Fares Please!

April 2017

Begonia Festival 2017

Photos; Alan Bradley & Peter Waugh

Inside: The Hotels of Ballarat

Ballarat Trams are Ballarat History

Volunteers' Pizza Night

All Members and their partners are invited to social gathering at the Museum on Friday 12th May at 6:00pm. The night is to recognise the work of our volunteers; provide an update on future projects and give an opportunity for you all to let us know about your skills and what activities/projects you would like to be involved in.

RSVP is to Len Millar at: len.millar@bigpond.com or on 0400 266 833.

Around the Museum

Some plywood barriers have been installed at various strategic locations in the building in an attempt to curb the possum menace. They love it, vaulting over or swinging under the obstacles with the greatest of ease. With the new security system now functioning they seem very happy to set off the alarms more often than we would like. Recorded night vision CCTV now enables us to appreciate their hijinks. Dave Macartney commented that we have now endured forty years of possums without a single success. He believes that perhaps they should be advertised as one of the Museum's attractions. Unfortunately, this would require the depot to be open all night! Neville Britton still has many ideas on how to keep them off the roof struts and overhead troughing.

As readers may remember the Museum installed a solar panel system on the depot roof in late 2014 which led to the Museum becoming the first solar powered tramway in Australia. Over the two plus years, we estimate based on current power tariffs that the Museum is saving some $3000 per annum on its once $5000 bill. We remain a net generator of electricity.

Operations

Illness and the passing of time saw a much newer team face the prospect of three days of hard work as the Museum with financial support from Council provided the usual free transport service through the Gardens during the Begonia Festival over the Labour Day weekend. Excellent weather saw large crowds visiting every day and the passenger numbers reflected this with over 8,200 passengers over the three days. This was the third highest number on record and only 100 less than in 2015.

Our President, Greg Rodgers, was drafted to oversee the weekend. After many years supervising a large fleet of Melbourne trams at events such as the Australian Open and the Grand Prix, looking after our four trams must have been quite easy but for all the standing required.

He was more than happy with the professionalism of our crews. Most made themselves available for the weekend and without their help we would have been unable to cope with the crowds. Especial thanks go to Reece Carter who somehow filled the March roster (almost) and then managed the office every day with some stints despatching trams at the loop.

Cuthberts939

The tram continues to attract interest, with five charters booked for April 2017 alone. To the end of April 2017, it had been hired almost thirty times since the launch a year ago.

To ease the work load on the original crew a second team has been assembled. Unlike our other trams there is much more to operating it than just putting up the trolley pole and heading off. There are tasks such as stocking the tram, waiting tables, making coffee, dish washing and cleaning.

The driver has the task of keeping up the water supply and at the end of the day emptying the waste tank. In between he needs to drive so smoothly that no coffee or food is spilled or waiter tipped over.

A set of very sturdy steps has been constructed to assist guests board and alight. Our experience so far leads us to wonder how patrons on the Melbourne restaurant trams have managed over so many years.

In the workshop

At the depot, work on No 18 continues slowly, with most of the refurbished components returned and ready for the final assembly. The wheels have just come back from having the axle journals metal sprayed, addressing the problem of uneven wear over many years of tramway service.

Now that the bulk of the structural work is in place painting and varnishing of the body of ESCo. No.12 has commenced. Summer car No 26 is in for a roof repaint following the minor retouching of the body late last year. No 671 has developed a leaking roof and patching and repainting will follow.

Visit of Transport Photographers

On Saturday 15th April we hosted three avid UK transport photographers. All of them had visited previously though not on the same occasion.

During their visit we learned of a web site dedicated to the preservation of cine film, slides, negatives, prints and commercial post cards relating to all forms of transport. It is called Online Transport Archive and is a registered UK charity. The aim is to provide a safe and secure home for photographic collections particularly for those of us who wish to secure our collection for the future. The organisation also undertakes conservation and digitisation of collections.

See www.onlinetransportarchive.org

Membership News

The Museum welcomes the following new members:

924   Warren Banfield of Newport
925   Bardia Mohammedsaeedi of Canadian
926   Jodie Edmonds of Wendouree
927   Craig Peat of Ballan
5088 Samuel Edmonds of Wendouree
5089 Tayla Edmonds of Wendouree

"Saving the Trams"

Each year the Museum contributes in a different way to the National Trust's Victorian Heritage Festival.

This year we will be telling the story of the formation of the Ballarat Tramway Preservation Society. You are invited to join us at the Museum on Saturday 20th May at 7:30pm.

Some of our original enthusiasts will share their stories, illustrated with images from the Museum's collection. Following the talk, visitors will be able to experience the achievements at first hand, riding on Ballarat's original trams along part of the original Ballarat tramway track. There will be plenty of opportunities for questions and photographs, and a light supper will be provided.

Adults: $4.00, Children $2.00
Families $10.00.
National Trust Members $2.00.
Ballarat Tramway Museum Members free.

Includes a night ride through the Ballarat Botanical Gardens.

Left:

A tram tour was arranged by young enthusiasts mainly from Melbourne prior to the Town Hall meeting on 30th May 1971 which established the BTPS.

Photo: BTM Collection

Above: No 26 is a popular background for wedding photography. *BTM collection 25/3/17*

Above: "High Tea" was served on *Cuthberts 939* on 22nd April. *Photo: BTM collection*

Above: The new steps for *Cuthberts 939*. *Photo: BTM collection*

Above: Unusual tourists visited on 1st April Dean, from the Great Dane lovers club, did ask in advance and sent in the photos.

Above: 'What happened to the track?' *Photo: Neville Britton 2/5/17*

Above: Neville Britton and another happy bridal couple. *Photo: BTM collection 4/3/17*

Above: 'We love this!'

The Hotels of Ballarat

By Peter Waugh

Ballarat's trams travelled millions of miles along the city and suburban streets, past houses, schools, factories, gold mines, gardens, and many of Ballarat's hotels. Ballarat had hundreds of hotels, how many exactly may never be known. John Hargreaves pioneering research in the 1940s identified 285 hotels within a four-mile radius of the Ballarat Post Office.[1.] Some of these hotels have become enmeshed in the history of the Ballarat Tramways; the Royal Mail at the Sebastopol terminus, Buck's Head which had a very close encounter with a tram and the Provincial which features in so many photos taken of trams crossing the railway line in Lydiard Street.

The Redan Club, Princess Royal and Vine Hotel were used for stabling horses during the horse tram era. Bendan Hassell and Robert Monckton, the owners of the London Hotel where miners wounded at the Eureka Stockade were treated, later built a flour mill on Wendouree Parade. The Electric Supply Company of Victoria bought the mill for their power station. The tramways and the hotels have a long history together.

Ballarat was a frontier mining town in the early days of the gold rush. A rough and barely controlled society of men hoping to make their fortunes as quickly as possible. And it was just men, women were so rare, that William Withers wrote "The shout 'there's a woman' emptied many a tent of bespoiled and hardy diggers, for the strange sight evoked instant memories of far-away homes; of mothers, wives and sweethearts, and all the sweet affections and courtesies they represented, and never with such eloquent emphasis as then".[2.]

As part of the government's attempts to keep control over the diggings, in 1851 Governor Latrobe prohibited the sale of alcohol on the goldfields. This of course had the opposite effect, and such a law had little chance of succeeding. People sold alcohol illegally, these sly grog traders making huge profits from thirsty diggers.

And the alcohol, the grog, as William Howitt found was not "…the splendid home-brewed beer of England…but what they call grog – generally a vile species of rum or arrack, vilely adulterated with oil of vitriol, and therefore the finest specific in the world for the production of dysentery.[3.] " Other ingredients included spirits of wine, opium, cayenne pepper, and saltpetre.

Sly grog selling was not without its risks, "Owners of shops and tents caught selling spirits get their stock confiscated and pay 50 pounds fine or are jailed for seven months. Still, the income from this sly trafficking is so great that those severe fines frighten no one, but only serve to make them cautious. Often a sly grog trafficker pays a 50 pound fine one day and the very next day is in business again, knowing it won't take long to recoup the fine."[4.]

Sly grog selling also led to police corruption. Superintendent David Armstrong was said to accept bribes, burn the tents of those who didn't pay, and beat those who protested with the brass knob of his riding crop. He was eventually dismissed, but left boasting that in two years at Ballarat he'd made £15,000 in fines and bribes (when his annual salary was less than £1,000). Despite this his name was given to Armstrong Street, which later carried horse trams on the Sebastopol line.

At Ballarat, there must have been many sly grog sellers in the early days. Hargreaves claims that there were more than 700 on the diggings. One name is remembered, a Mr. Meek whose business on what is now the corner of Dana and Lydiard Streets was raided so many times, it was given the ironic title of "The Trooper's Arms." [5.] A better system was needed and a new licensing law allowed hotels on the goldfields, provided they were about a mile from the diggings.

The first licensed hotel was built by Thomas Bath, in Lydiard Street, and opened for business in May 1853. Bath was the first person to purchase a block of land for business at the first Ballarat land sales in November 1852.

Photo by George L. Coop showing Tram 40 outside the Royal Mail Hotel, Sebastopol.

His hotel was a one storey wooden building, whose stables have been recreated at Sovereign Hill. The hotel was on the site of what later became Craig's Royal Hotel. The second hotel was the George Hotel, built in Lydiard Street a couple of months later.

Many of the sly grog sellers had made enough money to be able to build hotels at a time when both materials, labour and cartage were incredibly expensive. One publican was paying 1500 pounds per week, for seven months, to bring stock from Geelong. He made so much profit that he was reputed to own 120 hotels in Ballarat. [6.]

With gradual relaxation of the laws, there were soon hundreds of hotels built throughout Ballarat and the surrounding districts. Some like Craig's Royal Hotel were grand structures, others were much smaller buildings with a narrow street frontage, and maybe just a bar and a parlour, such as John Nobb's "Ship Inn", opened in 1866 in Eyre Street.

Other hotels were even more interesting, being moved about the district following the latest gold rush. The All Nations Hotel was a prefabricated portable building, two stories high and containing 14 rooms. It was made in Singapore, and is known to have been at four different locations before its final site in Armstrong Street. Later it became the Royal Navy Hotel, and was severely damaged by a fire in 1870.

In the 1860s there were many hotels, some names were very popular, there were over fifteen Victoria Hotels in the district, and Hargreaves claims there were ten Prince of Wales Hotels just in Ballarat. Some hotels give clues to the backgrounds of the publicans, such as the Washington and the American or the Green Harp and Munster Arms. Others simply carried their owner's names like Mack's, Ormrod's or Fussell's hotels.

Many hotels have had more than one name, for example the All Nations Hotel in Sturt Street later became Isbell's Family Hotel, Belle Vue Hotel, Morgan Lees' Hotel, Carbine Hotel, Sussex Hotel, Olive Branch Hotel and finally the Royal Standard Hotel.

Other hotels had names based on occupations, like the Millers', Fellmongers' or Brewers' Arms. One publican near Scarsdale named his hotel "The Barb" after a racehorse which won the Melbourne Cup in 1866 and gave him the capital to set up in business. The Albion Consols Hotel and the Kohinoor Hotel were named for the large goldmines next to them. Location also provided names for the Market, Foundry, Railway, and Halfway House Hotels. Celebrities and famous people like patriot William Wallace, poet Robert Burns and the explorer Sir John Franklin had hotels named after them.

Some hotel names had literary connections, named after famous poems such as Lalla Rookh (Sir Thomas Moore) and the Lady of the Lake (Alfred Tennyson). To call a hotel The Lady of the Lake made sense when it was next to Lake Learmonth, but this name followed the publican when he moved his business to Armstrong Street, Ballarat. The Hermit's Cave Hotel in Main Road had a sign out the front which read:

*"The Hermits of old drank water, 'twas cold,
They faded and withered away;
But the moderns found out, that ale and brown stout,
Was good for to moisten old clay."* [7.]

The 1860's and 1870s saw so many hotels opened that there was soon community concern about alcohol consumption and social problems. A process of community consultation, known as Local Option was introduced in Victoria. Ratepayers could vote on the maximum number of hotels to be licensed in their areas. In Ballarat, this process started with a Local Option Poll in March 1888.

Once the number of hotels was set, the License Reduction Board held public hearings and inspections to determine which hotels would stay open, and which would be closed. The owners and publicans of hotels forced to close were offered compensation based on the value of the buildings and the value of the business.

Andrew Cook photo showing Tram 32 near the Globe Hotel, corner. Skipton and Rubicon streets.

The License Reduction Board in Ballarat East stated:

> "The Court has heard all the evidence that has been adduced and had had the very great advantage of a personal inspection of all the licensed premises concerned. At first it appeared to be a formidable and a disagreeable task to determine which should be continued, but after our personal investigation, the duty we had to perform did not appear to be so difficult. Out of the 72 houses licensed in Ballarat East, over 50 exist upon a bar trade exclusively. There were many houses that we visited which ought never to have been licensed. In some the stench was so bad and the filth so apparent that the members of the Court could not endure a minute investigation. In many instances we found very comfortable hotels in the true sense of the term while in other instances we found well built houses, but poorly furnished and which bore eloquent evidence that they were intended for drinking shops rather than places for public accommodation. We have had to determine sometimes when the contest was between a good, well-built house and a less pretentious one whether public convenience on the one hand or private interest on the other should be considered. We take this opportunity of saying that wherever we have found a licensed house furnishing accommodation for, and actually patronised by, the public, we have continued such a place in preference to one existing merely on a bar trade. We have had to take into consideration the wants of the public, and retain houses spread over the district where we thought the public would derive the greatest convenience from them. After careful consideration and with some doubt we have determined upon retaining the best conducted hotels, and where the best accommodation to the public is supplied." [8.]

The legal basis of the License Reduction Board's decisions in Ballarat East in 1888 were successfully challenged by Richard Woofe, publican of the "Robert Burns Hotel".

A new local option poll was held in 1891. The decision in Ballarat East was to close 40 of the 68 hotels. [9.] While Woofe's actions saved a couple of hotels, his hotel was one of those closed. In Ballarat West 26 of the 116 hotels were to be closed. [10.] These 66 hotels did not include the 47 hotels that had closed, or lost their licenses between 1886 and 1888. [11.]

The 66 hotels closed by the License Reduction Board in 1891-1892 were:

1. American Hotel
2. Ancient Briton Hotel
3. Bird-in-Hand Hotel
4. Black Ball Hotel
5. Black Horse Hotel
6. Borough Boundary Hotel
7. Brewers' Arms
8. Britannia Hotel
9. Carriers' Arms
10. City Hall Hotel
11. City of Hamburg Hotel
12. Clark's Hotel
13. Consols Hotel
14. Cornish Arms
15. Countess Hotel
16. Cumberland and Durham Hotel
17. Eureka Hotel
18. Evans' Hotel
19. Fawn Hotel
20. Greyhound Hotel
21. Halfway House Hotel
22. Hampton Court Hotel.
23. Haymarket Hotel
24. Imperial Hotel
25. Limerick Castle Hotel
26. Liverpool Arms
27. Market Hotel
28. National Hotel
29. New Scotch Hotel
30. North Star Hotel
31. Northumberland Hotel
32. Old Eglinton Hotel
33. Phoenix Park Hotel
34. Pioneer Hotel
35. Plank Road Hotel
36. Post Office Hotel
37. Prince of Wales Hotel (Humffray Street)
38. Prince of Wales Hotel (Grenville Street)

39. Red Bull Hotel
40. Robert Burns Hotel
41. Rose and Crown Hotel
42. Russell Square Hotel
43. Scotchman's Arms
44. Shamrock Hotel
45. Ship Inn
46. Sir John Franklin Hotel
47. Soho Hotel
48. Staffordshire Arms
49. Times Hotel
50. Town Hall Hotel
51. Union Hotel
52. Washington Hotel
53. Waverley Hotel
54. White Hart Hotel
55. White Horse Hotel
56. Windsor Arms
57. Golden Point Hotel
58. Bute Hotel
59. Rainbow Hotel
60. Burke and Wills Hotel
61. Fire Brigade Hotel
62. Railway Hotel
63. Bakery Hill Hotel
64. Sir William Wallace Hotel
65. Lusitania Hotel
66. Pavilion Hotel

The hotels left open following the closures included the following in Ballarat East:

- American Club Hotel
- Athletic Club Hotel
- Australia Felix Hotel
- Barley Sheaf Hotel
- British Queen Hotel
- Crown Hotel
- Dutch Harry Hotel
- Earl of Zetland Hotel
- Eastern Railway Hotel
- Eastern Station Hotel
- Exchange Hotel
- Grapes Hotel
- Havilah Hotel
- Imperial Hotel
- Limerick and Clare Castle Hotel
- Limerick and Templemore Hotel
- Mack's Hotel
- Meagher's Hotel

- Munster Arms Hotel
- New Eglinton Hotel
- North Grant Hotel
- Phoenix Hotel
- Queen's Head Hotel
- Red Lion Hotel
- Robin Hood Hotel
- Royal Standard Hotel
- Seven Stars Hotel
- Sir Henry Barkly Hotel

The surviving 128 hotels faced further rounds of closures by the Licensing Reduction Board in 1915 [12.] and again in 1922. Hotels closed by the board in 1915 were:

- Alexandra Hotel
- Bull and Mouth Hotel
- Caledonia Hotel
- Carbine Hotel
- Court Hotel
- Devon and Cornwall Hotel
- Family Hotel
- Farmers' Hotel
- Miners' Support Hotel
- Parade Hotel
- Phoenix Hotel
- Victoria Hotel (Urquhart Street)
- Warrior Hotel
- Western Station Hotel.

The hotels closed in 1922 [13.] were:

- American Hotel
- Cremorne Hotel
- Edinburgh Castle Hotel
- Grandstand Hotel
- New Eglinton Hotel
- Prince Regent Hotel
- Princess Royal Hotel
- Sir William Don Hotel
- Victoria Hotel (Victoria Street)

These were the last of the large-scale hotel closures in Ballarat, and the hotel scene remained stable for many years. Over the last 20 years, commercial pressure on hotels has led to the closing of some familiar Ballarat pubs including the

- Atlantic Hotel
- Bridge Mall Inn (North Grant Hotel)

- Canberra Hotel
- Exchange Hotel
- Foundry Hotel
- Globe Hotel
- Meagher's Hotel
- North Star Hotel
- Peter Lalor Hotel
- Provincial Hotel (reopened 2015)
- Southern Cross Hotel
- Union Hotel

Over the years, many old hotels have been demolished altering the streetscape of Ballarat. A large caryard dominates the site of the old North Star, the Foundry is now the site of some rather ugly town houses, and the Globe is about to be removed for a Hungry Jacks Restaurant. However some buildings have been preserved and reused, the Argyle and Meagher's as private dwellings, the Unicorn is now a coffee shop, the Southern Cross a pizza restaurant, the Union and Carriers' Arms are business offices, and the Provincial having been closed for many years recently was restored and reopened as both a hotel and the national headquarters of Petstock.

While trams have departed from the city and the look of the streets is constantly changing, both were important parts of Ballarat's history, and both have shaped the city as we know it today.

To find out more about Ballarat's hotel history, see the "Hotels of Ballarat" website:
https://ballaratpubs.miraheze.org/wiki/Main_Page

References:
[1.] Hargreaves, John. "Ballarat Hotels Past and Present", 1943, Ballarat
[2.] Withers, William Bramwell. "The History of Ballarat", F. W. Niven and Co., Ballarat, 1887, Chapter 3
[3.] William Howitt, Land, labour, and gold: or two years in Victoria with visits to Sydney and Van Dieman's Land, Sydney University Press, 1972.
[4.] Seweryn Korzelinski, (translated and edited by Stanley Robe) Life on the goldfields; Memoirs of a Polish migrant; 1850s in Victoria, Mentone Educational Centre, 1994.
[5.] Withers, William Bramwell. "The History of Ballarat", F. W. Niven and Co., Ballarat, 1887
[6.] Withers, p 55.
[7.] 1888 'BALLARAT CHRONICLES AND PICTURES.', The Ballarat Star, 25 June, p. 4. ,
[8.] 1888 'THE BALLARAT LICENSING COURT.', The Argus, 30 June, p. 14
[9.] 1891 'LOCAL OPTION IN BALLARAT EAST', The Ballarat Star, 21 September, p. 2
[10] 1892 'LOCAL OPTION AT BALLARAT.', Leader, 19 March, p. 26
[11.] 1889 'No title', The Ballarat Star, 26 October, p. 2.
[12.] 1915 'LICENSING ACT 1915.', The Argus, 10 November, p. 15
[13.] 1922 'LICENSES REDUCTION BOARD', The Ballarat Star, 16 September, p. 2

The Bull's Head Hotel stood on the right at the bottom of Sturt Street.   Charles Craig photo.

11. FARES PLEASE!

Left:

Andrew Cook photo showing Trams 21 and 31 at the Victoria Street terminus near Meagher's Hotel.

Right:

Andrew Cook photo of Tram 21 in Drummond Street North with the former City of London Hotel in the background.

Left:

Andrew Cook photo of Trams 26 and 27 in Drummond Street North with the Southern Cross Hotel in the background.

Andrew Cook photo showing No. 26 at the Dawson Street crossover in front of the Golden City Hotel.

Andrew Cook photo with No. 34 and 40 in Lydiard Street North with the North Star hotel in the background.