WELCOME TO THE GOLDFIELDS RALLY

This is historic country so have a good look around particularly at the early buildings in the towns. Take your time - only be **PUNCTUAL** where **TIMES ARE SET DOWN.**

At BUNGAREE we start along what was known as **THE INDICATOR BELT** which stretched from Ballarat to Wedderburn and yielded more gold than anywhere else in the world. At the peak of the gold fever it was said that you could trace the belt at night by the camp fires of the miners.

SOME HISTORY NOTES

CRESWICK founded in 1839 was the birthplace of artist Norman Lindsay and Prime Minister John Curtin. The Town Hall was built in 1876, St. Johns Anglican Church in 1861 and The Australasian Mine (see separate sheet).

CLUNES. Many fine old buildings are in Fraser St. including National Hotel (built 1860) ANZ Bank (1865) and the newly restored Club Hotel (1870).

MAJORCA. The poppet head in the distance belonged to **THE GIBRALTAR MINE (1861)** and although now almost deserted, the town has some fine old buildings left.

CARISBROOK, an extension of the gold leads of Majorca - now the industrial area of nearby Maryborough. Town Hall (1859).

MARYBOROUGH (1839). One million ounces of gold were mined over 6 years. The Railway Station (1892) has 25 rooms, marble tables and oak and walnut panelling. The station is 400 metres long.

AVOCA (1840) A gold dredge worked here until 1950. The Gaol (1867), Powder Magazine (1860) and Court House (1860).

AMPHITHEATRE - ELMHURST and LANDSBOROUGH.
Towns on the fringe of the Gold Belt now rich pastoral areas; but the towns show signs of slowly dying.

MOONAMBEL now the centre of the relatively new wine district started in 1963 by Chateau Remy.

DUNOLLY (1845). Once had a population of 35000. Produced 126 gold nuggets. (Ballarat produced 38). Royal Hotel (Built 1856), Town Hall (1862).

MOLIAGUL (1849) noted for the Welcome Stranger Nugget (see separate Sheet). Birthplace of John Flynn, founder of the Royal Flying Doctor Service.

TARNAGULLA (1853). This almost ghost town has many attractions. The Uniting Church (Built 1863), Catholic Church (1911) and Anglican Church (1864) are imposing buildings. One has its bell set in a tree. The main street is like a movie set of the time. Look for the cast iron street lights.

MALDON (1840). This preserved town is well known to tourists and a whole day or days can be spent exploring it.

GENERAL INFORMATION

All meals in Maryborough will be in the Bristol Hill Motor Inn Dining Room.

BREAKFAST : 7.00 to 8.30 a.m.

DINNER : 7.00 p.m. **PRE DINNER DRINKS : 6.00 p.m.**

Hope you enjoy the Rally

ALVIS CAR CLUB GOLDFIELDS RALLY

ROUTE INSTRUCTIONS : SATURDAY 28 MARCH 1992

START CAR PARK 9.30 a.m.

TRAVEL via Tullamarine Freeway and Calder Freeway to **SYDENHAM - MELTON** exit.

JOIN the Western Highway at Melton - travel toward **BALLARAT.**

TURN into **BALLAN EXIT** then Gordon, Wallace, Bungaree to Creswick

GO THROUGH Creswick to **NEW AUSTRALASIAN MINE SITE** TO ARRIVE THERE AT 11.30 A.M.

12.00 Noon Drive back through Creswick to **ST. GEORGES LAKE** (You passed the turn off on the way in)

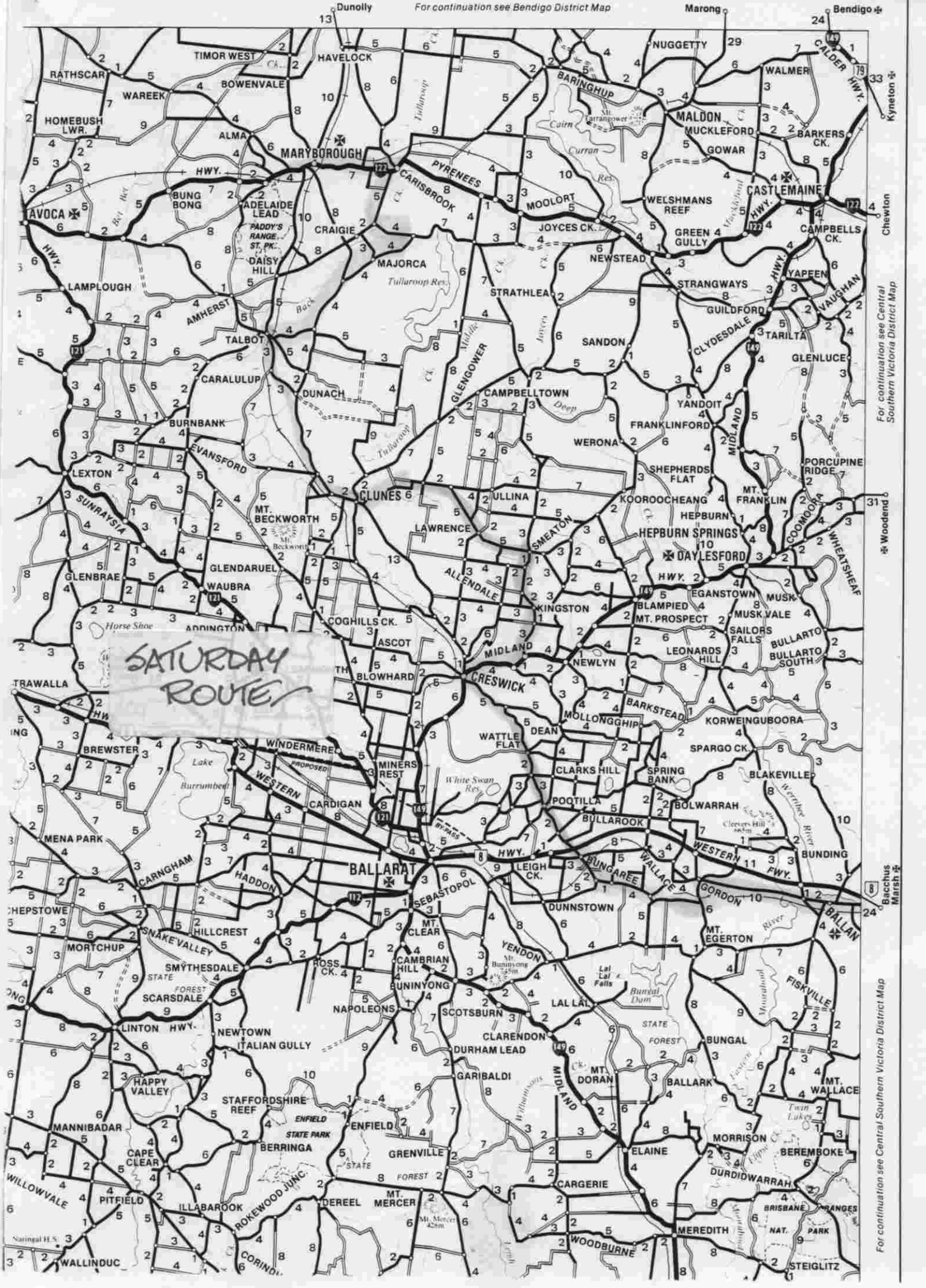
- LUNCH STOP -

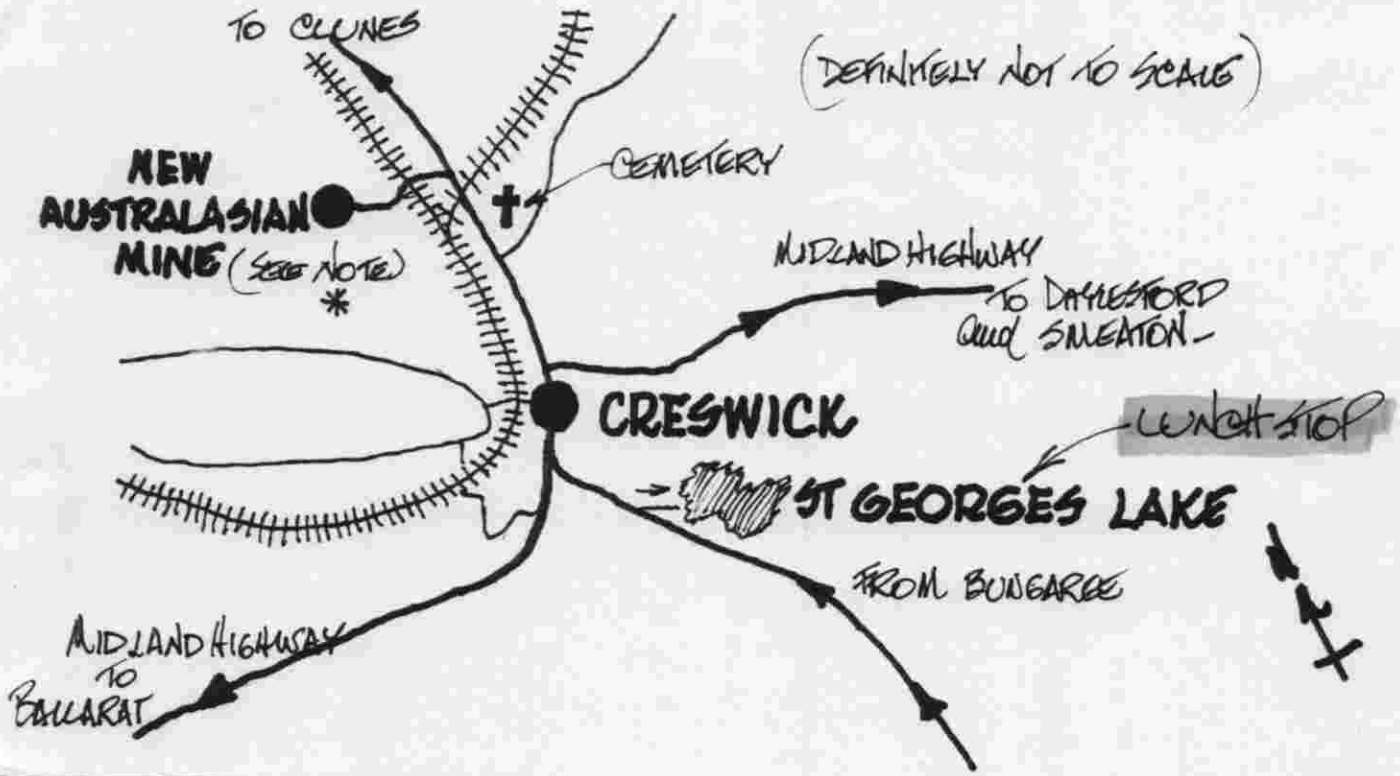
1.00 **SHARP** Through Creswick **TURN RIGHT** on to Midland highway and follow map to **SMEATON. TURN RIGHT** at sign **ANDERSONS MILL.**

1.30 p.m. Inspection and tour of Mill.

2.30 p.m. Leave Mill - drive to **SMEATON.** In town **TURN LEFT FOR CLUNES** and follow map to Maryborough via Majorca and Carisbrook.

Suggest you buy fuel in Carisbrook - it's cheaper.
Watch going over gutter at entrance to Motel!

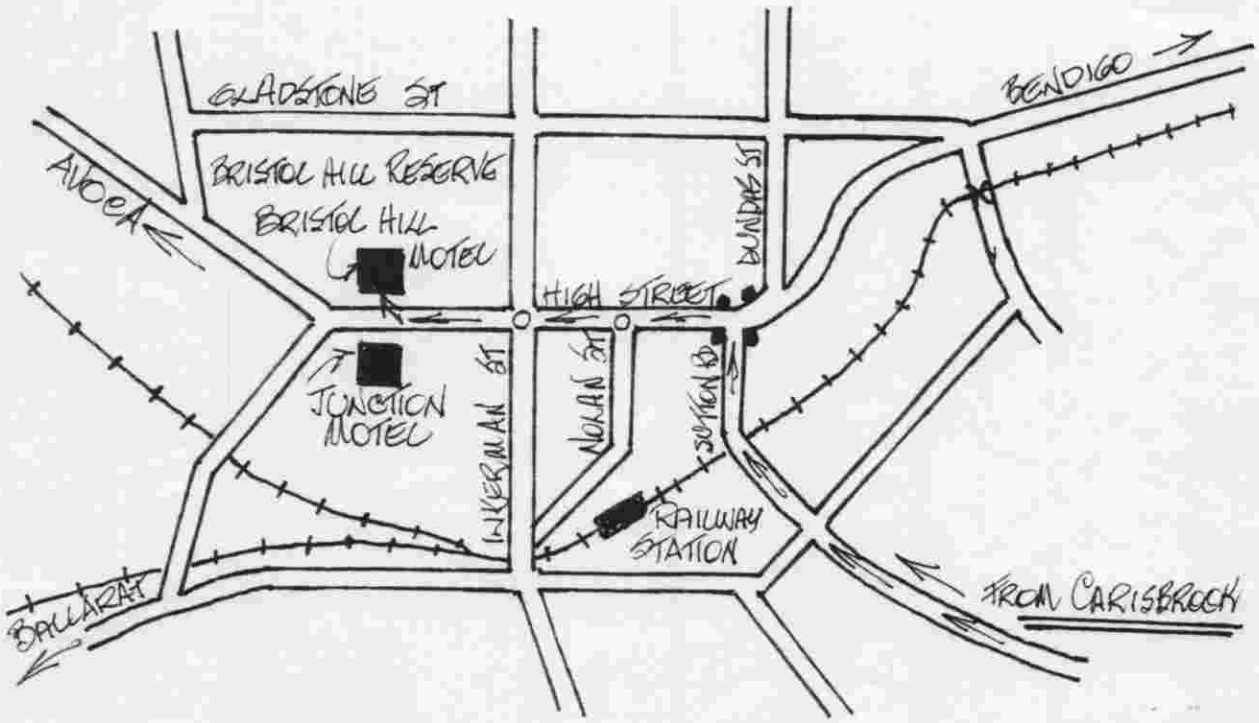

Dunolly
For continuation see Bendigo District Map
Marong
Bendigo
Kyneton
Chewton
Woodend
Bacchus Marsh
For continuation see Central Southern Victoria District Map
For continuation see Central Southern Victoria District Map
SATURDAY ROUTE
BALLARAT
MARYBOROUGH
CLUNES
DAYLESFORD
CRESWICK
CASTLEMAINE
MALDON
AVOCA
HEPBURN SPRINGS
TIMOR WEST
HAVELOCK
NUGGETTY
WALMER
BARINGHUP
RATHSCAR
WAREEK
BOWENVALE
HOMEBUSH LWR.
ALMA
MUCKLEFORD
GOWAR
BARKERS CK.
PYRENEES
CARISBROOK
MOOLORT
WELSHMANS REEF
BUNG BONG
ADELAIDE LEAD
JOYCES CK.
GREEN GULLY
CAMPBELLS CK.
CRAIGIE
NEWSTEAD
DAISY HILL
MAJORCA
STRANGWAYS
YAPEEN
LAMPLOUGH
AMHERST
STRATHLEA
GUILDFORD
VAUGHAN
TALBOT
SANDON
CLYDESDALE
TARILTA
GLENLUCE
CARALULUP
DUNACH
CAMPBELLTOWN
YANDOIT
BURNBANK
FRANKLINFORD
EVANSFORD
WERONA
PORCUPINE RIDGE
LEXTON
SHEPHERDS FLAT
MT. FRANKLIN
SUNRAYSIA
MT. BECKWORTH
ULLINA
KOOROOCHEANG
HEPBURN
COOMOORA
LAWRENCE
SMEATON
WHEATSHEAF
GLENDARUEL
ALLENDALE
EGANSTOWN
MUSK
GLENBRAE
WAUBRA
KINGSTON
BLAMPIED
MUSK VALE
COGHILLS CK.
MT. PROSPECT
SAILORS FALLS
BULLARTO
ASCOT
LEONARDS HILL
BULLARTO SOUTH
MIDLAND
NEWLYN
BLOWHARD
BARKSTEAD
MOLLONGGHIP
KORWEINGUBOORA
WATTLE FLAT
DEAN
SPARGO CK.
BREWSTER
WINDERMERE
MINERS REST
CLARKS HILL
SPRING BANK
BLAKEVILLE
WESTERN
CARDIGAN
POOTILLA
BOLWARRAH
MENA PARK
BULLAROOK
BUNDING
CARNGHAM
HADDON
LEIGH CK.
BUNGAREE
WALLACE
GORDON
DUNNSTOWN
SEBASTOPOL
MT. EGERTON
HILLCREST
MORTCHUP
SNAKE VALLEY
MT. CLEAR
SMYTHESDALE
CAMBRIAN HILL
YENDON
ROSS CK.
BUNINYONG
FISKVILLE
SCARSDALE
NAPOLEONS
SCOTSBURN
LAL LAL
LINTON
NEWTOWN
ITALIAN GULLY
CLARENDON
BUNGAL
DURHAM LEAD
HAPPY VALLEY
GARIBALDI
MT. DORAN
BALLARK
MT. WALLACE
STAFFORDSHIRE REEF
ENFIELD
MANNIBADAR
BERRINGA
GRENVILLE
ELAINE
MORRISON
BEREMBOKE
CAPE CLEAR
CARGERIE
DURDIDWARRAH
WILLOWVALE
PITFIELD
ILLABAROOK
ROKEWOOD JUNC.
DEREEL
MT. MERCER
MEREDITH
WOODBURNE
STEIGLITZ
WALLINDUC
Staringal H.S.
Lake Burrumbeet
White Swan Res.
Tullaroop Res.
Curran Res.
Cairn Curran Res.
Deep
Mt. Beckworth
Mt. Tarrangower
Mt. Bunninyong
Lal Lal Falls
Bunyal Dam
Cleeves Hill
Mt. Mercer
Twin Lakes
Lerderderg River
Werribee River
Moorabool River
Loddon River
Avoca River
Wimmera River
Tullaroop
Back
Yarrowee
Jowers
Yandik
Wombat
Whitehorse
Ch.
Ck.
HWY.
FWY.
STATE FOREST
PADDY'S RANGE ST. PK.
PROPOSED
BY-PASS



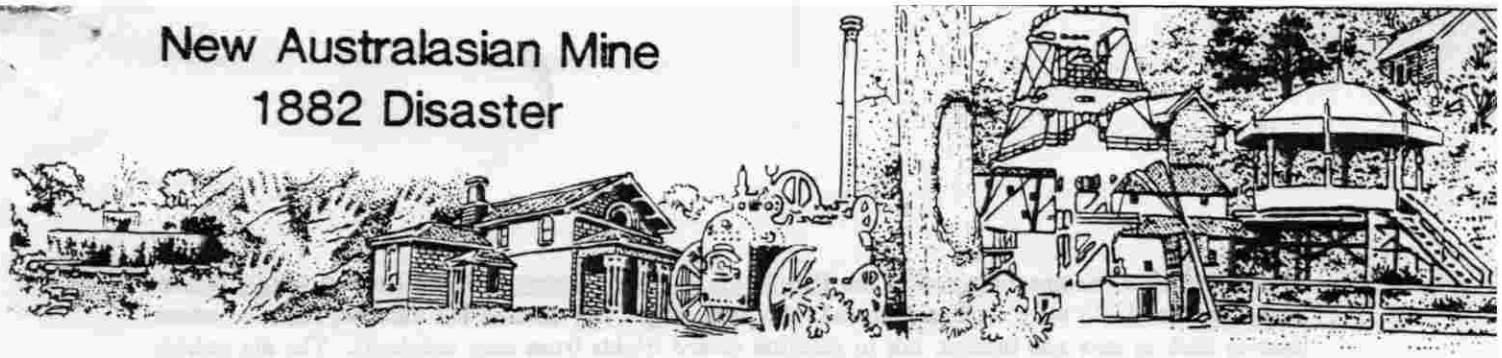
* NOTE - WHEN YOU ARRIVE AT THE NEW AUSTRALASIAN MINE SITE - DO NOT GO TO THE MULLOCK HEAP DIRECTLY AHEAD ... KEEP ALONG THE TRACK HEADING NORTH UNTIL YOU COME TO A FENCE ON YOUR RIGHT.

MARYBOROUGH

NOT TO SCALE- NO RESPONSIBILITY FOR ANY ALLEGED ERRORS OR OMISSIONS_



New Australasian Mine 1882 Disaster



THE NEW AUSTRALASIAN MINE AND THE 1882 DISASTER

In 1882, 30 years after the first gold rushes, miners remained a significant sector of the Victorian labour force; in this year some 37,000 men were reported to be working in and around gold mines. The era of the alluvial prospector had ended, and mines were generally employees of deep lead alluvial or in quartz reef companies. In the 1870s and 1880s Sandhurst (or Bendigo) was the main centre for quartz mining, while the most productive deep lead mines were in the Creswick-Spring Hill district. This latter district was opened up in earnest after 1872, and by 1882 over 1,200 men were employed in its mines. In the early 1880s Creswick's alluvial mines were at their peak of gold production in 1882, for example, 121,000 ozs of gold were produced, and nearly 200,000 pounds were paid out to shareholders.

THE WORKPLACE

In the early 1870s Victoria's alluvial mines could be dangerous places of employment. Put simply, alluvial gold was deposited in ancient streams that had been covered by volcanic flows. To reach these 'buried rivers of gold' shafts were sunk into the basalt, below the washes. Main 'reef drives' (or tunnels) were then driven under the lead, on a slightly rising gradient to facilitate drainage and haulage. From the reef drive, drainage bores were driven up into the waterladen wash. The next step in winning the gold was to dig shafts, called rises, in the roof of the reef drive into, and though, the wash dirt. Great care had to be exercised in this undertaking for storages of water could lie just overhead. Needless to say this was a wet and risky job. The rise was secured with timber in two compartments: one compartment was for drainage and the removal of wash dirt; the other was for miners to pass up and down. A miniature chamber was then formed and drives were taken - as necessary - north, east, south and west into the wash dirt. Cross cut drives, usually 100 feet apart, were then cut at right angles to the first opening drive. This was called 'cutting up the wash'. When the area opened had been drained miners were put on 'blocking'. This entailed parties of two men taking out sections between the 'cutting up' drives in seven foot lengths. The area worked in was secured by four foot props united by cross pieces of timber, known as caps. To prevent the roof from flaking timber laths were placed above the caps. If this area was not properly timbered, the miner risked injury from falls of earth, and the cautious miner listened carefully to the sounds made by the timber. For working in such a dank and dangerous atmosphere, often made worse by foul air, Creswick miners received the modest sum of 45 shillings per week.

SAFETY REGULATIONS

Prior to 1872 working conditions in Victoria's miners were unregulated. In this year the Minister for Mines, Angus Mackay, introduced a bill described by Professor Blainey as one of 'the most advanced social laws in the English-speaking world'. The Regulation of Mines Statute forbade the employment of all women and boys under 14 below ground. To prevent accidents it prescribed regulations governing such matters as ventilation and ladder ways, and it limited the hours of labour for engine drivers and boys to eight per day. An amendment in 1878 extended the eight hours day to miners and ordered the introduction of safety cages. Inspectors of mines were also appointed to police these regulations.

In the year after the promulgation of the Regulation of Mines Statute, 90 of Victoria's 46,000 miners were killed, and 245 were seriously injured. An even larger, but unrecorded number, received minor injuries such as cuts and bruises, not to mention severe frights from near accidents. The act quickly reduced accidents; in 1880, 50 of Victoria's 38,000 miners were fatally injured and 89 serious injuries were reported by the inspector of mine. The major cause of accidents were falls of earth, falls down shafts, blasting mishaps and cage accidents, such as overwinding. No cases of death due to the flooding of mines were recorded in the years 1874 to 1881. This was to be tragically changed by the New Australasian mine disaster.

THE NEW AUSTRALASIAN MINE DISASTER

Work at the Australasian claim began in 1867, and 40,000 oz of gold valued at 200,000 pounds was produced. However, the mine did not pay any dividends and the mine and plant were seized by the Bank of Australasia. In 1876 a new company was floated, and to work the claim more economically a new shaft was sunk in 1877. By 1878 plant at the new shaft included a 16 inch cylinder, 30 hp engine for pumping and puddling, and a 22 inch cylinder engine, with four foot stroke, for winding. Steam was produced by two boilers, 30 foot long by 6 foot 6 inches in diameter, one of which was fitted with galloway tubes. A brick chimney stack, 65 feet high, was set on blue stone foundations, and tramways ran from the poppet legs, 72 feet high, to the mullock heap and to the puddling machines. A contemporary observer wrote that "that numerous huge props required to support the various ponderous platforms, machines, etc presents the appearance of a small forest to timber"

In 1882 from the bottom of Number two shaft a reef drive had been cut over 2,000 feet north of the shaft (see diagram). At 430 feet from the shaft an incline, or horse, drive connected with the shaft, and at 890 feet there was a further escape route (number five rise). The majority of the New Australasian workforce were engaged in blocking out the washdirt some 1,600 feet from the shaft. In December 1882 a south westerly drive was also being constructed, by contractors, in the direction of the abandoned workings. At 4.45am, Tuesday, 12 December 1882 two contractors, H Reeves and W Mason, struck water overhead in the southern drive. They rushed along the drive and at the shaft they warned the platman, before escaping up the incline. The platman, Michael Carmody, displayed great heroism and ran a quarter of a mile down the northern drive to warn his mates, Chegwin and Manly, of the approaching flood He then returned along the rapidly filling drive and escaped up number five rise. Chegwin and Manly warned their mates, and a party of 29 miners made two attempts, in the face of oncoming waters, to reach number five rise. At the first attempt, only S.H. Fisher reached the rise and was desperately dragged up by his hair to safety. As the water rose to neck level, a second attempt was made. One miner, Mennier, escaped by swimming, in total darkness and guided by the air pipe to number five rise. The remaining miners retreated to number eleven rise, where they scrambled up the laths, and prayed that the water would not rise above caps. However the air quickly became stale, and many of the unfortunate miners fell unconscious and dropped into the rising waters.

On the surface, all available engine power was deployed in reducing the water level, and over 50,000 gallons per minute were pumped from the mine. By Thursday morning rescuers were able to pass through the debris in the reef drives and reach the entrapped miners. Of the 27 imprisoned miners only five were brought safely to the surface. The 22 men who perished left 17 widows and 75 dependent children. As paid up members of the union they were eligible for a benefit of 70 pounds. A public subscription was also commenced to help the bereaved families. However, in March 1883 the New Australasian directors announced they would provide no aid until they had consulted their shareholders. The 1873 Regulation of Mines Statute stipulated that, until cleared of negligence by an inquest, the mine owners and management were prima facie responsible for all accidents. An inquest was duly constituted and jurors delivered the following verdict:

> We find that the deceased men were drowned in consequence of a burst of water into the New Australasian Company's mine. We are of the opinion that the burst of water was occasioned by an error of judgement on the part of Williams Nicholas, the mining manager, in approaching too near the old workings, which contained a large body of water, which error of judgement might have been committed by an ordinary mining manager, and which error we believe resulted from a mistake in the survey.

As a rider to their verdict, the jury called for amendments to the Regulation of Mines Statute. Among other reforms, they called for better signalling and more escape routes. These recommendation were given legislative enforcement in 1883.

Victoria's goldmining industry never again experienced a disaster on the scale of Creswick in December 1882. However, fatalities continued to be a tragic by product of mining. From 1881 to 1900 fatal accidents averaged 42 per year, and serious accidents 86. At the turn of the century a more insidious and lethal consequence of gold production, miners' disease or phthisis, was statistically demonstrated by a young medical practitioner, Dr Walter Summons.

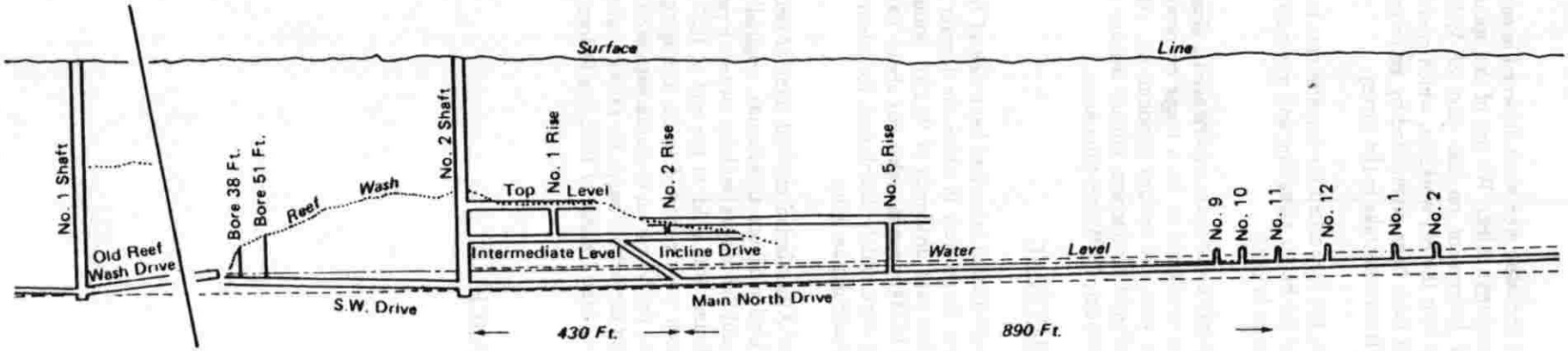
THE NEW AUSTRALASIAN MINE

The history of the first Australasian mine had been one of financial gloom; this was not the case with the New Australasian mine. In the year in which the disaster occurred over 15,000 ounces of gold were produced. In all, the mine paid dividends of 98,250 pounds on a called up capital of only 11,250 pounds, or a net profit of 87,000 pounds. (this was about 700 times the annual wage of a miner). It is unlikely that these profits were widely distributed, for when was floated, in 1876, there were only 15 shareholders in the New Australasian mine.

By the mid 1880s the New Australasian showed signs of being worked out. As returns declined the mine was let on tribute. Under tribute agreements, originally a Cornish practice, mines were worked by miners without wages, and the miners paid the owners a percentage of the gold they won. Tributors in the New Australasian found little gold; at the end of 1887, 70 tributors were employed in the New Australasian, none of whom were reported to be averaging weekly wages. The following year the company was wound up and the Victorian Government used the site as a tree nursery. In the 1940s the Victorian Railways removed the pebble heaps for railway ballast; today all that remains to remind us of the labours of the miners, and the tragedy of 1882, is a forlorn mullock heap.

5 May 1988
HISTORIC PLACES BRANCH

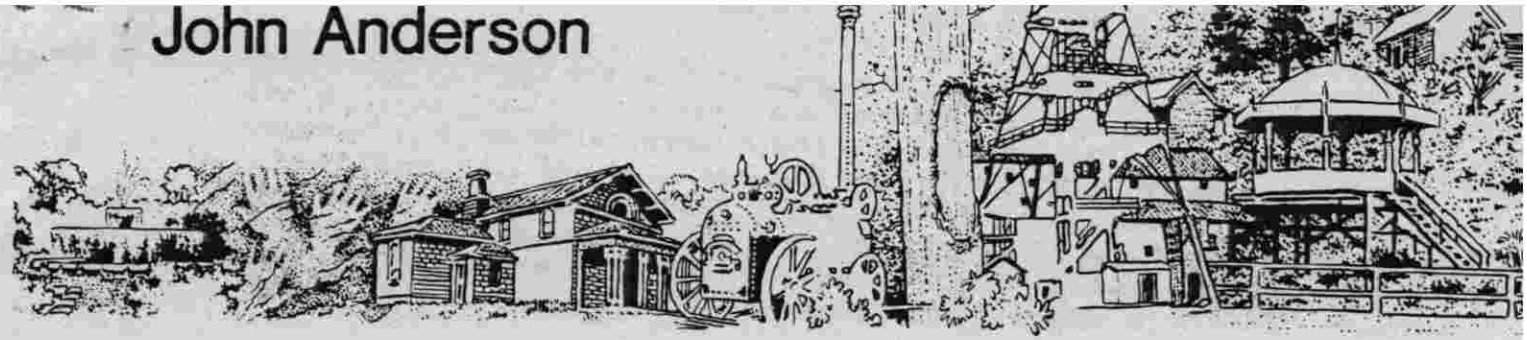
Longitudinal section of the New Australasian Mine, 1882



Longitudinal Sketch Section.

Source : Annual Report of the Secretary for Mines, 1882.

John Anderson



John Anderson and the Smeaton Flour-Mill

John Anderson was born at Loudon, Ayrshire Scotland in 1822. As a young man he was trained in the milling business, but was attracted by the prospects of the new country being opened up in Australia. With his brothers - William, Robert, James and David - he landed in Adelaide in 1851. When gold was discovered the brothers moved to Victoria and tried their luck at the Castlemaine, Bendigo and Mt Korong diggings. After successfully digging for gold, they retired to Melbourne and set up as building contractors. In 1855 the brothers commenced sawmilling at Bullarook, and in 1859 a further mill was established at Dean. In 1860 a journalist wrote that the Bullarook Mill was situated in:

> a dense forest, where nothing but the wombat, laughing jackass, kangaroo, or other indigenous wild animals are expected to be met with. A stranger on approaching is suddenly surprised, first by the puffing of the engine, and as he draws nearer by the mixed undescribable sounds of steam machinery, sawing and the commotion of fifty men engaged in their various avocations, and the teamsters and bullock drivers who are relieving them of their vast production, for distribution hither and thither within a radius of some sixty miles.

The journalist was impressed with the massive machinery at the mill: there was a fly wheel thirty nine feet in circumference, with a breadth of two foot, and two tramways extended three miles into the forest.

In 1856 land auctions were held in the Smeaton district, and among the first purchasers were two Anderson brothers, William and David. Within six years Smeaton had become a prosperous agricultural district. Those who could not afford to purchase freehold land at auction had the option of working as tenants on the estate of Captain Hepburn. By 1860 the Smeaton, Spring Hill and Bullarook Agricultural Society reported that their neighbourhood produced 100,000 bushells of wheat, 111,000 bushells of oats and 1900 tonnes of potatoes. Dairying was also an important industry, and 111,850 gallons of milk and 26,000 lbs of butter were dispatched to local mining communities. Together these farmers owned 684 horses, 2002 cattle, 818 milk cows, 1100 pigs and 19000 sheep.

In the 1850's a flour mill was erected on the Hepburn Estate, but when Captain Hepburn died his executors let it out to Messrs Baird and Brown of Ballarat. Within a month Smeaton farmers were angered by the low price offered by the new millers and their reluctance to purchase local grain. In February 1862, at a public meeting, in which John Anderson took a prominent part, the Smeaton farmers agreed to float a 'Farmers Joint Stock Flour Mill'. When plans for this mill fell through, the Anderson brothers announced, in June 1861, that they would build their own flour and oat mill. They secured a site, with a 25 foot drop for water power, and work was rapidly commenced to have the mill ready for the 1861/2 harvest. In the same month plans were announced to erect a third mill opposite the Stag Hotel, Kingston.

At the end of the 1861/2 harvest, a journalist from the Creswick Advertiser inspected the new mill. He reported that the three storey building was full of wheat and flour and that the whole works, although only recently completed, presented already a "very business like and busy appearance". The large water wheel, erected at a cost of £1500, also worked well. Less than a month later the Advertiser had to report that work had stopped for want of water. However the Anderson brothers had obtained a portable engine to avoid this problem in the future.

The prosperity of the Smeaton mill was shortlived. In 1860 popular protests to the 'unlock lands' resulted in the passing of the first Land Selection Act. During the first decade of selection, settlement was generally confined to the western district, and to areas around the gold fields. The 1869 Land Act opened the Wimmera and northern plains to would be farmers. The drier districts proved more propitious for wheat growing and the centre of wheat growing moved north. In the Smeaton district small landowners and tenants seized the opportunity of acquiring larger estates and migrated to the newly opened wheat belt. Furthermore, as the Smeaton deep lead mines were developed, other tenant farmers abandoned agriculture for mining.

This migration to the north enabled the Andersons to consolidate their own holdings, and by 1881 the family controlled almost 7000 acres. However, along with this consolidation of holdings there was also a greater emphasis on pastoral activities. Between 1871 and 1881 the area given over to wheat crops in the Shire of Creswick fell by over eighty percent. Similarly the number of flour mills declined from three in the 1860's to only one in the 1882. The Anderson brothers in these years gained possession of the Hepburn Mill which they closed in favour of their Smeaton establishment.

Technological factors also undermined the prosperity of the mill. The Australian climate produced a harder wheat grain than the fields of England. In the 1870's millers in Hungry and the United States, where similar grains were grown, changed from traditional stone mill wheels to iron roller mills. Although Victoria's conservative millers initially resisted this technology, Daniel Gibson of Carlton introduced roller milling in the early 1880's, and consumers quickly turned to the lighter white bread this technology produced. By 1891 the colony of Victoria boasted 456 roller plants, concentrated in Flemington and Kensington, and in the country towns of Echuca, Bendigo, Wangaratta and St Arnaud. The development of railway lines, radiating from Melbourne, also concentrated the milling industry in the metropolis, and from the late 1880's family mills were floated as highly capitalized public companies. Finally, wide annual variations in wheat production made it difficult for small scale, local millers to obtain regular supplies of wheat.

By the late 1880's the ubiquitous grain miller, scattered in most country towns and in the bush, was a member of a dying race. The Anderson faimily tried to resist this relentless development by installing roller plant in 1895. However outside the main wheat producing centres, and with no direct railway link, this attempt was in vain. The mill survived for a further sixty years, but rather than wheaten flour the Andersons concentrated on the milling of oaten meal.

In addition to investments in sawmilling, flour milling and agricultural land, John Anderson invested unsucessfully in the local mining industry, and he was chairman of the Hepburn Nos. 1 and 2 mines. He also took an active part in local affairs, and he helped to found the local agricultural society, the local turf club and the Smeaton primary school. For thirty five years John Anderson was a member of the Creswick Shire Council, and he was several times president. In recognition of his services, the Shire Council commissioned his portrait from the prominent painter Sir John Longstaff. John Anderson died in 1895; his funeral was reputed to be one of the largest ever witnessed in the district. The portrait by Longstaff now hangs in the Creswick Museum.

ROUTE INSTRUCTIONS SUNDAY 29 MARCH

9.30 a.m. Turn left out of Motel - Turn right INKERMAN ST. (First roundabout) to **RAILWAY STATION** for inspection.

Then go back the way you came - pass motel then to **AVOCA** (Follow Sunday map)

- **AMPHITHEATRE AND ELMHURST.**

About 2 kms out of Elmhurst turn right for **LANDSBOROUGH.**

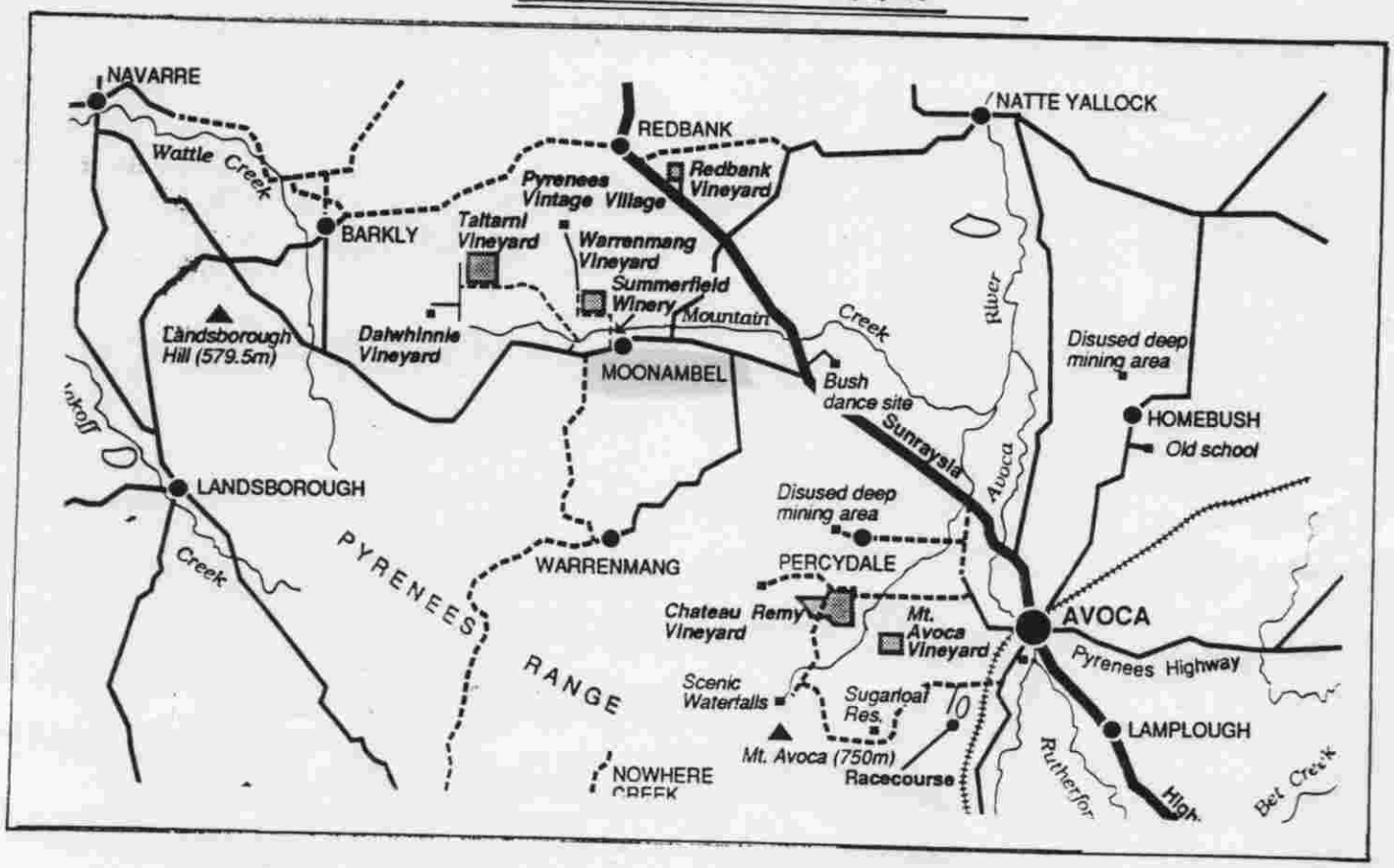
* **CAUTION** _ JUST AFTER TURN OFF THERE IS AN UN-PROTECTED DANGEROUS RAILWAY CROSSING - **USE CARE**

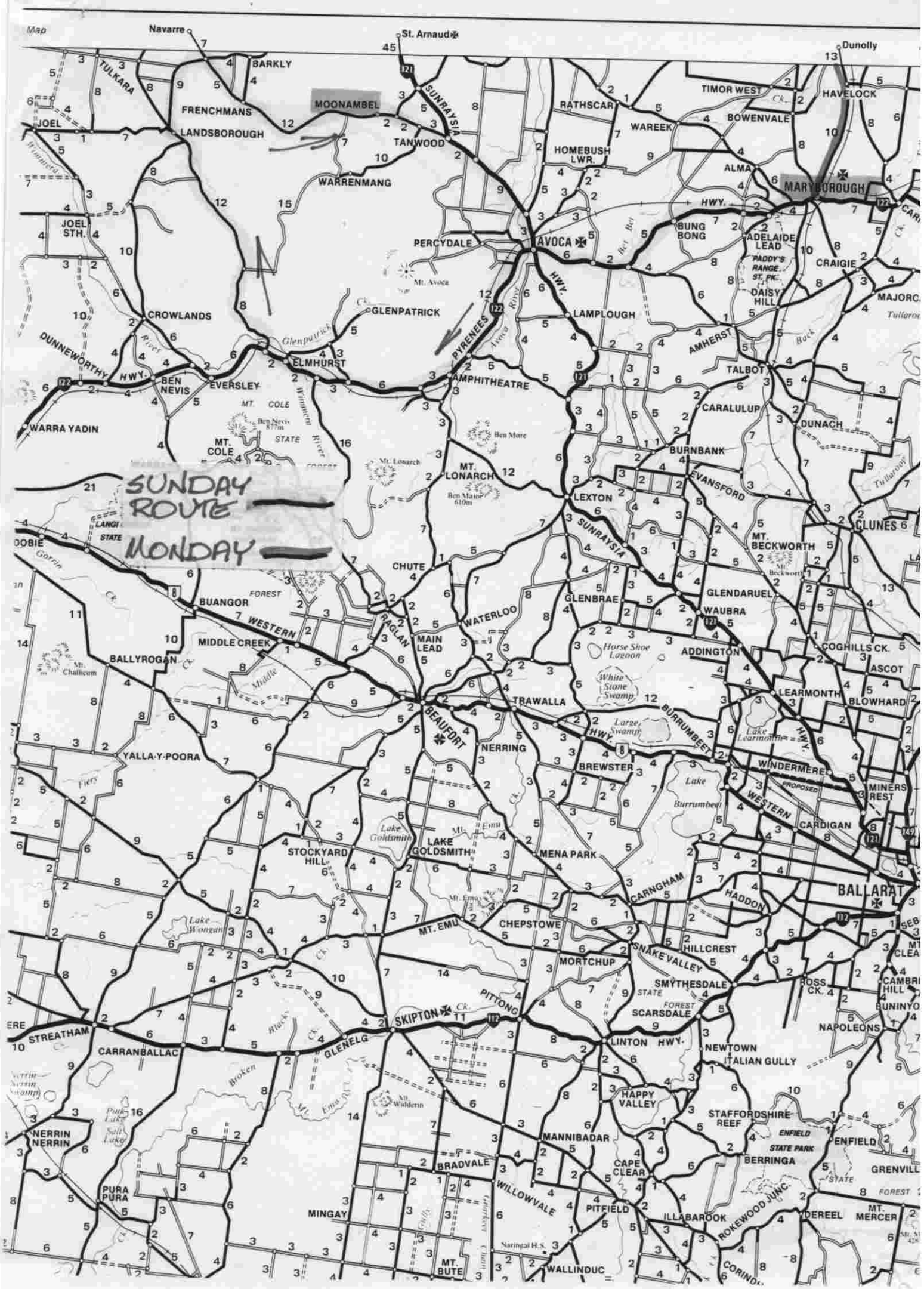
Then to LANDSBOROUGH and MOONAMBEL via **FRENCHMANS:** Watch out for pedestrians!)

12.30 p.m. LUNCH AT **MOONAMBEL HOTEL**

After Lunch you are free to visit wineries and return to Maryborough **AT YOUR LEISURE**

WINERIES MAP




Navarre
St. Arnaud
Dunolly
BARKLY
TULKARA
FRENCHMANS
MOONAMBEL
SUNRAYSIA
JOEL
LANDSBOROUGH
TANWOOD
RATHSCAR
TIMOR WEST
HAVELOCK
WAREEK
BOWENVALE
HOMEBUSH LWR.
ALMA
MARYBOROUGH
WARRENMANG
HWY.
JOEL STH.
PERCYDALE
AVOCA
BUNG BONG
ADELAIDE LEAD
PADDY'S RANGE ST. PK.
CRAIGIE
DAISY HILL
MAJORC.
CROWLANDS
GLENPATRICK
LAMPLOUGH
PYRENEES HWY.
AMHERST
DUNNEWORTHY HWY.
ELMHURST
BEN NEVIS
EVERSLEY
AMPHITHEATRE
TALBOT
CARALULUP
DUNACH
WARRA YADIN
MT. COLE STATE FOREST
BURNBANK
MT. LONARCH
EVANSFORD
LEXTON
CLUNES
SUNDAY ROUTE
MONDAY
CHUTE
MT. BECKWORTH
GLENBRAE
GLENDARUEL
BUANGOR
WATERLOO
WAUBRA
WESTERN HWY.
RAGLAN
MAIN LEAD
ADDINGTON
COGHILLS CK.
MIDDLE CREEK
ASCOT
BALLYROGAN
TRAWALLA
LEARMONTH
BLOWHARD
BEAUFORT
BURRUMBEET HWY.
NERRING
WINDERMERE PROPOSED
YALLA-Y-POORA
BREWSTER
MINERS REST
CARDIGAN
LAKE GOLDSMITH
STOCKYARD HILL
MENA PARK
CARNGHAM
BALLARAT
HADDON
MT. EMU
CHEPSTOWE
HILLCREST
SNAKE VALLEY
MORTCHUP
SMYTHESDALE
SCARSDALE STATE FOREST
ROSS CK.
PITTONG
SKIPTON
STREATHAM
GLENELG HWY.
LINTON
NEWTOWN
ITALIAN GULLY
NAPOLEONS
CARRANBALLAC
HAPPY VALLEY
STAFFORDSHIRE REEF
ENFIELD STATE PARK
ENFIELD
NERRIN NERRIN
MANNIBADAR
BERRINGA
BRADVALE
CAPE CLEAR
PURA PURA
WILLOWVALE
PITFIELD
ILLABAROOK
ROKEWOOD JUNC.
DEREEL
MT. MERCER
MINGAY
MT. BUTE
WALLINDUC
Lake Goldsmith
Lake Wongan
Lake Burrumbeet
Lake Learmonth
Mt. Emu
Mt. Wilderin
Mt. Avoca
Mt. Lonarch
Mt. Beckworth
Mt. Challicum
Ben More
Ben Nevis 877m
Ben Major 610m
Horse Shoe Lagoon
White Stone Swamp
Large Swamp
Gorrin
Middle
Fiery
Broken
Glenpatrick
Wimmera River
Avoca River
Bet Bet
Tullaroop
Pink Lake
Salt Lake
Saringal H.S.

ROUTE INSTRUCTIONS - MONDAY 30 MARCH

9.00 a.m. **TURN LEFT** from Motel - go through town to **DUNOLLY then to MOLIAGUL.**

TURN LEFT on track opposite hall at sign **"WELCOME STRANGER MONUMENT"**

Drive into Historic Reserve and park.

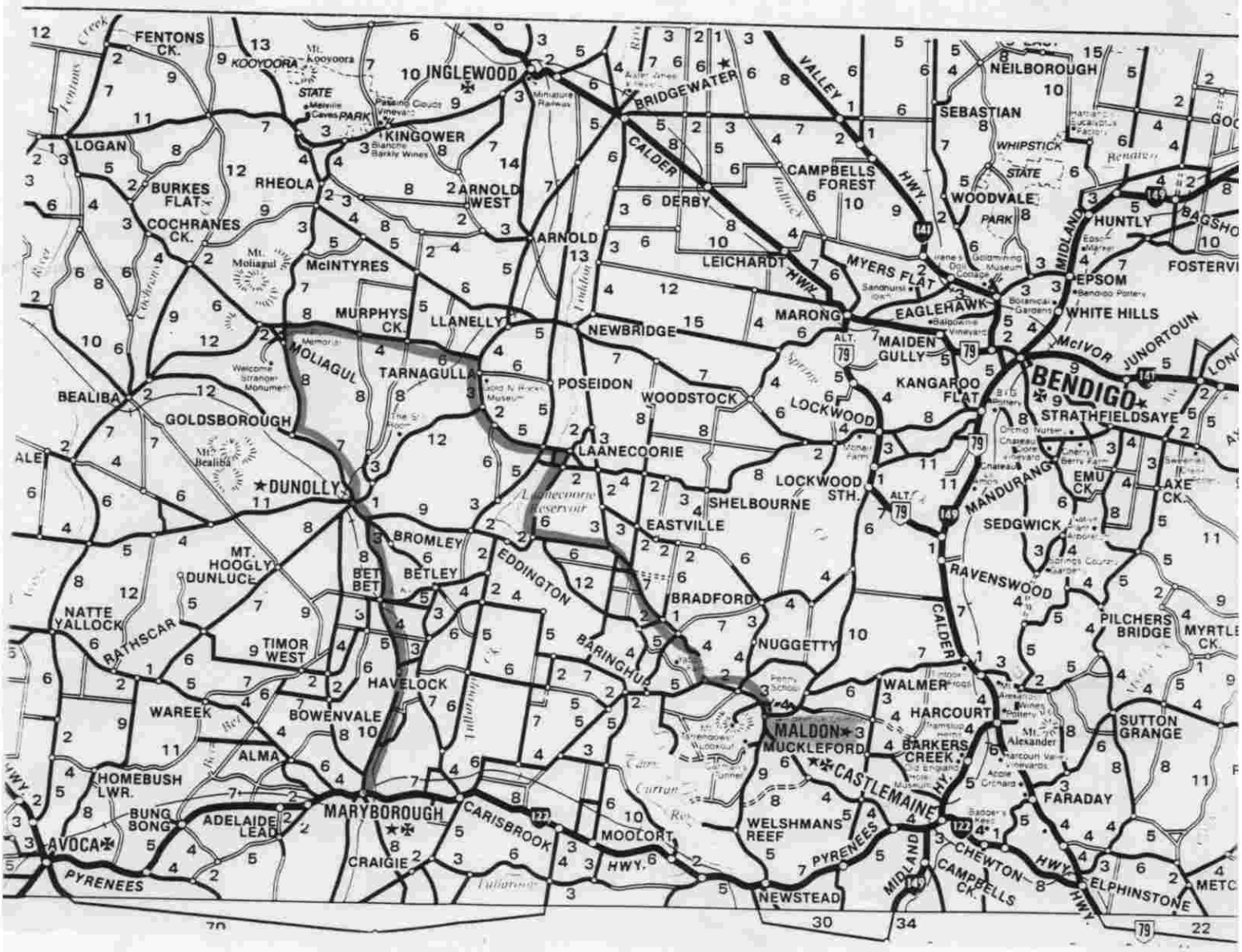
YOU HAVE 30 MINUTES FOR THE **"DISCOVERY WALK"** AND A LOOK AROUND.

LEAVE **MOLIAGUL** FOR **TARNAGULLA.**

THEN TO **MALDON via LAANIE COORIE.**

LUNCH will be served in the Dining Room at the **KANGAROO MOTEL - MALDON** at 1.00 p.m. and the Rally finishes.

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THE WELCOME STRANGER DISCOVERY WALK

The Welcome Stranger Discovery Walk is in the Moliagul Historic reserve, 2km south-west of Moliagul and 60km west of Bendigo. The surrounding forest contains numerous examples of former alluvial and reef mining.

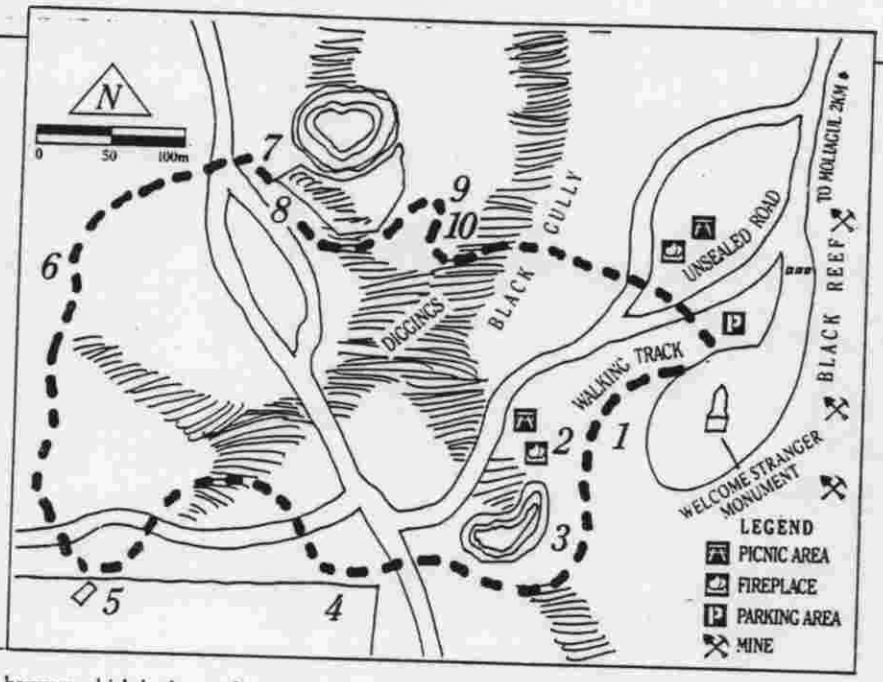
A picnic ground with shelter, drinking water and barbecues is available. No camping or toilet facilities are provided. Please do not disturb any of the historic features in the reserve.

The Welcome Stranger Discovery Walk is a leisurely walk of 15-20 minutes commencing among some red stringybark trees named from the fibrous nature of their bark.

The 'Welcome Stranger' nugget, the largest ever recorded in the world, was found beside a stringybark tree. A root from the tree had grown over the nugget and right through a small hole in the gold. Walking down the track you pass a few large ironbark trees. These have a dark, very thick, and deeply fissured bark.

Around here you can also see the yellow flowers of rough wattle and orange flowers of gorse bitter-pea.

These, along with orchids, are best seen from August to October.



1 The side of this hill has been mined by surfacing. About 30cm of topsoil and gravel resting on red clay has been removed by the miners and washed for gold.

2 Behind here, near the picnic table, was once the house of John Deason and family. It was a small two roomed dwelling with a large wooden table and a fireplace at one end. The 'Welcome Stranger' was brought here and placed in the fire to burn off the debris.



3 This is the puddler where Deason and Oates were treating the wash from their surfacing claim. A puddler was a watertight circular trench with timber walls and base. It was filled with water from the dam and the dirt was added. A horse walking around the perimeter dragged a series of chains or harrows which broke up the wash-dirt and dissolved the clay. The resulting sludge was then drained away. When only clean stones remained they were removed and put through a cradle to separate the gold. Puddlers did not recycle water, so as the dam dried up the miners had to cease operations. Since a puddler was often cleaned up only once a fortnight, Deason built his house nearby as a deterrent to thieves.

4 The pile of stones in the cleared private land nearby are all that remain of Richard Oates' house. He was busy cultivating this paddock when Deason called him up to show him the nugget. This area was then populated with a number of European and Chinese miners, and there were two dairies and a market garden, all within sight of here.



A puddling machine

5 The wooden headstone right on the fenceline dates from the 1860s. Although the inscription is no longer legible it is reputed to be a Chinese grave.

6 Piles of stones from fireplaces, raised dirt floors and a narrow laneway between are the only remnants of a Chinese camp. It dates from the 1860s. Chinese were not always welcome on the goldfields so often lived in camps away from all other nationalities.

7 This is a good example of a former puddling machine.

8 This forest was once full of magnificent large trees which were cut down for the miners' needs. The trees formed a canopy under which, in the open grassland, kangaroos and emus were plentiful.

9 Although this tree has been cut down like many others in this forest the stump has survived and sprouted new trunks. This is known as coppice growth. Red box trees have rounded leaves, unlike the grey box trees across the gully, which have elongated shiny leaves.

10 After the first gold discovery in September 1852 at the bottom of this gully, the miners gradually traced upstream to here. This was called Black Gully because the gold was often stained with black ironstone.

You have now completed the Welcome