He was also knighted.

In 1866 the brick residence was occupied by Sam Raperon, a gold buyer and the weatherboard house was the home of Mrs Thackray. In 1866 the Trustees of the Chewton Lodge sold the northern section of allotment E42 to J. W. Sparks. In 1868 the Trustees sold the southern portion of the allotment, where the Norton Cottage stands, to Jeremiah Archbold (see C69). Between 1868 and 1878, Sparks resided in the weatherboard house and J Archbold, miner, was listed in the ratebooks as the owner of the brick house, Norton Cottage. In 1884 Sparks purchased Norton Cottage from Archbold. After Spark's death in 1911, the property passed to his daughter, Violet Fincher. After her death in 1939 the house was ld to Mr. J Knoblock, a milkman, who soon sold it to A and M Maltby and then in 1940 the house .as purchased by Mr. and Mrs. J. Lindsay, who also purchased the adjacent block of land. This had on it the timber cottage once owned by Sparks. This was in poor condition and was demolished.

DESCRIPTION

The house is face brick building with rendered base, quoins, door and window architraves and parapet. The brickwork is now painted. The gable roof is partly concealed behind the flat rendered parapet which rises above a moulded cornice line. The house has a central doorway with rectangular transom light above and two symmetrically placed timber double hung windows which are wider than those usually found on this size of building. The gable roof extends to a skillion over the rear section of the house. The brick chimneys have corbelled brick decorative bands. The front door was replaced in 1994.

The house is built to the boundary of the road and its prominent siting and solid appearance make it a landmark on the entry to Chewton. The house is one of several of this scale, siting and construction which line the winding Pyrenees highway and contribute to the character of Chewton. Norton Cottage an unusual variation with its wide windows and combination of brick and render.

REFERENCES

Borough of Chewton Rate Books and Shire of Metcalfe Rate Books
J. W. Sparks, *Autobiography*, 1910
Chewton Video No. 2
Information from Silas Ellery and Stuart Williamson
Information from title searches completed by Barbara James

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

CURRENT LISTINGS:	TOWN/DISTRICT: Chewton
HISTORIC BUILDINGS REGISTER ☐	
HBC No.	NAME: Oak Lodge
NATIONAL TRUST ☐	ADDRESS: Pyrenees Highway
NATIONAL ESTATE REGISTER ☐	
OTHER	FORMER NAME:

TITLE DETAILS:	MAP NAME: Chewton
Section E 39	MAP REFERENCE BU 572 924

STATEMENT OF SIGNIFICANCE

The construction of this elegant rendered brick villa represents the peak of Edwin Purches' career and the culmination of decades of hard labour as a butcher and then a slaughterman. The building is one of three sites in this vicinity associated with the slaughter yard and butchering trade and they should be viewed as a complex (see also C72 and C73A) The rendered brick house is a late Victorian Italianate style residence with a large bay at the termination of the return verandah. It is a rare examples of this style in the area. It is an important element at the entry to Chewton due to its siting close to the street boundary with the Pyrenees Highway.

Local Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Residential, Industry)	1890-1894
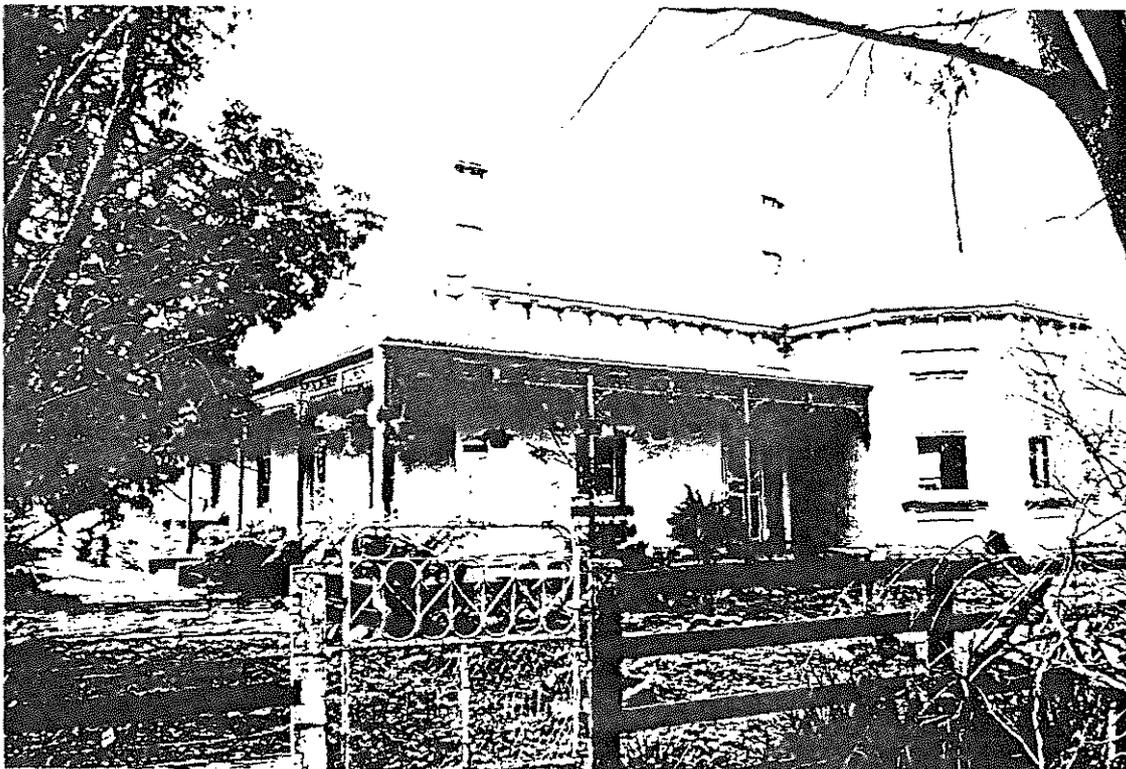
PHOTOGRAPH
FILM No. 9/28
DATE 24.6.92

HISTORY

This house was built by Edwin Purches between 1890 and 1894. Edwin had been born in Hampshire, England but migrated to Victoria in 1852. He was first employed as a slaughterman on the Yarra Bank, Melbourne and later set up business as a retail butcher on the Mount Alexander goldfields. In 1868 he took advantage of the new Land Acts to buy stretches of land at Faraday where he raised sheep and cattle for slaughtering.

In 1876 Edwin Purches was paying rates for a slaughter yard on the Melbourne approach to Chewton, near the British and American Hotel. A slaughter yard, owned by Metcalfe and Eastman, carcase butchers, had operated in this vicinity in the 1860s.

In 1879, Purches bought a second slaughter yard located just off Faraday Road and behind the first yard, from George Glendinning. This had originally been established by James Patterson in 1862 but he had sold the business after being elected to parliament in 1871. According to a descendant, Charles Purches, Edwin Purches and his family lived in the house that Patterson built. Purches married three times and had a large family.

Thomas Meredith, the longtime publican of the British and American Hotel, left Chewton in 1876 and during the 1880s Edwin Purches purchased the hotel site from George Glendinning. In 1890 work commenced on the erection of a new villa adjacent to the site of the old hotel. The residence was even named Oak Lodge after the large English oak tree that survived from the British and American Pleasure rdens. The cost of the house was £3,000.

By 1890 Edwin Purches was one of Chewton's wealthiest men, described in the rate books as a "gentleman". He had largely retired and Oak Lodge was intended as a place where he could spend his last years.

Edwin Purches' son, Charles, sold Oak Lodge to Robert Eltis in 1914 for £500.

DESCRIPTION

The rendered brick and sandstone house is a late Victorian Italianate style residence with a large bay at the termination of the return verandah. The eaves are supported on turned timber brackets. The return verandah is supported on cast iron posts and has decorative cast iron brackets and a frieze. The frieze pattern is similar to that produced by the South Melbourne Excelsior Foundry and was still appearing in their catalogue in 1901. The windows on the bay have decorative hood moulds, elaborately moulded sills and recessed rectangular panel with an inset raised panel below the window. The windows of the main house are more simply treated with plain basalt sills and a stop chamfered mould to the arrises of , window opening. According to a descendant, Charles Purches, it had imported English iron roofing, a fireplace in every room with Italian marble over mantles.

The building is set in the remnants of a large garden including a tall washingtonia palm and is enhanced by its proximity to the large open area and remnant plantings of the Cremorne Gardens. It is an important element at the entry to Chewton due to its siting close to the street boundary with the Pyrenees Highway.

REFERENCES
Borough of Chewton Rate Books and Shire of Metcalfe Rate Books
Information from Silas Ellery and Stuart Williamson
Information from title searches completed by Barbara James
Victoria and its Metropolis, vol 2, p253
Barbara James Tour Notes
Chewton Video, Vol. 2.
Information from Charles Purches

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C73A

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐

NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:
E 13, 37

TOWN/DISTRICT: Chewton

NAME: Cremorne Gardens
ADDRESS: Cnr Pyrenees Highway and Golden
Point Road

FORMER NAME: Meredith's Pleasure Gardens
British and American Gardens
MAP NAME: Chewton
MAP REFERENCE BU 570 925

STATEMENT OF SIGNIFICANCE

This remnant planting on the site of the former British and American Pleasure Gardens is an important reminder of the popularity of pleasure gardens in the dusty and denuded landscape of the goldfields. The oak tree is particularly significant, dating from at least 1872 and reputedly having one of the largest girths and canopy spreads in Victoria. The Gardens are valued by the local community and some residents still remember when they were used as the venue for dances held under the stars.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Horticulture, Towns (Business)	c1854

PHOTOGRAPH
FILM No. 28/25
DATE 22.4.93

233

HISTORY
During the 1850s, business proprietors throughout the central gold fields region, rapidly recognised the attraction of a garden in the dusty, denuded landscape of the diggings and planted what were advertised as "pleasure gardens". Within the Shire of Metcalfe there were Hopper's Tea Gardens (Northumberland Arms) at Golden Point, the Italian Gardens, established at Taradale on the banks of the Coliban River and in Chewton, the Meredith Pleasure Gardens, later known as the Cremorne Gardens.

Thomas Meredith built the British and American Hotel in the early years of the Mount Alexander gold rush. It was probably in existence before any survey of the Chewton township had been undertaken since it is marked on the first survey map of 1854.

A reporter from the *Mount Alexander Mail* in 1872, described his experience upon visiting Cremorne Gardens:

> *There we found the table laid out with an abundance of the choicest strawberries, which, with other accompaniments, not omitting some excellent Claret and Riesling, the hosts own peculiar brew, which was done full justice to by the hungry and thirsty travellers... a general invite was given to inspect the garden and partake ad-libertum of the luscious fruits which hung in tempting clusters on the trees. The various curiosities of the garden were pointed out, the beautiful Hazel and Barcelonia nuts, the Filberts in full bearing, the varieties of Oaks and lastly the exquisite magnolia in full bloom.*

e British and American Hotel was destroyed by fire in 1861 but it was rebuilt and Thomas Meredith continued to operate both the Hotel and Gardens until he left Chewton for Melbourne in 1876. In 1878 the British and American hotel was sold to George Glendinning. He, in turn, sold the property to Edwin Purches, carcase butcher, who later built a house on the allotment of the old British and American Hotel.

However some parts of the garden continued to survive and residents still remember going there for strawberries and cream in the first decades of the twentieth century. Sometimes dances were held in the gardens, the oak trees were strung with lights and a band played under the stars.

DESCRIPTION

This paddock shows extensive remnant planting from the former British and American Pleasure Gardens. Planting near Oak Lodge includes elms, a large oak, Irish strawberry tree (*Arbutus unedo*) cedars (*Cedrus deodara*),cypress (*Cupressus macrocarpa*), tree of heaven (*ailanthus altissima*) washingtonia palm and a large clump of yucca near the entrance. In the paddock stretching to the rear of the house there is an orchard including a row of pear trees. There are also a large gum, a radiata pine *inus radiata*), a bunya bunya pine (*Araucaria bidwillii*), and a bay tree. There is some poplars (*Brachychiton populneus*) growing at the side gate and a row of hawthorn hedge on a distant hill.

The large English Oak (*Quercus Robur*) has a 45 metre spread with a girth around seven metres, making it one of the largest and possibly oldest oaks in the district.

There are some remnant pathways and the base of the fountain is said to be still able to be located.

REFERENCES
Mount Alexander Mail, Nov, 1872
Information from S. Ellery and S. Williamson
B. James Tour Notes
Borough of Chewton Rate Books
Chewton Video, Vol 2

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C 73B

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Patterson/Purches Slaughter Yards
ADDRESS: Halloran's Road

FORMER NAME:

TITLE DETAILS:
Ch. E , 205B, 206, 207

MAP NAME: Chewton
MAP REFERENCE   BU 926 574

STATEMENT OF SIGNIFICANCE

The slaughter yard sheds and flagging and the stables on the opposite side of the road, are rare examples of a key nineteenth century industry and suggest the working arrangements of a slaughter yard. The site is closely associated with two of Chewton's most prominent and wealthy citizens - J. B. Patterson and Edwin Purches. The rough working conditions suggested by the site stand in contrast to the social prominence these men achieved and the grand residence Oak Lodge constructed by Purches.

The site is one of a three sites in this vicinity associated with the slaughter yard and butchering trade and they should be viewed as a complex (see also C72 and C73)

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES
Towns (Industry)

BUILDING DATE
from 1862
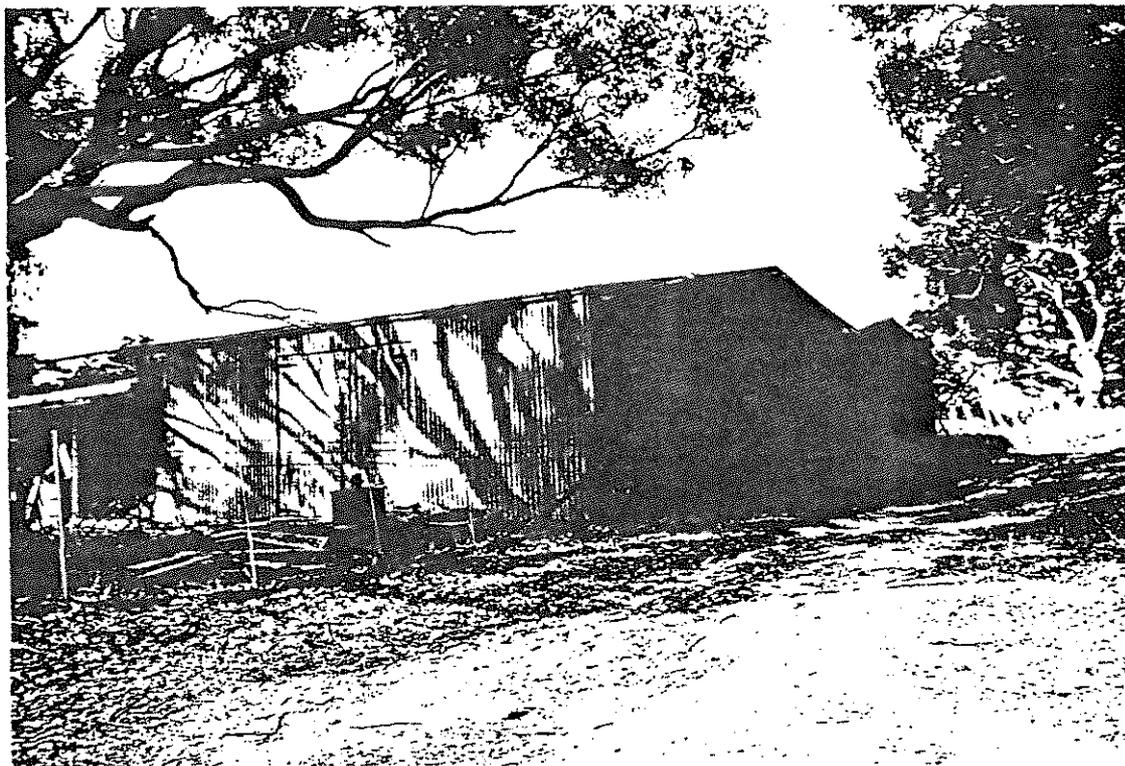
PHOTOGRAPH
FILM No. 28/28
DATE 4/4/93

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90.
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

235

HISTORY

James Patterson migrated to Victoria in 1852 from Northumberland, England. He worked variously as a miner at Burn's Hill, a butcher at Castlemaine and a farmer at Glenlyon before returning to Chewton in 1858 to set up business as a carcase butcher.

J. W. Sparks, later the town clerk and surveyor, and his wife stayed for a short period with the Pattersons in 1862. Employment at the slaughter yards was offered but after rapidly deciding that he could not "take to the business", J. W. Sparks instead assisted a builder at the yards. He related that, " Mr Patterson was building a residence, stables and other necessary places for his business and a brother of Mrs Patterson's, Mr Augustus Walton, had the contract for building them... I promised to stay and help him for a few weeks."

By 1864 the work must have been completed for J. B. Patterson is rated £83 for slaughter yards and a dwelling on the site. In 1871 Patterson was elected to the Victorian parliament and the slaughter yards were sold to George Glendinning. Eight years later, in 1879, Edwin Purches, a butcher, acquired Patterson's slaughter yards and residence.

According to a descendant, Charles Purches, Edwin Purches and his family lived in the house that Patterson built. Purches married three times and had a large family. By 1890 Edwin Purches was one of Chewton's wealthiest men, described in the rate books as a "gentleman". He had largely retired.

Charles Purches, Edwin's son, became active in the business in the 1880s and after his father's death continued to operate the slaughter yards until 1924 when the yards were finally closed.

DESCRIPTION

The slaughter house complex consists of a series of sheds, enclosed yards and courtyards which show the scale of the operations on the site. The sheds and some walling are of local slate laid as random rubble in rough courses. Larger stones are used at the corners. The walls and sheds appear to have been added to over time as need arose. The roofs still show some of the original or early round timber poles used for framing. The roofs and some walls are of corrugated iron. The flagstone floor of the killing area still remains with channels to direct the blood to the piggeries for the consumption by the pigs. Large coppers for boiling down the offal to feed the pigs are still part of the complex.

On the other side of Hallorans Road is the brick stable, part of the stone courtyard wall and the remains of a stone two seater lavatory. The modern house is built from materials of the original Patterson house on the site. The stable is a gable roofed, rectangular building of face brick with a hay loft above the stalls and large timber doors. The stone wall is similar in construction to the stonework of the slaughter rds being in roughly coursed random rubble but here the arched gateway is trimmed with brickwork and the top of the wall is capped with bricks.

The complex is one of only a few non-gold mining industrial sites in the Shire and retains much of the layout and elements to interpret the workings of the nineteenth century slaughtering industry.

REFERENCES
Victoria and its Metropolis, Vol. 2, 1888, p253, 498
Chewton Video No 2
J. W. Sparks, *Autobiography*, 1910
Borough of Chewton Rate Books and Shire of Metcalfe Rate Books

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C 76

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: McMillan/Madigan House
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton E 29

MAP NAME: Chewton
MAP REFERENCE BU 570 924

STATEMENT OF SIGNIFICANCE

This substantially intact, early residence contributes to the gold era character of Chewton. Its location at the entrance to the Chewton township and in close proximity to other residences of similar age and styling, particularly C77, adds to its significance.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Residential)	c1870
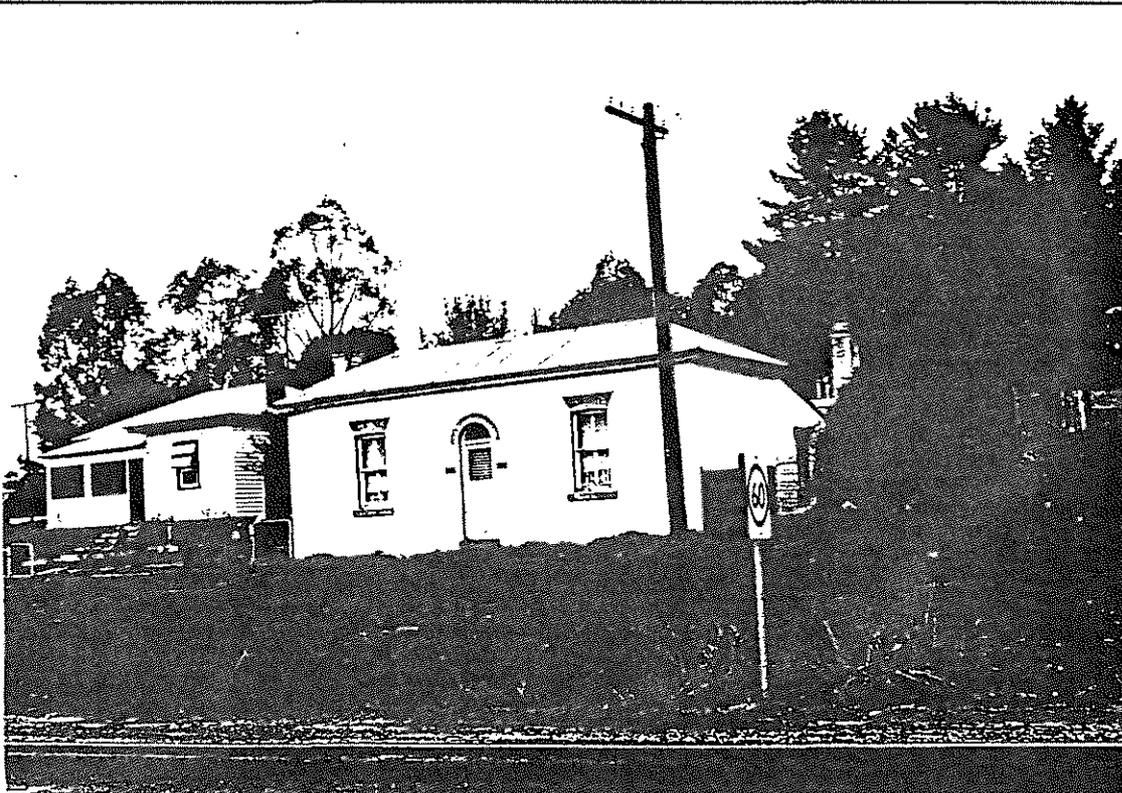
PHOTOGRAPH
FILM No.9/4.
DATE 17/6/92

HISTORY

This allotment was originally purchased from the Crown by Charles Salmon, a hotel keeper, in 1860. He may have had some connection with Robert Mitchell, a storekeeper, who owned the adjoining block since they both erected similar brick residences within the same period of time.

In 1877 Charles Salmon sold to Edwin Purches, a carcase butcher, who in turn sold, in 1882, to Richard Carthew, a miner. A butcher, Alfred Dunston, purchased the property in 1891. After Alfred's death in 1914 the allotment was sold to Mary Jane McMillan.

In 1955 both this block and the adjoining block were left to Mary McMillan's executors, Annie Madigan and Henry Madigan. Both the McMillan and Madigan family were related by marriage. A later occupant of this house, Rose McMillan (nee Madigan) who had been brought up on the adjoining allotment (C77), tells how falling in love with the boy next door saved the trouble of moving very far when they got married!

DESCRIPTION

The building is a rectangular symmetrical face brick house with a shallow pitched hip roof. The two double hung windows are placed symmetrically either side of the central doorway which has a semi-circular fanlight. The brickwork has been painted. The face brickwork chimney has some decorative brickwork corbels. The house has been extended in brick with a skillion roof to the rear

The building is a substantial but simply detailed building of the late 1860s, early 1870s. It appears to have never have had a verandah. Other examples of this scale and type of building in Chewton often had decorative brick parapets. Its position on the street boundary makes it a prominent element in the streetscape, especially as it is paired with a similar house nearby. (C77)

REFERENCES
nformation from title searches completed by Barbara James
Balliere's Directory 1868, Wises Post Office Directory 1899, Chewton Directory 1872

Assessed by	Assessment Date
V. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C 77

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Madigan house
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton, E 30

MAP NAME: Chewton
MAP REFERENCE BU 569 924

STATEMENT OF SIGNIFICANCE

This substantially intact, early residence contributes to the gold era character of Chewton. Its location on the curve at the entrance to the Chewton township and in close proximity to other residences of similar age and styling, particularly C76, adds to its significance. Throughout most of the twentieth century the building has been closely associated with the Madigan family.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Residential)	c1870

PHOTOGRAPH
FILM No 9/3.
DATE 17/6/92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90,
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG 217 DRUMMOND STREET SOUTH BALLARAT 3350 TELEPHONE 053-317 113

HISTORY

Thomas Jones purchased part of this site from the Crown in 1860 but sold it to Robert Mitchell, a storekeeper, in 1862, for £25. The brick house was built in the years before Robert Mitchell sold the allotment to another storekeeper, Charles McMinn in 1874.

In 1886 Nathaniel McMillan purchased the property. Nathaniel worked as a cab proprietor plying cabs between Chewton and Castlemaine. After his death in 1902 the house passed to Margaret Sophia McMillan, possibly his wife.

In 1910 Charles Madigan purchased the house. Charles worked as a carter and raised a large family in the house. His daughter Rose married the next door neighbour. (C77)

In 1955 both this block and the adjoining block were left to Annie Madigan and Henry Madigan.

DESCRIPTION

The building is a rectangular symmetrical face brick house with a hip roof. The two double hung windows are placed symmetrically either side of the central doorway which has a semi- circular fanlight. The face brickwork chimney has decorative brickwork corbels with bricks set at angles to produce c. rons which is found as a decorative feature on other Chewton buildings. The brickwork has been painted. The house has been extended in timber with a skillion roof to the rear

It differs slightly from its neighbour in that it has a slightly steeper roof pitch, taller and more decorative chimneys and the fanlight is slightly pointed at the top of the arch.

The building is a substantial but simply detailed building of the late 1860s, early 1870s. It appears to have never have had a verandah. Other examples of this scale and type of building in Chewton often had decorative brick parapets. Its position on the street boundary makes it a prominent element in the streetscape, especially as it is paired with a similar house nearby. (C76)

REFERENCES
Chewton Heritage Tour
Information from title searches completed by Barbara James
Balliere's Victorian Directory 1868, Wises Post Office Directory 1884, 1899

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

240

FILE No: C 79

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Jesser/Ottery Store
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton E 26

MAP NAME: Chewton
MAP REFERENCE   BU 566 926

STATEMENT OF SIGNIFICANCE

This brick store is typical of the characteristic brick buildings of Chewton and is one of the few remaining in this area from a period when Chewton boasted over seventy separate businesses operating within the township boundaries. The building gains in significance by its prominent location in Chewton's main street. The store should be considered in tandem with a store across the road (C86) also owned by the Jesser family.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Commercial)	c1860

PHOTOGRAPH
FILM No 8/31
DATE 17.6.92
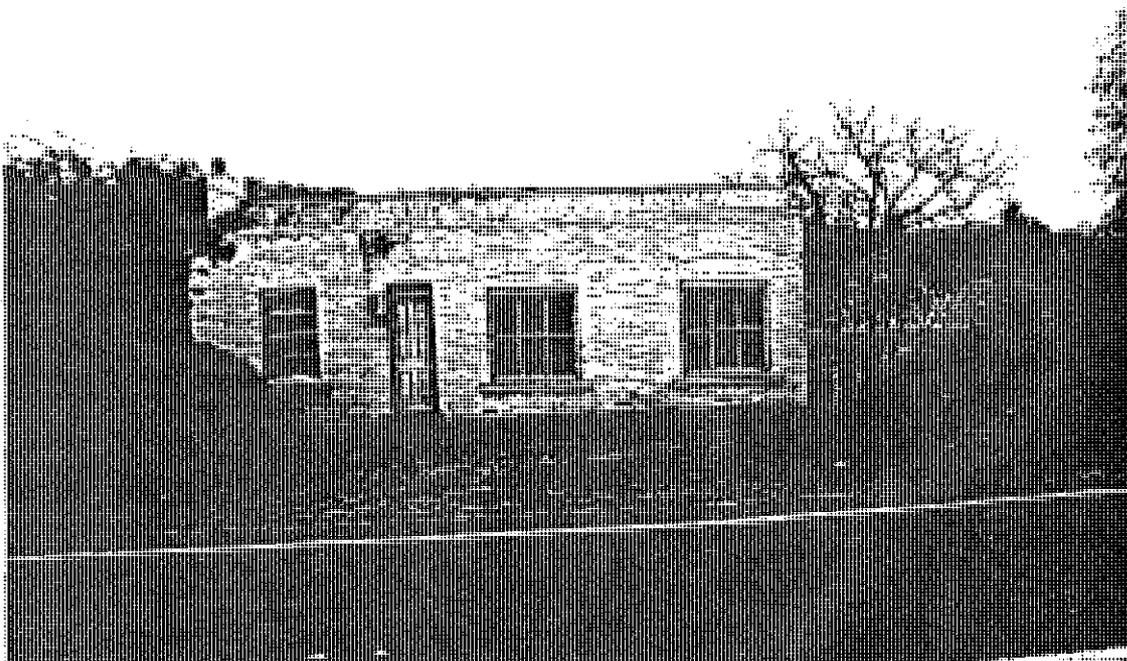
HISTORY

This allotment was purchased by Benjamin Featherby in 1857 and over the following years he probably built the present brick building. In 1865 he sold the property to Charles Jesser, who had migrated to the goldfields from London with his wife and seven children.

Charles Jesser used the building to set up business as a fruiterer. Although during this period the Chewton's main road was crammed with a variety of businesses he was one of only two fruiterers. Fruit could be acquired from local gardens and small farmers brought strawberries, gooseberries, plums and apricots in addition to an assortment of vegetables from as far afield as Harcourt.

After his death, Charles' wife, Mary, carried on the business until at least 1885. As she became too old to manage a business she sold the store to her daughter, Mary Ottery. Mary had previously operated a butcher's business with the help of her sons while her husband, Robert, was away working on the railways interstate. Now she closed the butcher's business and concentrated on running the Jesser store. The shop operated as a grocery and newsagents.

Mary died in 1911 and her son Thomas took over the store which he operated until he also reached retirement age. The last owners, before the shop closed in the 1960s, were W. and A. Schreck.

DESCRIPTION

The building has a face brick facade that rises to a straight parapet with decorative corbelled bricks in a dentilated pattern. The right hand side of the building was the shop with a gateway with picket gate separating the two large six paned shop windows. The gateway has since been filled in with brickwork. The left hand section was the residence with a doorway with shallow transom light and a single timber double hung window facing the street. Except for painting of the brickwork and the filling in of the gateway, the building is as shown in the photographs, taken at the turn of the century, which appear in Ottery's *The Mount Alexander Goldfields*.

The building is of the type which gives Chewton much of its special character. The type is generally of face brickwork, built to the street boundary and has a brick parapet often with bricks corbelled to form cornices or bands of decoration. These buildings line the winding Pyrenees Highway through to Castlemaine giving a continuity of scale, materials and form. The modest scale of this building is also an important characteristic.

REFERENCES
H. Ottery, *The Mount Alexander Goldfields*, 1986, p.xxv, p81
Chewton Heritage Tour
Barbara James Tour Notes
Information from title searches completed by Barbara James
Balliere's Victorian Directory 1868, Wises Post Office Directory 1884, 1899, Chewton Directory 1872

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C 82

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Mount Alexander Hotel
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton E 8

MAP NAME: Chewton
MAP REFERENCE   BU 566 925

STATEMENT OF SIGNIFICANCE

The former Mount Alexander hotel ranks among the solid and respectable hotels which rapidly replaced the rough and ready grog shops of the goldfields. Its original form and appearance have been altered but when it was rebuilt in the 1860s, its reduced dimensions reflected the township's smaller but more stable population. It has an association with the town's longest surviving organisation, the Chewton Lodge, which purchased the attached Mount Alexander assembly hall (now demolished) as a meeting place last century. Although altered the building contains substantial remnants from the first commercial developments in the area and is a tangible link with the hey day of the Forest Creek diggings.

Local Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing)

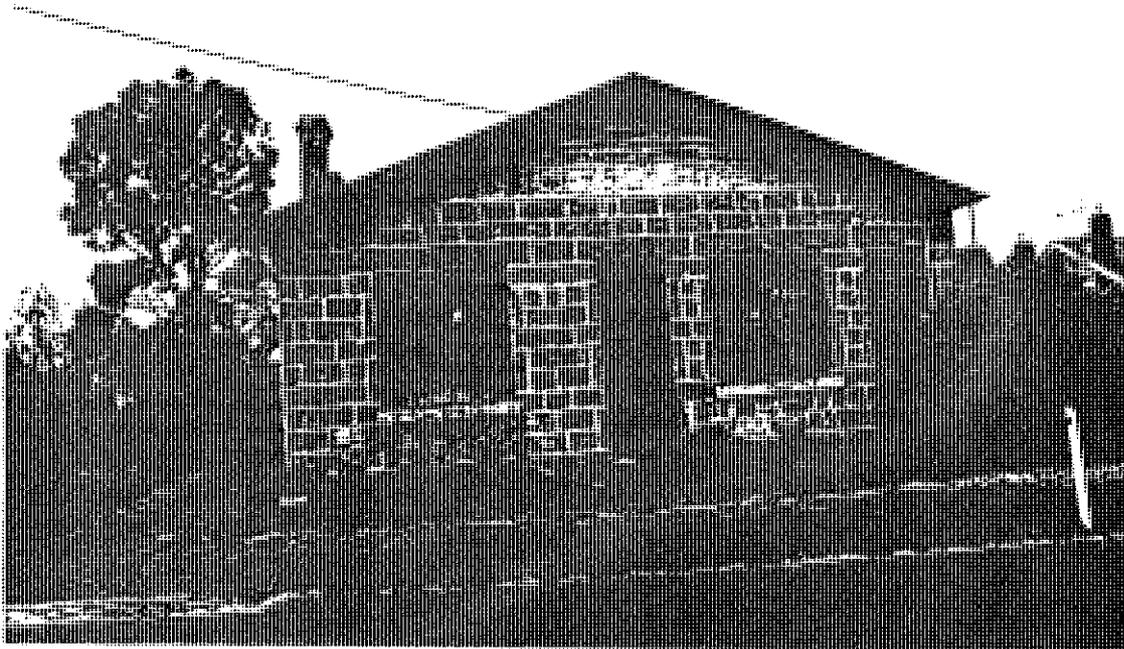## THEMES
Towns (Commercial), Community Life (Hotels)

BUILDING DATE
1854 rebuilt 1863

PHOTOGRAPH
FILM No. 8/27,2
DATE 17.6.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90.
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

243

HISTORY

In 1853, when the issue of licences for the sale of alcohol on the goldfields was finally permitted, there was a sudden avalanche of applications for licences and a spate of hotel building. William Cowper first applied for a licence for the Mount Alexander Hotel in 1856 although the hotel had probably been in existence since 1854. The hotel was a two storey structure built of local sandstone blocks and erected on the site of the earlier Port Phillip Gold Office and Stables.

An Assembly Hall known as the Adelphi Theatre was constructed on the west side. In September 1858 the *Mount Alexander Mail* commented, "There is not a more substantial building of the kind out of Melbourne than Mr Cowper's and its quite an ornament to Forest Creek. The fine room in the hotel will seat not less than four hundred people". During the 1850's and early 1860's this hall was used for a variety of functions including dramatic performances.

In 1863 a large portion of the two storey hotel was destroyed by a fierce fire. However, much of the Adelphi theatre survived due to its thick stone walls. Cowper rebuilt the hotel as a single storey building, incorporating the surviving hall. In 1866 William Cowper sold the hotel to William Rowe and after this it passed through a number of hands - John Seebeck (1873-74), Joseph Barnes (1874-75), the Oriental Bank (1875-1886), George Hallandale and Richard Burnham (1886-90) and James Newman (1890-1917). The Mount Alexander ceased to function as a hotel in 1913.

The assembly hall was purchased immediately after the fire by the Loyal Chewton Lodge for £200. It was repaired and extended and became the new meeting place for the Oddfellows. The Oddfellows met ⁙ ᵉ until the Hall was demolished around the turn of the century. The Oddfellows then met in the Rechabite Hall (formerly the Primitive Methodist Church), and then the Mechanics Institute (a wooden building at the back of the Chewton Town Hall) and finally in the Fire Station. The Lodge was founded in Chewton in 1858 and still continues to meet, making it the oldest organisation in Chewton. J. W. Sparks was secretary for 45 years and more recently, Jim Lindsay held office for 26 years.

DESCRIPTION

The two storey Mount Alexander Hotel and the adjacent Adelphi Theatre can been seen clearly in a photograph of the Forest Creek diggings taken by Richard Daintree in 1858. The window and door openings are identical with those in the existing building. The windows appear to have had bolder timber mullions than the existing. A later photograph republished in the Castlemaine Mail in 1981 shows the single storey hotel and the Adelphi Theatre. The windows and doors shown in this photograph are identical to those existing today. The building did not have the present gable roof but had a rendered sign board with "Mount Alexander Hotel" boldly lettered and a rendered parapet terminating in a rendered cornice line. Part of the rendered sign panel still can be seen, only the end sections have been cut off when the gable roof was added.

The building's walls of sandstone blocks with large basalt lintels above the windows would appear to date form the original construction of the building in 1854. Except for the change of the roof, the facade r ᵢns the same appearance as it had from its rebuilding in 1863. The site also contains other sections of the original hotel built in rubble stone construction, including a low ceilinged, slate roof section at the rear. These would all appear to date from the 1863 rebuilding, if not earlier. The adjacent modern fence would appear to have been constructed from squared sandstones retrieved from the Adelphi Theatre when it was demolished.

Although altered the building contains substantial remnants from the first commercial developments in the area and are a tangible link with the hey day of the Forest Creek diggings.

REFERENCES

Castlemaine Pioneers, p11
H. Ottery, *The Mount Alexander Goldfields*, 1986, p69
Ray Bradfield, *A Golden Harvest*, p67
Mount Alexander Mail, 3 Sept, 1858; Castlemaine Mail 22 May 1981
Chewton Video, No. 3&4
Chewton Heritage Tour,
Barbara James Tour Notes and Information from title searches completed by Barbara James

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C83

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: School Teachers House
ADDRESS: Pyrenees Highway

FORMER NAME: Teacher's Residence (former)

TITLE DETAILS:
Chewton E 18

MAP NAME: Chewton
MAP REFERENCE BU 566 925

STATEMENT OF SIGNIFICANCE

An early building, prominently located in Chewton's main street. It reflects Chewton's post gold rush consolidation in the late 1850s and is notable for its construction in roughly coursed sandstone. The building has an association with early education in Chewton through the long occupancy of school teacher Charles Hardy who taught at both the Wesleyan Denominational School and the East Chewton School. The siting of the building on the street boundary makes it a prominent element in the streetscape. The use of stone distinguishes it from the more characteristic brick buildings of similar form and scale that contribute to the character of Chewton.

Local Significance

RECOMMENDATIONS
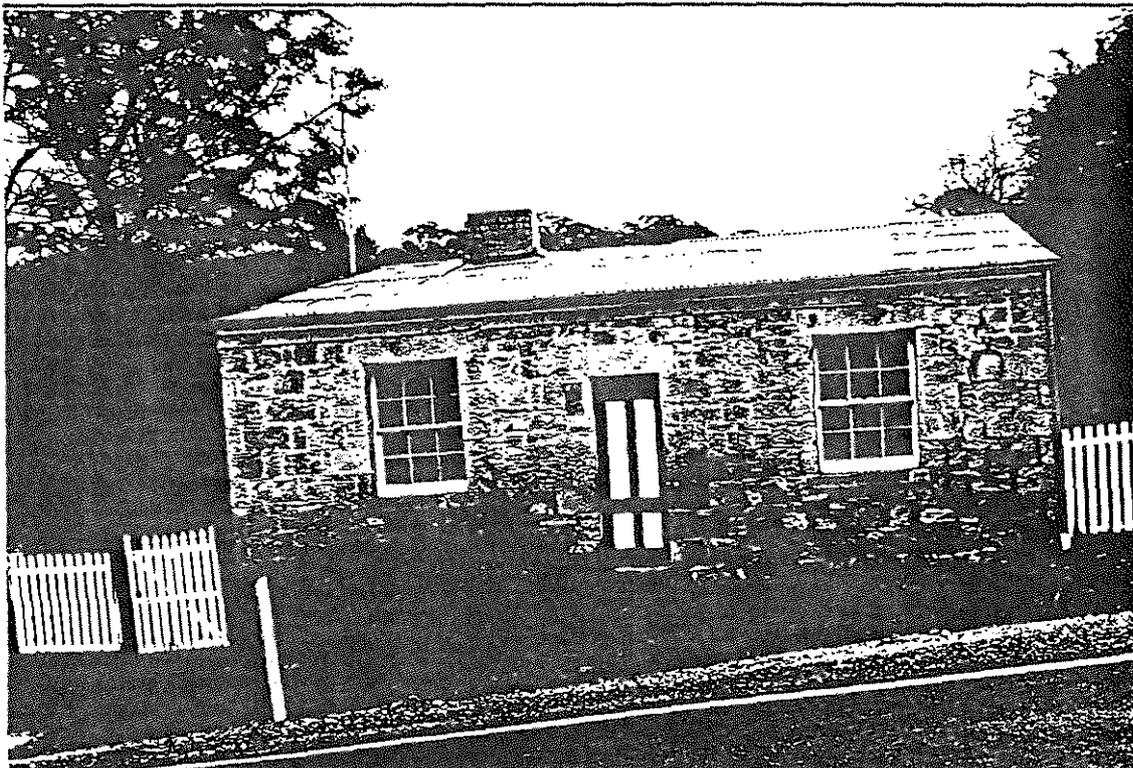Metcalfe Planning Scheme (individual listing)

THEMES
Towns (Residential), Community Life (Schools)

BUILDING DATE
c1860

PHOTOGRAPH
FILM No 8/26.
DATE 17.6.92

HISTORY

This allotment was first purchased from the Crown by George James in 1857. James presumably built the present building before selling to Abraham Martin in 1859 for £165. During the 1860s, a surgeon, Mr Emmett advertised that he could be consulted at his residence opposite the New Methodist Chapel, and their is some suggestion that his residence was this building..

From at least 1865 and for many years after, it belonged to Charles Hardy. Charles Hardy was teacher of the Wesleyan Denominational School (located on the other side of the road) from 1862 until it closed in 1877. Charles Hardy then transferred to the new state primary school at East Chewton where he remained until it closed in the early 1890s.

After Charles Hardy's death in 1895, the property was sold to Mary Ann Shields, the widow of the owner of Shields' tannery. In 1915 her daughter, Lucy Hill, inherited the property and it was occupied out to Geordie Jones.

In later years Bill and Dulcie Penney leased the house and lived here. The property was sold to Margaret Reynolds in 1966.

DESCRIPTION

The house is constructed from roughly squared and coursed rubble sandstone, similar to that used in the Mount Alexander Hotel. The house has a central doorway and is flanked by symmetrically placed twelve paned double hung timber windows. These are slightly wider than the usual proportions found in Victorian windows. The skillion roof is a replacement of a more characteristic gable roof. The gable walls in stone can be seen on the side elevation of the building. The chimney appears to be a later addition. A second gable roofed section in brick work has been incorporated under the skillion roof alteration.

The siting of the building on the street boundary makes it a prominent element in the streetscape. The use of stone distinguishes it from the more characteristic brick buildings of similar form and scale that contribute to the character of Chewton.

REFERENCES

Barbara James Tour Notes
Mount Alexander Mail 12 March 1861.
Chewton Video, Vol. 3
Information from title searches completed by Barbara James

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C84

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Wesleyan Church, Hall, & Schoolhouse
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
E 3,4,5

MAP NAME: Chewton
MAP REFERENCE   BU 565 925

STATEMENT OF SIGNIFICANCE

This church complex, comprising a church, Sunday School hall, schoolhouse and mature trees, directly abuts Chewton's main street, and is of key streetscape significance. The size of the solid brick Wesleyan church, built in 1861, suggests the numerical strength of Wesleyans in Chewton partly achieved through the early presence of preachers on the goldfields.

The Sunday School was constructed as a direct response to the Methodist Union Act of 1902 and represents the combination of three Chewton churches into one with the subsequent lack of accommodation for Sunday School scholars. The wooden annexe to the Sunday School is the earliest surviving school in the Shire and a direct link back to a time before the 1872 Education Act when religion and education were usually seen to go hand in hand. It is also one of the few surviving timber buildings in the Shire. The mature trees at the front of the buildings contribute to the landmark significance of the site.

Local Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Community Life (Churches, Schools)	schoolhouse c1855, church 1861 hall 1904

PHOTOGRAPH
FILM No 8/25.
DATE 17.6.92

247

HISTORY

The Wesleyan Church responded quickly to the new centre of population created by the Mount Alexander gold rush. In December 1851 the Melbourne Quarterly Meeting heard there were now 20,000 people at the Diggings of whom 4,000 were Wesleyans, and by March 1852 a permanent minister had been appointed to the area. Congregations worshipped first in a tent and then in a slab chapel on Post Office Hill. A Sunday School was also established in 1852. The Wesleyan Denominational School was established in 1855.

It was not until 1861 that money was raised for the erection of a church on old Post Office Hill. Drawings and specifications were prepared by Crouch and Wilson and a Castlemaine architect, T. F. Kibble, was engaged to supervise the building. The new church was opened on the 22 December 1861. It had cost £800 and was described by the *Mount Alexander Mail* as "chaste yet elegant".

The new church was built on the site of the Wesleyan Denominational School which had also served as a Sunday School. The school continued in use after the erection of the church. It was relocated on the site and alterations and additions made to it in 1861. In 1877, the Wesleyan Denominational School was closed but remained in use as a Sunday School Hall.

In 1902 two Chewton churches - the Wesleyans and the Primitive Methodists - united under the Methodist Union Act. The former Wesleyan Church and Sunday School Hall became the church used by the new Methodist congregation. The increased numbers put a strain on Sunday School accommodation and in 1904 a Castlemaine architect, Mr Sheridan, drew up plans for a new wooden Sunday School. The building was erected by Mr Tonks of Castlemaine for £298/18/6 and opened on the 20 November, 1904. The old school room was moved a second time to serve as an annexe to the new building.

DESCRIPTION

The Uniting Church is a Later Gothic design of red face brickwork with cement render trim. The main facade incorporates a large three-light traceried window with flanking octagonal turrets. A circular window is above the main window with narrow pointed arched windows flanking the turrets.

The building consists of a nave with a side entrance. The nave is divided into bays with render capped brick buttresses with a pointed arched opening in each bay. The facade design is similar to the Congregational Church in Prahran designed by Crouch and Wilson in 1858.

The rear section of the church is the relocated Denominational School. It is a timber building clad in weatherboards with a gable roof and pointed arched timber windows divided into 10 panes. The building is lined internally with beaded edge lining boards. The roof pitch and window joinery are special features of this building.

The 1902 main section of the church hall is a gable roofed timber building with intersecting traceried pointed arch windows set in a rectangular frame. The tracery of the windows echoes the decoration of the church. The main facade has a parapeted entry porch with pointed arched doorway and is flanked by two windows. The gable end has a decorative truss with radiating truss chords. The flat roofed entry porch with a decorative cornice and the fanned truss chords are unusual.

The setting of the church and hall has been amongst mature trees and the remaining *Cedrus deodora* and *Cedrus atlantica f. glauca* at the front of the site enhance the setting for the building.

REFERENCES

Information from Silas Ellery and Stuart Williamson
Alexander Land Protection Association Inc., Submission to the Historic Buildings Council, November 1991, Using:
Blamires and Smith, *The Early History of the Wesleyan Methodist Church in Victoria*, 1886
The Spectator, 1906, p1924; 1907, p191
Correspondence 1862, in Uniting Church Archives
Mount Alexander Mail 20 Sept, 27 Dec 1861
Vision and Realisation, 1973
Chewton Wesleyan Church Minute Book 1896-1919
National Trust File No. 2624. reference to Wesleyan Chronicle, January 1862, p.6

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C86

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Williams Stationery Store
ADDRESS: Pyrenees Highway

FORMER NAME: Jesser Store

TITLE DETAILS:
Chewton E2

MAP NAME: Chewton
MAP REFERENCE BU 565 925

STATEMENT OF SIGNIFICANCE

This modest shop is typical of those that lined Chewton's main road during the 1860s as the gold fields landscape was transformed into a settled township. Its scale and intactness makes it an integral part of the Chewton townscape. This store should be considered with C79, a store also once owned by the Jesser family.

Local Significance

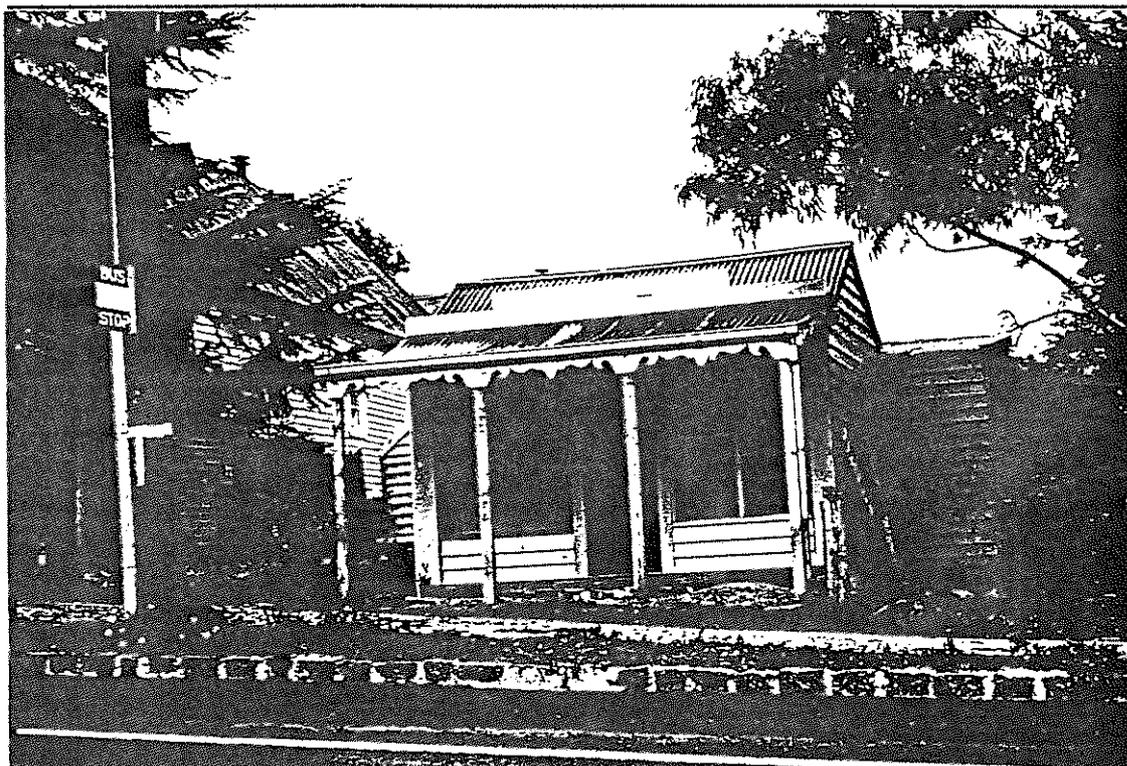## RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES
Towns (Commercial), Gold

BUILDING DATE
c1860

PHOTOGRAPH
FILM No. 8/22
DATE 17/6/92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAM 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

249

HISTORY

This allotment was first purchased from the Crown in 1856 by R. C. Robinson, a surgeon. R. C. Robinson had a surgery in Moyston Street, Castlemaine but also practiced in Forest Creek between 1855-1875. In 1858 he sold the land to Robert Sproule who in turn sold it to Charles Jesser in 1861.

Charles Jesser had migrated to the Victorian gold fields from London with his wife, Mary, and seven children. He probably built this shop soon after purchasing the allotment. However he may have immediately leased it out for he already owned another store (a fruitery) on the opposite side of the road and oral tradition claims that William Archer operated a bakery and confectionary shop from this store in the early days.

After Charles death, the store was left to his wife Mary. After her death the property was left to her two daughters who eventually sold to William Henry Willams in the 1890s. William Williams continued to operate the store which by this time had become a general store and stationery outlet.

After William Williams death in 1911, the store remained open under the ownership of his wife, Ellen Williams. Local residents can remember that during this period the shop sold such things as stationery, school supplies and shoes. There are memories of visiting the shop just before school term began to buy pencils, pens, rubbers, exercise books, and text books.

The shop was left to Sarah Carthew in 1934 after Ellen William's death.

DESCRIPTION

The weatherboard shop is distinguished by the timber fretwork verandah frieze. The building has a gable roof with a narrow timber signboard or parapet across the gable end wall with the concave verandah roof extending below. The shop has a central doorway flanked by large shop windows divided into four large window panes. The verandah posts have been replaced. The building originally had a timber verandah floor. A detached kitchen building is behind the shop.

The front section has been extended to the rear with a series of skillion roofed, weatherboard additions to join up with the kitchen.

The building, adjacent to the former Wesleyan Church and hall, forms part of the significant streetscape in this area.

REFERENCES
Borough of Chewton Rate Books and Shire of Metcalfe Rate Books
Information from Silas Ellery and Stuart Williamson
Information from Barbara James
Balliere's Victorian Directory 1868, Wises Post Office Directory 1884, 1899

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Independent Chapel
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton, F40A

MAP NAME: Chewton
MAP REFERENCE BU 564 925

STATEMENT OF SIGNIFICANCE

The former Independent Chapel is the oldest surviving church in Chewton and one of the few public buildings to date from the gold rush period of the 1850s. Its construction bears witness to the prosperity won from the alluvial rushes and suggests the presence of a strong Welsh community. The chapel's location overlooking the main road and framed by the two washingtonia palms make it an important local landmark.
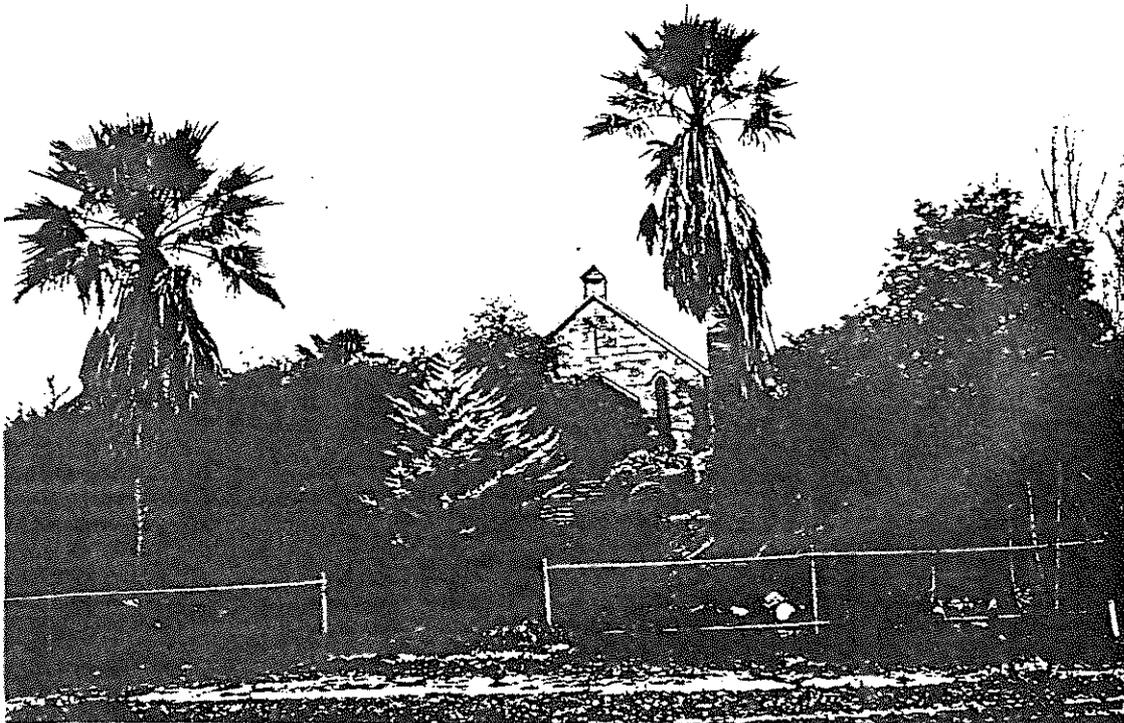
Local Significance

RECOMMENDATIONS

Addition to the Register of the National Estate, Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Community Life (Churches)	1857

PHOTOGRAPH
FILM No. 8/13
DATE 17/6/92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90.
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

251

HISTORY

A large proportion of those who flocked to the Mount Alexander diggings were of nonconformist background. Moreover, although Church of England adherents remained nominally more numerous, the less hierarchical structure of the nonconformists and their willingness to enlist the assistance of lay preachers and pastoral volunteers, enabled them to rapidly establish a strong presence on the gold fields. At Chewton a variety of nonconformist denominations were in evidence - Primitive Methodists, Wesleyan Methodists, Bible Christians and Congregationalists.

Many members of the Welsh community on the diggings were Congregationalists. A Congregational Church was first founded on the diggings on 22 October 1854 and members met in a slab building on Post Office Hill. In 1856 a Welsh Calvinist minister, Mr Pitman, after whom Pitman Street was named, arrived at Golden Point and also ministered to Congregationalists in Chewton.

During 1856 members began fundraising in order to replace their slab building with a more substantial chapel. A site overlooking the main Chewton road was obtained and building commenced using local sandstone. The new chapel - known as the Independent Chapel - was opened on the 13 June 1857. However the shortage of trained builders and tradesmen caused by the gold rushes had its effects and a few months later the building was closed due to poor workmanship and materials.

Mr C. J. Fawkner of Castlemaine was employed to complete the stonework, flooring and roofing and, after a thorough inspection, the church was re-opened.

. Jm 1865 to 1934 the church was part of the Kyneton parish. Members developed strong links with Sutton Grange where a Congregationalist church was built in 1866. A manse was erected at Chewton to provide accommodation for the minister. This was demolished in April 1972.

In 1949, the church responded to the national movement encouraging youth involvement in the Church by purchasing the old Rechabite Hall (see C100) for use as a Youth Club.

The church was finally closed in 1975 and is used as a private residence owned by Gerald St. John and Marilyn Everitt, restauranteurs.

DESCRIPTION

The church is of coursed stonework with a corrugated metal roof. The early photographs show that the first roof was of shingles. The church is a simple rectangular plan with a steep gable roof surmounted by a small timber bellcote. The gable ends are quite plain with no decoration, the entry being a small gable roofed porch placed centrally in the facade facing the road with a small slit window above. The windows are very narrow pointed arches with a label mould above. This Gothic detail is the only reference to any style in the building. The nave has four narrow pointed arched windows down each ʾ ʾe but there are no buttresses.

The building is on a prominent rise and dominated the landscape in the photographs of mining in the area taken by Richard Daintree in 1858. The solid nature of the stone walls contrasted with the flimsy canvas of the tents on the diggings.

The stone work is similar to that used at the Mount Alexander Hotel (C82) built also in the 1850s.

The building is little changed externally except for the heating flue through the roof. The garden setting with the mature fan palms and recent heavy plantings gives the church an unusual setting.

REFERENCES
Ray Bradfield, *A Golden Harvest*, p67
Miles Lewis (ed), *Victorian Churches*, p12
Chewton Video, No. Four
Tour Notes - Barbara James
Chewton Heritage Walk

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C91

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Red Hill Hotel and Theatre
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton F8

MAP NAME: Chewton
MAP REFERENCE BU 562 924

STATEMENT OF SIGNIFICANCE

The Red Hill Hotel is the only surviving operating hotel in Chewton. It was the first licensed on the diggings and has operated continuously since 1854. Both the hotel and the music hall, have been at the centre of community life in Chewton. The siting on the building line and on the curve in the road makes the building a significant element in the streetscape and a prominent part of the character of Chewton.

State Significance

RECOMMENDATIONS
Nomination for inclusion on the Register of Historic Buildings, addition to the Register of the National Estate. Metcalfe Planning Scheme (individual listing)
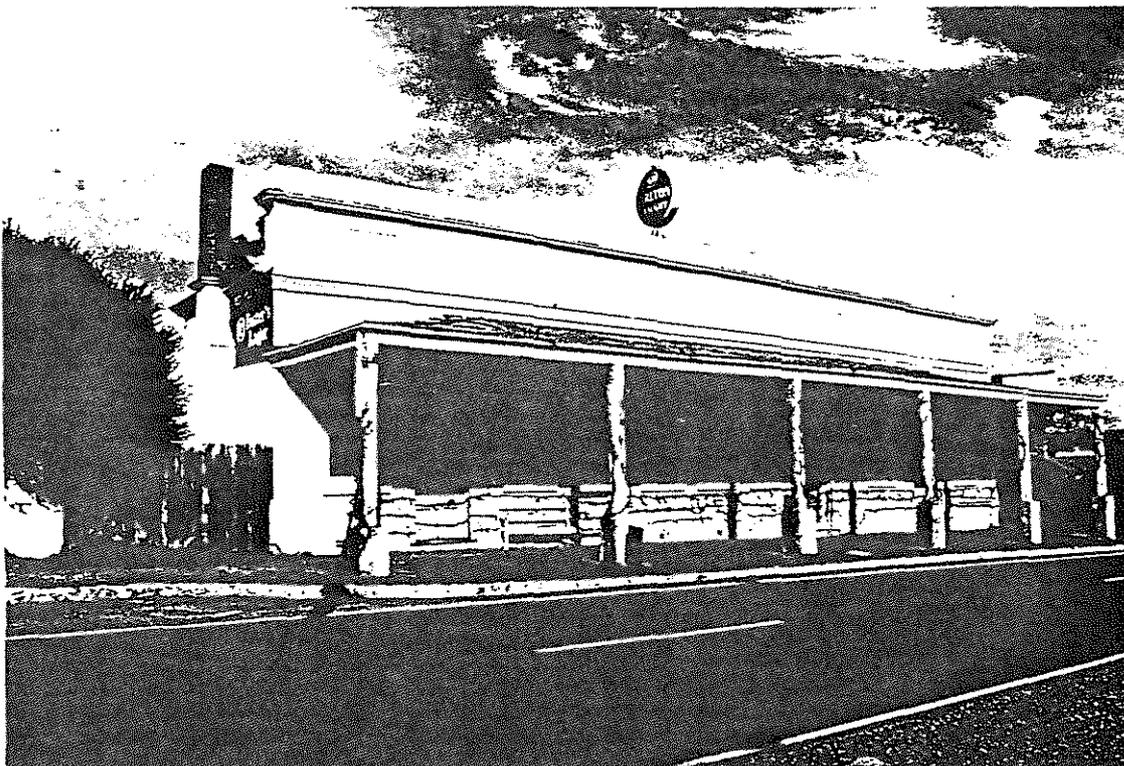
THEMES	BUILDING DATE
Community Life (Hotels), Towns (Commercial)	1854

PHOTOGRAPH
FILM No. 5/28
DATE 17/6/92

HISTORY

The Red Hill Hotel took its name from a hill at the centre of the Forest Creek diggings which became famous for its rich shallow deposits of alluvial gold. However much of the hill had been passed through cradle and puddling machines by the time George Lockhart opened his hotel on the 2 August 1854. He was the first licensee of the Red Hill Hotel and probably its builder.

Just three months after the hotel was opened the license was transferred to Mr William Low. William Low was responsible for erecting what was to become a well known facility in Chewton's main street. This was a large music hall adjoining the hotel. When it was opened toward the end of 1856, the Mount Alexander Mail claimed that the "magnificent ballroom" was the "theme of general admiration". During this period William Low may also have rebuilt the hotel - which was originally timber - in brick.

The Red Hill Assembly Hall became the venue for a variety of functions during the 1850s including a performance by the English Opera Company, a giant anti-Chinese protest meeting in 1857 and the annual Masonic Ball. A number of organisations also had their beginnings at the Hotel; the Manchester Unity Lodge held its inaugural meeting at the Red Hill in 1888.

William Low remained the licensee of the Hotel until 1885 when the licence was transferred to Edward Bennett. Three years later the hotel became the property of publican, Fritz Otzen. At the turn of the century it was sold to Fitzgerald and Company Brewery, Castlemaine, who over the next four decades til 1941 leased it to a total of twelve different publicans.

It is said that the Cellars under the hotel were once fitted with heavy doors and used for the safe storage of gold and that the same cellars were also used as a morgue in the hot summer months. Local residents remember that in the days of 6 o'clock closing, the cellars could become quite crowded after official closing time and the steps at the end of the corridor which led to the Music Hall, provided a speedy exit if the local policeman appeared.

The building continues to operate as a hotel.

DESCRIPTION

The original Red Hill Hotel constructed in 1854 was of timber. The music hall was constructed in late 1856. The present brick building was constructed on the original cellars. This is believed to be during the ownership of William Low from 1854 to 1885.

The existing building is a single storey brick building on a bluestone plinth with a rendered facade facing the street. The only embellishment is the straight parapet with a cornice mouldings at the springing of e hipped roof verandah and just below the top of the parapet.

The Hotel has a hipped roofed, street verandah supported on timber posts. There is little decoration remaining on the verandah. The facade is punctuated by three arch headed doorways and rectangular window openings. The music hall has its own centrally placed doorway and flanking windows but is now visually part of the facade of the hotel. The prominent position of the Hotel on the street line and on a curve in the road makes the building a significant element in the character of Chewton.

REFERENCES
Back to Chewton Booklet, 1966
Ray Bradfield, *They Trod the Boards; how the dramatic arts burgeoned on Forest Creek in 1857*, Castlemaine, n.d.
Mount Alexander Mail, 23 July 1858,
Borough of Chewton Rate Books and Shire of Metcalfe Rate Books

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C92

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Mine Manager's House
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton F 44A, 45

MAP NAME: Chewton
MAP REFERENCE   BU 562 924

STATEMENT OF SIGNIFICANCE

The solid brick construction of this building expresses the immediate post gold rush prosperity of the Chewton township. It has a direct association with one of the areas most successful quartz mining operations, the Francis Ormond Gold Mine, having provided office space and accommodation for the manager and other staff of the mine for over twenty five years. It now represents the only surviving link with the mine. The building has a high level of integrity and is a substantial example of the typical simple brick commercial building in the area. The use of diagonally laid bricks in the cornice and the semicircular fanlights over the doors are elements repeated in the Chewton streetscape.

Local Significance

RECOMMENDATIONS
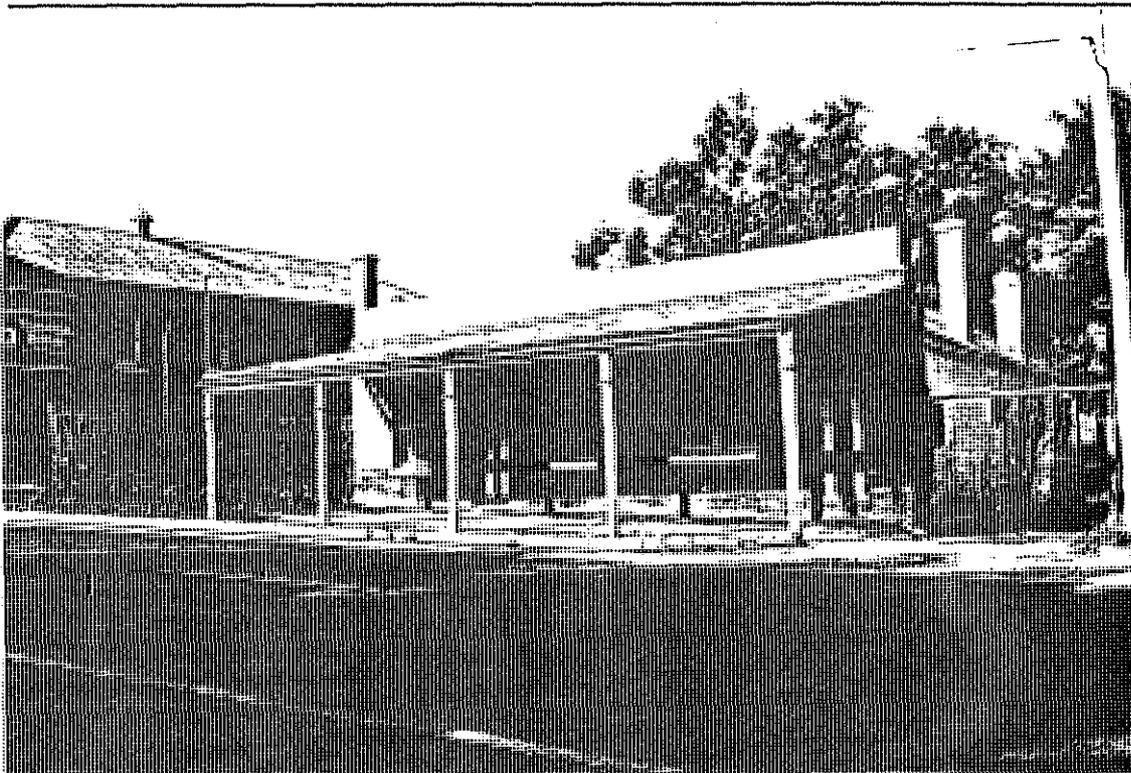
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Residential), Gold	c1860

PHOTOGRAPH
FILM No. 5/27
DATE 17.6.92

255

HISTORY

Joseph Deery, a carpenter, purchased Allotment 44A and 45 for a total price of £8/17/1 in 1860. The highly auriferous nature of land in this vicinity had prevented earlier land sales. In all likelihood Joseph built the present brick building almost immediately since he was able to mortgage the property in 1862 for £130. He also sold sections of the blocks to other purchasers.

In 1871 the mortgagee, Henry Norman, sold the site to William Low. This was of some convenience to William Low who was the licensee of the building next door - the Red Hill Hotel.

In 1885 the Francis Ormond mine, which was located opposite the building on Argus Flat, purchased the building to provide offices and accommodation for its mine manager. For some time during the 1890s the house was occupied by Walter Addison, the mine's engine driver.

The Francis Ormond Mine had begun operations in 1883 and continued to work periodically until 1913. In 1910 the building was mortgaged to the Colonial Bank of Australia and when the mine ceased operation in 1913, the bank sold the building to Grace Veal, a widow. There is some suggestion that her husband may have been a manager at the Francis Ormond mine.

During the 1920s the house was purchased by Bertram Scholes and also occupied by the White family. Keith White relates that one day his mother was picking fruit in the rear garden when a 150 foot mine shaft suddenly opened at her feet, a legacy of the extensive mining that had taken place in the area in the 1850s.

The house was owned for a short period from 1942-1945 by Dulcie Roberts before being sold to William Maltby. William Maltby was a well known local character and owned the house for the next 27 years until 1972.

DESCRIPTION

The face brick building is a large version of the characteristic Chewton commercial building which has a plain brick parapet with a corbelled row of bricks marking a cornice with a row of decoratively laid bricks below. In this case the bricks have been laid on the diagonal. The straight pitched verandah springs from below these bricks.

The building would appear to have operated as two shops or a shop and office and the two entry doors express the change in levels between the floors in the two sections. Each door has a semicircular fanlight above. The left hand section has the door centrally placed between rectangular double hung windows which retain the divisions into 12 panes. The right hand section has a larger window opening with the door to the right.

The verandah has lost most of its decoration except for a few remnants of the capital mouldings around the timber posts.

The brickwork has been painted.

The building is a substantial example of the typical simple brick commercial building in the area. The use of diagonally laid bricks in the cornice and the semicircular fanlights over the doors are elements repeated in the Chewton streetscape.

REFERENCES
Borough of Chewton Rate Books and Shire of Metcalfe Rate Books
Information from Silas Ellery and Stuart Williamson
Information from title searches completed by Barbara James

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C93

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Bubb/Archer Butcher's Shop
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton F22

MAP NAME: Chewton
MAP REFERENCE BU 562 924

STATEMENT OF SIGNIFICANCE

This typical brick store dating back to 1860 is a key element in the town's commercial precinct, forming a continuous streetscape with the bakery and residence which adjoins it to the west. The design is expressive of the store's continuous use as a butchers shop for one hundred years, from 1875-1975 and the connecting residence illustrates the common business practice of living and working on the same site. The building is strongly identified with George Archer, who was an active local councillor and a Chewton butcher for over forty years. With the adjoining buildings and its characteristic brick parapet treatment the building forms an important element in the streetscape.

Local Significance

RECOMMENDATIONS
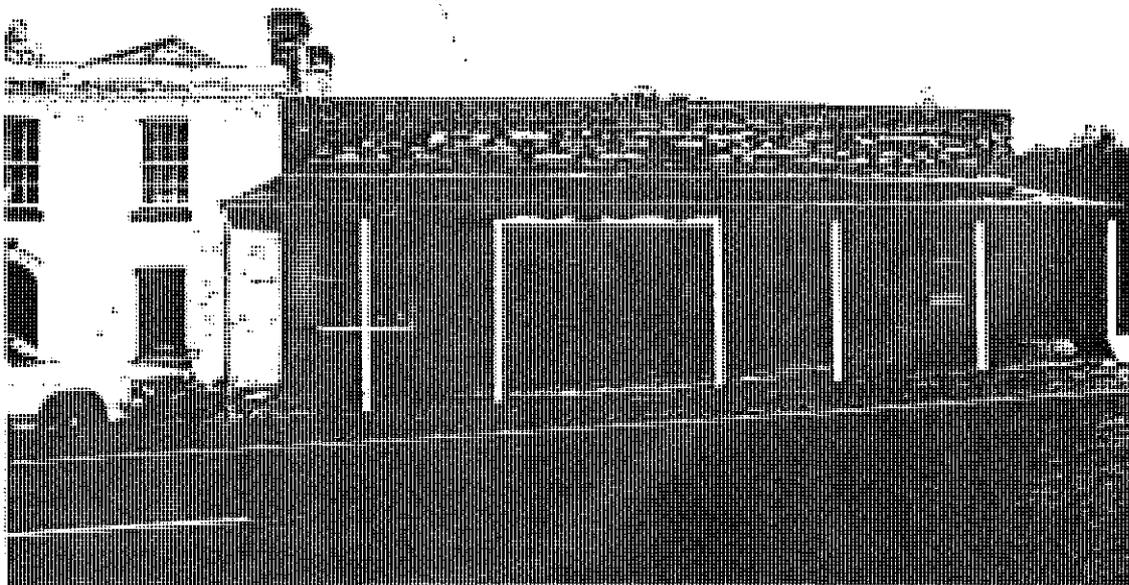Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Commercial)	c1860

PHOTOGRAPH
FILM No. 8/5
DATE 17/6/92

257

HISTORY

Francis Angus, purchased this allotment from the Crown in 1857. He was a machinist/carpenter and worked on the internal fittings for St Johns Church of England and the Wesleyan chapel. Between 1857 and 1862 he erected the present brick building.

In 1862 he sold the block to Henry Norman who leased the building to George Kedzlie. Kedzlie operated a bakery from the site. The business obviously proved profitable for in 1869 Kedzlie was able to purchase the property on his own account. In 1870 he sold the place to another baker, Robert Penney who had previously worked at Wattle Gully.

However by 1875 Penney was insolvent and was forced to sell. The allotment was purchased by Edward Morrison, a butcher, who refitted the place as a butcher's business. In 1868 thirteen butchers had been recorded in Chewton so it is to be presumed Morrison faced heavy competition. However he must have prospered for he remained in business until his death in 1890. The property passed to R. C. Langslow also a butcher.

Over the next decades the building passed through several hands - Isaac Bubb (1896-1924), Robertson (1924-1932), George Archer (1932-1975) but continued to operate as a butcher's shop. The last butcher in the building, was George Archer, a well known local resident who served on the Shire Council for 35 years, being president in 1953, 1957 and 1971. George Archer provided meat to Chewton residents for forty three years, before he finally closed the shop in 1975. He died in 1981.

DESCRIPTION

The face brick building is a large version of the characteristic Chewton commercial building which has a brick parapet with a corbelled row of bricks marking a cornice with a row of decoratively laid bricks below. In this case the bricks have been laid on the diagonal. The parapet has a recessed panel below the cornice, often this area was used for sign writing. The straight pitched verandah springs from below the panel. The verandah retains its decorative fretwork timber decoration but the posts are now plain.

The facade is divided into two sections with different floor levels reflecting the slope in the land. The right hand section has a central door and two single double hung windows and would appear to have been the residential area of the building. The left hand section has a large six paned shop window and a timber section which may have been open to the street to provide access for delivery carts when it operated as a butchers shop in the 1870s.

The building is substantially intact and has cellars and stables. The building has retained its original unpainted brick finish.

With the adjoining buildings and its characteristic brick parapet treatment the building forms an important element in the streetscape.

REFERENCES
Chewton Heritage Tour
Chewton Video No. 4
Borough of Chewton Rate Books and Shire of Metcalfe Rate Books
Information from Silas Ellery and Stuart Williamson
Information from title searches completed by Barbara James
Balliere's Victorian Directory 1868, Wises Post Office Directory 1884, 1899, Chewton Directory 1872

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C94

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Penney Bakery
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton F20, 21

MAP NAME: Chewton
MAP REFERENCE   BU 562 924

STATEMENT OF SIGNIFICANCE

These two adjoining buildings are a crucial part of the Chewton commercial precinct and share a continuous street frontage with the former butchers shop next door. The combination of a shop and an adjacent residence is characteristic of nineteenth century business practice. The store operated continuously as a bakery from 1875 to 1975 and still retains its shop facade. The building is also closely identified with Robert Penney who worked as a baker here for over forty years.

Local Significance

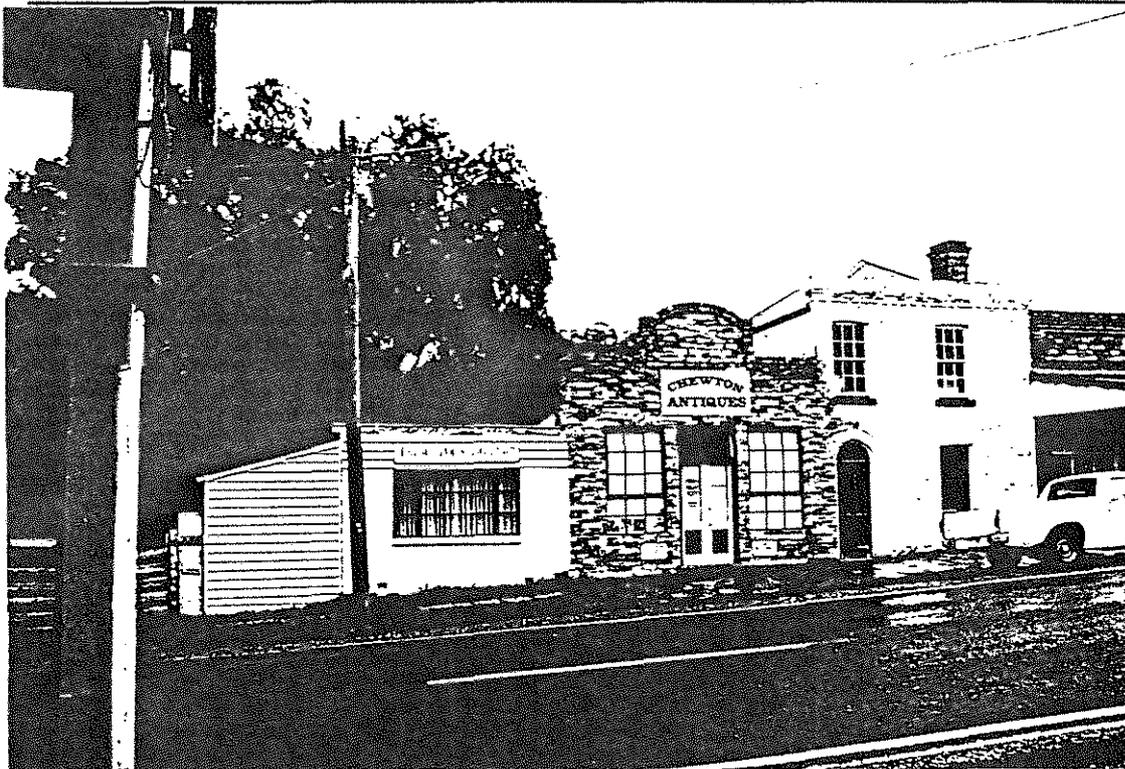## RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Commercial)	c1860

PHOTOGRAPH
FILM No. 8/5
DATE 17/6/92

HISTORY

This site was originally two allotments. F20 was purchased from the Crown by John McIntosh for £6/3/4 in 1857 and sold to James Millar in 1860 for £108/10/-.

F21 was purchased by Thomas Hodgen in 1857 for £10/9/7 but sold within a year to Charles McDonald for £20. In 1860 Millar must have also bought allotment F21 in addition to F20 for he mortgaged both properties to John Bromley in that year.

John Bromley, a Doctor of Divinity, acquired the property from the mortgagees in 1861. Oral tradition claims that during this period the building acted as a board and lodging house and was known as Manchester House.

In 1870 Robert Penney operated a bakery in the building next door (C93) but was forced to sell in 1875 when he became insolvent. After the insolvency it appears he may have leased this building from John Bromley and continued his bakery business. One double storey section acted as the bakery while the adjacent section was a residence. In 1888 Robert Penney purchased the property from Bromley and continued to supply bread to Chewton residents for another thirty five years until 1923 when the business was sold to fellow baker, John White.

William Minihan purchased the property in 1926 and made some changes to the shop running it as both ~ bakery and a general store. John White remained working as a baker for him. During the 1940s Earl .d Nellie Ralph owned the shop. During this period the verandah was removed and the top storey was taken from the store.

In 1954 the business passed to Andrew Mercer, a baker. Over the next three decades the shop changed hands several times - Reg Hockey (1956-1957), Yates (1957-1969), Ivy Peterson (1969-1972) and John Baynham (1972-1976). It continued to operate as a store supplying both general goods and bread.

It ceased operation as a store in 1976.

DESCRIPTION

Originally both sections of the building were two storeys. The remaining two storey section is one of the few remaining double storey structures in the Shire. The building was originally face brickwork, which is now painted, and has the characteristic straight parapet with the decorative corbelled brick cornice found in Chewton. The doorway also has the semicircular fanlight often found in Chewton buildings. The upper windows retain their twelve pane sashes. The front door appears to be original. The building has a hipped roof clad in corrugated steel and retains an original brick chimney.

⌐.ne single storey building has had the paint removed from the brickwork and by the appearance of the bricks it is probable that the entire facade was rebuilt from second hand materials when the building was altered from two storey to a single storey. The existing design is compatible with the character of the streetscape.

Although the left hand section has been altered, the original section is substantially intact, despite the loss of the street verandah. The buildings are an important element in the streetscape.

REFERENCES
Borough of Chewton Rate Books and Shire of Metcalfe Rate Books
Information from Silas Ellery and Stuart Williamson
Information from title searches completed by Barbara James
Balliere's Victorian Directory 1868
Barbara James, Tour Notes
Chewton Video, No. One and No. Three

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C97

CURRENT LISTINGS: TOWN/DISTRICT: Chewton
HISTORIC BUILDINGS REGISTER ☑
HBC No.   NAME: Chewton Post Office
NATIONAL TRUST ☐   ADDRESS: Pyrenees Highway
NATIONAL ESTATE REGISTER ☐
OTHER   FORMER NAME:

TITLE DETAILS: MAP NAME: Chewton
Chewton F 11 (now part of C.A.42)   MAP REFERENCE   BU 561 925

STATEMENT OF SIGNIFICANCE

The Post Office is Chewton's most prominent public building. Although built after the township's first flush of gold rush prosperity had subsided, it reflects the town's continuing high expectations of a prosperous future. The building was designed in 1879 by George Watson, architect with the Public Works Department. Since its construction the post office has acted as a community meeting place and the importance attributed to it by residents is reflected in its local ownership. The building is a major landmark in Chewton.

State Significance

RECOMMENDATIONS
Retention on the Register of Historic Buildings, nomination for addition to the Register of the National Estate. Metcalfe Planning Scheme (individual listing)
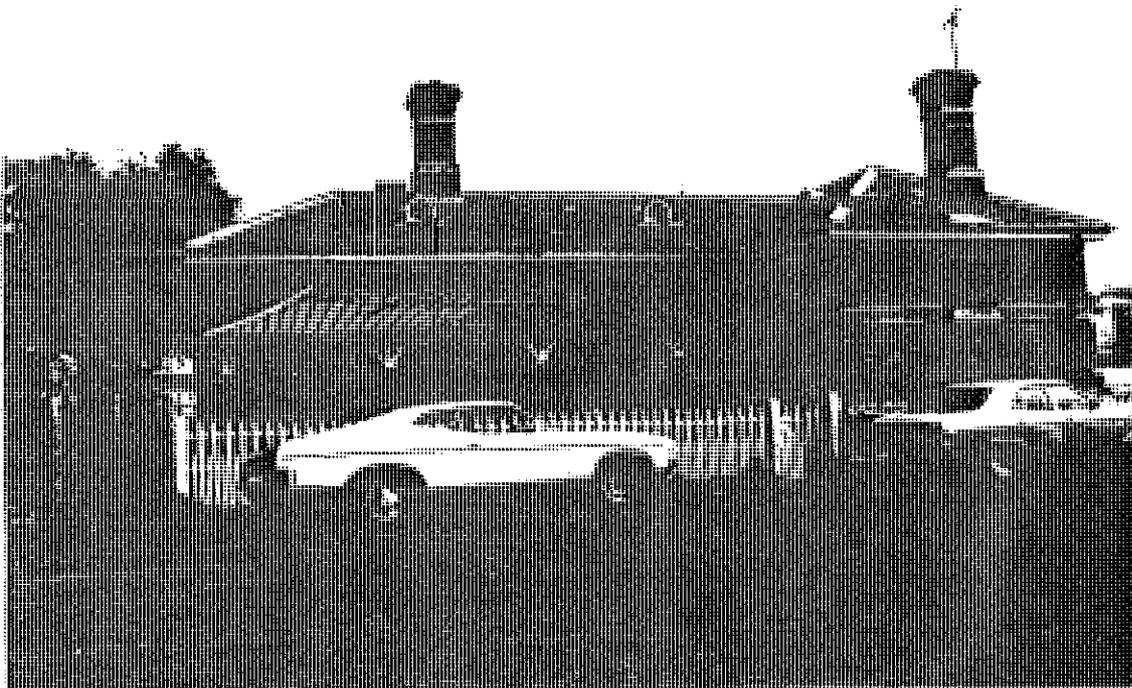
THEMES	BUILDING DATE
Community Life (Postal Services)	1879

PHOTOGRAPH
FILM No. 5/24
DATE 17/6/92

HISTORY

Tenders were advertised in the Government Gazette for conveyance of mail to Mount Alexander from September, 1851. In December 1851, Mr Evans opened a post office at what became known as Post Office Hill and in the following years a number of different people fulfilled the role of postmaster. These were often storekeepers who sorted the mail as part of their business operations.

Despite the large population centring on Chewton in 1852, the government decided to build a post office at Castlemaine where the gold fields administration was now based. Chewton existed without an official post office for the next twenty years. Finally in 1872 a deputation from the Chewton Council visited the Commissioner for Public Works and the Post Master General to request the erection of a post office at Chewton. However it was not until J. B. Patterson, a Victorian parliamentarian who had been a Chewton councillor between 1861-1869, was appointed Commissioner of Public Works in 1877, that real progress was made toward a Chewton post office. Upon application, Patterson declared his intention to provide Chewton with "a nice little public building".

In April 1879 land close to the Chewton Hall was purchased by the government and George Watson, architect with the Public Works Department, drew up plans for a brick post office with a colonnade, three arches and a hipped roof. (The same architect later designed the Bendigo Post Office and Law Courts). The contractor for the building was Thomas Corley from Carlton and the total cost was £1218.

The new post office with an adjoining residence was opened by J. B. Patterson on 1 December 1879

The post office operated successfully until 1916 when a reduction in revenue caused the Commonwealth government to threaten closure. Several Chewton businessmen decided to buy the post office on a debenture scheme and were able to persuade the Commonwealth to keep it open and to pay the wages of the officer in charge.

The Metcalfe Council took over the post office building in 1951 although it remains in the care of a Board of Trustees.

DESCRIPTION

The Chewton Post Office is a classically detailed bi-chromatic brick building with hipped slate roofs. The central section has a colonnade of three arched openings with the central supports being columns with brick piers at each side. This section is separated as a porch from the main building and this is emphasised by the hipped roof. The porch section is flanked by the main building with pairs of round headed arched windows on each side. The main decorative elements of the facade are the bands of shaped cream bricks forming a frieze and the shaped cream bricks outlining the arched openings. The coloured brick is also used at the sill level, below the eaves and in bands in the chimneys. The slate roof h⁀⁀ semi-circular decorative vents.

The residence section has a verandah with simple timber brackets as decoration. The building is enhanced by the timber picket fence and is substantially intact externally.

The building is a solid, well maintained example of a well designed government building and retains its original use.

REFERENCES
History of the Chewton Post Office compiled by George Archer, June 1980
Alexander Land Protection Association Inc, Submission for consideration by the Permits Committee, Historic Buildings Council, November 1991
Using: Frank McKillop, "Early Castlemaine", Mount Alexander Mail 1908-1909
Mount Alexander Mail, 25 May 1872
J. W. Sparks, Autobiography, 1910
National Trust of Victoria Building Files
Harry Ottery, Early Mining at Chewton, 1982

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Police Lock Up
ADDRESS: off Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton F148

MAP NAME: Chewton
MAP REFERENCE   BU 561 924

STATEMENT OF SIGNIFICANCE

This police lock up and two room timber office were situated on the old Police Paddock. Although the buildings would appear to have been relocated to this site, they indicated the police presence in the area. The lock up, believed to be of local construction, is similar in type to those imported in the 1850s and 1860s and moved around the state as the need arose.

Local Significance

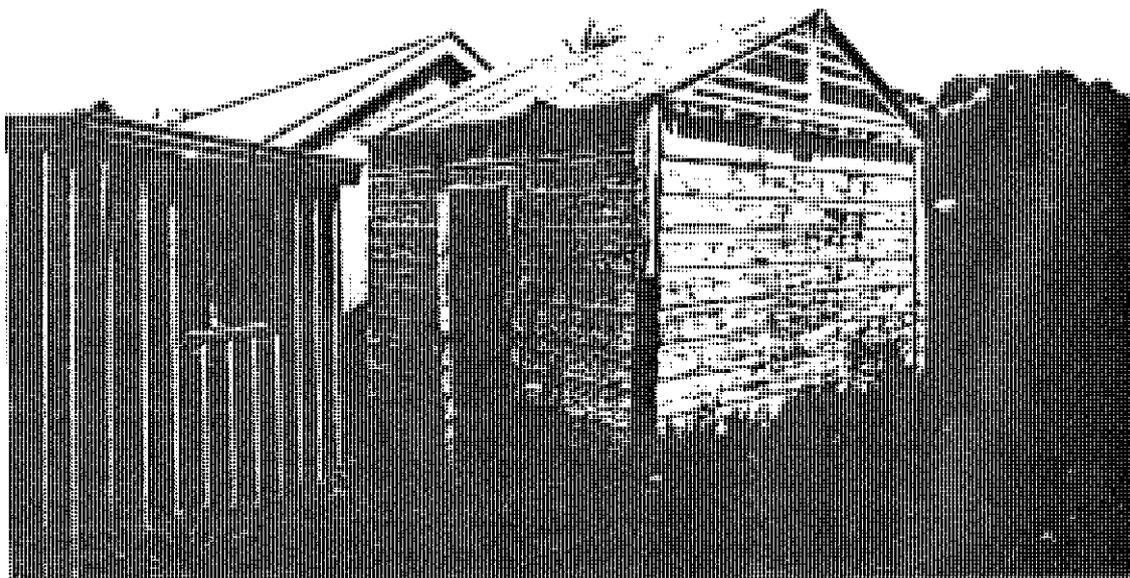## RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Law and Order)	c1870

PHOTOGRAPH
FILM No.
DATE

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90.
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

HISTORY

From the end of 1851 there had been a police camp established at Forest Creek and Glass's Castlemaine Directory for 1856 states that there were five foot police, a sergeant and four privates stationed at Forest Creek. An 1861 mining map shows that a police camp still existed at Post Office Hill, at this time. The police station was originally situated on the south east corner of the Camp and this location of the lock up is on the old site of the Police Paddock.

The lock up is believed to have been constructed locally between the mid 1860s and 1870s. It is similar in design to a standard prefabricated building imported from England and simply fitted together upon arrival. It was designed to be portable and may have been moved a number of times. The huge influx of people to the Victorian gold fields resulted in the government having difficulty meeting the requirements for law and order. The use of portable buildings helped meet this demand. Only three other lock-ups as old or older are known to exist in Victoria. These are at Trentham, Swan Hill and Moonambel.

The timber office is believed to have been a railway office at Muckleford and in 1994 was relocated to Muckleford for use on the Castlemaine to Maldon railway line.

The lock up was dismantled in 1994 and the parts are in storage. The Chewton Progress Association proposes to locate the re-assembled lock-up on land near the Chewton Town Hall.

DESCRIPTION

On the site is the single room police lock up and nearby the two roomed office.

The office is a rectangular building with a gable roof and a six paned window in one side. The building is clad in vertical timber boarding. At the gable end is a metal fireplace and chimney which indicates that this was also designed as a portable building.

The lock up building is square with a gable roof. The police lock up has been subject to some insect attack of the timber which has revealed the construction of the building. It is basically a cage of iron bars for the walls, floor and ceiling with very thick timbers used as weatherboards to line the external walls and a ceiling and floor of thick planking. The gable ends of the roof are designed as vents which would allow for the escape of heat during hot weather. The roof is clad in corrugated iron. A perforated metal vent is let into each side of the building for ventilation of the cell. The door is solid and clad in metal. The thickness of the timber cladding would appear to make the building relatively difficult to ignite from outside or inside and extremely difficult to damage. The roof section is attached to the wall section by a long row of bolts which indicate that it may have been possible to remove the roof when relocating the structure.

REFERENCES
Information from Barbara James
Information from Mary Thompson of Chewton Progress Association based on discussion with Frances O'Neill, Heritage Assets Management Branch and Stuart Duff, Police Historical Society.

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C98

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ☑
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Chewton Town Hall
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton F9 (Now CA 41)

MAP NAME: Chewton
MAP REFERENCE   BU 560 925

STATEMENT OF SIGNIFICANCE

This unique building with the reputation of being the smallest Town Hall in Victoria, was constructed as a private venture in 1858 and is one of the few buildings in the Shire to survive from the crucial gold rush period of the 1850s. The building is strongly associated with the period of administration by the Chewton Borough Council and is seen as an important symbol of a time when the township was large and prosperous enough to direct its own affairs. The Hall is also associated with community organisations such as the Freemasons, the Society of Oddfellows and the Mechanics Institute.

State Significance

RECOMMENDATIONS

Retention on the Register of Historic Buildings, nomination for addition to the Register of the National Estate. Metcalfe Planning Scheme (individual listing)
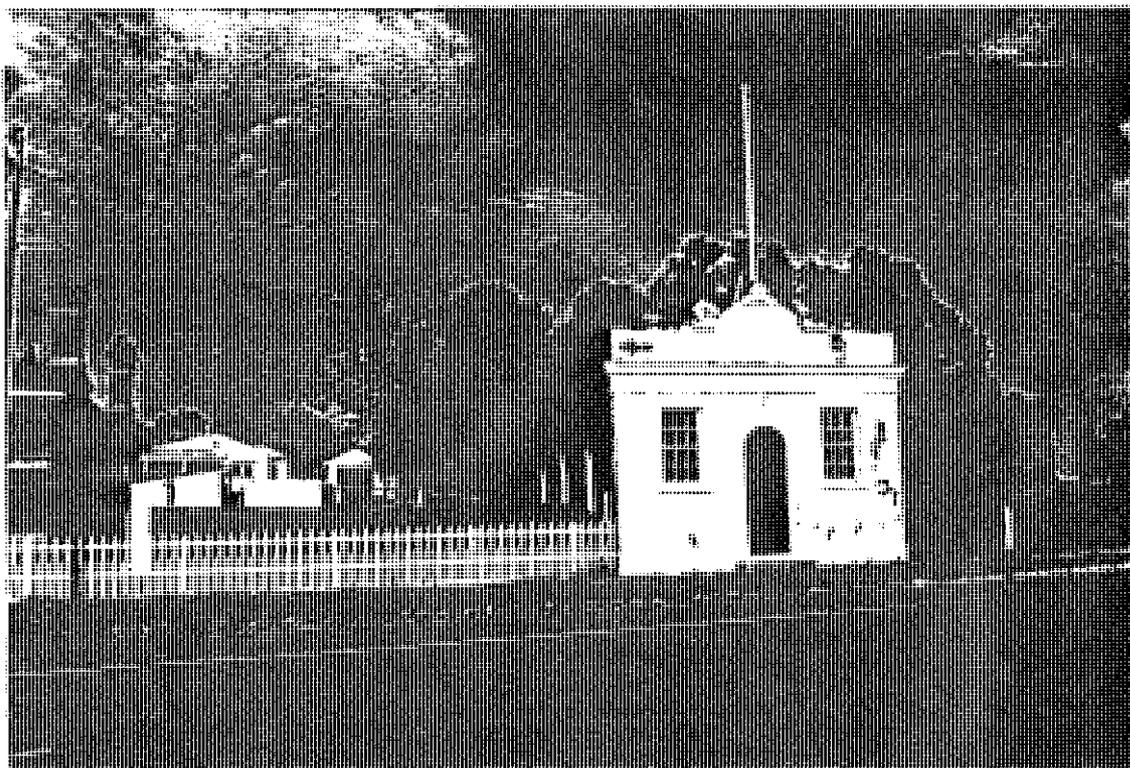
THEMES	BUILDING DATE
Community Life, Local Government	1858

PHOTOGRAPH
FILM No. 5/26
DATE 17/6/92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90,
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

265

HISTORY

On 8 September, 1858, tenders were called in the Mount Alexander Mail for the erection of a hall at Chewton. Plans and specifications were to be seen at Mr Parkin's place at Old Post Office Hill. Until this time most large gatherings had met in rooms provided by the town's hotels, in particular the Assembly Hall connected to the Red Hill Hotel. However the Mount Alexander Mail reported that the new hall would be different since it was "a private speculation originated in the desire of some gentlemen to have an assembly room separate from a public house".

On 17 December, 1858 the Hall was advertised as open to the public for meetings, classes etc. It belonged to a company and was managed by Trustees. The Hall was used by a number of organisations including the Freemasons who held a number of shares in the company. A Mechanic's Institute was formed in Chewton in 1862 and the Hall was used for meetings and to house the Institute library. Later a wooden structure, divided into two rooms, was added at the rear of the Hall and this was used as a Mechanics Institute and, during the 1940s, by members of the Oddfellows' Lodge.

A Court of Petty Sessions was also held in the Hall from 1869 after long agitation by the Chewton Council led to the Court's removal from the Red Hill Assembly Hall, where it had operated since 1862.

The first Chewton Council meeting in 1861 had taken place at the Post Office Hill Hotel but every subsequent meeting was held at this Hall. In the first year the trustees even added an anteroom to the Hall for Council to use as a committee room. The Council was initially charged £25 a year to rent the ll although this was rapidly reduced to £16 a year and it was still at this level in 1881.

From its creation, the Chewton Council had planned to build its own council chambers. A variety of ideas were discussed but never implemented including turning the old market hall into a Town Hall. Between 1869 and 1882 movements were made toward purchasing the existing Hall however it was not until sometime after 1882 that the Hall passed into the ownership of the Chewton Council. In 1916, when the Borough of Chewton amalgamated with the Shire of Metcalfe, the Hall automatically became the property of the Shire of Metcalfe.

DESCRIPTION

The hall is a narrow rectangular building with its rendered brick street facade decorated with reference to classical details including a heavy cornice and a semicircular pediment set into a plain parapet. The pediment is decorated with flanking scrolls and is topped with a palmette acroterion. The hall has a central door with a semicircular fanlight and two rectangular windows at each side.

The windows are set very high in the wall giving the appearance of a child's drawing and perhaps emphasising the claim as the smallest town hall. The double hung window sashes are divided into 12 .ies. The side walls are of brick. The building is now topped by a timber flagpole .

The hall's site on a bend in the main road and adjacent to the Post Office makes it a prominent landmark in the centre of Chewton.

REFERENCES
Alexander Land Protection Association Inc, Submission for consideration by the Permits Committee, Historic Buildings Council, November 1991
Using: Mount Alexander Mail various dates
Information from title searches completed by Barbara James

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C100

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☑
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Primitive Methodist Church
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton F28 (after 1861 - F13)

MAP NAME: Chewton
MAP REFERENCE BU 560 924

STATEMENT OF SIGNIFICANCE

The Primitive Methodist Church provided a focus for community and cultural life in Chewton throughout the last half of the nineteenth century, attracting many who had migrated from Wales and England. The design of the church is an unusually early use of the Gothic style by the Primitive Methodists. The most distinctive element of the design is the pair of flying buttresses projecting at angles from the facade. This is one of the few buildings in the state which has flying buttresses and was described at the time of construction as "the most elaborate structure of its kind in the neighbourhood of Castlemaine". The building is an important element in the streetscape. The building may have been designed by E. S. V. Spencer.
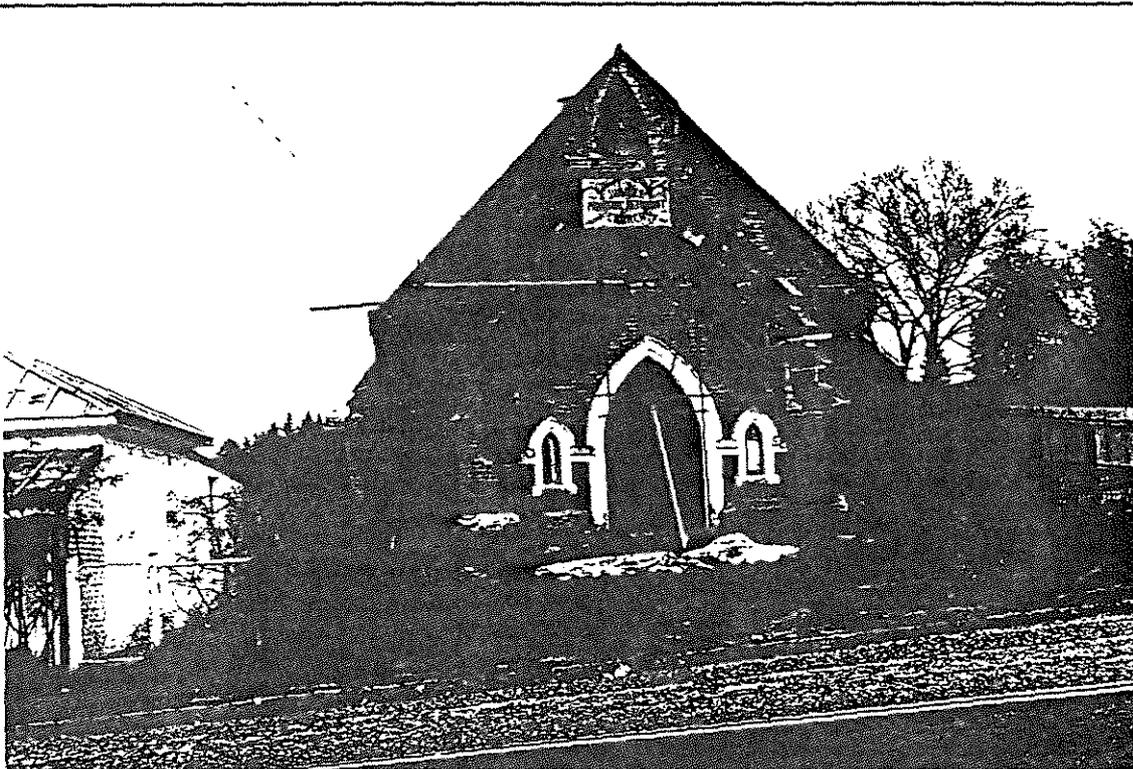
State Significance

RECOMMENDATIONS
Addition to the Register of Historic Buildings, nomination for addition to the Register of the National Estate. Metcalfe Planning Scheme (individual listing)
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Community Life (Churches)	1861

PHOTOGRAPH
FILM No. 7/29
DATE 17.6.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAM 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

HISTORY

Primitive Methodism was established in Victoria in 1849 after its formation in England in 1811. The Primitive Methodists were most numerous in the Midlands and north of England, especially among miners. By 1854 fourteen committed members of the Primitive Methodists were actively engaged in evangelistic work at Forest Creek. By 1854 a group of faithful led by "Glory" Smith had erected a temporary Primitive Methodist church made of bark, slabs and canvas on Post Office Hill in Chewton. The Rev. M. Clarke travelled up from Melbourne to open the church on 23 April 1854, formally inaugurating the Primitive Methodist Church in Chewton.

On December 4, 1860 a trustees' meeting was held at Steel's Gully and it was decided to "proceed forthwith" to erect a place of worship on the ground purchased from Captain Trewartha for £37/10/-. After a period of indecision, it was eventually decided that the building would be 28 feet by 36 feet and built of brick. The door and window sills were to be of slate and there was to be only one door in the porch with a small window at each side. The aisles inside the church were to be three feet wide. E. S. V. Spencer was appointed the project architect.

A share list was prepared to raise money among friends for the building. The foundation stone was laid in February 1861 by the Warden of Castlemaine. A copy of the "Jubilee Volume" and other documents were buried beneath the stone.

The church was officially opened on June 2, 1861 at a cost of £535. The day before the opening it was decided to colour the front of the church and tuck point it. The new church was named the Jubilee Primitive Methodist Church since it was erected in 1861 to commemorate fifty years of Primitive Methodism. Another Jubilee church was erected at Newstead but this does not survive.

The new church was believed to be the only church on the gold fields and one of the few in Australia with flying buttresses. A newspaper account of the opening commented that "the curves of these ornamental but necessary appendages contrast pleasingly with the square outline of the walls." A report in the Mount Alexander Mail described it as "the most elaborate structure of its kind in the neighbourhood of Castlemaine".

In 1902 two Chewton churches - the Wesleyans and the Primitive Methodists - united under the Methodist Union Act and formed a new Methodist Church. Both congregations subsequently met in the former Wesleyan Church. The Primitive Methodist Church was sold to the Independent Order of Rechabites in 1904 for £128. In 1947 it was sold again, this time to the Independent Chapel for use as a Sunday School and youth club. The Primitive Methodist Church is now privately owned.

DESCRIPTION

This is an unusually early use of the Gothic style by the Primitive Methodists. The most distinctive element of the design is the pair of flying buttresses projecting at angles from the facade. The building is very much as described in the brief developed for the architect by the trustees. The face brick building has a rendered base with the diagonal buttresses at the corner of the porch rising in a gravity defying arch of brick to the square nameplate below rendered pointed arch opening in the apex of the gable of the main wall of the church. Diagonal buttresses are also used on the corners of the main hall. The buttresses and gable end wall are capped with render and rendered architraves mark out the door and window openings. The main entry door was originally two leaves that went the full height of the pointed arch door opening but these were later cut to square and the upper section nailed shut to reduce the weight of the doors. The decorative roof trusses supporting a canvas sail cloth ceiling and timber shingles are now concealed in the boarded ceiling that was a later addition.
Note: The National Trust file states that the building was designed by Crouch and Wilson architects but the reference on their file is from the Wesleyan Chronicle and obviously refers to the Wesleyan Church on Post Office Hill, (see C84).

REFERENCES

Max Lessor, Primitive Methodist Church, Historical Overview, 1992
Miles Lewis ed., *Victorian Churches, their origins, their story & their architecture*, Melbourne 1991
C Irving Benson, *A Century of Victorian Methodism*, Melbourne, 1955
"Castlemaine Circuit History", *The Spectator*, 1906
Information from Barbara James
Chewton Video, No. 4

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C101

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Trewartha House
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton F7 and portion of F6

MAP NAME: Chewton
MAP REFERENCE BU 559 924

STATEMENT OF SIGNIFICANCE

A terrace of unusual design notable for its use of zinc coated iron tiles made in England by Morewood and Rogers. The prominent location of the building abutting the main street and the visual interest of a style not seen elsewhere in the township, adds to its significance.

Local Significance

RECOMMENDATIONS
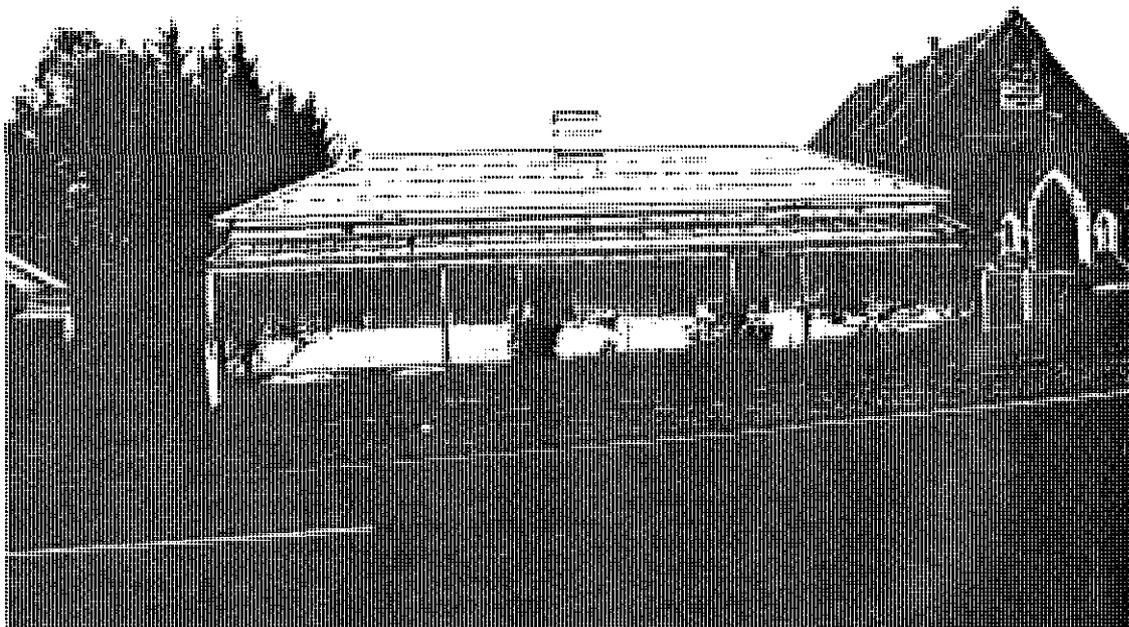Metcalfe Planning Scheme (individual listing)

THEMES
Towns (Residential), Gold

BUILDING DATE
c1860

PHOTOGRAPH
FILM No. 7/28
DATE 17.6.92

HISTORY

In 1856 Allotment F6 was purchased jointly by James Trewartha and James Featherby but in November 1857 they divided the block between them so that the eastern portion was owned outright by Trewartha. In early 1857, Trewartha also bought the adjoining allotment, F7, from Thomas Downey who had purchased it from the Crown in 1856.

James Trewartha was on the Mount Alexander diggings at least as early as 1852 where he is recorded in Bryce Ross's Diggers Directory as a mining captain residing on Herald Office Hill. In 1858 he built a Hay and Corn Store on the present site. However in January of the next year the Mount Alexander Mail reported that he had decided to sell his Forest Creek property since he intended entering into a large mining speculation.

The Mount Alexander Mail does not record the result of this mining venture but by 1859 Trewartha had mortgaged the property for £200. It may be at this time that the hay and corn store was replaced with the present terrace of two houses.

In 1862 Trewartha left Chewton for Daylesford and offered his premises for use as a council chamber. His offer was not accepted. In 1865, William Bouch, a teacher is listed living in a brick dwelling owned by James Trewartha on this site.

During the 1880s one of the houses was occupied for a short period by John Ebbott, manager of the Madame Garfield mine, and his family while their house was being shifted from the mine site into the Chewton township.

In the 1930s the two terrace houses were occupied by Stan Scholes and Bill Maltby respectively.

DESCRIPTION

The brick building is a terrace of two houses constructed as one building with a hipped roof clad in Morewood and Rogers galvanised iron tiles. A straight pitched verandah springs from below the eaves line and is also clad in the Morewood and Rogers tiles. The verandah has a decorative scalloped fretwork verandah fascia board. There is no decoration on the verandah posts which appear to have been renewed. The two dwellings share a wide brick chimney with decorative corbelled bands of brickwork, placed centrally on the building. The two dwellings are similar in facade treatment but not identical. Each has a central door with a timber framed, 12 paned, double hung window on either side. These are not placed symmetrically in the facade. The brickwork has been painted.

Morewood and Rogers galvanised roof tiles were imported from England in the 1850s. They were rarely imported after 1860 and are generally associated with buildings constructed in the 1850s. Their survival on this building is of significance.

The building is an important element in the streetscape as it is built with the verandah on the street boundary, it has a rare roofing material and is an unusual form in the Chewton area.

REFERENCES
Chewton Heritage Tour
Tour Notes - Barbara James
Information from Silas Ellery and Stuart Williamson
Information from title searches completed by Barbara James
Bryce Ross's Diggings Directory, 1852

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C 106

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Ottery's Butcher Shop
ADDRESS: Pyrenees Highway

FORMER NAME:

TITLE DETAILS:
Chewton A 2, 3

MAP NAME: Chewton
MAP REFERENCE   BU 554 927

STATEMENT OF SIGNIFICANCE

This building one of only two butcher's shops to survive in Chewton from a period in which the township boasted thirteen butcher's stores. Its visual appeal with its splayed return verandah and intact windows and doors and corner siting on the main road make it an important element in the main streetscape.

Local Significance

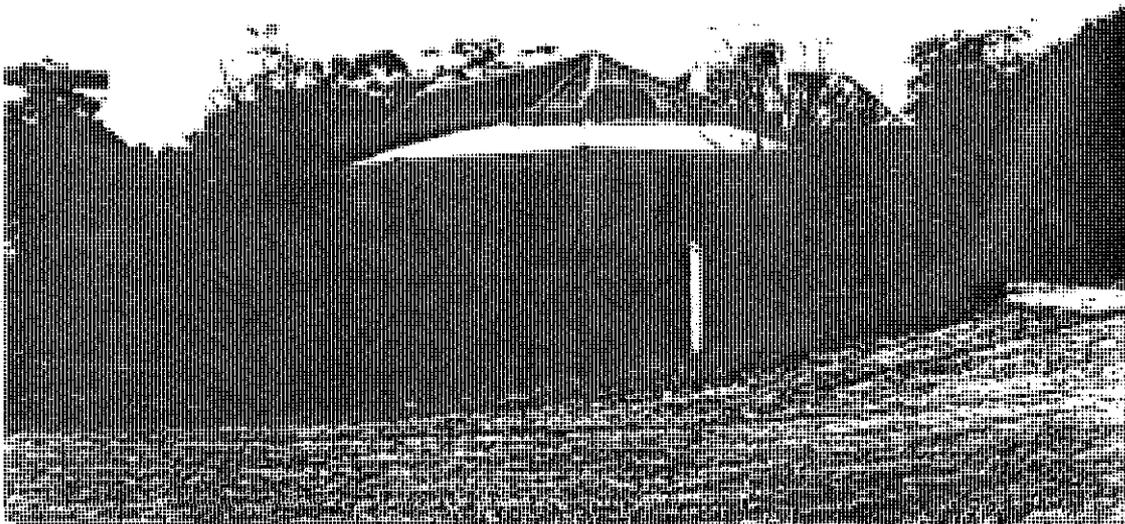## RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Commercial), Gold	c1870

PHOTOGRAPH
FILM No. 6/21
DATE 17.6.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAM 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

HISTORY

These two allotments were purchased by Battista Bocca and R. Jacques respectively in 1856 but by 1861, Battista Bocca had acquired both blocks. Bocca sold the property to Robert Ottery in 1871. Ottery's Memoirs suggest that there may already have been a timber store on the allotment which he leased for some time before he purchased the block.

Robert Ottery, a sailor, had arrived on the Mount Alexander diggings in February 1852 and spent most of the ensuing years as a miner. In his Memoirs he explains how he commenced work as a butcher.

[A man] requested me to take the running business at Butcher's Gully, rental 5/- weekly, no in going. Here was a golden chance, beef at 12 6 per 100 lbs. In about three months owing to Pleuro it had run up to £5 per 100 lbs and as I rose the prices the customers became dissatisfied and left me. However I hung on and bought the land and erected a substantial brick shop and dwelling.

The corner site of the building on the Chewton main road made it an ideal business location. Despite fluctuations in price, meat had become a staple item of diet and during this period there was enough business to keep thirteen butchers operating in Chewton.

As the population in Chewton dwindled, Robert Ottery sought work as a railway contractor, interstate. His wife Mary was left to run the butcher's store with the help of their sons. In the early 1890s Mary (nee Jesser), inherited the Jesser grocery store (C79) and this prompted the decision to sell the butcher's shop in 1895 to Anna Ellis.

Anna Ellis sold to Richard Sawyer in 1923 and by 1941, William Bernard and William Tumney had acquired the property. After this it passed rapidly through a number of hands - Nita Neville (1941-1942), Agnes Lacey (1942-1949), Norman and Lillian Scott (1949-1951) and James and Hilda Black (1951-1962)

DESCRIPTION

The butchers shop and residence is of face brickwork with a hipped roof returning around the corner shop splay and terminating in a gabled brick parapet on the residence. The side section of the butcher shop is roofed separately under a hipped roof. The corner shop is marked by a straight pitched verandah which returns around the splayed corner of the shop. The verandah has a decorative fretwork fascia board. An early photograph shows that the verandah did not have spouting but that the original posts were stop chamfered with decorative timber capital mouldings. The handrail is a later addition.

The window and door openings are as shown in the early photograph. The shop has the entry door on the corner splay with two large shop windows either side. The residential section did not have a verandah in the early photograph and the verandah springing line on this section was marked with corbelled bricks and a row of bricks set on the diagonal for decoration. Since then the diagonal bricks have been removed and a verandah added which has also been removed. The face brickwork of the gable end wall of the residence has been painted.

The store is externally substantially intact.

REFERENCES
Harry Ottery, *The Mount Alexander Goldfields*, 1986 p75-81
Information from Silas Ellery and Stuart Williamson
Information from title searches completed by Barbara James
Chewton Heritage Tour, Barbara James Tour Notes

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: C 114

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Road Bridge
ADDRESS: Railway Street

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 566918

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time. The brick and bluestone segmental arched road bridge is an important element.
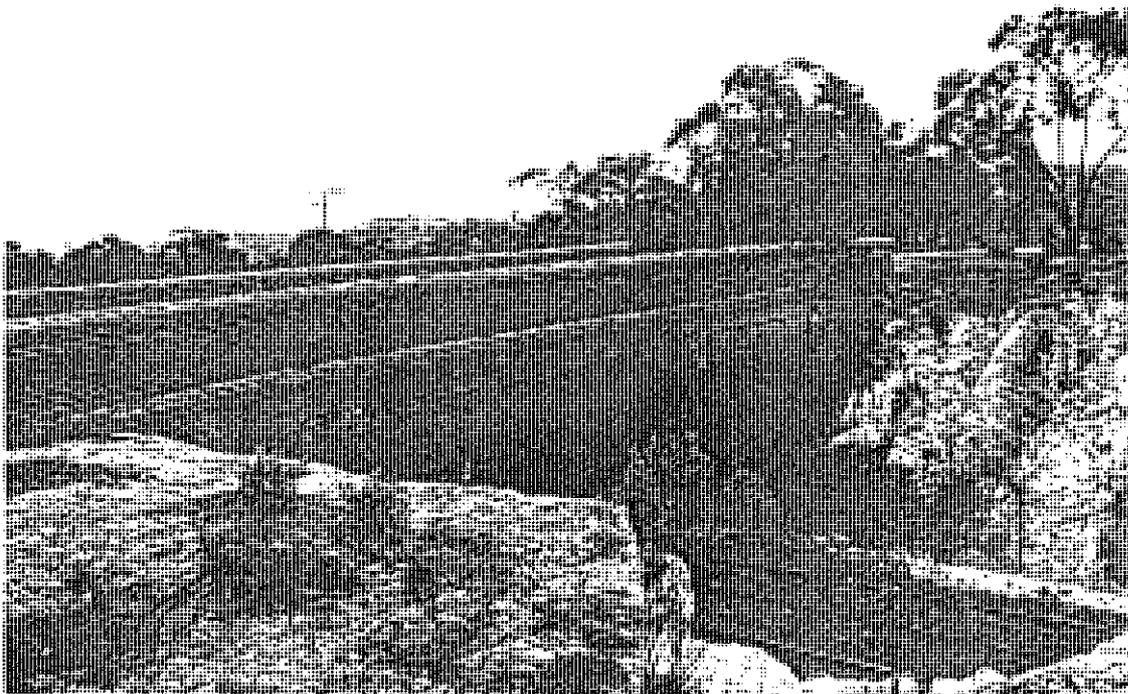
State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	1862

PHOTOGRAPH
FILM No.8/32
DATE 17/6/92

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

This bridge is adjacent to the site of the Chewton Station. Initially no station was planned for Chewton, only a siding was provided and a Station Master was been appointed in December 1862. It was then found that the gradient was too steep for engines to stop. The townspeople kept up agitation for a station, bringing in Sir W.A. Zeal and other eminent railway men to declare that a train could be stopped. With the advent of a new braking system and the local parliamentarian Mr. J. B. Patterson as Minister for Public Works a station was finally built in 1879. The station was closed in March 1971 and the buildings and works removed.

DESCRIPTION

The rail bridge is a segmental arched bridge of brick and bluestone. The bluestone is used as shaped rusticated voussoirs with an enlarged keystone, as quoin work marking the arch, as a shaped cornice at both the arch springing and the below the parapet and capping the brick parapet. The inner surface of the bridge arch retains the original face brickwork and is marked by a line of stone at the arch springing. The bridge materials show the move away from solid bluestone in the Taradale area to the brick of the Chewton and Castlemaine section of the line.

REFERENCES

Cusack. *Bendigo: A History*. 1973. p145
Bradfield. *Elphinstone*, Part 2, nd
The Guardian June 26 1986 p9 Surplus bricks from this project are said to have been used for the construction of St Mary's Church in Elphinstone.
The Fruit World of Australasia. 10 July 1918
Martin, 'Bringing the Railway to Castlemaine', *CM*. 2 Mar 1944 from *MMM* 20 Aug 1862
Ward, 'Murray River Railway', *Heritage Australia*. Spring 1985 p36
Ottery, Harry, *Mount Alexander Goldfields - Castlemaine*. Bairnsdale 1986

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No: C 115

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Chewton

NAME: Shield's House and Tannery
ADDRESS: off Mount Street

FORMER NAME:

TITLE DETAILS:
Chewton E 170, 149

MAP NAME: Chewton
MAP REFERENCE BU 565 928

STATEMENT OF SIGNIFICANCE

The elegant residence and several brick pits, are now the only reminders of a key nineteenth century industry. Shields' tannery was of state importance as the only place in Victoria where parchment was produced. It was also a major source of local employment. The remaining brick pits suggest the variety of treatments the skins passed through in the process of tanning while their proximity to the Shields' residence is expressive of a period when owners lived and worked on the same site. The visual elegance of the residence witnesses to the Shields' success in the tannery business.

Local Significance

RECOMMENDATIONS

Addition to the Register of the National Estate, Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Industry, Residential)	c1860

PHOTOGRAPH
FILM No. 8/20
DATE 17.6.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90.
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

275

HISTORY

Edward Shields had established a tannery on this site at least as early as 1862 although an earlier map show Butterworth's tannery on this site in 1859. Shields' tannery was certainly in full operation by 1862 when the Mount Alexander Mail complained about the sludge problem it was creating. In a town with such a high consumption of meat that thirteen butchers were kept in business, there was obvious scope for a tannery.

During the next decades Shield's tannery grew to large proportions. A Mount Alexander Mail correspondent visiting during the 1870s described yards paved with flagging sloping into underground drains and "no less than 30 bricked pits of various kinds, sunk around the buildings, each of which has its appropriate use". A special room existed for the display of the different types of leather produced by the industry. The tannery also specialised in parchment making, the only place in the colony where this industry existed.

Edward Shields died in 1893 but the business was continued to be carried on by his family, Edward's son-in-law, Mr Hill, becoming the manager. With the failure of many of the district quartz mines the tannery became a major source of employment in the area. A photograph of the site taken around the turn of the century shows over ninety employees. The tannery finally closed around the period of the First World War.

The brick house on the site was probably built in 1864 when Mrs Mary Ann Shield borrowed £ 600 to ᵉrect a house.

DESCRIPTION

The brick house is an elegantly detailed version of this style of house seen elsewhere in Chewton (see C76 & C77). This building has the central doorway with semicircular fanlight over flanked by symmetrically placed timber, double hung windows. This example is distinctive for the use of render for quoin work, a cornice band below the eaves and as architraves to the windows and door. The tall chimneys at each side of the building are also embellished by render decoration. The face brickwork survives unpainted. The hipped roof is clad in corrugated metal. The house is set up above the roadway and the front door is reached by steps through a narrow garden. The isolated setting against the surrounding hills adds to the character of the place.

The industrial site has not been fully inspected.

REFERENCES
Harry Ottery, *The Mount Alexander Goldfields*, 1986 p55-57
Information from Silas Ellery and Stuart Williamson
Information from Barbara James
Chewton Video, No. 3

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: GP6

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:
Chewton E1, 18

TOWN/DISTRICT: Golden Point

NAME: Coy Wine and Spirit Store
ADDRESS: Golden Point Road

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE   BU 575 933

STATEMENT OF SIGNIFICANCE

This store dates from the gold rush era of the 1850s and is one of the few commercial buildings to survive in the Golden Point locality. Its location suggests that when it operated as a wine and spirit store it was a convenient "half way house" for those travelling between Faraday and Castlemaine.

Local Significance

RECOMMENDATIONS
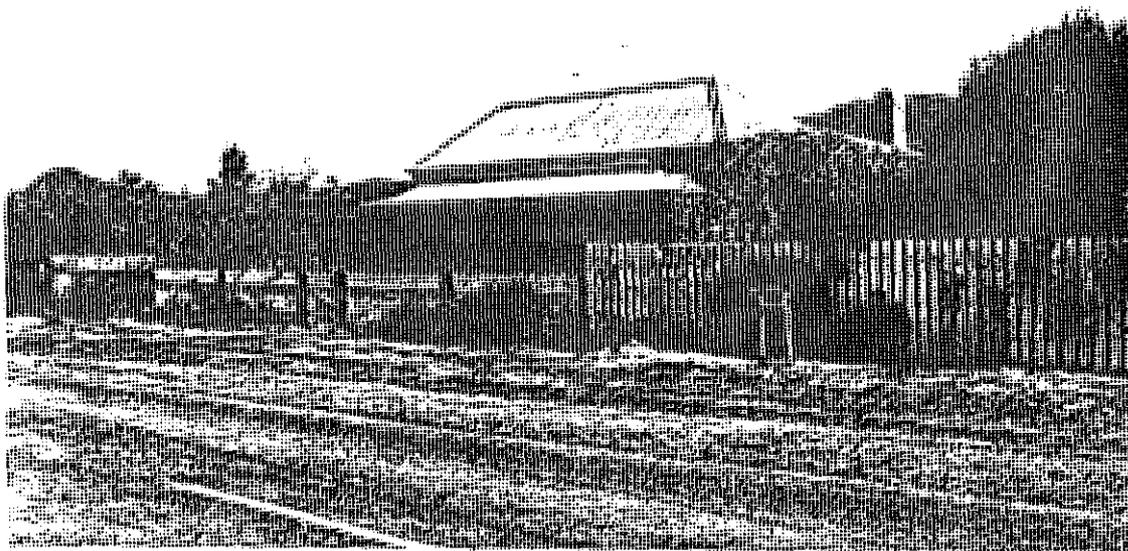
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Commercial) Community Life (Hotels)	c1857

PHOTOGRAPH
FILM No. 10/10
DATE 24/6/92

277

HISTORY

John William Coy purchased this allotment in 1857 and erected a wine and spirit store here. It is believed that for a period it was known as either the Farmer Arms Hotel or Falmouth Arms. The former was an appropriate name since it was on the road along which the early settlers at Faraday came to market their produce in Chewton and Castlemaine.

John Coy had been a resident of the district since 1852. He was a borough councillor for seven years and Mayor of Chewton for two years. He was also a member of the Benevolent Asylum Committee. When he died in 1878 his obituary stated that "his open hand to the poor, kind heart and genial nature will long be remembered in the neighbouring borough."

John's son may conceivably have continued running the store for in 1882 a Henry Coy is still listed as a storekeeper in the area. However in 1884 John's executors sold the property to Frederick Call.

During the 1930s depression the property was owned by Florence and George McGlenchy. George spent a great proportion of these years fossicking for gold or sluicing at Forest Creek.

DESCRIPTION

The building of of brick with a long hipped roof. The roof is now clad in corrugated iron. It now has a gently curved concave hipped verandah. This verandah is not shown in an earlier photograph of the building. The former store has a central doorway with side light and flanking symmetrically placed windows. The windows are tripartite with very narrow side lights. The building has a skillion roofed section to the rear with an unpainted brick chimney to this section. There are no chimneys surviving on the main section. The brick walls are now painted.

The building retains the form and materials of characteristic buildings of the mid-Victorian era.

REFERENCES
Information from Silas Ellery and Stuart Williamson
Information from title searches completed by Barbara James
Wises Post Office Directory 1884
MAM, 26 April, 1878 in Myers, *The Great Majority*

FILE No: GP10A

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.

NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Golden Point

NAME: Ruins of Commissioner's Residence/Police Station
ADDRESS: Parsons Road

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE   BU 943 578

STATEMENT OF SIGNIFICANCE

The ruins are on the site of the earliest Government presence on the Forest Creek diggings. The stone remains mark the area of the first Commissioner's camp and his subsequent residence.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Gold, Water	c1852

PHOTOGRAPH
FILM No.
DATE

279

HISTORY ·

On 8 October 1851 the Forest Creek goldfield was proclaimed and former squatter and Port Phillip pioneer, Frederick Armand Powlett, was appointed Gold Commissioner. He pitched his tent close to this site. The stone remains are that of the subsequent Commissioner's residence. This had been built soon after April 1852, when the Argus reported that six new Gold Commissioner stations were to be created, including one at Golden Point. The building was constructed of stone and served as the administrative centre for the surrounding area. A police station was also built close by.

DESCRIPTION

The only remains of the early police presence in the area is a stone building with the tallest element being the chimney stack and fireplace. The stonework is of random rubble slate and the openings where there were windows and doors can still be seen in the walls which still survive. The ruin is near the site of a ⸀ ᠃dern house.

REFERENCES
Sankey, R. H. Lt. Col., *Report on Coliban and Geelong Schemes*, 1871
Information from Barbara James using MAM and Council Minutes
Argus, 21 April 1853
Argus, 9 Nov 1851
Argus, 29 March 1852

Assessed by	**Assessment Date**
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: GP11

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Golden Point

NAME: Commissioner's Dam
ADDRESS: Golden Point Road

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU 943 578

STATEMENT OF SIGNIFICANCE

The earthworks at Commissioner's Dam are a reminder of the crucial importance of water for alluvial mining operations. They represent the government's attempt to address the problem over ten years before the introduction of the Coliban Water Scheme. The location of the dam near the remains of the Gold Commissioner's residence - one of the earliest sites of government on the gold fields - adds to its significance.
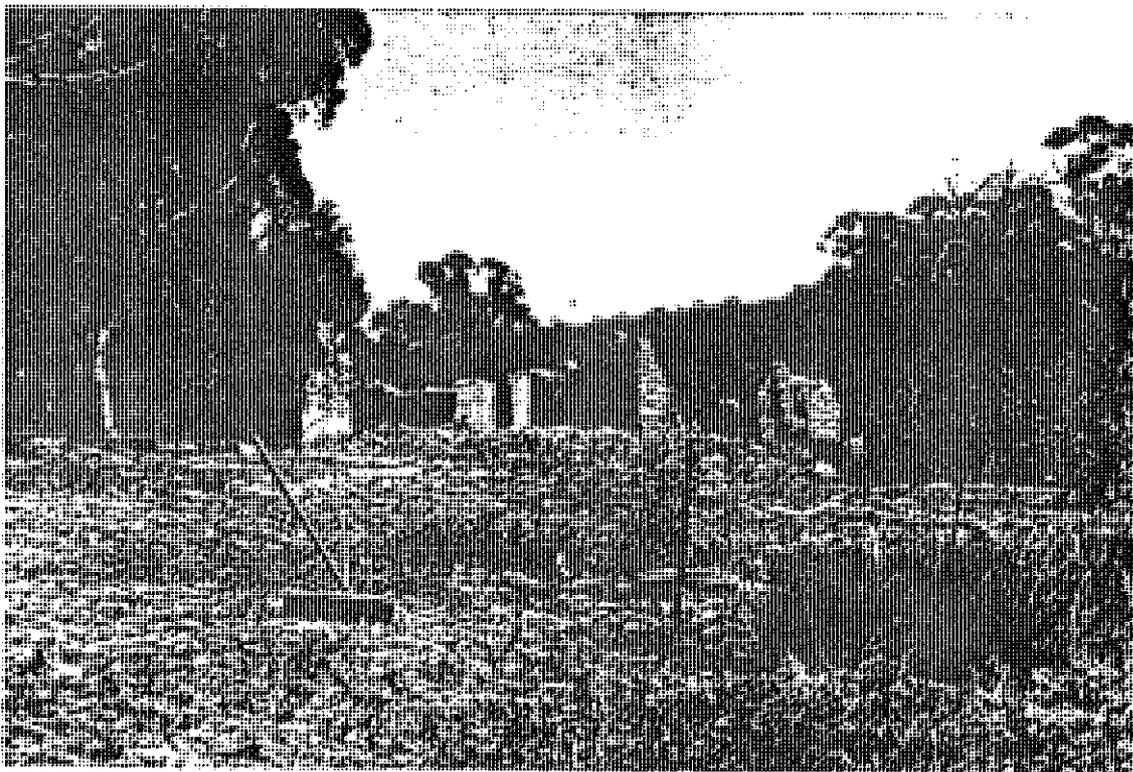
Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Gold, Water	dam 1861

PHOTOGRAPH
FILM No.
DATE

281

HISTORY

Water was crucial for mining operations and, at the Mount Alexander diggings in particular, neither Forest Creek nor Barkers Creek could cater for the demands made upon them during the dry summer months. Just two months after the discovery of gold at Forest Creek, the Argus reporter wrote that with stretches of the creek dry and the ground baked hard, diggers had left by their thousands, not because of any absence of gold but because of the lack of water to obtain it. Those who remained and did not possess a cart were forced to carry their wash dirt miles to the nearest water "in tin dishes on their heads or shouldering it in bags". By March water was being carted four-five miles and drinking water was in such demand that some were paying one shilling a bottle.

In 1860 the Government committed themselves to building a whole series of dams on the gold fields. In the Chewton area reservoirs were built at both Commissioner's Gully and Dinah Flat between January and March 1861.

The dam at Commissioner's Gully was built near the old Commissioner's residence. This had been built soon after April 1852, when the Argus reported that six new Gold Commissioner stations were to be created, including one at Golden Point. The building was constructed of stone and served as the administrative centre for the surrounding area. A police station was also built close by.

The Chewton Council leased the new reservoir back from the Government for a nominal sum of £1 a vear. There was talk of piping water to the township from the reservoir but this never eventuated. In 71, Colonel Sankey, a visiting water works expert from England, reported that the condition of Commissioner's Gully was good and that it was used in dry seasons for both domestic use and mining.

In 1889 the banks of Commissioner's Dam were swept away when a cloudburst on Mount Alexander sent a torrent of water down Forest Creek. Two miners were drowned and most bridges demolished in the resulting flood.

DESCRIPTION

The form of the dam's earth wall can still be seen on the north side of Parson's Road leading off Golden Point Road. The wall is now breached and therefore there is no water in the dam.

Nearly opposite the dam wall, on the south side of the track, are the remains of the commissioner's residence, a stone building with the tallest element being the chimney stack and fireplace.

REFERENCES
Sankey, R. H. Lt. Col., *Report on Coliban and Geelong Schemes*, 1871
Information from Barbara James using MAM and Council Minutes
Argus, 21 April 1853
Argus, 9 Nov 1851
Argus, 29 March 1852

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: GP11A

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Golden Point

NAME: Endall/Madigan House
ADDRESS: off Golden Point Road

FORMER NAME:

TITLE DETAILS:
Faraday A2, 19D

MAP NAME: Chewton
MAP REFERENCE BU 574 943

STATEMENT OF SIGNIFICANCE

This house, is a rare and relatively intact example of a stone residence believed to date back to the 1850s alluvial gold rushes at Golden Point. It is also closely associated with a later phase of gold mining through the occupancy of James Endall who operated a dredge in Forest Creek and the subsequent residency of Bill Madigan, who worked a sluicing plant. The huge Lombardy poplar and several ancient pear trees date back to the nineteenth century and are notable remnants from a once extensive garden and orchard.
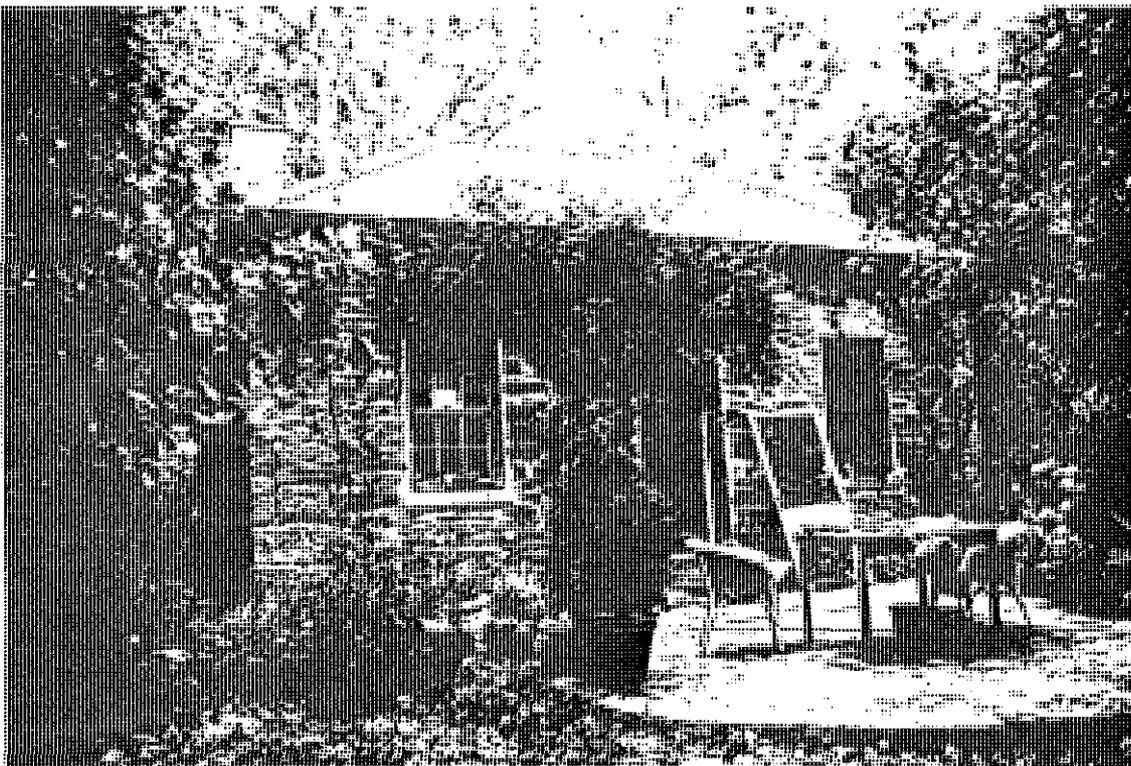
Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Gold, Horticultural	c1855

PHOTOGRAPH
FILM No. 26A/34-37
DATE

HISTORY

Bartholomew Kenney, a farmer, bought this allotment from the Crown in 1876. A house already existed on the site, in all likelihood dating back to Golden Point's gold rush days. In 1887 the land was purchased by Henry Anderson, a miner, who sold to Emma Anderson in 1896. The rate books at this time make specific mention of a stone house and an orchard on the property.

Mary Dennis owned the property briefly in 1904 before selling to Alfred Endall in the same year. During this period James Endall and his family lived in the house. Endall operated one of two large dredges along Forest Creek. This proved quite lucrative and between 1903-1911, Endall obtained 10,500 oz of gold from 59 acres of land.

By 1913 the house was occupied by Bill Madigan and he remained in residence despite the sale of the property to the O'Grady family, prominent farmers in the area, in 1918. Bill Madigan teamed up with Harry Juniper and the two did a lot of sluicing around the Chewton area. Ottery claims they were the last of the sluicing plants operating at Chewton and they did well. The site remained the property of the O'Grady family until 1969 when it was sold to Brian Parsons.

DESCRIPTION

The house is of granite and slate with a hipped roof. There is no evidence of a verandah at the front of the house. The stonework is of roughly coursed slate laid on the flat with the corners in large, roughly squared granite and granite slabs used as lintels over the door and windows. The house has a central doorway flanked by two 12 pane timber double hung windows. There is a brick chimney with a very simple brick capping at each side of the building.

The house is set among large trees including eucalypts and poplars. There is one very large poplar near the house. There are four very old pear trees still surviving in the garden. The building is very picturesquely sited across the creek from the main road amongst the large trees and garden.

The use of both slate and granite is an unusual feature of the stonework. The building is substantially intact and in good condition.

REFERENCES
Borough of Chewton Rate Books and Shire of Metcalfe Rate Books
Lou Thomas, *History of Faraday, School Centenary*, 1969
Information from title searches completed by Barbara James
Ottery, *The Mount Alexander Goldfields*, 1986

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: GP15A

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Golden Point

NAME: Carter/Reid House
ADDRESS: Golden Point Road

FORMER NAME:

TITLE DETAILS:
Faraday A2, 12&13

MAP NAME: Chewton
MAP REFERENCE   BU 521 948

STATEMENT OF SIGNIFICANCE

This stone house is one of the few surviving intact residences in Donkey Gully to date back to the hey day of quartz mining activity focused on the nearby Nimrod reef.

Local Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing)

THEMES
Gold, Agricultural

BUILDING DATE
c1858

PHOTOGRAPH
FILM No 26A/10.
DATE

285

HISTORY

Edwin Carter, a miner, purchased this allotment from the Crown in 1863. It is probable that the house had been built some time before this but given the highly auriferous nature of the land very little property was offered for sale in the 1850s. The first rate books of 1864 record a stone dwelling already on the site. Edwin Carter died in 1879 at the age of 46.

In the 1880s the property was sold to Robert Reid. A local resident recalls that Robert Reid had a bakers shop and kept a number of horses in an adjacent paddock known as the horse paddock.

DESCRIPTION

The house is of slate with a brick trim. The main section of the house has two parallel gable roofs with the front roof hidden behind a brick parapet. The brick parapet has a double row of bricks on the diagonal as a cornice line very similar to the treatment found on brick parapets in the Chewton area. Bricks are used to cap the stone walls, laid to follow the slope of the gables. The stonework is laid as random rubble.

The interior of the house is on different levels which could be a response to the slope of the land or indicates that the building was constructed in stages.

The building is now set in a closely grown garden.

REFERENCES
Borough of Chewton Rate Books and Shire of Metcalfe Rate Books
Information from Barbara James - Source: Mick Llewelyn

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: Bannear Site 5
GP 15B

TOWN/DISTRICT: Golden Point

HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

NAME: "Welsh Village" and quartz workings

ADDRESS: Golden Gully/Donkey Gully
FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU566 952

STATEMENT OF SIGNIFICANCE

This site has considerable historic value since it was nominated by the Division's mining surveyor as being responsible for the extraordinary rich alluvium that made up the Golden Point diggings and led to the great Mount Alexander gold rush. The open cut on the reef was reported in 1937 as being the largest in the Castlemaine Mining Division. The concentration of Welsh miners associated with the reef in the 1860s suggests that the locality may have been a focus for this cultural group.

The remains of the house sites and associated outbuildings (collectively known as the Welsh Village) hold considerable local significance as reflected by the formation and activities of the Mount Alexander Diggings Development Association (MADDA) to defend the site in 1988. This site should be seen in relation to Site 6.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing), Recommendation for inclusion on the Register of the National Estate

THEMES	BUILDING DATE
Gold	1857

PHOTOGRAPH
FILM No.26A/2
DATE

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

HISTORY

In regards to quartz mining, Golden and Donkey Gully are inextricably linked. Through the heads of both these gullies run the Nimrod or Donkey Reef. W. Gaulton, reminiscing on his days as a digger on the Mount Alexander gold fields wrote that in April 1857, his party was one of the first to prospect the Nimrod reef but they did not find payable stone. In the same month the MAM reported that Palmer and King, had struck, at 2 feet, a 16 inch wide lode of quartz at the Nimrod Reef. The Nimrod yielded rich results. By June 1859, seven steam engines were erected on the line of workings, and in August that same year, nine claims were being worked by 49 miners.

Until 1868 the Nimrod reef was worked by a number of small private companies made up of working miners. Reports of gold yields from quartz crushings during these years show a predominance of Welsh surnames - Williams, Morris, Price, Lewis, a number of Jones, Powell, Davis, Bowen, Morgan, Evans and Davies. By June 1868, many of the small private companies of miners were at a common cross road: they had exhausted much of the ground above water level.

By 1871, it appears that some amalgamation of claims had occurred. Some of the old companies continued and some new names appeared, namely the Crown Nimrod and Nimrod Private companies. In 1872 the Crown Nimrod Company increased their capital so they could erect stamp machinery for draining the reef. In anticipation surrounding companies suspended their operations. In September it was reported that:

> On the Nimrod Reef a 14 horse power engine with drainage machinery is nearly completed. Its efficient working will enable all the mines of this rich line of reef to carry on operations below water level upon golden quartz followed to that depth some years ago.

The Crown Nimrod Company had sunk its shaft to 180 feet by March 1874 and although it struck a reef at this depth, had ceased operating by the following year. In March 1875, the company's ground was being worked by a cooperative company of working miners. Three years later came another burst which saw more machinery erected on the reef.

However significant successes according to official and newspaper reports were not forthcoming for any companies in the following years. In 1884 it was reported that the Crown Nimrod mine had been sold but by December was working again. In 1887 the company was purchased by a Melbourne syndicate. In 1899 the Anglo Mount Alexander Company took up a large lease and changed the name of the reef but many of the Welsh names - Powell, Jones, Lewis and Bowens - remained. This company does not seem to have operated with much success.

One of the last companies to tackle the reef was Nimrod Developments in 1937. In the new company's prospectus, W Baragwanath, Director of the Geological Survey stated that the open cut on the Nimrod mine was the largest in the Castlemaine district. Around the 1950s a large slate quarry was in operation to the west of the old open cut.

DESCRIPTION

At the head of Golden Gully are the remains of several stone houses and out buildings (known locally as the Welsh Village). Linking the houses and some of the mining sites are the remains of formed roads and near the houses are terraces and pathways. Within the area there are remnants of exotic plantings including a very large rosemary bush. On the ridge above, separating Golden Gully from Donkey Gully are some mine workings including shafts and a very large open cut. The open cut has been partly filled by mullock from later phases of mining. In the open cut is a tunnel (probably a haulage tunnel) which the locals refer to as Jone's adit. Above the open cut is a modern slate quarry.

North east of the Welsh Village are about 25 well formed mounds of rock. This area was once part of the Faraday Common and some locals believe that the mounds are graves. This site and Site 6 have been extensively surveyed and recorded by the Victoria Archaeological Survey.

REFERENCES
Castlemaine Pioneers
MRR - June 1861, June 1868, Sept 1872, Sept 1878
MAM - 19 April 1899, 17 Feb 1937

David Bannear and Robyn Annear, *Assessment of Historic Mining Sites in the Castlemaine-Chewton Area: A Pilot Study*, Historic Mining Sites Assessment Committee, May 1990

FILE No: GP16

CURRENT LISTINGS:

TOWN/DISTRICT: Golden Point

HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

NAME: Expedition Pass Reservoir
ADDRESS: Golden Point Road

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 578 958

STATEMENT OF SIGNIFICANCE

The Expedition Pass Reservoir was one of the first projects attempted and completed as part of the Coliban Water Supply Scheme and its construction is a substantial engineering achievement. The Expedition Pass Reservoir site comprises a number of elements, including the embankment, the outlet tower, the outlet valve and masonry setting below the embankment, the bye-wash, the Victorian Water Supply Channel from the Coliban Main Channel and the mining race to Moonlight Flat. The Reservoir is also significant as a popular community landmark and recreation area.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing), addition to the Register of the National Estate, Retention on the Historic Buildings Register

THEMES	BUILDING DATE
Water	1868

PHOTOGRAPH
FILM No.
DATE

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90.
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TURGG 217 DRUMMOND STREET SOUTH BALLARAT 3350 TELEPHONE 053-317 113

FILE No: GP16A

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Golden Point

NAME: Major Mitchell Cairn
ADDRESS: Golden Point Road

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU 576 955

STATEMENT OF SIGNIFICANCE

This granite cairn was erected by public subscription in the decades after federation when Australian nationalism was flourishing and there was a concern to celebrate the lives of "The Pioneers". It is an example of one community's desire to commemorate the explorer who had paved the way for their own occupation.

Local Significance

RECOMMENDATIONS
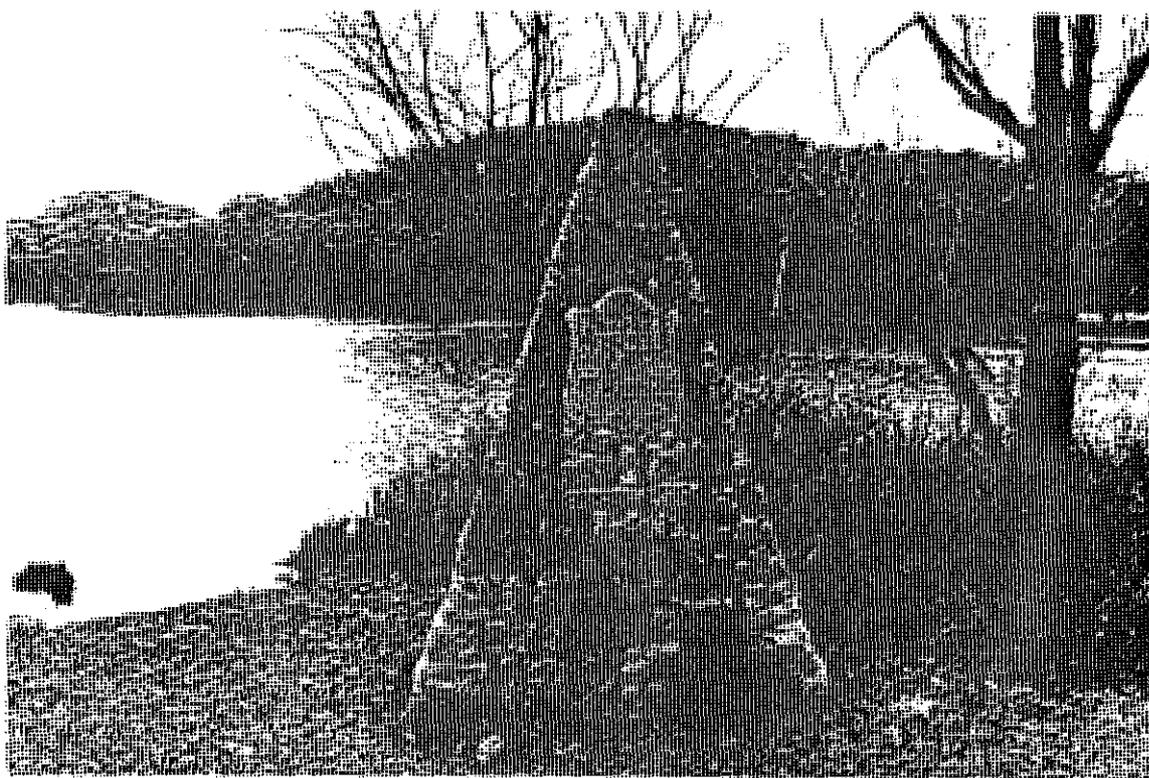Metcalfe Planning Scheme (individual listing)

THEMES	**BUILDING DATE**
Pastoral (Exploration), Community Life	1914

PHOTOGRAPH
FILM No. 10/21
DATE 24/6/92

HISTORY

The Coliban Scheme was a governmental response to the clamour of the Castlemaine and Bendigo goldfields for water and envisaged that water from the Coliban River be channelled by gravity to the diggings via a Reservoir at Malmsbury and three smaller distribution reservoirs at Expedition Pass, Harcourt and Bendigo. Construction first began on the Scheme in 1866 when the contractors, Greenwood and Co. began work on a reservoir at Malmsbury.

In February, 1867 Messers Overend and Robb successfully tendered for the construction of a dam and service reservoir at Expedition Pass to provide the Castlemaine locality with water for both domestic, irrigation, gold mining and manufacturing purposes. The new reservoir was completed in 1868 with an estimated capacity of 130 million gallons (591 megalitres). It covered 25 1/2 acres with a natural water shed of 3,600 acres. ts construction had necessitated the diversion of the Golden Point Road since the old route had now disappeared under the reservoir. The outlet tunnel for the Reservoir was driven through solid rock.

There was immediate agitation for the Expedition Pass Reservoir to provide domestic water to the Castlemaine locality and works to enable the supply of domestic water were commenced in April 1869. However the new reservoir proved particularly prone to siltation and during the four years it supplied water to Chewton and Castlemaine before the locality was connected to the Coliban Main Channel in 1874, residents complained that the water was "utterly unfit for domestic purposes but ....admirably suited for irrigating the garden being considerably impregnated with an earthy deposit. Cattle won't drink it". This siltation was so severe that a survey carried out in 1872 demonstrated that the reservoir's iginal capacity of 120 million gallons had sunk to 100 million gallons in just four years. If siltation continued at this rate it was estimated that the reservoir would be obliterated in less than 80 years. The Expedition Pass Reservoir was also used increasingly for leisure pursuits. An Acclimatisation Society – or Angler's Club – was formed in 1872 and in the following year a variety of young fish were released in the Expedition Pass Reservoir. In early 1873 the Castlemaine and Chewton Rowing Club held their opening fete with boat races on the Reservoir.

DESCRIPTION

The Expedition Pass Reservoir site comprises a number of elements. The Victorian Water Supply Race from the Coliban Main Channel to the reservoir, the embankment, the outlet tower, the outlet valve and masonry setting below the embankment and the bye-wash are all considered part of the Expedition Pass Reservoir site. This reservoir embankment is also made of earth with a puddle core. It is 665 feet (202.7 m) long and its highest point is 59 feet (18 m). Although the dam itself was well constructed, the construction of the outlet after the dam was finished resulted in leaks when it was filled. The outlet tower is similar to the one at Barkers Creek Reservoir. The other interesting features at this site are the outlet valve at the base of the embankment, the by-wash, and the water race that took water to mining activities as far away as Moonlight Flat including the Garfield Water Wheel, the foundations of which are located in the Castlemaine Historic Reserve. In 1914 the Golden Point Reservoir was constructed .e half mile (800 metres) south of the Expedition Pass Reservoir. It was designed to boost pressure and supply much cleaner water to Castlemaine. This Expedition Pass Reservoir is no longer used for domestic water supply. Today it is used as a supply of water for fire fighting, recreational activities such as boating and fishing and as a valuable flora and fauna habitat. The Reservoir is an area of local scenic beauty.

REFERENCES

Anon. *Coliban Water Scheme*, Kyneton Guardian, 1938
Thomas, Lou, *Faraday School Centenary Booklet*, 1969
Time line compiled by B. James
MAM 26 March, 1873 quoted in Castlemaine Mail, 3 October, 1993; and other MAM reports
A survey undertaken at the Expedition Pass Reservoir in about 1872 proved that its capacity of 120 million gallons had already sunk to 100 million gallons through siltation. If siltation continued at the same rate the reservoir would be obliterated in less than eighty years. (*Coliban Water Scheme*, Kyneton Guardian, 1938)
MAM, 16 Nov 1872.

FILE No: GP17

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Golden Point

NAME: Donkey Gully Bridge
ADDRESS: off Golden Point Road

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE   BU 574 952

STATEMENT OF SIGNIFICANCE

The Donkey Gully Bridge is one of the few remaining elements that indicates the once busy transport route that connected the diggings on either side of Forest Creek. The gold discoveries of 1851 where in this area and mining continued through to the 1930s along the creek and in the quartz reefs and gullies in the hills. The route between Golden Point and the busy mining communities at Moonlight Flat and Specimen Gully was through the hills via this bridge. The slate abutments and remaining timber trestles and decking are picturesque reminders of this important transport link.
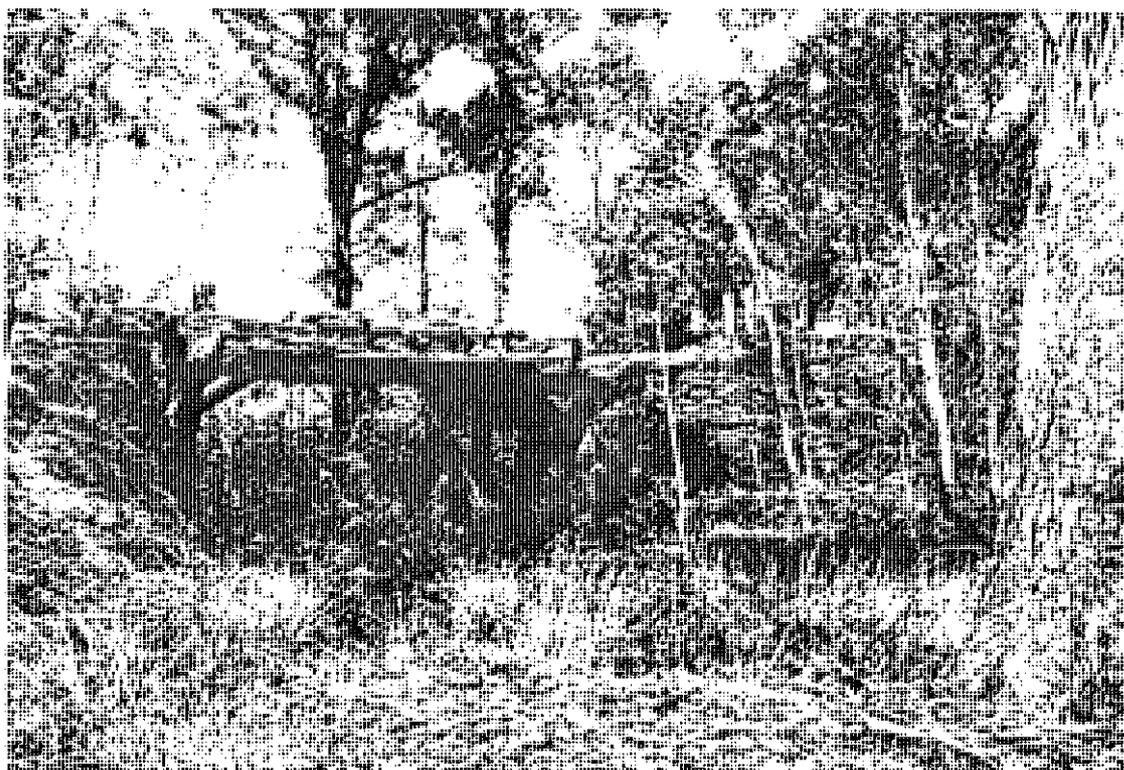
Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Transport	1850s

PHOTOGRAPH
FILM No. 18/4
DATE 27.8.92

HISTORY

Throughout July and August 1851, Victorian newspapers had been filled with reports of the spectacular riches being discovered on the alluvial fields of Buninyong/Ballarat. A small letter in the Argus, inserted in early September by a shepherd employed at Mount Alexander station, notifying the public that he and three others had found gold in the Mount Alexander ranges, might almost have gone unnoticed. However there were always those prepared to act upon the latest news of gold and a trickle of diggers made their way to the place near Mount Alexander, subsequently known as Specimen Gully, only to discover the gold John Worley's party had found was entrapped in quartz. Gullies were prospected further south along Forest Creek and, in October, plentiful gold was discovered in the alluvium at what was to become Deadman's Gully at Golden Point. This sparked a rush to the area that was to astound contemporaries and inspire descriptions of the richest alluvial goldfield in the world.

In many ways, the early months of the Mount Alexander rush set the standard for all rushes that were to follow. Serle has suggested that at no other goldfield was gold spread so shallowly and liberally over such a large area, giving every digger "a better than even chance" of finding profitable amounts of gold. The continued erosion of rich gold bearing quartz in the hills around Forest Creek had taken large quantities of gold down into the Forest Creek gullies and flats and flakes of the metal and small nuggets were frequently visible on the surface. The Argus correspondent reported that he witnessed "sixty persons, all busy with their knives, turning over the sods, filling their pint pots with the precious ore...one person was fortunate enough to fill a quart pot". This incident became part of Victoria's gold rush mythology when S.T. Gill made it the subject of one of his water colours. Over a large area at Golden Point and Sailor's Gully deposits of gold were found barely twelve inches below the black soil and each tub of wash dirt yielded between 12-20 oz of gold. The news of such finds spread so rapidly that just five weeks after the discovery of gold at Golden Point, Forest Creek was lined for ten miles with "tents, diggers and dangerous holes" with an estimated population of 8,000 and by the end of the year this number had more than tripled to 25,000. Such experiences and the phenomena of diggings life generated a plethora of contemporary accounts and descriptions that came to typify the public image of a "rush". Within the Shire of Metcalfe, the township of Chewton and the settlements of Golden Point, Barkers Creek and Specimen Gully once formed part of the Mount Alexander diggings.

This bridge connected the Golden Point Road across Forest Creek to the mine sites and dwellings in Donkey, Golden and Deadman's Gully. It was also a major traffic route for crossing the hills to moonlight Flat Specimen Gully and Barker's Flat. The mining activity in the area continued from the 1851 alluvial diggings through to the quartz and dredging that still operated in the 1930s.

The bridge is one of the few relics that survives to show the important transport route that once connected the Golden Point area to the mining activity across the creek.

DESCRIPTION

The bridge has abutments of local slate which are still in good condition. The timber bridge structure is of roughly squared and round trunks. The braced timber trestles still survive and part of the large beams are also still intact. Most of the bridge decking is now missing with only a few planks on the central section surviving.

The slate abutments and the decaying timber are a picturesque element in the bush setting.

REFERENCES
See Environmental History Vol 1 Metcalfe Heritage Study

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

HISTORY

By the early twentieth century, memorials were being erected at locations all along Major Mitchell's route including bronze memorials at Pyramid Hill and Flinders Peak. In 1913 a meeting organised by the Faraday School Committee was held to decide on the "best means of perpetuating the memory of Major Mitchell, the famous Explorer". A granite cairn was recommended with a stone tablet "being not nearly so expensive as bronze". Three locations were suggested and a site near the old boat house at the Expedition Pass Reservoir was finally agreed upon. The cost was £19/10 to be collected by public subscription.

The cairn was unveiled on the 22 April, 1914 and was inscribed with the words, "On 29 September, 1836 Major Mitchell after passing through this ravine named it Expedition Pass. Erected by Public Subscription, 22 April, 1914." The meeting had recommended that Mr C. Long, M. A. an author of several works on Australian history, be consulted with regard to a short and historically accurate inscription. However in his writing on the Major Mitchell track, Gregory Eccleston points out that the inscription is misleading on two counts. Firstly, the ravine mentioned is Golden Gully which cannot be seen from the cairn and secondly, Mitchell did not name the ravine Expedition Pass but rather the gap in the dividing range to the west, at the head of the ravine.

DESCRIPTION

A rough granite cairn, "6 feet at the bottom and 10 feet high" built in with cement. It has a red granite tablet with lead lettering. The words inscribed are, "On 29 September, 1836 Major Mitchell after passing through this ravine named it Expedition Pass. Erected by Public Subscription, 22 April, 1914."

REFERENCES
MAM, 24 Nov 1913, 1914
Gregory, Eccleston, *Major Mitchell's 1836 Australia Felix Expedition*, Department of Conservation, Forest and Lands, Melbourne, 1985, p118

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: GP18

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Golden Point

NAME: The Manse
ADDRESS: off Golden Point Road

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 572 952

STATEMENT OF SIGNIFICANCE

This house which may have been the residence for a Welsh Calvinist minister, is one of the few intact buildings to survive from a period when Donkey Gully and Golden Gully thronged with people. Its construction near the Welsh Calvinist church is indicative of the presence of a strong cultural group - Welsh miners - in the area. The building is another example of the simple brick houses of similar design built in the Chewton area in the late 1850s or 1860s (see C76, C77 and C115).

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Community Life (Church)	c1865

PHOTOGRAPH
FILM No. 18/5
DATE 27.8.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90.
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG 217 DRUMMOND STREET SOUTH BALLARAT 3350 TELEPHONE 053-317 115

HISTORY

Local tradition has referred to this building as "The Manse".

With the discovery of the Nimrod Reef stretching from the head of Golden Gully to the head of Donkey Gully in the late 1850s there was an influx of quartz miners into the Golden Point area, many of them Welsh. In 1858 land near this site was granted for church use and in 1859 a Welsh Calvinist church was opened at Donkey Gully. It was said by Lou Thomas in his History of Faraday that this house was built to accommodate the minister.

A Church of England non-vested school also operated near this site from 1859 to 1877 - initially in a wooden school building, owned by the Welsh Calvinist Church and, from 1874, when this became too dilapidated, in the church itself.

The church operated until 1914 when the exhaustion of all forms of gold mining in the area, led to its closure. It was dismantled in 1924.

No further information about a Minister's residence has been located. The Parish maps show that William Thomas purchased the land on which this building stands. He was a trustee of the Congregational Church, as the church came to be known, at Golden Point and may have been a lay preacher. His grand-daughter quotes the family history as stating that he built a brick house in 1866 near to his mine. In this house his family of six were raised.

This house may have become the residence of the minister of the church or may have been called "The Manse" due to Mr. Thomas' devotion to the church.

DESCRIPTION

The building is another example of the simple brick houses of similar design built in the Chewton area in the late 1850s or 1860s (see C76, C77 and C115). The house is of face brick with a hipped roof. The centrally placed doorway has an arched opening and is flanked by symmetrically placed rectangular 12 pane windows. The building has had a skillion addition at the rear and there is a gable roofed section behind this. No chimneys survive on the front section.

REFERENCES
Chewton Video, No. 3
Information from Silas Ellery and Stuart Williamson
Barbara James, Notes on the Golden Point Area near Chewton, 1989 and additional research on the site and the history of the Independent and Welsh Congregational churches in the Chewton area.
Records of family history from Claire Kroner-Hansen, grand-daughter of William Thomas of Donkey Gully.
Lou Thomas, *History of Faraday, School Centenary*, 1969
1905 Congregational Year Book

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: E5

CURRENT LISTINGS:	**TOWN/DISTRICT:** Elphinstone
HISTORIC BUILDINGS REGISTER ☐	
HBC No.	**NAME:** Allendale
NATIONAL TRUST ☐	**ADDRESS:** Bendigo-Sutton Grange Road
NATIONAL ESTATE REGISTER ☐	
OTHER	**FORMER NAME:**

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 642 917

STATEMENT OF SIGNIFICANCE

Allendale, a brick house with wide verandahs, is a typical example of the increased comfort of farm houses that were built in the late nineteenth and early twentieth century and added to progressively as farm profits allowed.
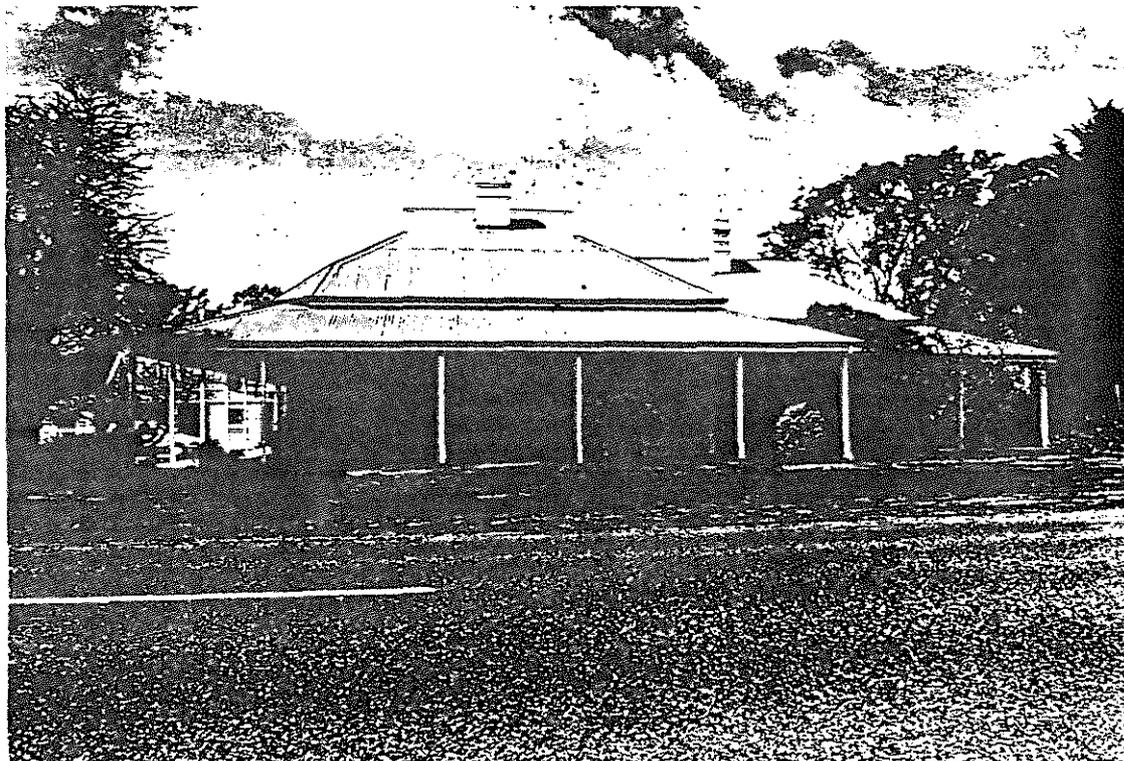
Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	**BUILDING DATE**
Agriculture	1860s additions
	1912,1927

PHOTOGRAPH
FILM No. 25/30-
DATE 29.9.92

HISTORY

In 1861 William Owens purchased Allendale from a Mr. Patterson. In 1874 his son, John Owens, a farmer, owned 80 acres in Faraday. Fifteen years later he had a house and had increased his acreage to 380 acres. In 1896 Robert Oliver Jnr, son-in-law of William Owens, purchased Allendale. His father, Robert Owens Snr., was the manager of Coliban Park from 1869 until 1886. Robert Owen Jnr. managed Silesian Downs at Mysia and only returned to Elphinstone in about 1904. Robert Owen Jnr. altered the original four roomed brick house constructed by William Owens. The southern portion was built in 1912 and fully lined in pressed steel. In 1927 the front section was rebuilt and the passage relocated.

Their only daughter, Helen Oliver, married James Mactier and the property is now owned by their son Douglas Mactier.

DESCRIPTION

The house is of face brickwork with a corrugated iron roof. The brickwork has been painted.

The house reflects its growth over time with the two main sections having intersecting gambrel roofs. The house is built with the front verandah posts very near the site boundary and this makes the house a prominent landmark on the road. The section nearest the road has a splayed corner window with the spay reflected in the roof form. The centrally placed wide chimney is decorated with a flat corbelled band of bricks. This contrasts with the chimney on the rear section which has two bands of brickwork.

The wide verandah springs from below the narrow roof eaves and has a straight pitch. There is no decorative brackets, frieze or capitals to the verandah posts.

At the rear of the main house is a small weatherboard building with a gable roof and a return verandah with a straight pitched roof. The sides of the verandah have been enclosed. This building adds to the character of the farm house and gives the side courtyard a sense of enclosure.

REFERENCES
Information from Douglas Mactier and Silas Ellery
Shire of Metcalfe Rate Books

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: E21

CURRENT LISTINGS:	**TOWN/DISTRICT:** Elphinstone
HISTORIC BUILDINGS REGISTER ☐	
HBC No.	**NAME:** St Mary's Church of England
NATIONAL TRUST ☐	**ADDRESS:** Pyrenees Highway
NATIONAL ESTATE REGISTER ☐	
OTHER	**FORMER NAME:**

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 624 902

STATEMENT OF SIGNIFICANCE

St. Mary's Church of England, a red brick building of simple design, has been an important focus of local life for over 120 years. It is of interest that the church was built of surplus bricks orignally intended for the Elphinstone tunnel on the Melbourne - Echuca railway. The soft brick colour, the lack of adornment and the siting of this small church on a cleared flat space among pine trees makes this building a significanct element in Elphinstone.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	**BUILDING DATE**
Community Life (Churches)	1861
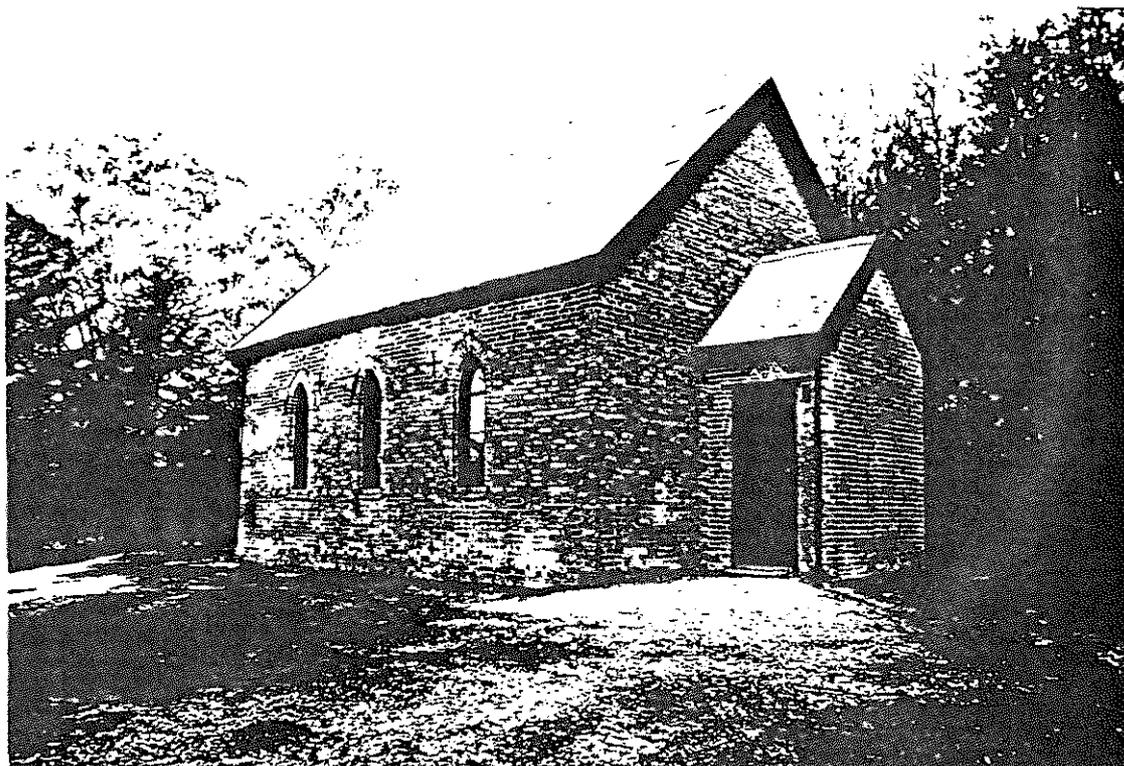
PHOTOGRAPH
FILM No. 3/28
DATE 29.5.92

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAMME 1989/90,
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

HISTORY

There had been a saw milling settlement at Elphinstone, (known originally as Saw Pit Gully) since the 1840s and when gold was discovered at nearby Forest Creek, its population escalated. However all attempts to establish a permanent place of worship had not met with success.

During the mid 1850s church services were held for a period by a "Christian Association" in an iron prefabricated store. In 1860 the Rev. J. S. Low from Taradale obtained a grant from general church funds in order to employ a lay reader for Elphinstone. For the next twelve months the lay reader conducted public worship in the Church of England school room (where school lessons had been given since 1856) and also visited residents of the district. This highlighted the need for a permanent church building and a Sunday School and fund raising was started toward this end.

Saint Mary's Church of England was opened on the 28 April, 1861, by the Archdeacon of Castlemaine. It is said to have been built from surplus bricks left over from the recently constructed Elphinstone Railway Tunnel. In 1862 it was attached to Fryerstown where the Rev A. H. Wyatt was licensed Priest in Charge.

DESCRIPTION

The church has a simple rectangular plan with a gable roof and a centrally placed gable roofed porch. There are three pointed arched windows down each side with brick arched hood moulds and brick window sills, The porch once had an arched headed entry but this has been replaced with a flat lintel and square door. The church had a belfry with bell but this was dismantled when the bell was stolen by vandals.

The soft brick colour, the lack of adornment and the siting of this small church on a cleared flat space among pine trees makes this building a significant element in Elphinstone.

REFERENCES
Church of England Messenger, May 1861
Vision and Realisation
Ray Bradfield, *Elphinstone*

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

FILE No: E27

CURRENT LISTINGS: TOWN/DISTRICT: Elphinstone
HISTORIC BUILDINGS REGISTER ☐
HBC No.   NAME: Bateman's Garage
NATIONAL TRUST ☐   ADDRESS: Wright Street
NATIONAL ESTATE REGISTER ☐
OTHER   FORMER NAME:

TITLE DETAILS: MAP NAME: Chewton
Sec 4, Allotment 11   MAP REFERENCE   BU 629 902

STATEMENT OF SIGNIFICANCE

Bateman's garage, which operated first as a blacksmiths (1919-1928) and then as a motor garage, represents the transition from horse transport to motor transport. Its survival as a vacant building is a reminder of the long term effects which the introduction of motor transport had on agricultural communities. The site has a strong association with the Bateman brothers who ran the garage and were well known throughout the Shire for their ability to repair just about anything. The siting of this building near the railway station and the hotel helps to interpret the busy transport hub that once revolved around the Elphinstone station.

Local Significance

RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Towns (Commercial), Transport	1919
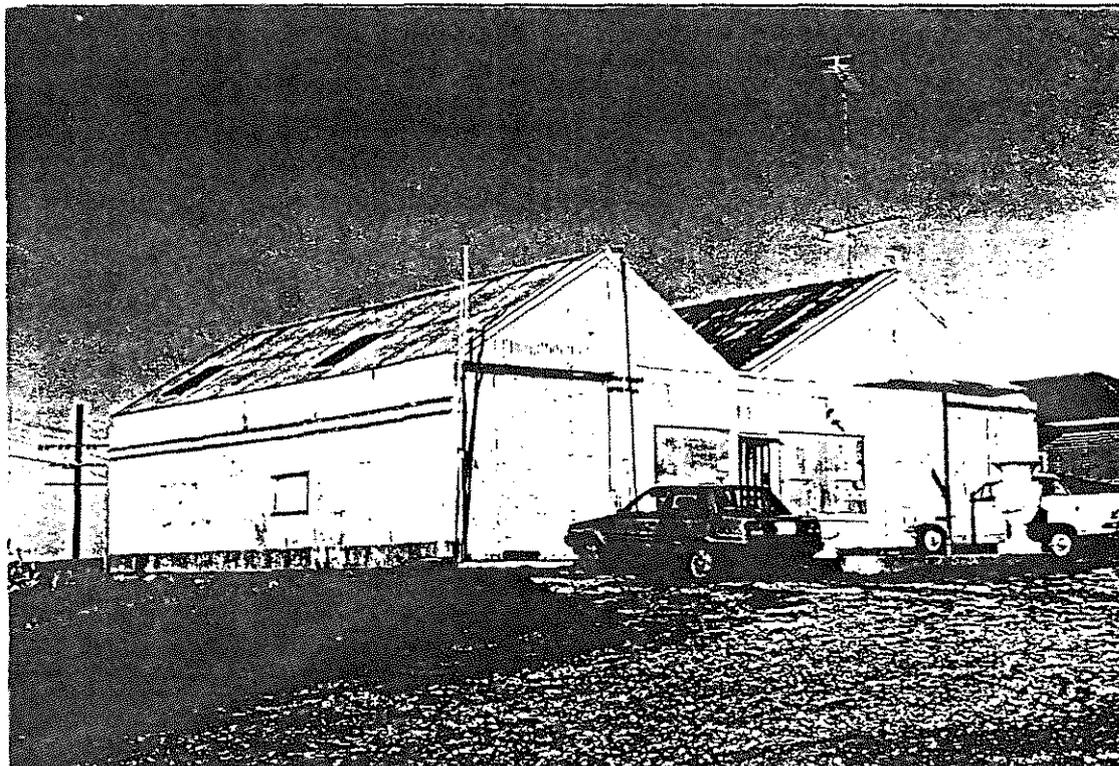
PHOTOGRAPH
FILM No. 3/21
DATE 29.5.92

HISTORY

In 1919 the Bateman family moved to Elphinstone from the town of Beech Forest. It is said they brought with them a house and a blacksmith's shop which was transported from Beech Forest to Elphinstone by rail. However it is perhaps more likely that just the house was transported since the blacksmith's shop would have been a simple structure and easily replicated. At the turn of the century a blacksmith's shop had been operated in Elphinstone by Joseph Archer and the Batemans may have taken over his premises. In any event, John Henry Bateman established a blacksmithing business in the centre of Elphinstone just west of the railway.

John Bateman operated his blacksmith's shop for almost ten years until the growing popularity of motor transport prompted his two sons, Victor and Robert (Vic and Bert) to remodel the building so it also served as a motor garage. Petrol bowsers were installed at the front of the building. The two brothers did mechanical repairs but were also prepared to work on a wide range of agricultural and household implements. They used to say about the only thing they hadn't fixed was dentures! Both Vic and Bert were racing car enthusiasts and they would travel to Phillip Island with another Elphinstone identity, Harry Timmins, to watch the car racing.

The property was eventually sold to "Bluey" Hodgetts who surrounded the site with the wrecks of old cars. After Bluey Hodgetts moved to Taradale the building was run for a short time as a brass factory.

DESCRIPTION

The building is a corrugated iron clad double gable roof shed. The right hand gable is slightly wider than the left hand side gable. Each gable roofed section has a larger vertical board timber clad sliding door. The building is lit from flat glass rooflights.

The former garage and smithy is a stark utilitarian building set in the centre of the railway precinct. This type of building was once common in the centres of towns or near the railway where it catered for the transport needs of the community. Many made the transition from serving the horse drawn vehicle trade to the motor car. The evidence of this change is marked here by the base and canopy of the now dismantled petrol pumps. The siting of this building near the railway station and the hotel helps to interpret the busy transport hub that once revolved around the Elphinstone station.

REFERENCES
Information from Douglas Mactier and Silas Ellery
Shire of Metcalfe Rate Books
Marilyn Botwood, *History of Elphinstone*, nd
Wise's Post Office Directory of Victoria, 1901

FILE No: E28

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☐
HBC No.
NATIONAL TRUST ☐
NATIONAL ESTATE REGISTER ☐
OTHER

TOWN/DISTRICT: Elphinstone

NAME: Elphinstone Hotel
ADDRESS: Wright Street

FORMER NAME:

TITLE DETAILS:

MAP NAME: Chewton
MAP REFERENCE BU 628 902

STATEMENT OF SIGNIFICANCE

The Elphinstone Hotel, has served as a meeting place for the surrounding community for over a century and has high social value. Along with the railway station, Bateman's garage and the war memorial, it is one of a group of sites which form the focal point of the Elphinstone township. The township's past notoriety as a wholesale liquor depot in the 1850s gives the Elphinstone Hotel added interest. The building has the form of a mid-nineteenth century hotel and although it has been altered, still retains its form and basic materials.

Local Significance

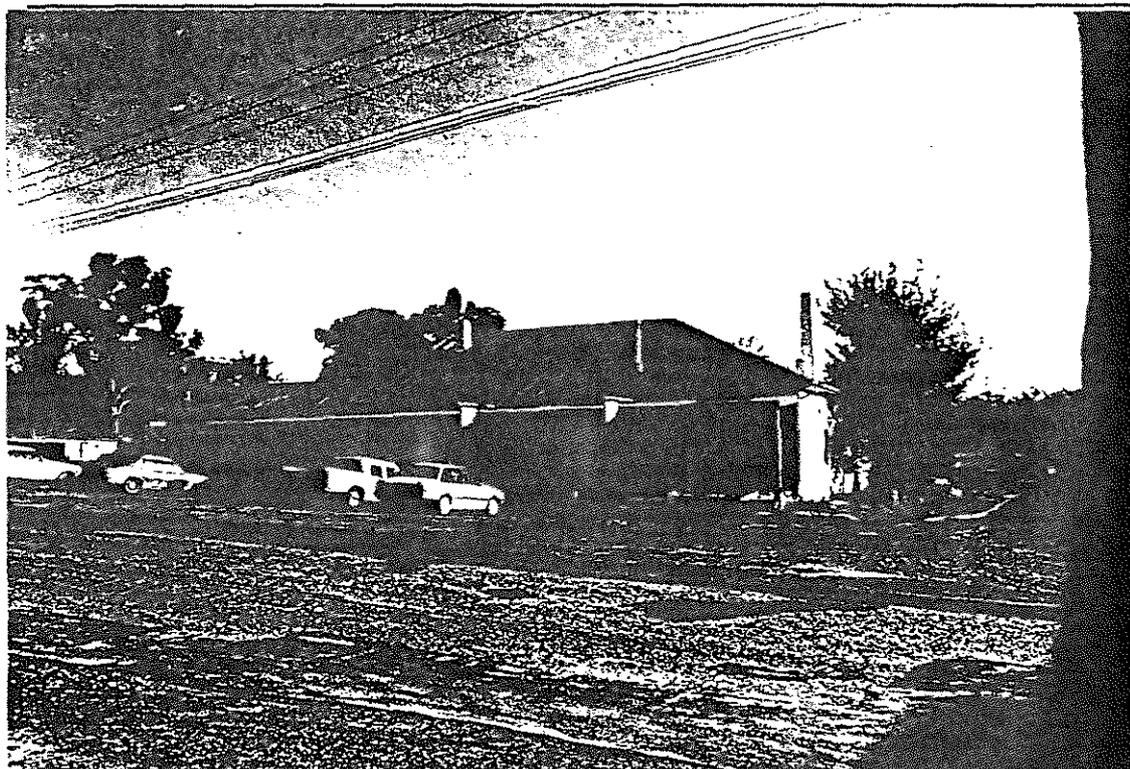## RECOMMENDATIONS
Metcalfe Planning Scheme (individual listing)

THEMES	BUILDING DATE
Community Life (Hotels)	c1876

PHOTOGRAPH
FILM No.3/17A
DATE 29.5.92

303

HISTORY

There had been a saw milling settlement at Elphinstone, (known originally as Saw Pit Gully) since the 1840s and when gold was discovered at nearby Forest Creek, it became the nearest point to the Mount Alexander Diggings at which liquor might be kept in bulk until licenses on the gold field were finally approved in 1854. This led to a proliferation of hotels in Elphinstone and by 1855 it was the site of about a dozen establishments selling alcohol in quantities of not less than two gallons.

However once licences were permitted on the gold fields the number of hotels in Elphinstone quickly declined and by 1870 the rate books make mention of only one, managed by George Burns. It is difficult to establish whether this is the present hotel. The Elphinstone Hotel was first commercially licensed as such by Richard Lonsdale in 1876 but it may have existed earlier under a different name. Richard Lonsdale may have died in the early 1890s for in 1895 Mrs Lonsdale is listed as the new owner.

Pat Doran became the publican of the Elphinstone Hotel at the turn of the century although the building continued under the ownership of Mrs Lonsdale until approximately 1905 when it was purchased by Newman and Co. Pat Doran remained the publican. In 1922 a public telephone and exchange were located at the hotel and a store, run by a Mrs O'Brien, operated from the present day lounge. Between 1921 and 1925 the hotel was purchased by Sara Stevenson and the property's rated value almost doubled. This may have been due to alterations to the building or to the purchase of more land around the hotel. Certainly by 1930 when the hotel had passed into the possession of William Brown, the store stood on five acres while in 1920 the owners had possessed only 1 3/4 acres. William Brown and his .e may have worked as publicans in the hotel before they purchased the business since when they left the town in 1941 it was claimed they had run the hotel for the last twenty years.

DESCRIPTION

The Elphinstone Hotel is a brick building with the main section under a wide hipped roof. A smaller hipped roof covers a section to the east which may have been added. The roof is clad in corrugated iron. The building has a straight pitched verandah springing from below the eaves of the roof. The plain timber posts are set on low concrete bases. It would appear that the verandah is a recent addition or the original verandah has been rebuilt or replaced. The verandah has no decoration. The windows all appear to have been altered from the original configuration. The face brickwork has been painted.

The building has the form of a mid-nineteenth century hotel. It has been altered but still retains its form and basic materials and is a major element in the area surrounding the railway station.

REFERENCES
Information from Douglas Mactier and Silas Ellery
Shire of Metcalfe Rate Books
Records of the Catlemaine Pioneers, (Robert Mitchell), 1972, p39
MAM 19 Dec 1941

Assessed by	Assessment Date
W. Jacobs/K. Twigg	Sept-Oct 1993

304

FILE No E29

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER ☑
HBC No.
NATIONAL TRUST ✓
NATIONAL ESTATE REGISTER ☑
OTHER

TITLE DETAILS:

TOWN/DISTRICT: Elphinstone
NAME: Elphinstone Station

ADDRESS: Wright Street

FORMER NAME:

MAP NAME: Chewton
MAP REFERENCE BU 629903

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route recalls the local lobbying to have the line diverted in their interests. The brick and cement render station is one of two similar designs prepared solely for this railway line. The goods shed and Melbourne waiting platform are also important. This is the first of the brick station buildings on the line.

State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	1863

PHOTOGRAPH
FILM No.3/18
DATE 29/5/92

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

Initially a station was not planned for Elphinstone and when the line opened in 1862, only a wood siding was provided. With the inability of trains to stop at Chewton which was the nearest siding to the busy mining area of Fryerstown, the locals agitated for Elphinstone to become a Station and the present Station buildings were erected to meet this need. The contract for the works was signed on 27.2/1863 with the contractors Cormack and Irving. The building is one of two on the line, the other is Elmore .ilt 1870, which are identical in plan and the design occurs nowhere else on the railway network.

DESCRIPTION

The Station complex comprises the two curved platforms, the Station building, lamp room/toilets, and goods shed on the southern platform and a timber office/signal box, parcel room and shelter shed on the northern platform. The Station building originally consisted of the booking and telegraph office, waiting room and small Station master's residence. It was extended to the south in timber but this has since been removed.

The Station is a single storey rectangular brick building with the sills, waisted architraves, cornice and quoins picked out in cement render. The building is on granite footings. The Station building has a hipped slate roof. The platform verandah has a concave roof supported on timber stop chamfered posts with simple arched brackets. The posts are supported on granite pads. There has been some alterations to doors and windows. The west wall has been rendered.

The combined lamp house and lavatory block echoes the design of the Station building in brick and render with moulded architraves and rendered quoin work. This also has a slate roof. The cast iron guttering remains.

.ie goods shed has a gable slate roof with the walls red face brick it is seven bays long and three wide, with the bays being defined by wide cream brick pilasters in the same plane as the cream brick cornice, which is carried on a corbel table of shaped cream bricks. The segmental arch impost are of granite and the cast iron gutters remain. The end elevations are divided into three full height bays with raked corbel tables.

The Melbourne platform has a timber shelter shed, parcels room and ticket office with projecting signal box bay in timber and corrugated iron. The parcel room and shelter shed have skillion roofs with the ticket office having a gable roof. These buildings are suffering from vandalism and require urgent attention

REFERENCES

Cusack. *Bendigo: A History*. 1973. p145
Bradfield. *Elphinstone*. Part 2. nd
The Guardian June 26 1986 p9 Surplus bricks from this project are said to have been used for the construction of St Mary's Church in Elphinstone.
The Fruit World of Australasia. 10 July 1918
Martin. 'Bringing the Railway to Castlemaine'. *CM*. 2 Mar 1944 from *MMM* 20 Aug 1862
Ward. 'Murray River Railway'. *Heritage Australia*. Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993

FILE No E35

CURRENT LISTINGS:
HISTORIC BUILDINGS REGISTER
HBC No.
NATIONAL TRUST
NATIONAL ESTATE REGISTER
OTHER

TOWN/DISTRICT: Elphinstone
NAME: Elphinstone Tunnel

ADDRESS: Pyrenees Highway

FORMER
NAME:

TITLE DETAILS:

MAP NAME: Chewton

MAP REFERENCE: BU 605899

STATEMENT OF SIGNIFICANCE

The line was the largest of the Colony's first two trunk lines and has the greatest diversity in the design and materials of buildings and structures. Materials range from bluestone and granite to monochrome and bichrome brickwork, influenced by the natural resources of the localities. The range of bridge and viaduct designs includes girder bridges and round three centred and segmentally arched opening, whilst the scale of the viaducts compares with the Geelong - Ballarat main trunk lines. The line is important also as an expression of the importance in capturing the Murray River and Riverina trade for the Port of Melbourne and the significance of the Castlemaine and Bendigo goldfields in the 1860s. The route of the line recalls the local lobbying to have the line diverted in their interests. The line remains as the Colony's largest single endeavour of its time.
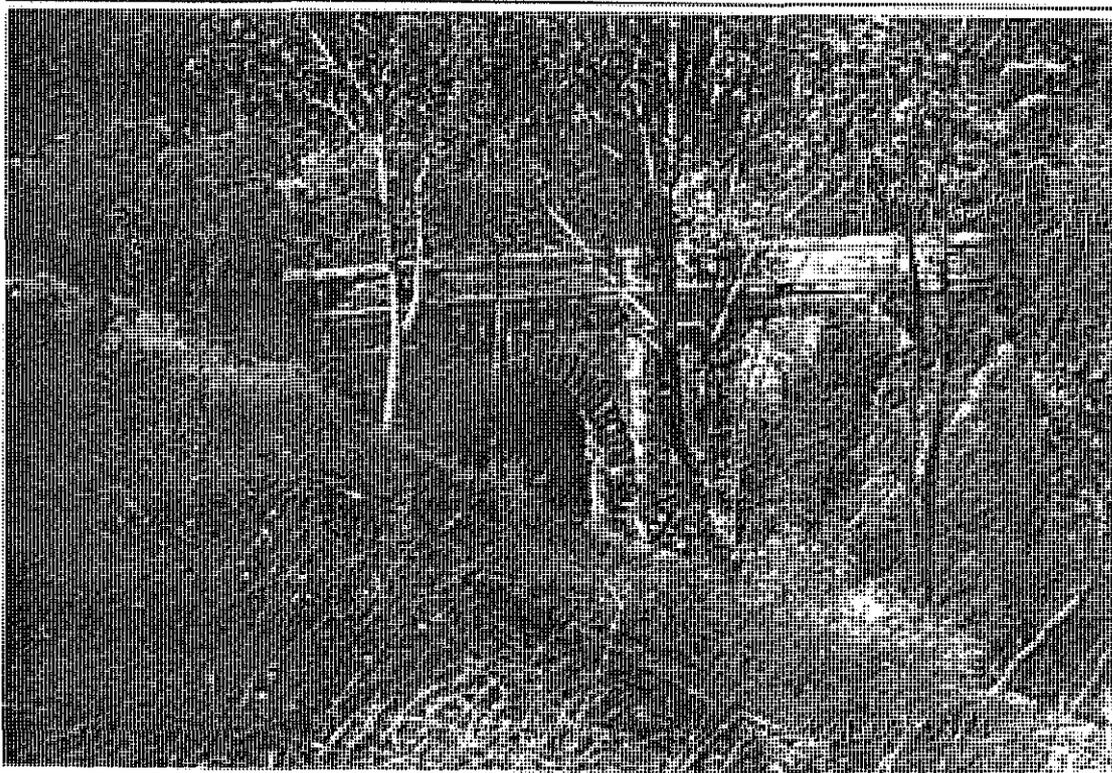
State Significance

RECOMMENDATIONS

Metcalfe Planning Scheme (individual listing). Recommended as part of the Melbourne Mount Alexander and Murray River Railway Line to be added to the Register of the National Estate and the Historic Buildings Register.

THEMES	BUILDING DATE
Transport	1862

PHOTOGRAPH
FILM No.28/24-
DATE 22/4/93

PROJECT No. 39 OF THE NATIONAL ESTATE PROGRAM 1989/90
FOR THE NATIONAL ESTATE COMMITTEE (VICTORIA) AND THE SHIRE OF METCALFE
BY W. JACOBS AND K. TWIGG   217 DRUMMOND STREET SOUTH BALLARAT 3350   TELEPHONE 053-317 115

HISTORY

In June of 1852 the Melbourne Mount Alexander and Murray River Railway Company was promulgated to build a main line of railway from Melbourne to Mount Alexander and the Murray River at Echuca. Its inability to raise funds led to its purchase by the Government in 1856 and to the formation of the Victorian Railways Department during the same year. The Kyneton to Bendigo Section which runs through the Shire of Metcalfe was opened in 1862. The significance of the line is due to the extant structures and their number and diversity. The line includes the largest and most spectacular collection of early stone and iron viaducts. The use of available local building materials adds interest to these structures, the use of local granite led directly to the development of the Harcourt quarrying industry. The availability of building material determined the character of each section of line within the Shire; bluestone was used for railway structures in the vicinity of Taradale, granite and red and cream brick at Elphinstone while granite was the primary building material at Harcourt. The construction of the line was the largest building enterprise in the colony at the time. It was also the focus of the battle for improved working conditions and the venue in 1859/60 for a strike against the principle of sub-contracting, for the direct importation of indentured German masons to undercut locally established conditions and rates of pay, for a partial alliance between German and local masons and for the final collapse of the established level of wages.

Originally the railway's planned route took the straightest possible path from Elphinstone to Sandhurst, bypassing Chewton and Castlemaine and the hills between. The fact that this proposal was abandoned in favour of a diversion to Castlemaine requiring miles of extra track, a steep descent and the construction of a long tunnel through solid rock, is witness to the strength of the Mount Alexander political lobby and to the size and wealth of the town of Castlemaine.

One of the two of the major undertakings on the Melbourne-Sandhurst line centred on Elphinstone. At Elphinstone excavators were required to dig what was then the deepest cutting in Victoria, before blasting through solid rock to create the tunnel through to Chewton. During this period a huge workers' camp clustered on the outskirts of Elphinstone. The tunnel is the second longest on the line running for 1,264 feet (385.5 metres) and the cutting at the approach to the tunnel is 65 feet (20 metres) deep. The surplus bricks were said to be used to construct St. Mary's Church in Elphinstone.

DESCRIPTION

The Elphinstone tunnel differs from the other major tunnel on the line in that it curves. The early newspaper reports stated that there was 18,500 cubic feet of masonry in the stone footings and in the fronts and there are 65,000 cubic yards of brickwork. The front at the Chewton end of the tunnel is also a road bridge. It has a semi-circular arch with elongated rusticated granite voussoirs, stone cornice, and quoins on the changes in angle of the front. The parapet is capped in granite. The tunnel is brick lined. Above the cutting is a half round brick lined culvert with the bricks laid in stretcher bond. Although difficult to see fully from the winding Highway adjacent to the rail line, the cuttings and fronts are glimpsed at various intervals giving an appreciation of the difficult terrain and grades in the area and the scope of the engineering feat required to bring the train through to Chewton and Castlemaine.

REFERENCES

Cusack, *Bendigo: A History*, 1973, p145

Bradfield, *Elphinstone*, Part 2, nd

The Guardian June 26 1986 p9 Surplus bricks from this project are said to have been used for the construction of St Mary's Church in Elphinstone.

The Fruit World of Australasia, 10 July 1918

Martin, 'Bringing the Railway to Castlemaine', *CM*, 2 Mar 1944 from *MMM* 20 Aug 1862

Ward, 'Murray River Railway', *Heritage Australia*, Spring 1985 p36

Assessed by	Assessment Date
K Twigg/W Jacobs	June 1993