

## PRECINCT: 5.00

### LONG GULLY & IRONBARK -COMMERCIAL & RESIDENTIAL

**LGA: BENDIGO CITY MAP: 6.08**

#### General History

During the reef mining era in Bendigo miners tended to settle in the gullies taken up in the first years of the alluvial rushes. Both Long Gully and Ironbark were well known amongst alluvial miners. When quartz reef mining expanded these gullies often took on the character of small villages. Long Gully with its dominant church buildings, its small miners cottages and its mixture of larger buildings and remnant commercial land uses reflects the identity of the scattered mining hamlets of the nineteenth century in Bendigo.

Gold finds here by Shanahan & Glen and Winsor & Thompson in 1852, paralleled with many others across the Bendigo field gullies.<sup>1</sup> Many Bendigo district gullies attracted ethnic groups with Ironbark being noted for its large Chinese digger population, numbering 400-500 in 1868.<sup>2</sup> A Chinese village resulted, with similar sites surviving today at Thunder and Finn Streets, at the east end of the gully.

Businesses and hotels established near the gullies, both at Long Gully and Ironbark, such as the Gold Mines Hotel of 1857, then in Alley Street (now the Calder Highway).<sup>3</sup>

As a mark of urbanization, roads became an issue in 1855 and, as a result, by 1862 Ironbark and Long Gully were included in the Borough of Sandhurst. Most future town lots were sold 1857-8 along today's Eaglehawk Road. The Long Gully Methodist Church construction in 1865 signalled urban development had further consolidated, culminating with gas main connection to the area in 1866.<sup>4</sup>

A new Long Gully Wesleyan church followed in 1877, as a signal of how the population grew.<sup>5</sup> So too was the Goldmines Hotel, rebuilt in 1872. The Manchester Arms (136 Eaglehawk Road) was also rebuilt in the same year on a site first developed by Cornishman, William French, in the 1850s.<sup>6</sup> Two years later the Oddfellows Hall was added to one end of the hotel<sup>7</sup> and by 1878 the local Mechanics' Institute had been built.<sup>8</sup>

Civilization was apparent, such that outrage was caused by an application to mine the Anglican reserve at Long Gully, in 1871.<sup>9</sup> Long Gully received one of the new government schools (albeit in an existing building) in 1873, along with many others across the Colony.<sup>10</sup> H R Bastow, the Education Department's chief architect, oversaw the design of the new Jackson Street government school, in 1878.<sup>11</sup> An interesting development here was the teachers' training college, opened in 1926.<sup>12</sup>

Gold-seeking developed in the Long Gully area from the first rich alluvial finds of 1852, the early but unsuccessful quartz shafts of 1855 and more successful workings of the same shafts from 1861.<sup>13</sup> At Ironbark, the famous Hustler's Reef was discovered on Hustlers Hill in 1853 by Jonathan Harris and party, between the two established alluvial gullies, Ironbark and Commissioner's.<sup>14</sup>

The reef's name came next year, when their claim was purchased by the German, Thomas Hustler.<sup>15</sup> Victoria Reef followed soon after. The boys who discovered it sold to Christopher Ballerstedt in quick succession.<sup>16</sup> By 1859, Sibley & Co. gained 15 ozs. of gold per ton, in the Ironbark Gully, from Hustler's Reef; quartz sites had literally taken the place of alluvial. Rich yields also came from the Victoria reef (Burrowes and party).

With the accumulation of quartz claims came Koch's Long Gully pyrites treatment works, in 1869, consisting of a buddle, two reverberatory furnaces and a set of Wheeler's pans.<sup>17</sup> Koch's Long Gully Pioneer Gold Mine was also the setting for pioneering use of the government's use of a diamond drill in prospecting.

Among the other prominent Long Gully mines of this century was the Hercules, south of Pascoe Street, north of Creeth.<sup>18</sup> This mine paid £181,416 dividends and produced over the period 1929-1941, peaking in the depression era (1933).

Businesses operating around 1900 at Ironbark, lining the Mt. Korong Road (now Eaglehawk Road), included the British and American Hotel (84) Ironbark Hotel, Fifeshire Arms (41), Danaher's and the Quartz Miners' Hotel, among the hostelrys. Intermixed with the publicans were the confectioners (Edwards), newsagents and

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- 1 Mining Chronology
  - 2 Environmental History, Vol.2
  - 3 Environmental History, Vol.2
  - 4 Environmental History, Vol.2
  - 5 Butcher & Flanders, p.104
  - 6 ibid.
  - 7 Butcher & Flanders, p.105
  - 8 Environmental History, Vol.2
  - 9 BCC
  - 10 Cusack, p.164
  - 11 Butcher & Flanders, p.103
  - 12 Cusack
  - 13 Mining Chronology Vol.3
  - 14 Mining Chronology Vol.3
  - 15 ibid.
  - 16 ibid.
  - 17 Mining Chronology Vol.3
  - 18 Map 6.08

tobacconists (Jenkins), a watchmaker (Cook), a pastrycook (Hamley), bootmaker (Thomas) and grocers (North & Wood), among others.

Midway through the village was Swallainger Briggs & Delaney, engineers (today's Central Foundry) and, next to them, William Gradling, a blacksmith.<sup>1</sup> By the 1920s, the Licensing Reduction Board appears to have had its effect on Ironbark, with only the Fifeshire Hotel still active under Bridget Wetzel.<sup>2</sup>

The town centre then concentrated in the block west of<sup>3</sup> Ashley Street on the north side of what was the Mt. Korong Road and west of Webster Street on the south.

Connecting on the north, Long Gully's village had a similar mix of engineers (Horsfield), blacksmiths (Dennis), butchers (Cook), drapers (Wilcock) and hotels, such as the Manchester Arms (136 Eaglehawk Road), the Silver Mines, Pioneer and Rose of Australia (179) hotels. Added to these were civic buildings such as the post office, St. Matthews Anglican Church and Mechanics' Institute, which were located on the east side of, what was then, Bond Street, near Daly Street.<sup>4</sup> A current public site was shown as 'Baths' on an early map, facing Long Gully and Bennett Street.<sup>5</sup> There was (and is) the Hopetoun Brass Band practice hall (104), near Ironbark.

### General Description

Bendigo's development and the general effect of the tramways and then road transport has diffused and overtaken both Ironbark and Long Gully. Despite this urbanization, both areas can be recognized, mainly because of early church, hotel and shop concentrations associated with distinctive geography. The two gullies and associated bridges provide the original core of each hamlet, with adjoining hills and mine workings lending further physical identity in the case of Long Gully, curvilinear street patterns to the west mark recent housing development in the place of large mining tracts and, on the east, the vacant and industrial land marks the old alluvial gully and associated quarts mine sites, such as the Cornish and Koch's, off Havilah Road.

Victoria Hill, to the south, is another node, signalling mining workings by its bare steep terrain and, historically, by the two former Rae (mine manager's) households facing on to it (Happy Valley Road).

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<sup>1</sup> D1905  
<sup>2</sup> D1920  
<sup>3</sup> ibid.  
<sup>4</sup> D1905  
<sup>5</sup> Annotated Parish Plan