

HERITAGE PLACE

NAME OF PLACE: GLENTHOMPSON HERITAGE PRECINCT

ADDRESS/LOCATION OF PLACE: Glenelg Highway GLENTHOMPSON

STUDY NUMBER: 405

HERITAGE OVERLAY NUMBER:

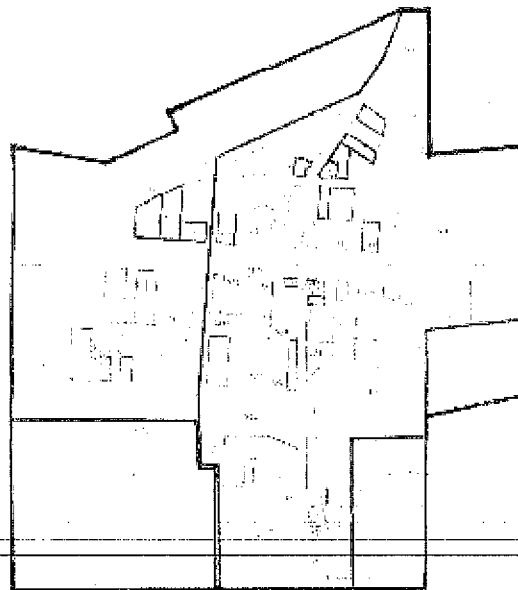
PRECINCT: Glenthompson

LOCAL GOVERNMENT AREA: Southern Grampians Shire

ACCESS DESCRIPTION:

CFA 434J ; VicRoads 229 M10;

SIGNIFICANCE RATING: Local



Shire of Southern Grampians

Glenthompson Heritage Precinct: Red = Heritage Overlay * Green = Significant Landscape Overlay

Image Date:

EXTENT OF LISTING:

To the extent of: 1. All the buildings and infrastructure constructed before 1954 including not only the places specifically identified as typical or outstanding examples of their type, but also those which contribute in a minor way. 2. All the land, both public and private, which is included within the precinct boundaries defined by the red and green lines on the plan of the Tarrington Heritage Precinct.

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PHYSICAL DESCRIPTION:

Glenthompson is located on the Glenelg Highway 45km north east of the provincial centre of Hamilton. The town is organic and linear in its development with most of its surviving buildings, including some substantial ruins, either on the Glenelg Highway, McLennan Street and a cluster around the former Railway Station. Its density is low. All of the buildings are single storey and each is located on a relatively large allotment. The centre of the town is now enhanced by an island war memorial with substantial memorial plantings around it.

Other contributory sites: -

Garage, McLennan Street, Glenthompson
Handmade Brick Drain, McLennan Street, Glenthompson
Site of Former Blacksmith, McLennan Street, Glenthompson
Site of Former Doctor's surgery, Henry Street, Glenthompson
Doctor's Surgery (Former), Henry Street, Glenthompson
Former Station master & Railway Houses, Station Street, Glenthompson
Former Rail worker's houses, Station & Hanson Streets, Glenthompson
Former Gatehouse (2), Boundary Lane, Glenthompson
Former Racecourse, Unknown, Glenthompson
Former Site of Golfcourse, Caramut Road, Glenthompson
Former Brownie Hall, McLeod Street, Glenthompson
Former Railway Huts site, Brimacombe Road, Glenthompson
Former Shire Yards, Cnr Henry & Cameron Street, Glenthompson
Former Brickworks site, Thompson Street, Glenthompson
Timber House (Glenthompson 17), SE cnr Scott Street & Memorial Drive, Glenthompson
Former Lock-up Site, SW cnr Scott Street and Memorial Drive, Glenthompson
Former Blacksmith's Shop site, Memorial Drive, Glenthompson
Former Bakery site, NW cnr Glenelg Highway and Wyselaskie, Glenthompson
Former Bootmaker/Cycle/Barber Shop site, Glenelg Highway, Glenthompson
Swimming Pool (Glenthompson), Memorial Drive, Glenthompson
~~Ficus macrocarpa, Station Street, Glenthompson~~
Timber House (Glenthompson 1), Glenelg Highway, Glenthompson
Fairview (3), Williamson's Road, Glenthompson
Kargoona, Unknown, Glenthompson
Former Strathmore Township Site, between Old Ararat Road, Lovatdale Lane Glenelg Hwy, Glenthompson
Timber Cottage, Cameron Street, Glenthompson
Timber House (Glenthompson 2), Henry Street, Glenthompson
Bark Hut (Timber House Glenthompson 3), Henry Street, Glenthompson
Timber Cottage (Glenthompson 1), Henry Street, Glenthompson
Timber House (Glenthompson 4), Cameron Street, Glenthompson
Timber House (Glenthompson 5), Cameron Street, Glenthompson
Timber Cottage (Glenthompson 2) Railway Cottage?, Cameron Street, Glenthompson
Timber House (Glenthompson 6), Cameron Street, Glenthompson
Killie Kranky, Glenelg Highway, Glenthompson
Glenwaters, Glenelg Highway, Glenthompson
Mallwa, Glenelg Highway, Glenthompson
Marron (former Butcher's Shop), Memorial Drive, Glenthompson
Timber House (Glenthompson 8), Memorial Drive, Glenthompson
Brick Shops (1960s), Memorial Drive, Glenthompson
Timber House (Glenthompson 9), 3 McLennan Street, Glenthompson
Wahroonga, McLennan Street, Glenthompson
Timber Cottage (Glenthompson 5), McLennan Street, Glenthompson

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Timber Cottage (Glenthompson 6) Maybe former Manse, McLennan Street, Glenthompson
Timber House (Glenthompson 10), McLennan Street, Glenthompson
Serendipity, McLennan Street, Glenthompson
Timber House (Glenthompson 11), Glenthompson-Caramut Road, Glenthompson
Rowan, Glenthompson-Caramut Road, Glenthompson
Timber House (Glenthompson 12), Glenthompson-Caramut Road, Glenthompson
Timber House (Glenthompson 13), Glenthompson-Caramut Road, Glenthompson
Timber Cottage (Glenthompson 7), Brimacombe Road, Glenthompson
Timber House (Glenthompson 16), Station Street, Glenthompson
Cottage, Glenelg Highway, Glenthompson
Cottage, Glenelg Highway, Glenthompson

HISTORY:

The township of Glenthompson emerged for two reasons. Firstly, Major Mitchell passed nearby this place in the middle of September 1836, following his period of recuperation at nearby Lake Repose. He stated in his journal that it was "as favourable a place for refreshing the cattle as could be found". This led to the establishment of large and eventually successful squatting runs in the immediate vicinity from the early 1840s. Secondly the mail route established between Melbourne to Adelaide in 1839 ran directly through what would later become the township of Glenthompson. A Mr. Bowden operated a mail depot and changing station from a canvas tent and mortised Red Gum (as a post box) in the 1860s at the site. The settlement was known locally as 'the Mail Tent' for some years. Bowden was also employed by the mail contractor, Mr. Hoyt as a groom for the horses (Claburn, et. al., 28). This was formalised in 1862 with the arrival of John McLennan who came from Ballarat to take charge of the mail tent and changing station.

It is evident that Glenthompson was little more than a hamlet in 1865 when official Government Gazetteer, produced by F. F. Bailliere was produced, as Glenthompson is not mentioned. Claburn et. al. Described the settlement as being entirely made up of canvas tents until John McLennan built the first permanent house in 1866 (Claburn et. al., 28). McLennan opened the first hotel and adjacent store, located on the main Adelaide-Melbourne Route, positioned to capitalise on the steadily increasing traffic between the cities, the pastoral runs and the Ararat goldfields. It is likely that when Glenthompson was surveyed, it was based on the alignment of these pre-existing buildings.

The earliest squatting runs around Glenthompson were established in the early 1840s. The main runs included Nareeb Nareeb, Brie Brie, Burnside, Bushy Creek and Cherrymount. These runs were located relatively close to the township and influenced it directly. Labour was recruited from the town, shopkeepers and tradesmen provided goods and services, and some banks and churches were developed in the town.

While Glenthompson struggled to develop a settlement, Strathmore (a township which had sprung up between Glenthompson and Dunkeld) flourished. By the 1870s Strathmore had a Park, a hotel, shop, school, blacksmith and a number of houses. The Shire of Mount Rouse rate books for the early 1870s note only one store in Glenthompson, other than the hotel, stables, a bootmaker and a blacksmith (SMRRB, 1871 and 1872, #77 and #87). Ultimately, Strathmore failed as a town, because Agricultural land subdivision which surrounded the town were too small for selectors to make sufficient income.

Glenthompson remained fairly static until the Dunkeld-Ararat railway passed through the township in 1879. This heralded a change in focus of the town, away from the traditional road traffic route, re-orientating many services towards the railway station. Mac's Hotel, owned by John McLennan removed to a site directly opposite the railway station, along with several shops, which were built adjacent.

Official communication came through the postal service. The first postal service to operate from a building was undertaken by John McLennan, free of charge, from his hotel, store and post office which fronted the highway.

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The postal service was continued through MacLennan's hotel, store and post office by his niece, Jessie McLennan until after World War One, when the current post office was built. Jessie McLennan continued to serve as Post Mistress until her death in 1955. The Commonwealth Bank agency was located at the Post Office for many years.

Storekeepers were critical for the beginning of the town. The first general store in Glenthompson was established in the late 1860s by John McLennan, who is considered to be the founding father of Glenthompson. The first store was built adjacent to the Mac's Hotel on the main Melbourne-Adelaide Road. The complex of hotel and store serving as a meeting place and general merchant for the large pastoral properties surrounding the town. With the advent of the railway in the late 1870s, parts of the timber complex were re-located to the current location of Mac's Hotel (and adjacent shops) opposite the Railway Station. With the advent of the railway, the settlement grew, and the store expanded to serve as general merchant to the growing township, travellers and pastoralists.

By the late 1890s the town had established some social clubs and clubhouses. The Racing Club was established in 1892, as was the Gun Club. These were followed by the Rabbit Club, Cricket Club and Golf Club.

The discovery of gold at Mafeking in the northern Grampians ranges in 1900 was the catalyst for much of the development within the township. The Colonial Bank was established in 1900, and in 1902, the Mechanic's Hall was established, free of debt (Henry, 6). In 1921, a supper room was added to the hall as a memorial to those who had served in World War One. The first medical service began to operate under Doctor J. M Tighe in 1905, and Brambledene Private Hospital was established by Mrs. W Mitchell. The hospital was able to offer accommodation for six patients, and had a tent in the back yard used to nurse a patient with tuberculosis (Dickie, n.d). It is believed that Sir Champion de Crespigny (1882-1952) was one of the earliest resident doctors at the hospital, he was certainly in Glenthompson Private Practice between 1907-08. Dr. de Crespigny went on to have a very distinguished medical career. He was Medical Superintendent of the Adelaide Hospital, a lecturer at Adelaide university, president of the South Australian branch of the British Medical Association and one of the founders of the Royal Australasian College of Physicians.

The other first doctors were Dr. Dermer, Dr. Mallalieu, Dr. Cherry and Dr. Rees (ibid.) who remained with Sister England and Sister Green and some domestic staff until December, 1928, when the Brambledene private hospital was converted into a bush nursing hospital.

The foundation of the various churches was an important step in the 'civilisation' of the area. Unlike most townships, land was not reserved for the major denominations, rather, important members of the congregation donated land for the purposes of building a church. The late construction dates of the churches in Glenthompson indicate the slow population growth of the township prior to the Mafeking gold rushes which saw the population expand by thousands in 1900. The first church was the Catholic Church, built in 1904. Traditionally, the Catholic church which served Glenthompson area was at which was serviced by Catholic priests based in Hamilton from 1871. Other churches were established in Glenthompson in 1914 (St. Peter's Anglican) and 1915 (St. Andrew's Presbyterian).

The establishment of a school was one of the first objectives of everyone in the town. William Bell (of Cherrymount run), David Mitchell and John MacLennan were responsible for the establishment of Glenthompson's first school. In October 1868, the Glenthompson Common School with attached residence was completed and twenty pupils were enrolled, and Mr. William Bell of Geelong was the first teacher, appointed on a salary of 50 pounds per annum.

There was little industry in the township of Glenthompson until the turn of the century. The Thompson brothers, George and Joseph, who arrived in the Glenthompson area in 1900 from Ballarat, taking up a farm called Yallam Park twelve miles north of the township, established the Glenthompson Brickworks. By 1901, they had

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a small brickyard in a paddock east of the State School Reserve, near the Railway line, on Thompson Street, which is named in their honour. In 1902, the demand for red bricks caused the Brickworks to relocate to the present site, where a large deposit of red clay was located. At the height of demand, the Brickworks produced up to 70,000 hand made bricks per month, which were used for constructing buildings throughout the Southern Grampians Shire. Bricks were made in a strictly traditional method, using timber moulds made by James Gunn, a member of a local family of carpenter, which were filled with clay by Alf Abrahams and his sons, Ray and Thor. After drying under thatch, the bricks were fired and after cooling and sorting, dispatched via the Glenthompson railway station. In the 1930s and 1940s, the demand for handmade bricks decreased, and in 1947, the Thompson Brothers sold the company to Donald Forbes and Reg Williams.

Donald Forbes grew up at Cherry Mount near Glenthompson, and purchased the property Wintoc from Arthur Thacker in 1919, running Hereford cattle and sheep. He built a new home, the existing house, on the property in the Interwar years.

Reg Williams was an important local master builder, based in Hamilton, who was responsible for constructing the finest commercial buildings in Hamilton in the mid twentieth century, many of which were designed by the leading Modernist architects, Seabrook and Fildes of Melbourne. He also built many of the finer homes in and around Hamilton.

The town reached the peak of its population in 1911 (Henry, 6). At that time, there were 119 occupied dwellings and a population of 583 people (ibid.). In addition to the clubs and societies mentioned earlier, there were Sports, Rifle, Football and tennis clubs established, as well as a Progress Association, Australian Natives Association and Independent Order of Rechabites Lodge. Along with the early stores there were two other general merchants, a bakery, butcher, hairdresser and fancy goods shop, a cycle shop, two fruit shops, newsagency, saddler, blacksmith and wheelwright, bootmaker, timber yards, two coffee palaces, five carpenters, and auctioneer and a dressmaker (ibid.).

The First World War impacted on Glenthompson. Many young men from the township and surrounding farms were killed, and many younger people moved away from the area, between 1911 and 1933, the population of the town decreased by 28% (ABS in Henry, 7).

The township consolidated rather than grew after the Second World War. Along with the decline in rural population from failed agricultural pursuits, the loss of many young men from Glenthompson and district in World Two compounded the decline in the township. The First and Second World Wars are commemorated a relatively unusual war memorial, located in a traffic island between the main Highway and Memorial Drive. It has an unusual form of an octagonal base with two tiers, on which is mounted a column which terminates with a knight supporting a Celtic cross, surrounded by a memorial garden, also formed in the shape of a Celtic cross.

Growth declined after 1954, as economic factors forced many small landholders and soldier settlers from the land, reducing the rural population and therefore demand for services within the township. Over the past five decades, the town has gradually reduced to play only a minor service role in the district. It now serves as the major regional centre for the provision of goods and services, further compounded by the amalgamation of the Wannan, Dundas and Mount Rouse Shires in the 1990s to form the Shire of Southern Grampians, administered from Hamilton.

THEMATIC CONTEXT:

Theme 2 Peopling Australia

Theme 3: Developing local, regional and national economies

3.5 Developing primary production

3.5.1 Grazing stock

3.5.2 Breeding animals

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3.5.3 Developing agricultural industries

Theme 5: Working

5.8 Working on the land

Theme 6 Educating

6.2 Establishing schools

6.5 Educating people in remote places

Theme 8 Developing Australia's cultural life

8.12 Living in and around Australian homes

8.14 Living in the country and rural settlements

CONDITION:

Good

INTEGRITY:

good degree of integrity

STATEMENT OF SIGNIFICANCE:

What is significant?

The township of Glenthompson, to the extent of its official boundaries, unchanged since its survey in the 1860s, was a settlement which served the pastoral interests of the surrounding squatting runs, some limited agricultural development, and subsequent efforts at closer settlement. It is located 45 kilometers north east of the provincial centre of Hamilton. The town developed as a mail depot on the Adelaide-Melbourne Road. The first buildings were constructed by John MacLennan, who arrived in 1862. He built a residence, hotel and store in the mid 1860s. The hotel and store were located on the main Melbourne -Adelaide route to capitalise on the traffic to newly established pastoral properties and further afield. The town did not develop until the late 1870s when the Dunkeld-Ararat Railway passed through, and the commercial centre of the town re-aligned towards the railway station. Another phase of development came with the discovery of gold at Mafeking, in the northern Grampians ranges. This brought trade and travellers through Glenthompson. Churches were not built in the township until the first decade of the twentieth century, indicating the slow population growth prior to this time. The township serviced the surrounding squatting runs not only in a commercial and mercantile sense, but also for social purposes. The town has been influenced by the breaking up of large estates, at the end of the nineteenth century and the two World Wars, all of which have diminished the population. Glenthompson's population has declined in parallel with a reduction in other local services. This is a general trend across the state and is due to a combination of factors, not least the decline of the wool industry and an increased mobility.

How is it significant?

The township of Glenthompson is of historical, cultural, social and architectural significance to the community of Glenthompson and the Southern Grampians Shire.

Why is it significant?

The township of Glenthompson is of historical significance as an example of a later and lesser permanent urban settlements in the Shire, of social significance as the focus for the community in the area. It is and of architectural significance as a planned town including a typical range of buildings including public facilities and utilities, churches, commercial buildings and private residences, most of which are representative of the influence which the Railway (1870s) and the discovery of gold at Mafeking (1900s).

COMPARISON:

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408 Balmoral heritage precinct Henty Highway Balmoral
 402 Braxholme heritage precinct Henty Highway Braxholme
 409 Byaduk heritage precinct Hamilton-Port Fairy Road Byaduk
 407 Cavendish heritage precinct Henty Highway Cavendish
 401 Coleraine heritage precinct Glenelg Highway Coleraine
 406 Dunkeld heritage precinct Glenelg Highway Dunkeld
 403 Penshurst heritage precinct Hamilton Highway Penshurst
 404 Tarrington heritage precinct Hamilton Highway Tarrington

ASSESSED BY: AEN

ASSESSMENT DATE:

08-Apr-04

EXISTING LISTINGS:

HERITAGE STUDY RECOMMENDATIONS:

Include in VHR Include in RNE Include in Local Planning Scheme

No Recommendations for Inclusions

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