

Place: Carriers' Arms Hotel, former (aka Market Square Hotel, former)

Address: 9 Creswick Road, Ballarat Central

Build date: 1890 (hotel), 1866-69 (stables)

Architect: Henry R Caselli (stables?)

Builder: J. Matthews (hotel)



History

Locality history

Ballarat is located on Wadawurrung country. European settlement dates from the 1830s when sheep grazing and farming were established, followed soon after by a settlement at Buninyong. Gold was first discovered in the area in 1851, prompting the establishment of townships at Mount Clear, Sebastopol and Warrenheip. The township of Ballarat emerged as a service centre to the diggings, with land sales dating from 1852. Due largely to the gold rush, the population exploded, peaking at about 64,000 in 1868. During the 1870s industries were established including woollen mills, flour mills, tanneries, boot-making enterprises, meat-preservation works, brickmaking and breweries. When a recession hit the mining industry in 1870, the population declined significantly. However, the manufacturing industry and agricultural sector kept the economy afloat. The railway lines to Maryborough and Ararat were opened in 1875, enabling Ballarat to become a significant commercial centre. Later in the nineteenth century other industries were established, including sawmilling, cordial factories and viticulture. Throughout the twentieth century Ballarat prospered as a major administrative, manufacturing and commercial service centre. The population of Ballarat increased significantly again in the post-war years (idcommunity 2022).

Contextual history

Industry and commerce

The subject building was part of a much broader commercial and industrial cultural landscape located in the vicinity of Creswick Road (Doveton Street North), Webster Street, Market Street and Mair Street.

A market reserve was gazetted in 1854 on land between Creswick Road and Market Street, across from the subject site (today the site of the Ballarat Civic Hall). It served as a general market square until a formal Hay Market was established in 1863 (see Figure 1).



Figure 1. Ballarat Haymarket, c1906. Horse-drawn carts loaded with hay are visible in the foreground. (Source: Victorian Collections CB_Photo_283)

The Barley Sheaf Brewery was established by Henry Leggo and his brother-in-law J. B. Murton in 1857 in Creswick Road next door to the subject site (see Figure 2; a car yard is there now). In addition, William Coltman's timber yard and sawmill was located on the east side of Creswick Road, at the junction with

Doveton Street North. In 1915, the Carriers' Arms Hotel was flanked by a farrier to the north, and to the south, before Webster Street, three coachbuilding businesses in addition to the Eureka Aerated Waters Brewing Company, likely the former Barley Sheaf Brewery (S&Mc 1915).

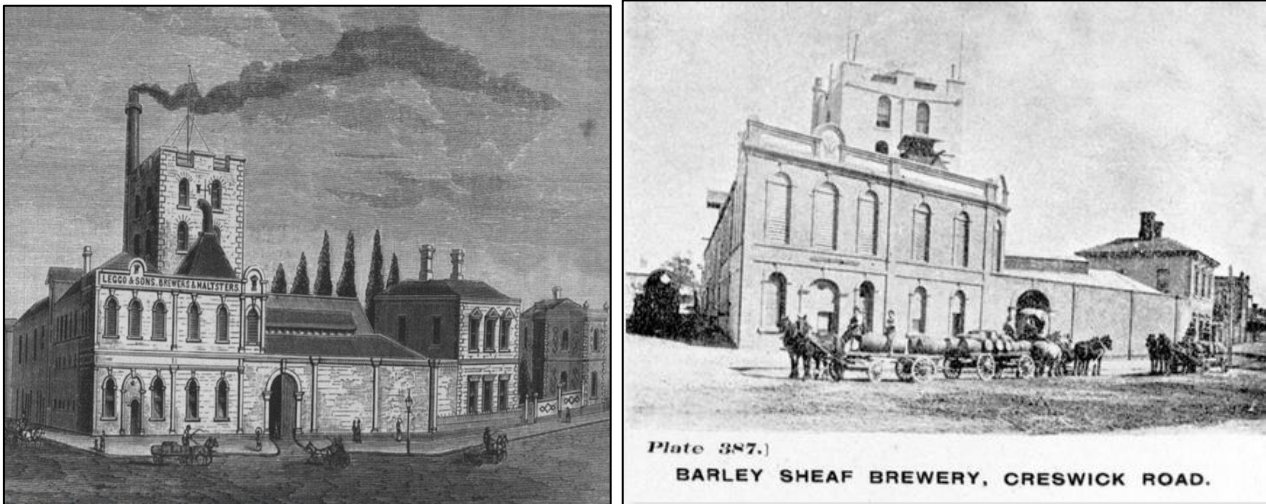


Figure 2. Showing the Barley Sheaf Brewery in 1888 (left) and date unknown (right), looking north up Creswick Road, likely from the corner of Webster Street. (Source: Victorian Collections CB_Photo_697 (left) and MH1718 (right))

Hotels

A brief attempt at prohibition on the newly discovered Victorian goldfields failed miserably because the sly grog trade flourished. Watercourses were muddied by alluvial mining and safe drinking water was scarce. As a consequence, from 1854 the colonial government issued publican's licenses for the sale of beverages, but the selling of sly grog was still prevalent. Ballarat historian Weston Bate states that from the late 1850s Temperance became the strongest moral issue to counter the sins of life on the diggings. Drunkenness and depravity were seen as the major cause of social evils, endangering the lives of women and children in particular (B&DGS).

First established in the 1850s, hotels played a significant role in the history of the Ballarat community, particularly in the social life of workers. Many hotels were built on main thoroughfares to attract passing traffic *en route* to commercial, manufacturing and industrial buildings, providing food, drink and accommodation.

The Ballarat Brewing Company played an important role in hotel history of Ballarat. It first formed to amalgamate brewing and hotel interests in Ballarat, including the Royal Standard Brewery, James Coghlan's Phoenix Brewery at Warrenheip and Henry Leggo's Barley Sheaf Brewery in Creswick Road (see Figure 2). Registered as a company in 1895, James Coghlan and William Tulloch were the principals of the new company (Federation University 2018). The company also took over the lease of a number of Ballarat hotels, including the Carriers' Arms Hotel.

The role of the hotel as a provider of accommodation for travellers and as an entertainment venue and meeting place for local community organisations diminished over time. Falling hotel standards and pressure from the temperance movement prompted the Victorian government to reduce the number of available liquor licenses. A Liquor Licenses Reduction Board was appointed in 1906 to begin the process of de-licensing hotels throughout Victoria.

The Carriers' Arms Hotel was included in the Ballarat West Licensing District. It was noted in 1915 that:

The local demands in the Ballarat West district were of considerable extent, as also were those of farmers and others interested in agricultural, pastoral, and mercantile

pursuits, whose business transactions brought them to the city. In addition there was a large influx of tourists and visitors during certain periods of the year, particularly at Christmas and Easter time, as well as on the occasions of holding the South Street competitions, agricultural shows, and fire brigade demonstrations... (Argus 29 May 1915:17)

In 1908, in the Ballarat West Licensing District, seven hotels were closed by the Licenses Reduction Board in that year (Age 19 May 1908:9). In 1911, 76 hotels were operating in the district, with nine de-licensed in that year (Ballarat Star 20 March 1911:4; Gympie Times 25 March 1911:4.). In 1915, out of 36 existing hotels in the District, a further 14 were de-licensed, and in 1920, another four were closed (B&DGS; Argus 29 May 1915:17 and 27 August 1920:6).

Many hotel buildings were demolished or adapted to different uses; other hotel owners upgraded and refurbished their buildings from this period through to the 1920s and 1930s in order to meet the new licensing conditions that required the improved provision of food and accommodation.

Place history

Use and development

The subject site is located on part of Crown Allotment 47, Township of Ballarat, an area of approximately three roods, first purchased by P. W. Welsh in 1853 (see Figure 3) (Ballarat Township 1964).

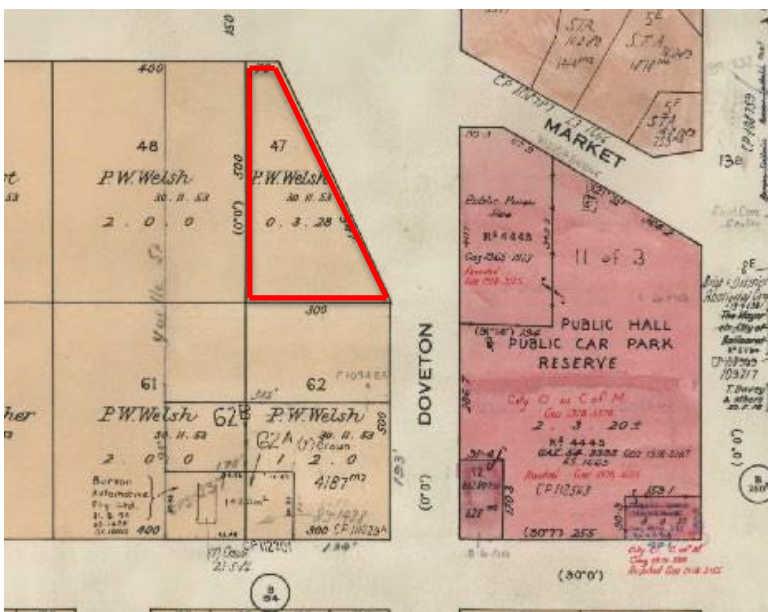


Figure 3. An extract from the Ballarat Township plan showing Crown Allotment 47 outlined in red. (Source: Ballarat Township 1964)

An 1866 map shows buildings, including the Market Hotel, on the subject site within the larger area of Crown Allotment 47 (see Figure 4). The Market Hotel building marked on the map is assumed to be the Market Square Hotel, owned by Thomas Whateley and first licensed to John Stewart in 1857 then to Thomas Whateley in 1858 (Star 13 June 1857:3 and 12 June 1858:2). The Market Square Hotel may have been owned by both Whateley and James Hodge Byles, hotel keepers and lemonade manufacturers of Ballarat, who, in 1857, dissolved their business partnership (Star 14 February 1857:3).

The hotel was variously addressed at Market Square (so called because it was situated near the hay and produce market), Doveton Street or Creswick Road. Its proximity to the hay market influenced the use and development of the hotel buildings. By 1863, by which year the hay market was in operation, the

hotel was known as the Carriers' Arms Hotel (*Star* 18 February 1863:3; 21 September 1863:2). Note that a "carrier" was something like a carter, whose job it was to transport goods. In 1865, the subject site was described in the Ballarat City rate book as a brick hotel owned by Thomas Whateley with a net annual value of £150 (RB 1865).

From 1866 the hotel was associated with lost and found livestock and the buying and selling of wagons, harness and farm machinery, business that was likely linked to the hotel's proximity to the market (*Ballarat Star* 18 July 1866:3; 4 June 1872:3; 27 April 1874:3; 5 February 1876:3).

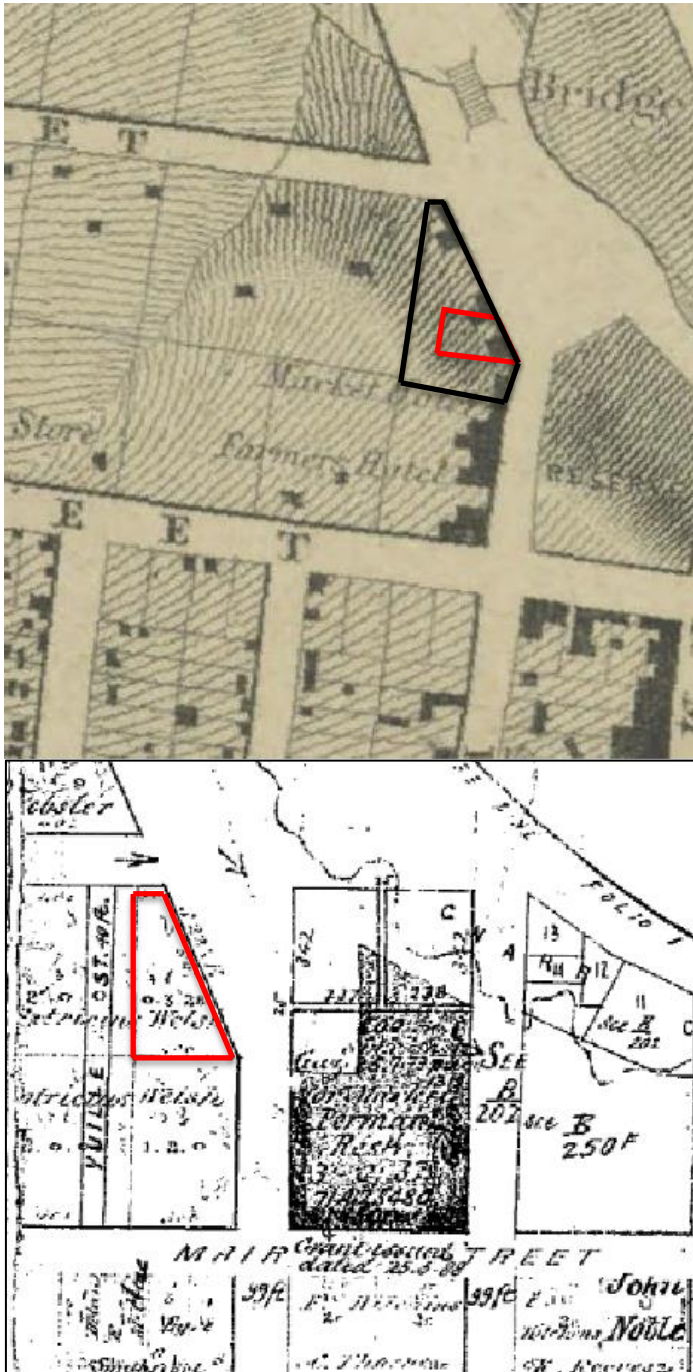


Figure 4. TOP: showing the approximate boundaries of the subject site (in red) within Crown Allotment 74 (outlined in black) and existing buildings in 1866. The hay market reserve can be seen to the right. BOTTOM: showing subject allotment (outlined in red) in relation to the market reserve to the right in 1857. (Source: Top: PROV, VPRS 8168/P0002, FEATR321; BALLARAT GOLDFIELD, 1866; Bottom: Put-away plan B154, 1857)

In 1868, tenders were called for plastering the Carriers' Arms Hotel in Market Square (*Ballarat Star* 9 April 1868:3). In July 1869, architect H. R. Caselli called tenders for alterations and additions to the Carriers' Arms Hotel in Market Square (*Ballarat Star* 5 July 1869:4).

Many of those who visited the Carriers' Arms Hotel were farmers who travelled to Ballarat to access the hay and produce market nearby. The stables on the subject site were likely built to accommodate the horses of those doing business in town. The stables do not appear on the 1866 map (see Figure 4), but in August 1869 an advertisement requested that the owner of a horse left at the Carriers' Arms livery stables claim it within seven days or the horse would be sold (*Ballarat Star* 19 August 1869:3). This evidences that stables were on site by 1869, but it is not clear if they were part of the additions designed by Caselli.

David Wilson took over the hotel license in 1871 and John Carrol in 1877 (*Ballarat Star* 11 July 1871:4 and 18 July 1877:4). In 1878 Michael Carroll of the Carriers' Arms Hotel notified readers that he was able to offer special accommodation to owners of horses and visitors generally who were planning to attend the upcoming Ballarat Agricultural Society show. An advertisement year before offered 'extensive and first-class stabling' with loose boxes (*Ballarat Star* 16 October 1878:2, 3 and *Ballarat Courier* 24 April 1877:3).

Crown Allotment 47 was subdivided, with Thomas Whateley, farmer of Mount Blowhard, becoming the owner of approximately one rood, the subject site, in 1879 (CT:V1094 F732). Ratebook records indicate that Whateley was the owner of Crown Allotment 47 since at least 1857, however General Law certificates of title (1837-1862) were not accessed for this report.

Jacob Markillie took over the hotel lease of the Carriers' Arms in 1882, and after his death later in the same year, his widow Susan Markillie became the licensee (*Ballarat Star* 20 July 1882:3 and 5 August 1882:2). In announcing Markillie's arrival, a newspaper article noted that 'every accommodation for farmers and horses could be obtained' at the Carriers' Arms (*Ballarat Star* 9 August 1882:3). Susan Markillie let her potential clients know that she was undertaking a complete renovation and fitting out of the building and that the stabling belonging to the hotel was 'large and specially adapted to the requirements of the Patrons of this well-known Hostelry' (*Ballarat Star* 23 August 1882:4).

Tenders were called in 1884 by Messrs Everingham, Greenfield and Co. for painting and paperhanging at the Carriers' Arms (*Ballarat Star* 1 August 1884:3).

Ownership of the subject allotment passed into the hands of Thomas Whateley's granddaughter Mary Ann Elsey, spinster of Soldiers Hill, in 1890 (CT:V1094 F732). A new hotel building was erected under Elsey's ownership. In 1890, the *Ballarat Star* reported that:

A fine three-storey brick building has just been erected to take the place of the present Carriers' Arms hotel, in Creswick road, an old wooden structure. In addition to the bar there are 18 rooms, exclusive of the kitchen and appurtenances. These are all lofty, well ventilated, and admirably lighted. The passages and corridors are all spacious, and the stairways are broad and convenient. The fittings are all of an excellent style. Mr J. Matthews was the contractor for the brickwork, Mr F. Buley for the carpentering, Mr J. Donaldson for the painting, Mr Radley the plastering, and Mr Rattray for the plumbing. The hotel is fitted with every convenience, and the workmanship throughout is excellent (Ballarat Star 21 February 1890:2).

The new 'commodious premises' for the Carriers' Arms Hotel were built adjoining the original hotel building. In 1891, a fire damaged the original hotel building, still owned by Thomas Whateley, which

had been in recent use as a paper bag factory. The former hotel, which was of brick*, remained intact, but its woodwork was extensively charred by the fire (*Ballarat Star* 2 September 1891:2).

The new Carriers' Arms Hotel was leased to Coghlan and Tulloch's Ballarat Brewing Company Limited in 1901 (CT:V1094 F732).

The Carriers' Arms Hotel provided a meeting place for numerous occasions, including political speeches, funeral gatherings, and, in 1907, a meeting of Wood and Coal Merchants' Association objecting to the lack of available wood to supply consumers in Ballarat (*Ballarat Star* 6 May 1907:2).

An advertisement for the Carriers' Arms in 1910, by this year licensed to M. Minogue, listed the features of the hotel, which included hot and cold baths; best brands of wines, spirits and cigars; good meals and beds; billiards and good stabling (see Figure 5) (*Ballarat Star* 23 December 1910:40). The associated photo shows the original cast-iron balustrade atop the tower. This had been removed by the 1930s (compare Figures 5 and 6).

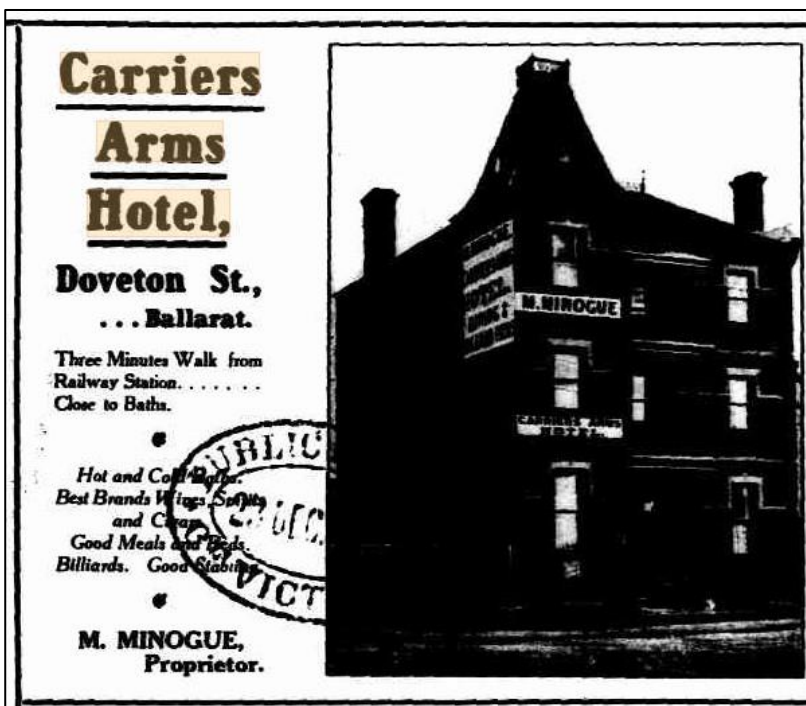


Figure 5. An advertisement for the Carriers' Arms Hotel in 1910. (Source: *Ballarat Star* 23 December 1910:40)

As part of the Ballarat West Licensing District, the Carriers' Arms Hotel survived License Reduction Board hearings in 1908, 1911, 1915, 1920 and 1922. The footprint of the hotel in 1926 can be seen in Figure 6 and a view of the hotel in c1930s can be seen in Figure 7, by which time its face brickwork had been overpainted.

* There are contradictory references to the previous hotel as being of brick or of timber, but most commonly as brick.

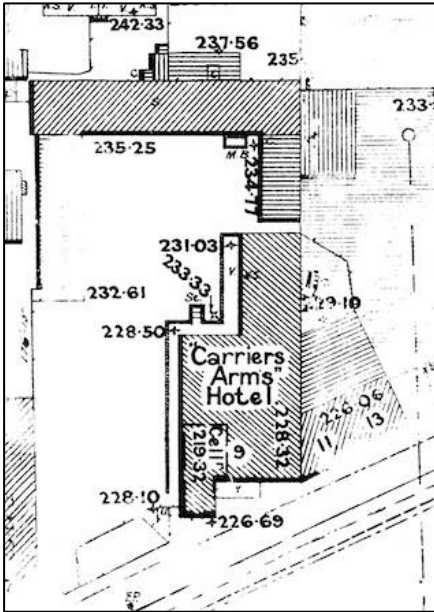


Figure 6. An extract from a sewerage plan showing the subject site in 1926. The hotel and rear stables are of brick (diagonal hatching) while a since-demolished woodshed abutting the stables was of timber (straight hatching). (Source: Ballarat Sewerage Authority, Detail Plan No. 4, 1926).

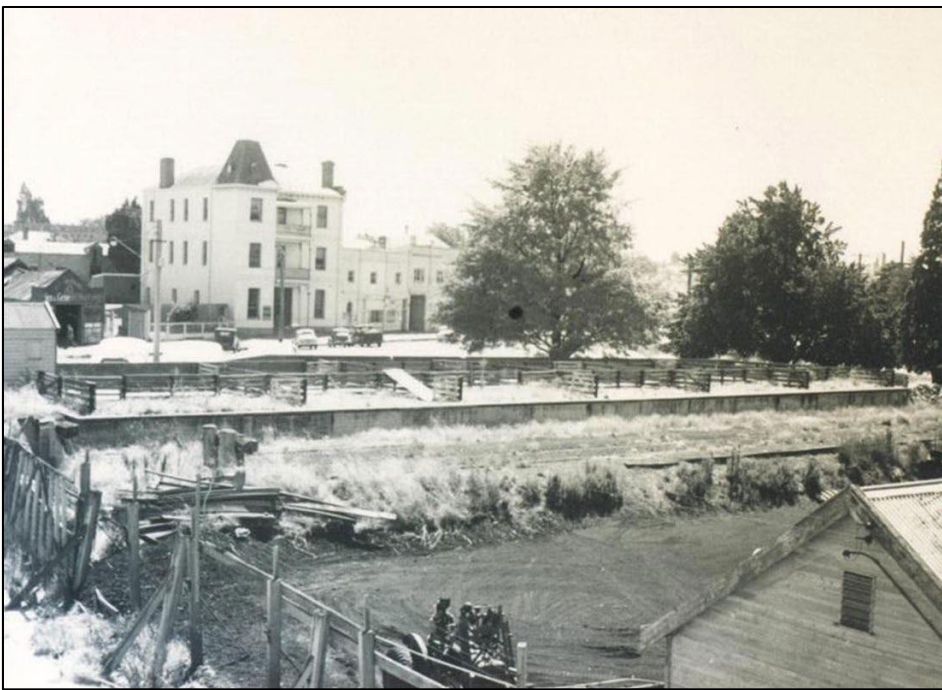


Figure 7. A view of the Carriers' Arms Hotel from the market reserve (now Civic Hall site), c1930s. The men's toilet block is visible at the rear. (Source: Ballarat Library cited in Ballarat Revealed)

After Mary Ann Ford (nee Elsey) died in 1940, the subject property passed into the ownership of Ford's daughters, Alice Ford and Ella Mary Ford, spinsters of Blowhard in 1941. In 1945, Alice Ford became the sole proprietor (CT:V1094 F732).

Plans of the site in 1954 and 1959 can be seen in Figures 8 and 9. Restoration of the roof and internal alterations and additions were made to the Carriers' Arms Hotel in 1954 to a design by Ballarat architects L. R. Vernon and Associates (BP 3930, 1954). By this year, part of the stables building had been converted to garages, a ladies' WC and wood shed had been built against the north end, and a larger men's toilet block built just behind the hotel building (see Figure 11).

The plans illustrate the separate functions of the drinking establishment, with rooms set aside for men and women, and the larger accommodation business. A diminutive Ladies Parlour was located in the front room, separated by glazing from the main Bar. A Parlour, presumably for accommodation guests, was set behind the Bar and had its own small drinks counter.

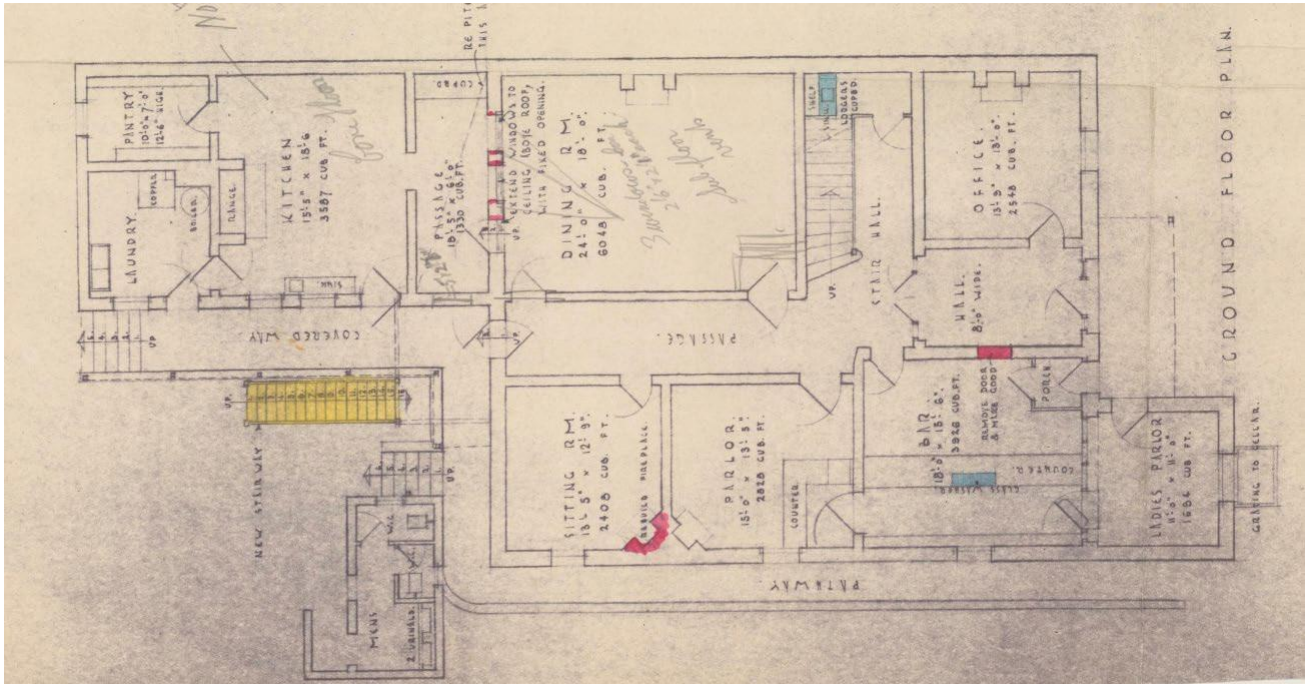


Figure 8. Ground floor plan, showing configuration in 1954 and proposed changes. (BP 3930, 1954)

The remainder of the building was for overnight guests, with a Sitting Room and Dining Room on the ground floor, and a semi-detached Kitchen wing adjacent to the Dining Room. The manager's office was in a front room. The first and second floors each held eight bedrooms (prior to the works) with a male bathroom on the first floor and female bathroom on the second.

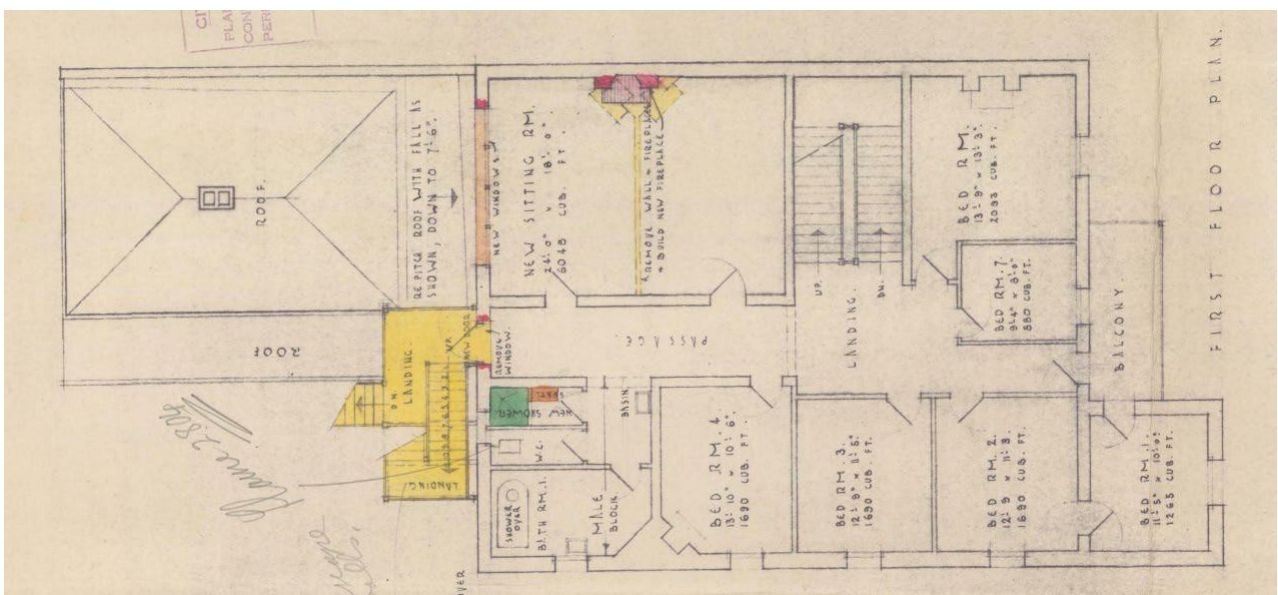


Figure 9. First floor plan in 1954. Note new fire escape (yellow) and rear windows (orange) proposed. (BP 3930, 1954)

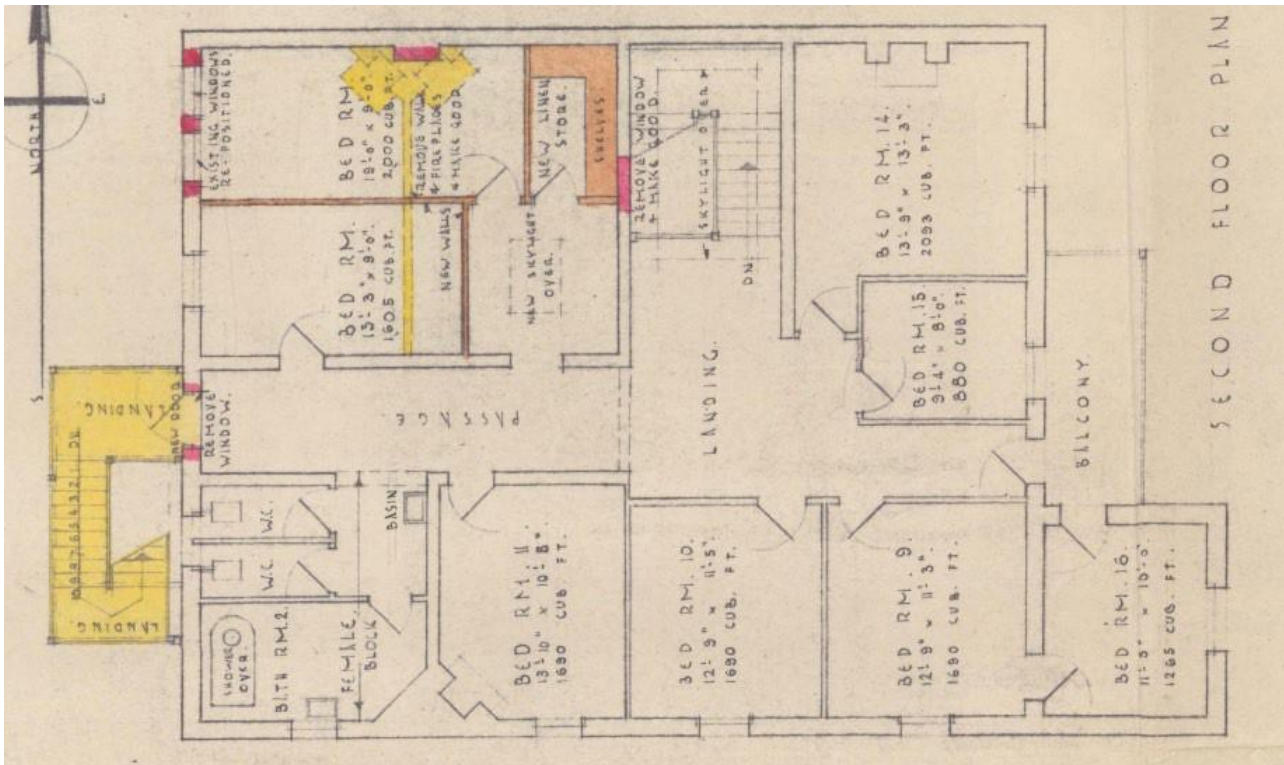


Figure 10. Second floor plan in 1954. Note relocation of rear windows (red). (BP 3930, 1954)

The works carried out at the time were quite modest, and mainly internal to modernise the accommodation rooms upstairs. External changes were all at the rear and include installation of a fire escape stairway with the replacement of two windows with doorways, re-pitching the roof between the rear Kitchen wing and the Dining Room, inserting a bank of four windows to the new first-floor sitting room, and repositioning two windows at the second floor. Inside, at the ground floor, the doorway between the main entrance hall and the bar was blocked up, and windows between the dining room and rear passage were extended up to the ceiling. On the first floor, two bedrooms were joined to create a sitting room with two angled fireplaces replaced by a single one on the north wall. Right above the sitting room, two second-floor bedrooms were reconfigured into two smaller guest rooms each with an external window and a linen storage cupboard. This required the removal of two angled fireplaces and replacement of a single one, repositioning two windows (on the rear elevation), and blocking up a window to the internal stairwell. New guest amenities were added such as a shower on the first floor, and hand basins with hot water.

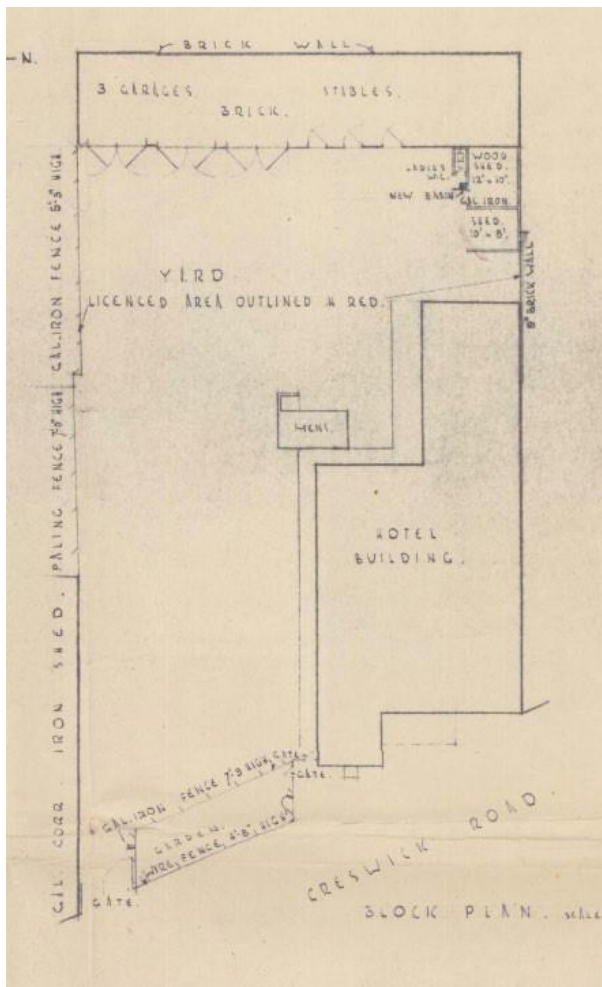


Figure 11. A plan of the subject site in 1954. (BP 3930, 1954).

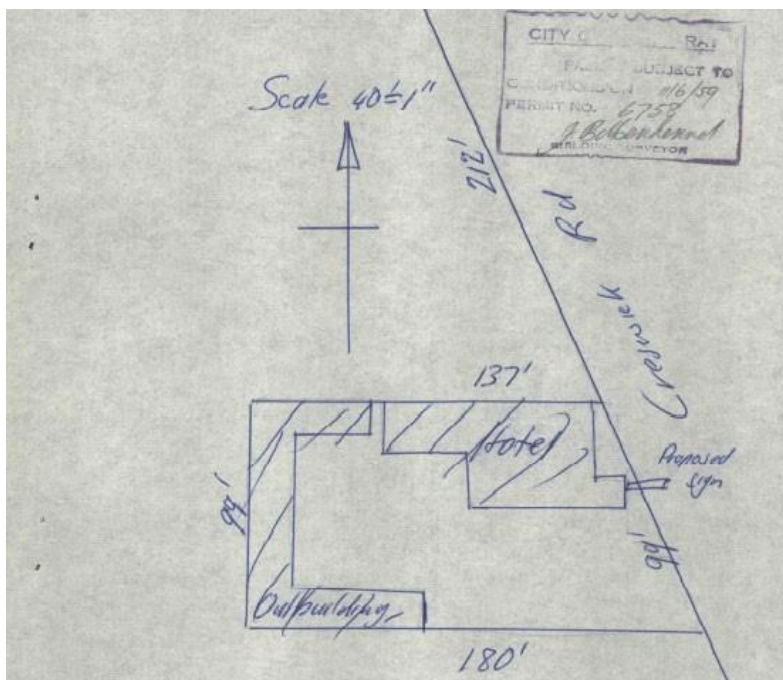


Figure 12. A plan of the subject site in 1959. (BP 6758, 1959)

The license for the Carriers' Arms Hotel was surrendered in 1968 and compensation of \$16,000 was paid to the owner (*Age* 30 April 1969:27). According to an article in the *Ballarat Courier* in 2019, the Victorian Licensing Court stipulated owner Alice Ford needed to meet certain conditions, among which were supplying hot and cold water, the laying of carpet and the provision of indoor toilets. Ford decided it was not worthwhile to keep the license going. The publican at the time was Domenico Sanotti (Cluff 2019).

In 1969, an application was made to the City of Ballarat to use the land on the south side of the Carriers' Arms Hotel as a used car yard (BP 14421A, 1969). Views of the Carriers' Arms Hotel in the 1960s can be seen in Figure 13.

Peter and Margaret Llewellyn became the owners of the subject site in 1970 and operated an antique store from the building and also used it as a residence (CT:V1094 F732; BP 14351A, 1969).



Figure 13. The Carriers' Arms Hotel in 1967 (left) and c1960s (right). The attached building on the right-hand side of the hotel has since been demolished. (Source: left - Geoff Biddington, Federation University Historical Collection Cat. No. 9151-9; right – Victorian Collections HR21A)

In summary, the hotel, first as the Market Square Hotel 1857-1863, then the Carriers' Arms Hotel from 1863 until 1968, operated from the subject site from 1857 until 1968 in the continuous ownership of the Whateley family. The current Carriers' Arms Hotel building was erected in 1890. The existing stables, built between 1866 and 1869, are related to the hotel's proximity to the hay market, which was in operation by 1863.

Associations

Whateley family, owner of subject site 1857-1970

Little is known about the Whateley family.

Thomas Whateley lived at his Mains farm in Learmonth-Sulky Road, Blowhard, established in 1856. Its buildings included a brick home, bluestone stable and barn (City of Ballarat 2023).

Thomas Whateley operated a number of farms during his ownership of the Market Square Hotel, later the Carriers' Arms Hotel. On Whateley's death in 1894, his will left his White Horse farm to nephew Thomas Whateley; his Mains farm and Lyons farm at Mount Blowhard in trust to John Elsey (and then to Mary Ann Elsey after John Elsey's death); and his farm at Sulky Gully, known as Reserve farm, to his nephew Thomas Whateley (*Argus* 11 May 1894:7).

Henry Caselli, architect

Henry Richard Caselli was born at Falmouth, Cornwall in 1816. The son of a naval architect, before Caselli arrived in Australia in 1853 on board the *Gazelle* he was apprenticed to a shipyard for seven years and later became a naval architect. On his arrival he stated his occupation as a ‘mast and block maker’. He worked for Lloyd’s Shipping Company as a surveyor in Geelong until 1854 then tried his luck on the Ballarat goldfields. After minor success digging for gold he returned to architecture, establishing an office in the Chamber of Commerce Buildings in Sturt Street, Ballarat. He designed many of Ballarat’s key buildings, such as the interior of the Ballarat Town Hall and Ballarat East Fire Station. He supervised the construction in Victoria of a number of churches designed by the English Gothic Revival architect Charles Hansom, and his church designs were strongly influenced by these. Caselli became the Ballarat Anglican Diocese’s architect, and designed for other denominations as well. He formed a joint practice with Charles D. Figgis in the early 1880s. Caselli died in 1885 at the age of 69 at Ballarat and is buried in the Ballarat Old Cemetery (Heritage Victoria 2008; *Ballarat Star* 4 March 1885:2).

Description

Setting

The former Carriers’ Arms Hotel is a landmark at the south end of Creswick Road, at the northern edge of the Ballarat CBD. Located two blocks west of Ballarat Railway Station, it stands across from Market Street, the location of the now-demolished Haymarket.

There are single-storey shops to the south of the site, and a large caryard to the north – its showroom building is set far back from the street, breaking the traditional on-boundary character of the commercial area.

The Hotel building sits at the front boundary, on the north side of its generous site. The southern half is taken up by an above-ground car park. Along the rear boundary is the stables/garage. Fencing comprises a lightweight reproduction Victorian palisade fence on a bluestone plinth along the front boundary of the carpark, the brick wall of a neighbouring shop and a cream Colorbond metal fence along the south side, and grey corrugated Colorbond enclosing the middle of the northern boundary (the Hotel and Stables form most of this boundary).

Hotel

The former Hotel building is three-storeys in height with a single-storey rear kitchen wing. It is constructed of hard red bricks with cream brick and limestone dressings to the front façade. The roof is clad in slate. The front façade is asymmetrical, due to a projecting tower element with a mansard roof with convex sides, featuring oeil de’boeuf (bull’s eye) dormer windows. The roof over the three-storey body of the Hotel is an M-hipped roof (with central valley gutter) typical of nineteenth-century buildings. The rear Kitchen wing has a nearly pyramidal simple hipped roof with a chimney at its apex. It is clad in short-sheet corrugated steel in an oxide red.

Apart from the mansard-roofed tower, the building features a three-storey verandah which stretches across the centre third of the façade. In keeping with the ceiling heights of each floor, it diminishes in height as it rises. All levels feature a slender corner Corinthian column, fluted for the two balconies. The ground and first floors have framed cast-iron friezes with separate brackets, while the second floor has only brackets and a fringe. The balconies have cast-iron balustrades. Each level has a different pattern of frieze, brackets, and/or balustrade. Looking at 1960s photos, this appears to be an original design feature, intended to add visual interest.

The eaves of the front façade and tower feature heavy timber brackets with chamfered sides. They sit in front of a band of standard cream bricks with a band of moulded cream brick “specials” (with an ovolo

profile). Further down, the floor level is marked by a band of cream bricks within moulded bricks, a single row of scotia-profile cream bricks marks the window-sill level, and a single band of plain cream bricks connects with the bottom of the label moulds of windows. These label moulds are primary of plain cream bricks, with a keystone and abutments of limestone. At the base of the building, marking threshold level, is a row of bullnose red bricks. All windows are square-headed double-hung sashes.

The brickwork of side and rear elevations is in English bond with struck jointing, while the front façade is tuckpointed Flemish bond. The red bricks have red stopping mortar and white ribbons, while the cream bricks have cream-coloured stopping and black ribbons. Windowsills are of rendered brick.



Figure 14. The three front doors to the hotel: to the Ladies' Lounge (left), Main Bar (centre), and accommodation (right). The Leggo's painted sign is to the right of the Main Bar door. (Landmark Heritage, 2023)

The ground floor is notable for the presence of three front entrances beneath the front verandah, demonstrating both the multiple original uses of the building (bar and accommodation) and the segregation of women from men. A low doorway provides access into the diminutive Ladies' Lounge in the tower section. Next to it is a taller but still narrow doorway into the main Bar (the door and possible its highlight are c1930s). The grandest entrance is into the front corridor of the accommodation section, with a five-panelled door surrounding by sidelights and highlights of patterned etched glass with accents of ruby flashed glass. There is a bluestone-framed cellar door opening at the foot of the tower, which was once used to roll beer kegs into the cellar.

Other elements that speak of the building's history are the faded painted signage. Beside the main Bar entrance is a small painted sign reading: *Dr[in]k Leggo's Barley Sheaf Ales & Stout / Bottled or Draught*. As noted in the history, this brewery was nearby on Creswick Road. On the north elevation, the name *Carriers' Arms Hotel* is just visible along the parapet, with *Melbourne Bitter* (overlaid atop *Tiger Bitter*). Below this painted signage are rendered areas which appear to correspond to the party wall of an adjacent commercial building, demolished since the 1960s (see the right-hand image in Figure 13). It appears that the ground level has been raised on this side of the building when the car yard was created, leading to a notable rising damp problem (ineffectively "treated" with cement render).



Figure 15. Hotel viewed from the north-east, with the painted signage visible at parapet level. Rising damp is visible at the base of this wall. (Landmark Heritage, 2023)

External alterations to the Hotel building since its construction in 1890 include the fire escape and new windows installed in the rear elevation, the new roof between the Dining Room and formerly detached Kitchen in the 1950s (discussed in the History). The external door into the front Bar dates from the mid-twentieth century (with four horizontal glazed panels). The southern chimney has been altered by the removal of corbelling at the top or possibly rebuilding (note that the two northern chimneys are intact). The flashing of the mansard-roofed tower has been replaced and simplified, with decorative zinc scalloping visible in the 1960s images (Figure 13). This probably occurred at the same time that the slates (at least to the tower) were replaced in-kind. Current downpipes are rectangular in profile and Colorbond; a change from the original round galvanised downpipes. The gutters have been replaced with a standard quadrant profile, while the originals would have been ogee or half-rounds.

As shown by early photos (see Figures 7 and 13), the Hotel building's brick walls were painted white by the 1930s. Since that time, however, the paint has been gently removed, with little or no apparent damage from the front façade and south elevation. This included the removal of painted signage from the south side elevation, though “ghost” signs remain on the brickwork of the northern side.

The Kitchen, at the rear, has a very high level of external intactness, comparable to that of the front façade. It retains a fine timber verandah on its south side, with chamfered timber posts with built-up timber capitals. Between them is a balustrade comprising curved-top posts and a metal pipe rail, probably from the 1920s. Windows and doors to the Kitchen and original windows of the rear and south elevations of the main building have segmental brick arched heads and rendered window sills. It is apparent that the link between the Kitchen and the Dining Room was once an open passage, but the opening at its east end has since been infilled with a new window inserted. Detached kitchens were common in the nineteenth century, both as a fire-prevention measure and to keep smells out of the rest of the building.



Figure 16. The kitchen, viewed from the south. A timber verandah post is visible at centre. (Landmark Heritage, 2023)

Internally, there is a relatively high level of intactness, with the principal alterations those carried out in the 1950s. Nearly all rooms retained beaded lining board ceilings, with straight and diagonal patterns. Nearly all rooms retain heavy moulded architraves and four-panelled doors. Many rooms retain simple fireplace mantles, of a utilitarian type popular for much of the nineteenth century. Most of the joinery has been overpainted, with the exception of a few ceilings.



Figure 17. Timber-lined ceiling in the former Main Bar. (Landmark Heritage, 2023)

Internal features of note include the arched entryway between the front entrance and rear corridor, which features etched and flashed glass similar to the front door. The partly glazed door to the main Bar, with flashed glass. The central stairway retains polished timber newel posts, turned balusters, and a large skylight at the top of etched and flashed glass.

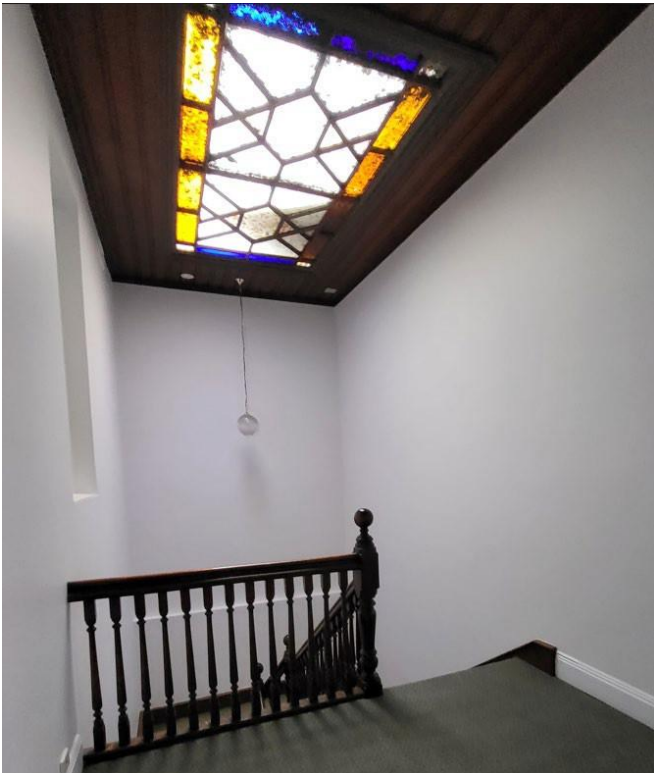


Figure 18. Top flight of the staircase and associated skylight. (Landmark Heritage, 2023)

Stables/garage

The stables building of c1866-69 runs along the rear boundary of the site and its walls form that western boundary as well as part of the north and south boundaries (meaning that these three external walls are subject to the whims and ad-hoc repairs of adjacent property owners).

The bricks are handmade, with weathered lime-mortar joints (the original profile was probably struck). Bluestone rubble foundations are visible on the north side. The north and south end walls have a simple parapet, containing the long, low-pitched hipped roof. It retains fairly old corrugated steel (or iron) roofing, which is visible rusted.

The southern third of this long, narrow building was converted into three garage rooms, each with a pair of large ledged timber doors opening into the carpark. The brickwork around these garage doors has been rebuilt, though with the same handmade bricks as the rest of the building. This part of the building is suffering from severe movement, with the east (front) wall bulging outward, and tied back with several generations of methods, from early wrought-iron “S” ties (also visible at the rear of the north end), to recent steel straps and a full-height triangular steel brace.



Figure 19. Southern half of the stables, with three garage doors and a divided stable door (right). (Landmark Heritage, 2023)

The remainder of the building appears to retain its 1860s form and elements. It has two visible doorways along its front (east) façade. Near the north end is a four-panelled door (typical of nineteenth century residential use). To its south is a divided and ledged stable door. Both have iron lintels instead of brick flat arches. The interior of this part of the building retains the original timber framing supporting the hay loft above, as well as early floorboards to the southern half of the loft. The ground floor has brick flooring. There is no evidence of horse stalls or other stable fixtures and fittings. There are no windows to the building, but there were ventilation slits in the brickwork along the rear (west) elevation, since loosely infilled with unmortared bricks.



Figure 20. Four-panel pedestrian door to the north part of the stables. (Landmark Heritage, 2023)

At the north end of the former stables is a ladies' WC addition, concealing part of its western elevation. This addition was constructed of hard, twentieth-century brick. The WC retains a toilet with a high cast-iron cistern stamped "ORB Ballarat". There is a free-standing men's toilet block, which is just behind

the main hotel. It was not inspected internally. Neither of these toilet buildings is shown on the 1926 sewerage plan, while the men's toilet block is seen in a c1930s image (see Figures 6 and 7), suggesting they were both built around 1930 when the sewer connection became available.

Comparative analysis

As noted in the History, there were many hotels built in Ballarat during the nineteenth century, with a reduction in the number operating on from 1906 with the establishment of the Liquor Licenses Reduction Board. In some cases, such as at the subject site, the hotel building survives to the present day but no longer serves its original purpose. Many of them have been extensively altered internally to adapt to new uses, such as offices and residences.

As the architect of the 1890 Carriers' Arms Hotel building is unknown, comparisons will be drawn from the general category of purpose-built Victorian hotels in Ballarat, with a focus on those of the late Victorian period (including a few late examples of typical Victorian styles built in the first years of the 1900s).

Victorian-era hotels in Ballarat can be divided into two general groups: those built in the 1850s and '60s that retain their original built form, and those established in the same period but rebuilt in the 1880s to 1900s. There are a few examples that straddle the two groups, with built form remaining from both periods. The most common such alteration was the addition of an elaborate verandah to an earlier hotel.

Ballarat hotels from the earliest surviving group tend to be two-storey with modest ceiling heights and overall scale, simple neo-classical in style with round-headed windows and simple parapets. Most examples have rendered walls, such as Henry Caselli's Munster Arms Hotel of 1864 (10 Victoria Street, Bakery Hill; significant in HO176), and the North Star Hotel of c1857 (verandah c1890s; 302 Lydiard Street North, Soldiers Hill, in HO170). The former Walkers Argyle Hotel, 402 Doveton Street North, Soldiers Hill, thought to be of c1859, is similar in form but executed in face brick (in HO170).



Figure 21. Munster Arms Hotel of 1864. (Landmark Heritage, 2023)

A more sophisticated example of early classical revival is the Unicorn Hotel of c1866, 127 Sturt Street, Ballarat Central (VHR H1911). The ground floor of this rendered building is rusticated with round-headed openings, while the first floor has rectangular openings topped with flat or triangular entablatures. Cast-iron ornament was added to its two-storey verandah in the 1880s.



Figure 22. Unicorn Hotel of c1866 & 1880s. (Landmark Heritage, 2023)

Another very fine and almost academic example of the classical revival is the former Palace Hotel, 101 Lydiard Street North, Ballarat Central (HO80). While built in 1887 it is almost a replica of Leonard Terry's London Chartered Bank of 1860 (demolished). It is most unusual compared to other purpose-built hotel, as its design is very bank-like, and it fittingly became the offices of the Ballarat Trustees after 1918. The base of the building is rock-faced bluestone with finely modelled rustication above. The first floor features Ionic order pilasters flanking rectangular windows with flat entablatures and cast-iron balconettes. The parapet has bottle balusters between simpler piers. While most of the external walls are rendered, there is a face-brick rear wing accessed off the side laneway. It has a large carriage-way arch, but there is no sign of stables surviving beyond it.

Craig's Royal Hotel, 10-16 Lydiard Street South, Ballarat Central, was built in two distinct but well-integrated phases (VHR H977). It is arguably the grandest Victorian hotel in the city. The first stage of the hotel was a three-storey structure of 1862, designed by architect CD Cuthbert. A rendered brick building, the ground floor is rusticated with round-headed openings. The two upper floors feature arcades flanked by four-storey towers in the Italian Romanesque style. This is mixed with Renaissance classical motifs such as Ionic columns to the first-floor loggia, Corinthian piers and guilloche-motif balustrades to the second floor, and flat entablatures to first-floor tower windows (note that identical entablatures were added to the loggia windows in 1890).



Figure 23. Former stables of c1867 at Craig's Royal Hotel. (Landmark Heritage, 2023)

In 1867 poet and horseman Adam Lindsay Gordon entered into an agreement with the hotel to conduct the associated stables, which could house up to 40 horses. This may be the date when the two-storey face-brick stables block was built at the rear (fronting on to Bath Lane). It is a building of simple design, with a bracketed eaves, round-headed windows to both levels, and two segmentally arched carriageway openings. It appears to contain the hotel kitchens at present.



Figure 24. Front of Craig's Royal Hotel. The left-hand loggias and flanking towers date to 1862, while the right-hand loggias and hexagonal corner tower are from 1890. (Landmark Heritage, 2023)

The hotel was tripled in size in 1889-90, to designs by architects James and Piper. They left the 1862 wing intact, reproduced its three-storey arcaded design (with the addition of flat entablatures to all windows), and added a corner tower that clearly expressed its later, Boom-era date. The tower can be considered a more elaborate version of the Carriers' Arms Hotel tower, with a slate-clad mansard roof, bracketed eaves, and oeil de'boeuf windows. The Craig's Royal Hotel tower is hexagonal in plan, and rises a fourth level above the hotel, with round-arched windows set between fluted Ionic pilasters. The windows have cast-cement keystones festooned with swags of flowers, and larger swags are draped above them. The mansard roof retains square and fish-scale slates, original decorative zinc flashing at the top, and a wrought-iron "widow's walk" balustrade. Historic and current photos indicate that many of the main hotel interiors are intact to their 1890 form.

Late Victorian hotels include the former North Grant Hotel, 3 Peel Street South, Bakery Hill (Significant in HO176). The current three-storey brick building of 1893-94 replaced a timber hotel of 1857. It is constructed of red brick with brown-brick and render dressings. Windows have segmentally arched heads, a type that was most popular in the 1880s. Apart from the use of contrasting cladding materials, its main features of interest are small parapets to the splayed corners, with a triangular pediment and circular motif below, as well as blind arcading on the large chimneys. The ground floor is extensively altered. No outbuildings survive. (It has no verandah, but never had one.)



Figure 25. Former North Grant Hotel of 1894. (Landmark Heritage, 2023)

The Golden City Hotel, 429 Sturt Street, Ballarat Central (in HO171), was another early hotel (1856) which was rebuilt in 1900 to a design by architects E & B Smith. The design is quite similar to the simpler 1860s hotels, with rendered brick walls, round-headed openings with pilasters between them, and a simple parapet with an arched pediment to the splayed corner. The two-storey verandah is typical of the late Victorian period, with cast-iron friezes in timber frames, Corinthian columns, and a bullnose roof. The corner of the verandah is accented by a gablet similar to that of Edwardian houses. Situated on a corner site, openings on the Sturt Street side have been enlarged.



Figure 26. Golden City Hotel of 1900. (Google Maps, 2018)

E & B Smith continued to design the Victorian hotel type, distinguished and nearly concealed by its multi-level, cast-iron embellished verandah. The George Hotel, 25 Lydiard Street North, Ballarat Central (VHR H71), is a case in point. First built in 1853, the two-storey original hotel was replaced in 1902 by a three-storey “wedding cake”. This three-storey hotel is graced by a wide three-storey verandah, and a bottle-baluster parapet with a large central arched pediment embellished with bas-relief foliage. The first-floor windows have round heads, while those on the second floor have very Victorian segmental

arches. Unusually, the ground floor is faced with red and white marble (and original feature, though simplified since). The only clear indication of the early twentieth-century date of this hotel is the use of hard red facebrick. The same cast-iron patterns for the framed frieze and balustrade are used at each level. The cast-iron brackets have been lost. All ground-floor windows have been lost.



Figure 27. George Hotel of 1902. (Landmark Heritage, 2023)

Originally there was a large arched opening providing access to a carriageway, running through the hotel to stables at the rear. They were described just after construction as ‘in keeping with the importance of the house [hotel]. There are thirteen stalls and twelve loose boxes, with provision for the housing of vehicles’ (Smith 1903:282). The hotel suffered fires in the 1980s, with severe damage to the dining room and rear wing, but the grand staircase survived. The stable block may be the single-storey brick wing at the rear of the hotel. It is lit by a central clerestory window and is used as a lounge bar with a modern fitout.



Figure 28. Rear wing of George Hotel, possibly remnants of the stables. (Landmark Heritage, 2023)

Compared to these other hotels, the former Carriers’ Arms is one of a number that was established early in Ballarat’s history and then replaced by a totally new building around the turn of the century. In scale, it is set between the very large three-storey hotels, such as Craig’s Royal Hotel and the George Hotel, and the more common two storey hotels, including the Munster Arms Hotel and Unicorn Hotel. It is of similar size to the former North Grant Hotel.

In regard to style, it is one of two hotels with a (part) mansard roof, along with the 1890 wing of Craig's Royal Hotel. This type of roof has very steep side slopes and a low-pitched hidden upper roof. Named after seventeenth-century architect Francois Mansart, this roof form became a key characteristic of the Second Empire architectural style of the mid to late nineteenth century. Also known as Second Empire Baroque, this was a highly ornamented neo-classical style that was popularised during the rebuilding of Paris from the 1850s onward. It spread to other parts of Europe, and was taken up very enthusiastically in the eastern United States in the 1860s-80s for public buildings, mansions and villas alike. It is far less common in Australia, and is generally seen on public buildings. In line with the general rarity of this roof type, it is often used only as an accent on a landmark tower. This is seen on the Carriers' Arms and Craig's Royal hotels, as well as Ballarat's Town Hall (1868, VHR H978) and the former Post Office clock tower (1885, VHR H1018). It provides a very stylish addition and adds complexity to the massing of the Carriers' Arms Hotel, though it is the simplest in detail of the four examples cited and has lost original decoration (zinc flashing and cast-iron balustrade) which the other examples retain.

Apart from removal of the tower details, the Carriers' Arms Hotel has a very high level of intactness, retaining its front verandah intact, and all windows and doors to the front and side elevations. Its internal plan form is also nearly intact, apart from minor changes in the 1950s. It retains a number of decorative elements in rooms, such as timber-lined ceilings, fireplace mantles, and the central stairway with its skylight. No furnishing or fixtures of the three bar areas remain, however.

The high intactness of the Carriers' Arms Hotel extends to the survival of its 1860s brick stables, though it was partially converted to three garages prior to 1954. The former stables retains its original handmade-brick walls, long hipped roof, a divided stable door and a pedestrian door, as well as brick flooring and a hay loft inside.

While nearly all nineteenth-century hotels had their own stables to allow visitors to "park" overnight, only a few survive to the present day and many of those in quite altered form. As noted above, among the comparative examples, Craig's Royal Hotel retains large and externally intact stables of c1867 at its rear, now used as a kitchen and other back-of house uses. The George Hotel may retain the shell of its large stables at the rear of the site, but it is no longer recognisable as such.

A similar stable block to that at the Carriers' Arms Hotel is found at the Plough Inn, 2322 Beechworth-Wangaratta Road, Tarrawingee (VHR H360). The two-storey hotel and rear stables were built in 1864. It has a gabled roof with weatherboards to the gables, handmade brick walls, and a combination of small pedestrian doors and larger "garage" doors to its main elevation. While it was in a very poor condition when inspected by Heritage Victoria in 2009, with holes in the roof and walls, it has since been repaired and restored. It is considered a significant component of a 'picturesque complex' and it also illustrates the hotel's former importance as a coaching stop (VHR H360).



Figure 29. Plough Inn stables in 2009. (Heritage Victoria, 2009)



Figure 30. The same end of the Plough Inn stables after repairs, 2018 (Tripadvisor.com.au)

Statement of Significance

What is significant?

The former Carriers' Arms Hotel and its stables, 9 Creswick Road, Ballarat Central, are significant. First established on this site in 1857 as the Market Square Hotel by Thomas Whateley, and renamed the Carriers' Arms Hotel in 1863. Brick stables were constructed along the rear boundary in the late 1860s, possibly part of works carried out under architect Henry R Caselli in 1869. In the 1870s and '80s they were described as 'extensive and first-class stabling' which were 'large and specially adapted to the requirements of the Patrons of this well-known Hostelry'. These patrons were primarily farmers from out of town.

The current hotel building was constructed in 1890 for the new owner, Thomas Whateley's granddaughter Mary Ann Elsey. It displays a simplified Second Empire style, with a mansard-roofed tower, and bichrome brick walls. It continued to be operated as a hotel until December 1968, when it was still owned by a descendant of Whateley.

The following elements of the place are of heritage value:

- The three-storey 1890 hotel building and its single-storey rear kitchen wing.
- The c1866-69 brick stables.
- The 1930s men's toilet block and ladies' WC are contributory elements.

The front fence and recent plantings are not of heritage significance.



Figure 31. Aerial view of site (Nearmap)

How is it significant?

The former Carriers' Arms Hotel and stables are of historical and aesthetic significance and rarity value to the City of Ballarat.

Why is it significant?

Historically, the former hotel and its stables illustrates the early commercial activity in the north part of Ballarat's business district, and its form and fortunes were intrinsically entwined with the market reserve across from it. The hotel first opened in 1857 under the name of the Market Square Hotel. When the Ballarat Haymarket was established on the reserve in 1863, owner Thomas Whateley changed its name to the Carriers' Arms Hotel. This name referred to the farmers who carted their hay to the market for sale, and stables were provided for the horses of this out-of-town clientele. (Criterion A)

The highly intact built-form illustrates the hotel uses, including changes over the twentieth century. The three front entries illustrate the separation of the sexes as well as the separation of bar and accommodation functions. The rear kitchen illustrates typical nineteenth-century floor plans which preferred detached kitchens both to prevent fires and keep odours out of the main building. Originally detached, the verandah between the kitchen and dining room survives beneath the current roof. Inside, the building retains most of its original floor plan, with changes to a few bedrooms in the 1950s, and retains timber-lined ceilings, simple timber mantelpieces, doors, and a fine staircase with a skylight. Outside, the men's toilet block and the ladies' WC (abutting the stable) illustrate the trend for hotels to upgrade their facilities during the interwar period in response to new licensing conditions. (Criterion A)

The painted advertising signage for 'Barley Sheaf Ales & Stout' next to the front door of the hotel bears

witness to the brewery once located next door. It was amalgamated with others in 1895 to form the Ballarat Brewing Company, which then took over the lease of a number of Ballarat hotels, including the Carriers' Arms Hotel in 1901. The later painted signage on the north wall of the hotel – providing its name and 'Tiger Beer', later overpainted with 'Melbourne Bitter' – provides information to interested passers-by of the building's original use. (Criterion A)

Aesthetically (architecturally), the 1890 hotel building illustrates the trend in Ballarat for hotels established in the 1850s to be rebuilt in the decade around 1890-1900. It is distinguished by its simplified Second Empire-style form, expressed by the mansard-roof tower, which adds a landmark element and complexity to the building's massing. The bichromatic brickwork of the front façade is of high quality and features a range of moulded cream and red bricks as well as etched and flashed glass lights around the main entrance door. Unusually, it retains both original front and rear (kitchen) verandahs, clearly demonstrating the Victorian-era building hierarchy. While the front verandah has cast-iron Corinthian posts and is embellished with multiple patterns of cast-iron frieze, brackets and balustrade, the rear verandah is entirely of timber, with chamfered posts with timber capitals. (Criterion E)

The c1866-69 brick stables are a rare surviving example of a typical mid-nineteenth-century commercial stables. It retains most of its original form comprising a hipped roof, handmade brick walls, early or original pedestrian and barn doors, and an internal hayloft. The stables illustrate the key use of the Carriers' Arms Hotel: as the place farmers would stay when delivering loads of produce or hay to the market across the road. Unlike travelling salesmen, for example, this clientele had a high need for stabling. The conversion of the southern part to garages diminishes its intactness, but also illustrates the ongoing adaptation of the hotel and its facilities to changing requirements in the twentieth century. (Criteria B & A)

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