
LEVIATHAN NO.1

Location

COLAC-BALLARAT ROAD NAPOLEONS, GOLDEN PLAINS SHIRE

Municipality

GOLDEN PLAINS SHIRE

Level of significance

Heritage Inventory Site

Heritage Inventory (HI) Number

H7622-0220

Heritage Listing

Victorian Heritage Inventory

Hermes Number 11864

Property Number

History

Contextual History:History of Place:

Heritage Inventory History of Site:

LEVIATHAN GOLD MINING COMPANY

10.1858; company registered

1858: registered with 32 shareholders on the Napoleon Lead. Because the direction of the lead was unknown the company amalgamated with the Junction Co. to give it 6200 feet of the Black Lead, 3520 feet of the Napoleons Lead and 1500 feet of the Franklin Lead. The company had a capital of £12,800 in 64 shares of £200 each. The company had to abandon its original machinery and purchase more powerful pumps to control the water as the gutter was approached. This became common practice for mines along this lead. The company eventually sank 3 shafts the last almost a mile north the first. For years over 100 men were employed.

08.1860: driven 280 feet but no sign of a break through.

02.1860: at present yielding good wages.

04.1861: have driven north for 600 feet without striking the gutter.

07.1861: have driven north 680 feet; think that the deep round is nearby.

12.1861: a bore in the back of the drive struck wash-dirt and the shareholders expect to strike the gutter soon.

07.186: 12 inch by 36 inch steam engine for pumping and winding operating at 12 strokes per minute; boiler, 15 feet 6 inches by 5 feet 6 inches

7.5 inch pumps, plunger to 230 feet, drawlift a further 104 feet; 4 x 5 foot strokes per minute; water getting heavier

machinery purchased from the Defiance Company, Sebastopol; consisting of: 22 inch by 44 inch steam engine; boiler, 26 feet by 6 feet 6 inches; 13.5 inch pumps, plunger and drawlift; To retain existing steam engine for winding purposes; poppet heads 60 feet high

08.1862: fixing 13.5 inch pumps

09.1862: large pumps fixed in the shaft; first plunger down 230 feet

03.1864: started work again on Napoleon Lead.

12.1864: still driving, should find the deep ground shortly.

03.1865: pushing their main drive toward the Franklyn Lead - the main gutter; also started a drive for the Napoleon.

12.09.1865: contract let for winding gear, double cages, 50 iron trucks, cast iron puddling machine; constructing double tramway

19.09.1865: washing discontinued pending erection of machinery

09.1865: only company working the Napoleon Lead, have struck the deep ground and are now preparing machinery to work on a large scale.

12.1865: driving for the Napoleon Lead and working the Franklyn or main gutter with considerable success.

Mid 1860's: the Bonshaw Freehold, the Buninyong Freehold, and the Leviathan were huge companies and were financed by speculators and capitalists mostly from Ballarat; these mines employed experienced Welsh and Cornish miners who were prepared to work for wages.

03.1866: ground in the main gutter has improved and they are also working for the gutter in the higher portions of their claim.

06.1866: yields are more than paying expenses; horses introduced for underground working and with other improvements dividends will increase.

10.07.1866: horrses underground, working at the gutter

31.07.1866: buddle erected for £108; building for buddle and No. 1 puddling machine to cost £33; trucks arranged for haulage by horse; several horses sent down

09.1866: obtaining payable gold from the main gutter; cost of driving for the Napoleon gutter are high.

12.1866: yielding 50 ounces per day from the main lead; still driving for the Napoleon gutter.

03.1867: gold from the main gutter is just paying expenses; still driving for the Napoleon gutter.

26.06.1867: main shaft, 6 feet 2 inches by 3 feet, down 334 feet

22.625 inch by 42 inch steam engine for puddling and pumping; 12.25 inch by 36 inch steam engine for winding

3 boilers: 2 x 22 feet by 6 feet 6 inches; 1 x 15 feet 6 inches 6 inches

13.5 inch pumps, plunger and drawlift; 7 x 5 foot strokes per minute; 3 iron puddling machines; buddle; flat Manilla ropes

Pumps and one of the steam engines belonged to the Defiance Company, Sebastopol

06.1867: struck the Napoleon gutter at last.

26.07.1867: 24 new trucks purchased, additional horse sent below

180 stoppages for the quarter: 96 from accidental firing of portion of the incline airway; 24 from breakage of pump rods; 60 from breaking of the flywheel shaft of the pumping engine

09.1867: barely paying until the later part of the quarter.

12.1867: yield of 1464 ounces.

03.1868: yield of 540 ounces.

25.04.1868: sinking new shaft, 9 feet by 6 feet, down 64 feet; new horse road laid in drive and up to faces; water making at 7,500 gallons per hour

boilers, pumps, puddling machines and winding machinery in a thorough state of efficiency

06.1868: yield of 703 ounces.

09.1868: yield of 1280 ounces 11 dwts.

11.1868: machinery in good repair

12.1868: yield of 1101 ounces.

03.1869: yield of 1844 ounces and 5 dwt.

06.1869: yield of 2226 ounces and 10 dwt.

09.1869: yield of 1051 ounces 4 dwt.

11.1869: machinery and pumps in good repair; still pumping 16,500 gallons of water per hour

12.1869: good yield but expenses were high, employing 329 men and boys; yield of 2690 ounces and 12 dwt.
03.1870: this company is now working out of the No. 5 or Buninyong Division and reports are for that division.
01.1870: No. 2 shaft: erecting machinery
04.1870: a further 3 months' extension given by the Scottish and Cornish Company to purchased their plant
03.1874: working a rich tributary toward Kitty's Ranges.
06.1874: yield of 615 ounces 8 dwt from the No. 1 shaft at Napoleon's Lead.
01.1866 to 12.1874: recorded production of 58,349 ozs 5 dwt (or 1814.907 kg).

This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.

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