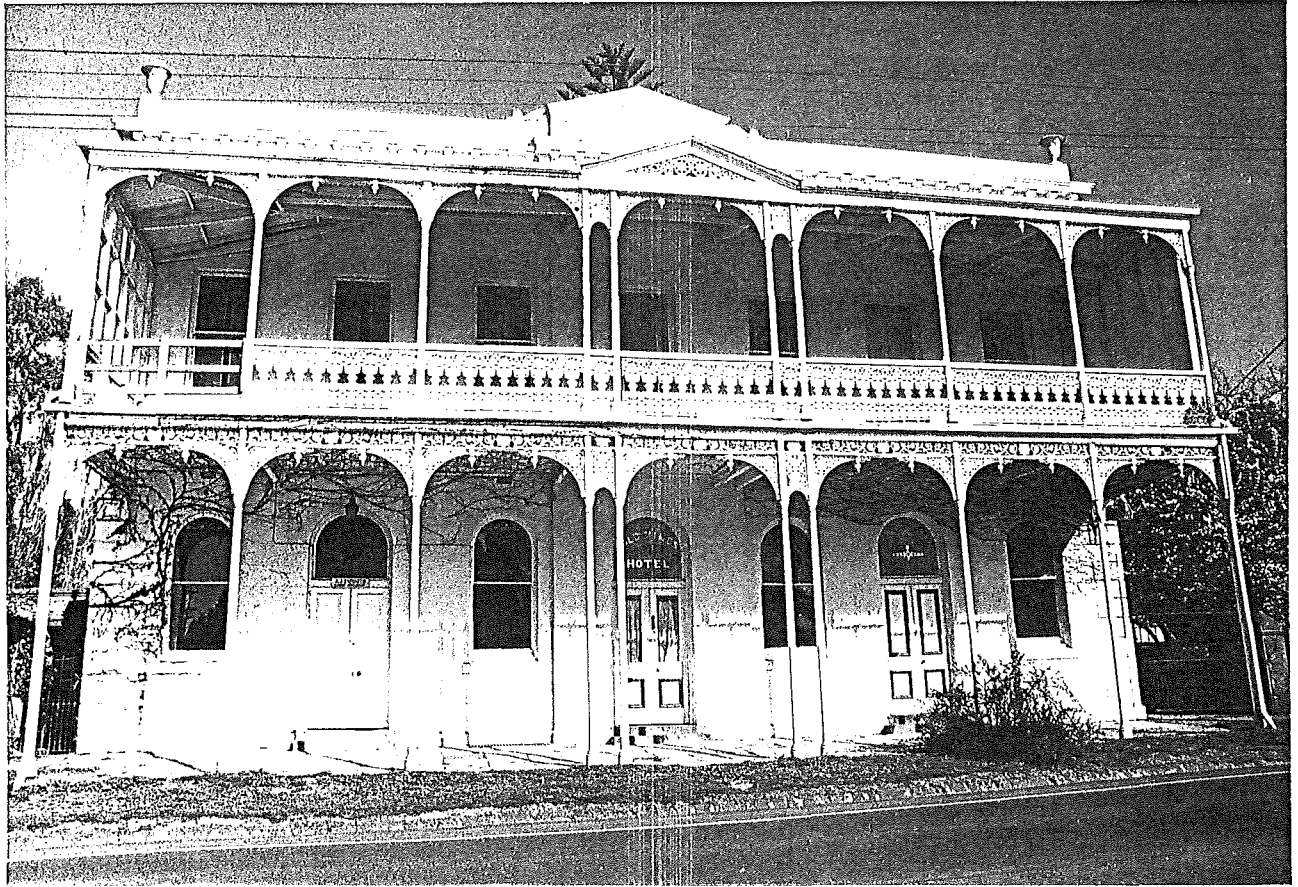


**PRECINCT: 5.5 & 5.6
VICTORIA HILL MINING & RESIDENTIAL AREA**



3-14

Gold Mines Hotel, with its older section at the rear, associated stone walling and landscape and the later, highly ornamental iron verandah. It is the focus of views from Happy Valley Road.

LGA: BENDIGO CITY MAP: 6.07

History

(Refer Mining Areas, Vol.3)

The New Chum and Nell Gwyne lines of reef are the central elements to this precinct and the development, both urban and mining, which arose from them.

The gold mines which tapped each, their main operation periods and surviving artefacts include:

ADVENTURE & ADVANCE

at the northern end of Victoria Hill [1.110]

Period of operation: 1861-1881

Artefacts: open cut workings.

Mine Significance:

The site contains one of the few rich open cut workings of the 1860's.

BALLERSTEDT

Period of operation: 1861 [5]; 1864, 1866-1868 [1]

Artefacts: Open stope.

Mine Significance:

The site contains the partially filled remains of one of the earliest open stopes worked on Bendigo.

CENTRAL NELL GWYNNE

Location: north of Marong Road, at the end of Ernest Street

Period of operation: 1906-1914, 1921-1924, 1932-1949

Artefacts: Restored steel poppet head with tubular legs at the end of Ernest Street. 19 metres to the south are two relatively intact concrete winding engine beds. 30 metres west of the shaft site, and overlooking an extensive area of tailings, are the concrete foundations for four battery boxes and a variety of concentrating machinery. 14 metres north west of the shaft site and obscured by vegetation there is a single concrete engine bed.

Mine Significance:

The site is representative of the 1930's mining revival period and contains the most intact set of artefacts of any site from this period. The site is visible from many others in its vicinity, and from it there are views south to Chum Hill, west to the Tambour Major site, and north to the Royal George, Central Napoleon, Pearl, Stanfield and Windmill Hill sites.

GREAT CENTRAL VICTORIA

Location: 5 chains north of the Victoria Quartz shaft; approximately 230 yards north west of the Victoria Quartz shaft [2]

Period of operation: 1859 - ?, 1871-1907 [1.110, 2]

Notes: Formed in 1871 by amalgamation of Ballerstedt's No. 3, Adventure, Humboldt, British and American, and Midway. Adventure subsequently acquired by Lansell. [1.110]

Artefacts: Large mullock heap on the side of a gully. On the flattened top of the heap there is a small section of concrete and brick footing. In the gully there are traces of battery sand.

Mine Significance:

The site was continuously occupied between 1871 and 1907 and is representative of both the 1870's and the 1890's mining revival periods, although what is now visible dates only from the latter period.

LANSSELL'S 180

Location: several chains north of the North Old Chum shaft and on the southern slopes of Victoria Hill; with engine house on the north side of the shaft.

Period of operation: 1855, 1855-1871, 1871-1899, 1899-1916

Notes: First mine on Bendigo to reach both 2,000 feet and 3,000 feet (in 1893). Ground first worked by Wittschiebe, who sold it to Ballerstedt for 30 pounds. Ballerstedt after making a fortune sold the mine, a crushing battery, and Fortuna to George Lansell in 1871 for £30,000. Lansell quickly made a further £160,000.

Remains of vertical winding engine and air compressor foundations. 20 head battery adjoining shaft was used by the New Chum Syncline Company, and was originally a 10 head battery used by Lansell's Little 180.

Artefacts: Three massive brick winding engine/air compressor beds which are capped with granite blocks. 31 metres south is the concrete capping on the shaft. Between the shaft site and the engine beds there is an almost buried stone engine bed, which appears to have been modified/repared with brickwork. The site is associated with a substantial mullock heap.

27 metres north of the winding engine beds is a 20 head battery and associated concrete floors, foundations and battery engine bed. Above the battery there is a rectangular concrete storage tank. At the rear of the battery there is an earthen loading ramp retained with a section of stone and mortar walling. Near the base of this ramp there are three small concrete mounting blocks. This part of the site was first associated with the operations of the Little 180 mine and then with the New Chum Syncline mine, which see.

Mine Significance:

The site was worked continuously between 1855 and 1916, at first by Ballerstedt and then by George Lansell. This was Lansell's richest mines, the first on Bendigo to sink below both 2,000 and 3,000 feet, and contains several intact artefacts.

NEW CHUM SYNCLINE

Location: north of Wells Street and west of Happy Valley Road [1.127]; at the north west corner of Wells Street and Union Street, with the engine house north of the shaft [2]

Period of operation: 1932-1949 [1.127, 2]

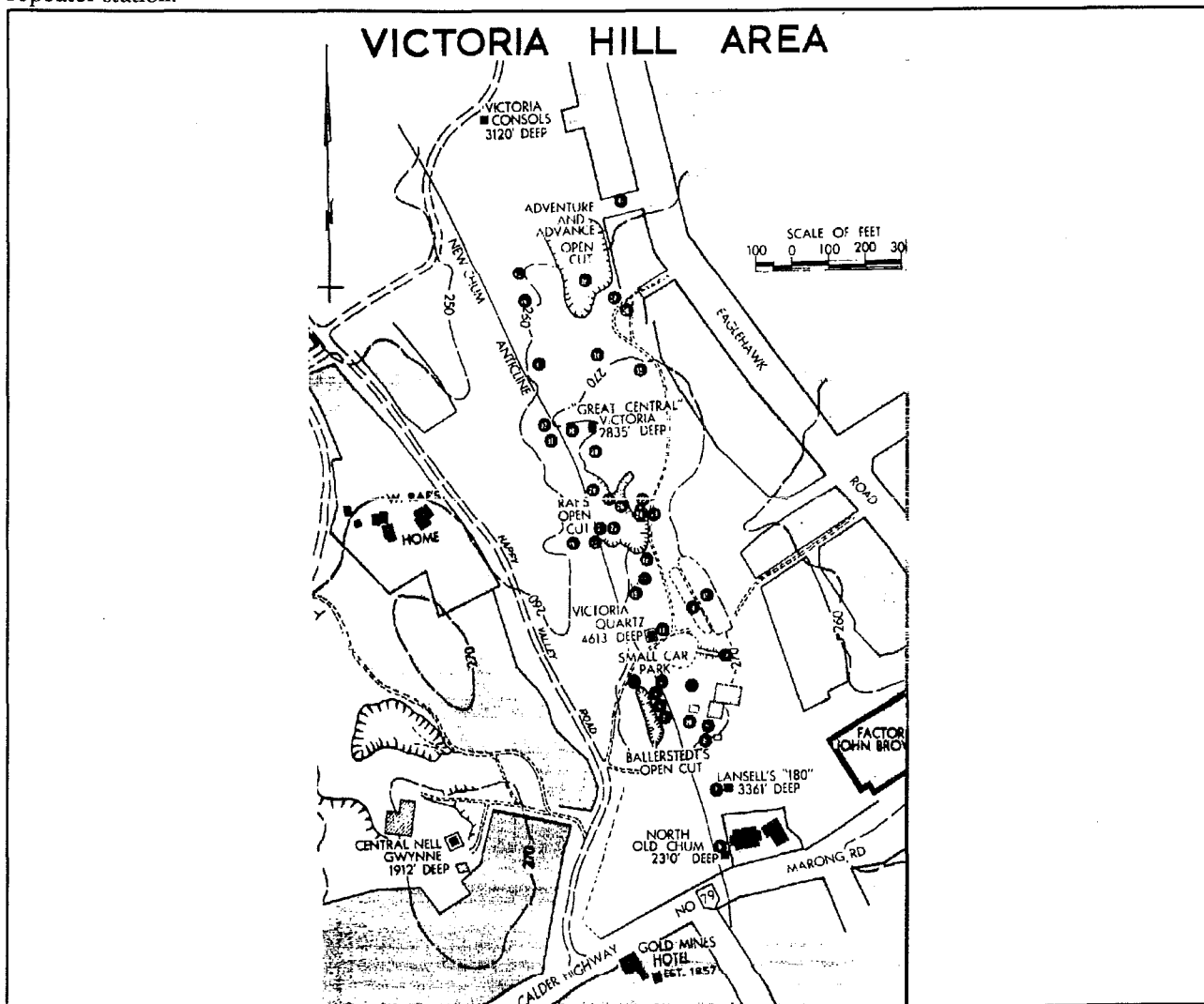
Artefacts: Large concrete winding engine beds. 25 metres south are the remains of a capped shaft, with one in-situ poppet leg pad and two concrete structures. There is an extensive area of tailings and some mullock. The loading ramp and battery site are near the Lansell 180 shaft site, and the description of these artefacts has been included with those relating to that site.

Mine Significance:

The site is representative of one of the smaller operations during the 1930's mining revival period and contains one of only two extant stamp batteries installed on Bendigo before 1940.

OLD CHUM

Location: on the top of Chum Hill, with the engine house north of shaft on the site now occupied by the Telecom repeater station.



3-15
Victoria Hill Area map (Bendigo Trust)

Period of operation: 1855 [1.109]; 1856, 1859-1865, 1865-1902 [2]

Notes: Occupied ground first worked by Gunther and party in 1856 as the Pioneer, Bendigo's first quartz mining company; and then by the Phoenix (1859-1865) [1.109, 2, 3.38]

In 1869 at a depth of 469 feet in this mine the connection between the New Chum and Victoria lines of reef was established [2]

Photographs: Poppet head, round brick chimney, engine house and mullock heap in 1868. [7.22-23]

Artefacts: Large brick lined tank and the remains of a mullock heap.

Mine Significance:

The site was continuously occupied between 1856 and 1902. It was occupied by Bendigo's first quartz mining company and was the site of early photographs of the field. It provides extensive views southwards over central Bendigo to the Hansel Mundy, New Red White and Blue Consolidated, Central and North Deborah sites, and as far as One Tree Hill. To the north there are views to the Royal George, Central Neil Gwynne and Unity sites. The site is on the New Chum line of reef and atop Chum Hill, which is a prominent feature of the Bendigo Creek valley and a local landmark.

THE WILLIAM RAE MINE

Location: north of the Victoria Quartz Company shaft.

Period of operation: 1871-1876.

Artefacts: Battery shed and chimney stack, with Victoria Hill in the background. Open cut.

Mine Significance:

One of the very few sites on Bendigo where it is possible to view open cut workings of the 1870's.

VICTORIA QUARTZ/VICTORIA REEF QMC

Location: on the northern slope of Victoria Hill on the eastern side of Happy Valley Road; about 154 yards north west of Lansell's 180 shaft, with the engine house on the north side of the shaft with vertical winding engine and air compressor foundations.

Period of operation: 1856-1877, 1877-1910, 1911-1913

Notes: 70,000 pounds worth of gold obtained by the four original claim holders before 1860 when the claims were purchased by William Rae. He subsequently obtained a further £50,000 pounds worth. In 1877 the Victoria Quartz Company amalgamated the ground formerly held by two private companies: the Victoria Reef Company and the Victoria Reef Quartz Company.

It was eighth in the state for dividends in 1897. In 1903 the main shaft had been sunk to a depth of 3,750 feet, the deepest shaft in Victoria at the time. In 1905 the shaft had been sunk to 4,035 feet and a winze had been sunk to 4,153 feet. The shaft was second only to the New Chum Railway shaft for depth at the time. In 1909 the main shaft was sunk to 4,355 feet, and in 1910 to 4,614 feet. This made it the deepest shaft ever in Victoria.

In 1908 gold was found at a depth of 4,478 feet. In 1910 the lower levels became flooded, as mines closed on the New Chum line; and eventually this forced the closure of the mine. [2]

Mine Significance:

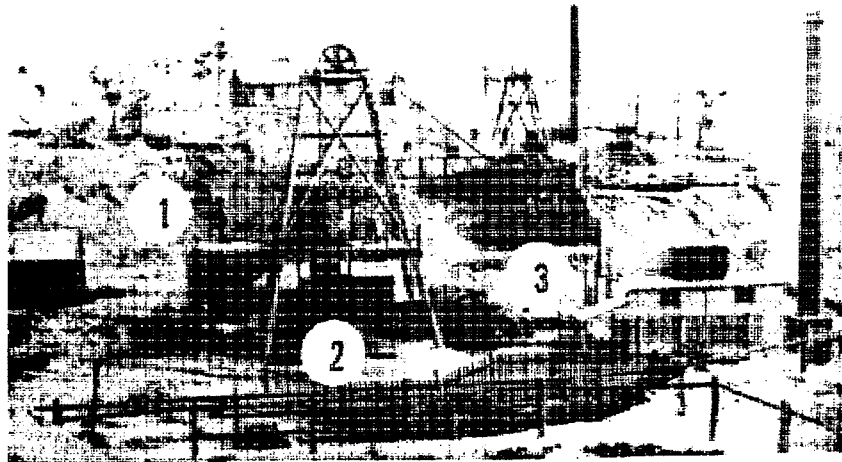
The site was continuously occupied between 1856 and 1913. It had the deepest shaft of any mine in Victoria and the company was a leading gold producer on the New Chum line.

William Rae

William Rae is a major figure in this precinct, with two prominent houses linked with his name. These houses also contribute mature exotic landscape to the more sparsely planted former mining areas.

Description

The above mining sites and artefacts provide the core of the precinct while the built sites occupy the fringe, looking onto the mine areas. From the Rae houses to the more modest miner's cottages in Happy Valley Road, the full village complement arises with the addition of the Goldmines Hotel and the general stores at the Dare/Booth Streets' corner with the Calder Highway. The steep terrain provides spectacular elevated sites for buildings such as the Raes' but also those, like the hotel, at the base of the hills are the focus for distant views from the hillsides. The stores grouped around Dare Street occupy a strategic crossroads on the north-south journey from one gold centre to another.



3-16

Victoria Hill from the New Chum: 1.Ballerstedt's open cut, 2.North Old Chum, 3.Lansell's 180 (Bendigo Trust, Victoria Hill Bendigo)

Key Built Sites (5.5)

David Sterry's Goldmines Hotel, 57 Calder Highway 1857-72

Coath Cottage, 9 Happy Valley Road 1860C

William Rae's Mycumbene 31-33 Happy Valley Road, 1900c

William Rae's Bon Accord, 35 Happy Valley Road 1872

Other Contributory Built Sites (5.5)

59 Calder Highway 1880c?

64 Calder Highway 1900C

66 CALDER HIGHWAY 1880C

68 CALDER HIGHWAY 1880C

11 Happy Valley Road 1890C

Heinz butcher's shop, 39 Happy Valley Road 1880C

Contributory Built Sites (5.6)

This precinct has a secondary significance to 5.5, given that the mining areas are absent and the buildings which comprise it are more modest and generally altered. Nevertheless, the functional mix (houses, stores) of the sites provides a more complete collection than 5.5.

71 Calder Highway 1880c

72 Calder Highway 1880c

76 Calder Highway 1880c

James Gill's grocer's shop & residence, 78 Calder Highway 1870s¹

Garage, former Watts' general store, thought former mining structure, 77 Calder Highway, 1920s renov².

79 Calder Highway 1900c

81 Calder Highway 1900c

87 Calder Highway 1880c

91 Calder Highway 1880c

¹ see D1915
² see D1915 Alley Street

92 Calder Highway 1880c

93 Calder Highway 1880c

98 Calder Highway 1880c

Overall Significance:

The area contains all the extant central sites on the New Chum and Nell Gwynne lines of reef and includes several key vantage points and one of the most comprehensive collections of mining artefacts which spans the entire period of mining on Bendigo from the earliest surface reef workings through to 1950.

Associated with these mining sites are the homes of the mine owners and workers, the social centres (hotels) and service premises (stores) which supported the mining activity. Together they help express the period when this mining group was active and among the richest in the state.