

# City of Greater Bendigo: Marong Heritage Study Mining Sites

## NEW MOON MINE

### Other Names

**Location** Garden Gully Reef, Eaglehawk, in the State Forest/Eaglehawk Regional Park; battery site on Parcel No. P127988 and shaft site in Parcel No. P123918

**Map Reference** Eaglehawk 1:10,000 - 538.345 (battery site), Eaglehawk 1:10,000 - 535.346 (shaft site)

Victorian Heritage Register Yes

National Estate Register No

Planning Scheme No



**Description** The battery site is on the east side of Beelzebub Gully Road, whilst the mine site is located about 150 metres north of the battery site and on the western side of the same road.

### New Moon battery site

Site consists of a line of battery stumps, divided into west and eastern sections by an engine room.

West section of battery - Remnants of wooden stumps set in hard concrete footings, making up six battery boxes, each 5 feet by 18 inches, and possibly a seventh battery box at the western end. Some of the stumps are obscured by a pepper tree and damaged by termites. A concrete floor and several brick-lined drains are visible on the north side of the stumps. Bricks are machine-made, and manufactured by Northcote.

Engine room area has been badly disturbed, but mounting bolts and sections of in situ concrete floor protrude from the brick and concrete rubble. Three brick engine foundations can be distinguished.

East section of battery - Remnants of wooden stumps set in hard concrete footings, making up eight battery boxes, each 4 feet by 20 inches, and possibly a ninth battery box. The surviving battery stumps are in better condition than those in the western section. The area around the stumps and to the north has been excavated, to bedrock in places. Surviving are three brick foundations with protruding mounting bolts. One of the brick foundations is associated with a 5 foot square brick pit.

Stone feature - Approximately 20 metres north of the battery site are the remains of an unidentified structure or structures, apparently representing a number of phases of building. Stone and concrete are the building materials and the visible remains suggest an engine foundation, rectangular room, and a storage yard with a 57 foot long north wall. This wall has been partly demolished by recent tailings removal operations.

Dam sites - Three dams, one of which has been demolished by recent tailing removal operations.

Tailings - Most of the dumps have been removed from near the battery site to the other side of the road for treatment.

### New moon mine site

The machinery site consists of four sets of engine foundations, whose fabric (concrete and brick) suggest at least two phases of construction. The most easterly set of foundations consists of two parallel brick beds, running north-

south. Each of the beds measures 23 by 4 feet wide, and stands approximately 6 feet high. The brickwork rests on stone footings and is stepped at the north ends of both beds. Immediately to the west is another set of similar-sized, but differently arranged, brick beds. They run in the opposite direction and are aligned with a capped shaft some 17 metres to the west. These beds are less intact and more buried than the neighbouring ones.

Immediately to the west of the brick beds are two concrete foundations. In alignment with the capped shaft is an 8½ foot square concrete winding engine base, which is associated with an H-shaped concrete engine foundation, measuring 23 by 2½ feet. The engine base has been built over an earlier brick foundation.

**History** Period of activity: 1865-1867 as Graham and Hamilton; 1867-1870 as Graham and Hamilton or New Moon Company (cooperative party); 1870-1886 registered as New Moon Company; 1886-1917 as New Moon No Liability; 1918-1919 as Bendigo A1 Company; 1928-1931 as New Moon Company; 1933?-1951 as cyanide operations firstly by O'Halloran Brothers and then Gold Dumps Proprietary

Line of reef: Moon/Garden Gully

Maximum recorded annual production: 18,282ozs obtained from 33,491 tons in 1904

Total production: 232,576ozs (230,601/236,980ozs) obtained from 585,380 tons (545,289 tons); with 186,817ozs obtained from 466,818 tons in the period 1892-1912.

Dividends: £371,728/£377,400

Deepest working level: 1538 feet

Deepest shaft: 2400 feet (below water level)

**Thematic Context** Mining

**Comparative Examples** The New Moon and South New Moon mines are two of the most significant in the Bendigo urban area.

**Statement of Significance** This extensive and mostly intact site retains foundations from the mine's most productive period of operations, unlike most other mines within the Bendigo urban area (criterion B). The site contains the largest extant battery foundations on the Bendigo goldfield. The New Moon Battery was the third largest battery in operation, after Lansell's 105 head battery and the Koch Pioneer 84 head battery (criterion C). The site displays one of the longest sequences of use by any mining company (criterion B), was among the top seven gold producers on a goldfield reported to have contained 829 mines [75], is associated with an important period of Bendigo's mining history (that is, it is a key site for the period from 1888 to 1913 (criterion A and criterion D), and has the potential to educate and illustrate the "big-mine" phase of Bendigo mining (criterion C).

**Level of Significance** Regional

**Recommendation** The site should be protected by inclusion in the Schedule to the Heritage Overlay Table in the City of Greater Bendigo Planning Scheme, by registration with the Victorian Heritage Council, in accordance with the general principles of the conservation policy for mining sites, and both the battery site and the mine shaft should be included as significant sub-areas in the proposed Moon Reef Mining Heritage Area. In particular, the debris, waste and other rubbish remaining from the current mining operation, which is in the immediate vicinity of the mine site, should be cleared away and the graffiti should be removed from the engine foundations.

**Heritage Boundaries** ." The The Moon Reef Mining Heritage Area is bounded on the west by Lower Beelzebub Gully Road and the Bendigo-Pyramid Road, on the north and south by private property boundaries, and on the east by a line 100 metres east of

Beelzebub Gully Road as far as Sandner Road and thence by direct line to intersect the northern boundary at a point 250 metres east of the junction of Janaways Road and Lower Beelzebub Gully Road.

- References**
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  6. "Mining intelligence." The Bendigo Advertiser, Wednesday, 4 May 1870, p2, col.6.
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  21. "Mining intelligence. New Moon Company." The Bendigo Advertiser, Tuesday, 13 December 1870, p2, col.6.
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  23. "Mining intelligence." The Bendigo Advertiser, Wednesday, 12 July 1871, p2, col.7.
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**Notes** This site has already been registered with the Victorian Heritage Council with this statement of cultural heritage significance:  
The New Moon Quartz Gold Mining Sites consists of two large mines - South New Moon and New Moon - both containing an array of mining machinery foundations. The mines, after very indifferent beginnings in the late 1860s, went on to become State significant gold producers from the 1890s. Both mines closed during the First World War and only the South New Moon re-opened briefly during the 1930s.  
The New Moon Quartz Gold Mining Sites have attributes that elevate their significance above that of other extant historic mines on the Bendigo field. The South New Moon site has the last substantial remains of one (sic) the Bendigo's premier dividend-paying mines (surpassed only by two others); and the New Moon battery foundations (which supported 71 heads of battery) are the last substantial remains of one (sic) the massive crushing facilities that marked the zenith of quartz mining in Victoria during the 1890s.  
The New Moon Quartz Gold Mining Sites are of historical, archaeological and scientific importance to the State of Victoria.  
The New Moon Quartz Gold Mining Sites are historically and scientifically important as characteristic examples of an important form of gold mining. Gold mining sites are of crucial importance for the pivotal role they have played since 1851 in the development of Victoria. As well as being a significant producer of Victoria's nineteenth century wealth, quartz mining, with its intensive reliance on machinery, played an important role in the development of Victorian manufacturing industry. The New Moon Quartz Gold Mining Sites are important as a manifestation of this aspect of gold mining.  
The New Moon Quartz Gold Mining Sites are scientifically important in that they contain comprehensive foundations and archaeological deposits associated with a period when the Bendigo goldfield was a world leader. The site is archaeologically important for its potential to yield artefacts and evidence which will be able to provide significant information about the technological history of gold mining.

The site has been defined in these terms:

All the land marked L-1, L-2 and L-3 on diagram number 608048 held by the Executive Director (of the Victorian Heritage Council) and including all above-ground structures (sites of concrete and brick engine beds, concrete floor slabs, battery foundations), water ponds, and remnants of mullock paddocks, and all archaeological deposits and artefacts.

It has been suggested that the battery was erected during the early stages of the period from 1888 to 1913, and that the mining plant generally illustrated several phases of construction, namely: 1869-1877, 1888-1913 and 1914 to late 1920s. Although, in 1878, the company absorbed the Robin Hood Company (1864-1878), which had been mining ground to the north of the New Moon Company's original area, and eventually made the Robin Hood shaft its own main shaft, further historical and/or archaeological research is needed to determine whether that site now contains any traces of the pre-1879 machinery foundations (including those for a whim/winding engine). It would appear, however, that the foundations now visible were built for machinery installed in the period between 1894 and 1900.

Lower Beelzebub Gully Road is the title given to an otherwise unnamed track connecting Janaways Road southwards across Beelzebub Gully to the Bendigo-Pyramid Road and running parallel to, and west of Beelzebub Gully Road.

**Assessed by** David Bannear in February 1992 and reviewed by Peter Milner in June 1998

**Chronology**