



REGISTER OF HERITAGE PLACES

Register Entry

1. **DATA BASE No.** 05113
2. **NAME** De Grey – Mullewa Stock Route No. 9701 (1866, 1893, 1905)
FORMER NAME (or OTHER NAMES) De Grey – Mingenew Stock Route
3. **LOCATION** Mullewa to Pardoo
4. **DESCRIPTION OF PLACE INCLUDED IN THIS ENTRY**
See Schedule A
5. **LOCAL GOVERNMENT AREA** City of Greater Geraldton, Shire of Murchison, Shire of Upper Gascoyne, Shire of Ashburton, City of Karratha, Town of Port Hedland, Shire of East Pilbara
6. **OWNER AT REGISTRATION**
Private:
Bettini, Ethel Marjorie
Bettini, John Joseph
Bettini, Mark John
BH Sharpe & Co Pty Ltd
Forgione, Antonio
Fourseasons Corporation Pty Ltd
John Bettini Land Holdings Pty Ltd
Mark Bettini Land Holdings Pty Ltd
Mitsui Iron Ore Development Pty Ltd
Nippon Steel & Sumitomo Metal Australia Pty Ltd
Nippon Steel & Sumikin Resources Australia Pty Ltd
North Mining Ltd
Revive Nominees Pty Ltd
Robe River Mining Co Pty Ltd
Leaseholder:
BHP Billiton Minerals Pty Ltd
Central Stockcare Pastoral Pty Ltd
Fourseasons Corporation Pty Ltd

Hamersley Iron Pty Ltd
 Itochu Minerals & Energy of Australia Pty Ltd
 J C Stock Pty Ltd
 Mitsui Iron Ore Corporation Pty Ltd
 Mitsui Iron Ore Development Pty Ltd
 Mt Welcome Pastoral Co Pty Ltd
 Nippon Steel Australia Pty Ltd
 North Mining Ltd
 Robe River Mining Co Pty Ltd
 Santos Offshore Pty Ltd
 Santos WA Northwest Pty Ltd
 Sumitomo Metal Australia Pty Ltd

Responsible Agency:

Aboriginal Lands Trust
 City of Greater Geraldton
 City of Karratha
 Department of Biodiversity, Conservation and Attractions
 Department of Planning, Lands and Heritage (DBNGP)
 Department of Planning, Lands and Heritage (ROAD)
 Department of Planning, Lands and Heritage (SLSD)
 Department of Primary Industries and Regional Development
 Kariyarra Land Aboriginal Corporation
 Main Roads of Western Australia
 Pilbara Ports Authority
 Water Corporation

7. HERITAGE LISTINGS

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| • Register of Heritage Places: | Registered | 7 December 2022 |
| Individual Places | | |
| P4001 De Grey Station Group | To be Assessed | 29 August 2003 |
| <i>P4004 Mundabullangana Station</i> | Registered | 16 May 2008 |
| P15398 Deepdale Station | To be Assessed | 30 May 2003 |
| • National Trust Classification: | | |
| Individual Places | | |
| P4002 Boodarrie Station Homestead | Classified | 5 December 1983 |
| <i>P4004 Mundabullangana Station</i> | Classified | 5 December 1983 |
| • Town Planning Scheme: | | ----- |
| • Local Heritage Survey | | |
| Individual Places | | |
| P4001 De Grey Station Group | Adopted | 31 December 1996 |
| P4002 Boodarie Station Homestead | Adopted | 31 December 1996 |
| <i>P4004 Mundabullangana Station</i> | Adopted | 31 December 1996 |
| P5022 Rabbit Proof Fence No 2 and No 3 | Adopted | 25 November 2005 |
| P15398 Deepdale Station | Adopted | 17 August 1999 |
| P15418 Minnie Creek Station | Adopted | 29 October 1999 |
| P25267 Old Stock Route Wells | Adopted | 1 September 2013 |
| • Register of the National Estate: | | |
| Individual Places | | |

P4002 Boodarrie Station Homestead
P4004 Mundabullangana Station

Nominated
Nominated

2 March 1984
2 March 1984

- Aboriginal Sites Register
See Schedule B

8. ORDERS UNDER SECTION OF THE ACT

9. HERITAGE AGREEMENT

10. STATEMENT OF SIGNIFICANCE

The *De Grey-Mullewa Stock Route No. 9701*, a 1,500 kilometre stock route from Mullewa to just east of the De Grey River, near Port Hedland pioneered by E.T. Hooley in 1866 that was formally defined by survey in 1893 and later defined as part of a stock route network in 1905, which runs through a vast, arid landscape and includes a series of 55 government wells sunk roughly 12 miles (19.3 kilometres) apart, as well as private wells, stock yards, natural water bodies and homesteads, has cultural heritage significance for the following reasons:

the place played a significant role in opening up and sustaining the development of the Northern districts for pastoralism from the late 1860s, and demonstrates the great number and importance of stock being driven to Mullewa and from there either as livestock or meat to the Metropolitan Region and the Eastern Goldfields;

the place, in directly facilitating the development of settlement and pastoralism, disrupted the lives of the local Aboriginal people who occupied the lands that the route passed over for at least 50,000 years and who were then faced with a level of conflict over use and access unlike that known before;

the place demonstrates Government responses to the needs of pastoralists by gazetting common land for the movement of stock and the construction of a large number of evenly spaced wells to water the stock along the route;

the place is a physical reminder of the incredible difficulties encountered in driving stock through land over long distances through arid regions in the nineteenth century and has the archaeological potential to shed light on the lives and activities of early drovers both Aboriginal and non-Aboriginal and those who settled and established stations along the route;

the place is associated with a number of prominent and influential figures including pastoralists, E. T. Hooley, who established the earliest version of the stock route; George Gooch, whose advice was relied on by the State Government in developing the initial gazetted route in 1891; and pastoralist, merchant and philanthropist, Walter Padbury who established the first pastoral lease and station in the North West area on the De Grey River in 1863, as well as Charles Straker who was responsible for sinking the series of government wells from 1895;

the place demonstrates an innovative use of boring technology to sink wells at greater speed and lower cost than had previously been achievable and indicates the differing well types and technologies in use during the mid to late nineteenth and early twentieth centuries;

the place is characterised by its surveyed path through the vast, open landscapes of low-lying scrubland, rich, red soils and waterways, distinctive of the Mid West, Pilbara and Gascoyne regions, that instil a profound sense of isolation and contribute to understanding the ambitious and impressive nature of the journey taken along the route;

the place is representative of the many stock routes established throughout Western Australia in the mid to late 1880s and early 1900s, and is part of the network of stock routes that were formally gazetted in 1905;

the place is valued as a route linking people today to past movements of stock, and the romantic notions of the drover, with sections having been included in tourist drives; and,

the place includes P4001 De Grey Station Group, which is rare as the first station to be established in the North West region and the first in the region to introduce windmills for water supply and fencing to control livestock.