



**HERITAGE
COUNCIL**
OF WESTERN AUSTRALIA

REGISTER OF HERITAGE PLACES

DRAFT – Register Entry

1. **DATA BASE No.** 25092
2. **NAME** *North West Stock Route (1850, 1862, 1889)*
FORMER NAME (or OTHER NAMES) Coastal Stock Route, The Old North Road, Old Coast Road, The Old Perth Road, Wanneroo Stock Route
3. **LOCATION** Star Swamp, North Beach to Arrowsmith Swamp, Arrowsmith
4. **DESCRIPTION OF PLACE INCLUDED IN THIS ENTRY**
See Schedule A
5. **LOCAL GOVERNMENT AREA** City of Stirling, City of Wanneroo, Shire of Gingin, Shire of Dandaragan, Shire of Coorow, Shire of Carnamah, Shire of Irwin, Shire of Mingenew
- 6a. **CURRENT OWNER**
Private:

A L R Investments Pty Ltd	Bunting, Gwyneth Evelyn
Ardross Estates Pty Ltd	Commins, Amanda Anne
Brsf Pty Ltd	De Burgh, Sidney Charles
Dhungarra Pty Ltd	Grigson, Alan John
Esos Investments Pty Ltd	Grigson, Noel Richmond
Forovus Pty Ltd	Hamersley, Edward
Genocanna Nominees Pty Ltd	Hanlon, Timothy Marcus Stephen
Green Agricultural Investments Pty Ltd	Harris, Daniel Paul
Lake Preston Beef Pty Ltd	Manson, Scott Jason
Marthof Properties Pty Ltd	Manson, Tania Patricia
Mounthill Investments Pty Ltd	Morton, Cheryl Anne
North East Equity Pty Ltd	Morton, Gregory Edward
Pullington Investments Pty Ltd	Ottaway, Josephine Ruth
Speechly Nominees Pty Ltd	Parker, Pauline Thelma
Stockyard Nominees Pty Ltd	Parker, Philip George
Barter, Susan Elizabeth	Scarvac, Gaetano
Beresford-Murray, George	Scarvac, Giuseppe
Bunting, Alfred George	Tauss, Raymon Geoffrey
	Verios, Lee

Wade, Christopher James
Warton, Aleksander
Wedge, Robert Bradley

Woodley, Glenn Lindsay
Zuvich, Ivan Peter

Leaseholder:

BGC (Australia) Pty Ltd
Hoffman, Harry

State Government Owner:

Department of Biodiversity, Conservation and Attractions
Department of Planning, Lands and Heritage
Main Roads WA
Water Corporation

Responsible Agency:

Department of Biodiversity, Conservation and Attractions
Department of Water
City of Stirling
City of Wanneroo
Minister for Water
Shire of Carnamah
Shire of Coorow
Shire of Dandaragan
Shire of Gingin
Water Corporation

7. HERITAGE LISTINGS

- Register of Heritage Places:
 - Individual Places
 - P1080 Old Junction Hotel* Registered 24 November 2000
 - P1088 Cowalla Homestead Group* Registered 26 May 2006
 - P4151 Yanchep National Park Precinct* Registered 17 February 2006
 - P15873 North West Stock Route (fmr) Stage 1* Registered 20 April 2004
- National Trust Classification:
 - Individual Places
 - P1080 Old Junction Hotel* Classified 3 July 2008
 - P1088 Cowalla Homestead Group* Classified 11 June 1973
 - P4507 Star Swamp Reserve* Classified 3 April 1978
- Town Planning Scheme: -----
- Municipal Inventory:
 - Individual Places
 - P1080 Old Junction Hotel* Adopted 17 October 2017
 - P1088 Cowalla Homestead Group* Adopted 17 October 2017
 - P1246 Allanooka Inn (fmr)* Adopted 10 March 1998
 - P4151 Yanchep National Park Precinct* Adopted 25 May 1994
 - P4507 Star Swamp Reserve* Adopted 14 October 2014
 - P5849 Coastal Stock Route* Adopted 30 September 1996
 - P6471 Stockyard Gully Caves* Adopted 31 October 1996

P6472 Little Three Springs	Adopted	31 October 1996
P6482 Old Stock Route	Adopted	31 October 1996
P12305 Stock Route	Adopted	10 March 1998
P13064 Old Junction Bridge	Adopted	17 October 2017
<i>P15873 North West Stock Route (fmr) Stage 1</i>	Adopted	18 October 2005
P17908 The Old Bridge Site	Adopted	18 October 2005
P18399 Stock Routes	Adopted	16 December 2004
P23678 Diamond of the Desert	Adopted	16 December 2004
P23868 Coastal Stock Route Road No. 301	Adopted	16 December 2004
P24914 North West Stock Route (Fmr)	Adopted	26 April 2006
• Register of the National Estate:		
Individual Places		
<i>P1088 Cowalla Homestead Group</i>	Registered	21 March 1978
<i>P4151 Yanchep National Park Precinct</i>	Registered	21 March 1978
P4507 Star Swamp Reserve	Registered	1 November 1983
P6471 Stockyard Gully Caves	Registered	21 March 1978
P9483 Neerabup Lake National Park	Registered	21 March 1978
P18109 Lake Logue	Registered	21 March 1978
P18113 Arrowsmith Lake	Registered	21 March 1978
• Aboriginal Sites Register		
Individual Places		
1575 Sandalwood	Registered	
3504 Joondalup Waugal Egg	Registered	
3548 Moore River Burial	Registered	
3742 Loch McNess, Wagardu Spring	Registered	
4404 Orchestra Shell Cave	Registered	
4760 Eneabba Stone Arrangement	Registered	
5482 Jenkins Hut Valley	Registered	
17451 Pipidinny Lake	Registered	
18907 Irwin River (SC04)	Registered	
20008 Gingin Brook Waggyt Site	Registered	
20749 Moore River Waugal	Registered	
21620 Chandala Brook	Registered	
30068 Arrowsmith River	Registered	
3362 Cowalla Bridge	Lodged	
3574 Smokebush Waterhole	Lodged	
3693 Lake Neerabup	Lodged	
4660 Wunneroo Cave	Lodged	
5130 Lake Logue	Lodged	
20049 Coomado Swamp	Lodged	
20650 Lennard Brook	Lodged	
21616 Boonanarring Brook	Lodged	
21617 Wallering Brook	Lodged	
21618 Nullilla Brook	Lodged	
21619 Breera Brook	Lodged	
24673 Loch McNess Stone Cairn	Lodged	
28325 Kooyar	Lodged	
37564 Pinnacles Desert	Lodged	

8. ORDERS UNDER SECTION OF THE ACT

9. HERITAGE AGREEMENT

10. STATEMENT OF SIGNIFICANCE

North West Stock Route is a stock route in use from the 1850s and formally defined by survey in 1889, following much of the original Old North Road to Geraldton, which extends from Star Swamp, North Beach to Allanooka Swamp, Allanooka (54km south east of Geraldton), and comprises sections of the former route, including a series of wells, homesteads, natural water bodies, resting points, bridges and crossing points that has cultural heritage significance for the following reasons:

the place, in directly facilitating the development of settlement and farming, disrupted the lives of the Amangu Yamatji, Yued Noongar and Whadjuk Noongar people who occupied the lands that the route passed over for at least 40,000 years. Culturally significant sites in the form of water sources along the route that are associated with the Wagyl (Noongar) and Bimara (Yamatji), or rainbow serpent, were directly impacted which resulted in profound emotional and spiritual disturbance;

being one of the oldest stock routes in the State and the axis of many stock routes leading northwards, the place, was instrumental in opening up and sustaining the development of the nearer northern districts for pastoralism in the 1850s, and later forming part of the main route for travellers, mail carriers and drovers before the Midland Railway was completed in 1894;

the place demonstrates the transition of Aboriginal water sources and pathways through the landscape to Colonial use through the explorations and actions of colonists and drovers using the route;

the place is a physical reminder of the incredible difficulties encountered in droving stock through uncleared land over long distances in the nineteenth century and has the archaeological potential to shed light on the lives and activities of early drovers, travellers and those who settled along the route;

the place is associated with a number of prominent and influential figures including pastoralist, merchant and philanthropist, Walter Padbury, who was responsible for establishing the more-direct alignment of the route in 1855; Assistant Surveyor Augustus Gregory, who surveyed the initial road north on which the later stock route was based; and pastoralist and politician, Edward Hamersley, who had substantial land holdings and developed industry along the route;

the place is characterised by its path through the changing landscape of vast sandplains, deep limestone gullies and unexpected swamps and waterholes, which 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;

the place includes Old Junction Bridge, the oldest timber bridge still in use in the State.

Roadways, particularly running perpendicular to the stock route, and modern residential properties within the curtilage of the place are intrusive.



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DRAFT – Assessment Documentation

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

Cultural heritage significance means aesthetic, historic, scientific, social or spiritual value for individuals or groups within Western Australia.

In determining cultural heritage significance, the Heritage Council has had regard to the factors in the *Heritage Act 2018* and the indicators adopted on 14 June 2019.

11(a) Importance in demonstrating the evolution or pattern of Western Australia's history

North West Stock Route is significant for its role in opening up and sustaining the development of the Northern districts for pastoralism from the 1850s. The formal establishment of *North West Stock Route* in 1889 (following the route of the Old North Road which was gazetted in 1862) is indicative of the number and importance of stock being driven either between stations or to markets and of the value of this livestock to the Western Australian economy.

North West Stock Route was influential in the development of prominent pastoral and horse-breeding properties and businesses that had important implications for interstate and international trade, bolstering an emerging Western Australian economy.

North West Stock Route, in directly facilitating the development of settlement and farming, disrupted the lives of the Amangu Yamatji, Yued Noongar and Whadjuk Noongar people who occupied the lands that the route passed over for at least 40,000 years. Culturally significant sites in the form of water sources along the route that are associated with the Wagyl (Noongar) and Bimara (Yamatji), or rainbow serpent, were directly impacted by stock drinking, fouling and trampling the areas, which resulted in profound emotional and spiritual disturbance.

North West Stock Route demonstrates the transition of Aboriginal water sources and pathways through the landscape to Colonial use through the explorations and actions of colonists and drovers using the route.

North West Stock Route is a physical reminder of the incredible difficulties encountered in droving stock through uncleared land over long distances in the nineteenth century.

North West Stock Route provides insight into the lives and activities of the drovers and stockmen, both Aboriginal and non-Aboriginal, who lived and worked on the stock route.

11(b) Importance in demonstrating rare, uncommon or endangered aspects of Western Australia's heritage

North West Stock Route, formally gazetted as such in 1889, but previously gazetted as a road in 1862, and informally in use since the 1850s, is one of the oldest stock routes in Western Australia, having formed the basis of many other stock routes leading northwards.

Old Junction Bridge, along the *North West Stock Route*, is rare as the oldest bridge still in use in Western Australia, being constructed in 1863.

Established by Walter Padbury, the station at Cockleshell Gully, along the *North West Stock Route*, is one of the longest-standing farming property/stations along the Stock Route, continuing to function as such today since 1855.

Due to ideal preservation conditions in areas, archaeological material along the *North West Stock Route* provides a rare insight into the lives and activities of drovers using the route.¹

11(c) Potential to yield information that will contribute to an understanding of Western Australia's history;

North West Stock Route has significant archaeological potential to yield information relating to the construction of wells in a variety of landscapes and geological environments.

Any artefacts relating to the early development of the *North West Stock Route* have the potential to shed light on the lives and activities of early drovers, travellers or occupants along the route.

North West Stock Route has archaeological potential to reveal information about the lives and spiritual connections of the Amangu Yamatji, Yued Noongar and Whadjuk Noongar people who appreciated and utilised water sources and land areas prior to, and continuing through, the Colonial use of the land.

The geological formations and swamp systems that characterise many of the locations along the *North West Stock Route* have the potential to contribute to an understanding of the unique ecosystems and underground cave systems that sustain varied flora and fauna on the Turquoise Coast.

11(d) Its importance in demonstrating the characteristics of a broader class of places;

North West Stock Route is an excellent representative example of the types of stock routes (both formal and informal) that developed as new areas of Western

¹ For more details on the archaeology found along the route please refer to 'Archaeological Material along North West Stock Route Report', 2021, by Gemma Wilson, which can be found in the Department of Planning, Lands and Heritage Library.

Australia were opened up for pastoralism and were maintained by the movement of people, livestock and goods between stations and areas of settlement.

The many wells along the *North West Stock Route* demonstrate the prominent mid to late century methods and techniques of locating and retrieving water.

11(e) Any strong or special meaning it may have for any group or community because of social, cultural or spiritual associations;

The many waterholes and water sources along *North West Stock Route* were and continue to be spiritually and practically important to local Aboriginal people.

The individual properties located along the *North West Stock Route* that were settled by early pioneering families such as the Hamersley, de Burgh and Grigson families, are still owned and/or occupied by their descendants who take pride in maintaining and recognising their family histories.

North West Stock Route is valued by the local communities that abut the place, as a reminder of the pastoral development of areas north of Perth. It is particularly valued by the Gingin and Neergabby communities who developed a drive trail with stopping points at key features within their shire.

11(f)² Its importance in exhibiting particular aesthetic characteristics valued by any group or community;

North West Stock Route is characterised by a changing landscape of vast sandplains, deep limestone gullies and unexpected swamps and waterholes, which contribute to the ambitious and impressive nature of the journey taken along the route.

Features along *North West Stock Route*, including Nambung Pools (Kinchela Pool), Cockleshell Gully, Diamond of the Desert, Little Three Springs and Stockyard Gully are characterised and linked by a system of limestone caves that contribute to distinctive and often striking natural settings and vistas.

11(g) Any special association it may have with the life or work of a person, group or organisation of importance in Western Australia's history;

North West Stock Route is closely associated with prominent Western Australian pastoralist, merchant and philanthropist, Walter Padbury, who lobbied for and established a more-direct alignment of the road/route in 1855. Padbury took up land holdings all along the stock route and established stockyards at Boongarra, Neergabby and Cockleshell Gully, which were utilised by drovers and travellers along the route.

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For consistency, all references to architectural style are taken from Apperly, R., Irving, R., Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture. Styles and Terms from 1788 to the Present*, Angus and Robertson, North Ryde, 1989.

For consistency, all references to garden and landscape types and styles are taken from Ramsay, J. *Parks, Gardens and Special Trees: A Classification and Assessment Method for the Register of the National Estate*, Australian Government Publishing Service, Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

North West Stock Route is closely associated with prominent Western Australian pastoralist and politician, Edward Hamersley, who was a partner in The Cattle Company which was successful in its horse breeding and beef producing ventures, stimulating the State's economy at that time. Hamersley owned a substantial amount of land along the route, including Star Swamp, Fatfield and Woodada. The wells and camping areas located close by on Hamersley's properties provided stopping and watering points for drovers and travellers along the route.

North West Stock Route is associated with Sir Augustus Charles Gregory, Assistant Surveyor for the Swan River Colony from 1842 – 1854, who was responsible for the early survey of the route that formed the basis of what would become the *North West Stock Route* in 1850 where, along with his brother Henry Gregory, they assisted drovers in locating water and camping spots.

North West Stock Route is associated with Lockier Burges, who explored the Murchison and Hutt River district alongside Anthony Lefroy and the Gregory brothers. Burges was a partner in The Cattle Company, managing the Company's lands in the Irwin District and contributed to the area's early development.

11(h) Its importance in demonstrating a high degree of creative or technical achievement;

North West Stock Route is a physical reminder of the achievements of the early explorers, pastoralists and settlers who blazed the route through difficult terrain in dry and isolated conditions.

Features along the *North West Stock Route*, such as Woodada Well, 8 Mile Well, Old Junction Bridge and Boongara Well demonstrate early construction methods and technical innovation in remote, isolated and harsh conditions.

11(i) Any other characteristic it may have that in the opinion of the Council is relevant to the assessment of cultural heritage significance.

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12. DEGREE OF SIGNIFICANCE

12.1 CONDITION

In its entirety, *North West Stock Route* is in a sound condition. Much of the route is no longer discernible with development or thick vegetation having removed any evidence of the place. However, where the route, as former track, is still visible within the landscape as cleared areas or depressions in the landscape, it is in a sound or good condition.

The features of the route vary from sound to very good condition, with many having been restored or conserved. Many archaeological remnants have been preserved.

12.2 INTEGRITY

This section explains the extent to which the fabric is in its original state.

North West Stock Route has a moderate degree of integrity. Whilst much of the route has become overgrown with vegetation, the land tenure in most areas is still reserve or recognised as Stock Route that was defined by survey. Some areas of the route have been developed for farmland. There are residential areas that the route passed through prior to their development, these areas have been omitted from the curtilage due to lack of tangible remnants or an intangible sense of the route.

Parts of the track following the route are still evident within the landscape, with areas of cleared vegetation, 4WD tracks and firebreaks within the curtilage of the route that once was. At water crossing points, including *Cowalla Homestead Group*, Cockleshell Gully, Hill River Crossing and Yardarino the track of the route is clearly discernible.

Features along the route vary from moderate to high integrity. Many of the wells are in their original state, albeit deteriorated. These include Boongarra Well, 8 Mile Well and Woodada Well, although this has undergone some restoration. The swamps, although dry, have been left untouched from development.

Fatfield, *Cowalla Homestead Group*, *Irwin House Group*, Allanooka Inn and Old Junction Hotel all have a moderate to high degree of integrity. Although the properties have been restored much of the original fabric remains and they have been maintained to look as they originally did. Many of the sheds and cottages at Cockleshell Gully have a high degree of integrity as they remain in their original state.

12.3 AUTHENTICITY

This section explains the extent to which the original intention is evident, and the compatibility of current use.

North West Stock Route has low to moderate authenticity having not been used for its original purpose on a large scale since the 1890s, however there are areas within the curtilage of the route that continue to function as tracks and roadways. Furthermore, the land tenure along the route from *Cowalla Homestead Group* to Nambung and passing Woodada is defined still as stock route, indicating its original intention.

Some features along the route, such as Woodada Well, Cockleshell Gully, *Cowalla Homestead Group*, *Irwin House Group* and Allanooka Inn continue to function in much the same way as they once did; as wells, farms and residences, respectively. Although they are no longer used by travellers as they once were, they have a moderate level of authenticity.

Wells such as Boongarra and 8 Mile Well are now largely dry, however vegetation indicates water is still present in these areas. These features could potentially be used in the same way again after conservation works.

The quality and level of water in the many swamps and waterholes along the route has deteriorated since the place was a stock route. Similar to the wells however, the presence of water beneath the soil is still clearly indicated through the contrasting vegetation between these swamp areas and their immediate surroundings.

13. SUPPORTING EVIDENCE

The documentation for this place is based on the heritage assessment for P15873 *North West Stock Route (fmr) Stage 1* (RHP) completed by Jacqui Sherriff, Historian in 20 April 2004, with amendments and additions by the Heritage Council and the Department in 2021.

13.1 DOCUMENTARY EVIDENCE

North West Stock Route extended from Star Swamp, North Beach in the south to Allanoooka in the north, with a 5,000 acre reserve at Sorrento as the southern starting point. Although in use from the early 1850s, the *North West Stock Route* was not formally gazetted until 1889, and with only minor variations followed the line of the former North Road between Perth and Champion Bay (Geraldton), which was established in 1862. In 2004, a small portion of the *North West Stock Route* between Yanchep and Neergabby was included in the State Register as P15873 *North West Stock Route (fmr) Stage 1*. The 2021 assessment focuses on the gazetted route in its entirety.

Aboriginal History

The route from Perth to Champion Bay, now Geraldton, passes through the tribal lands of the Whadjuk Noongar people, the Yued Noongar people and the Amangu Yamatji people, also known as the Wilinyu. All three cultural groups share similarities in their use of the land, moving from coastal areas in the west to scarplands in the east depending on the seasons and seasonal foods available.³ This contrast in landscape and form provides varied habitat for flora and fauna and the Aboriginal people of these areas were the first to appreciate this over 40,000 years ago.⁴ The differing cultural traditions and variation of language of the three groups, however, is what makes each unique. Although the cultural relationship between the Noongar and Yamatji people is not documented in detail, it is believed that certain resources were shared or traded.⁵

Whadjuk Noongar land, encompassing the Perth metropolitan area, with the Swan River in the centre, has been substantially transformed by the development of Perth City.⁶ Despite this, Whadjuk Noongar people continue to have close cultural attachment to features of the landscape, particularly groundwater features, including lakes, rivers, swamps and springs.⁷

The lands of the Yued people are at the northern end of the Noongar area and are characteristically drier and less hospitable than the rest of the south-west region.

³ McConnell, M., J. McGuire & G. Moore, 1993, *Plateau, Plain and Coast: A History of Dandaragan*, Shire of Dandaragan, Dandaragan, WA, p. 7; The Shire of Gingin, 2016, 'The Shire of Gingin and Yued Nyoongar People Cultural Heritage Management Plan 2016-2019', p. 28, Source: [Microsoft Word - JO Cultural Heritage Management Plan 2016-19.docx \(gingin.wa.gov.au\)](#) Accessed 22 January 2021; City of Fremantle, 2021, 'Aboriginal History', Source: <https://www.fremantle.wa.gov.au/council/about-city-fremantle/aboriginal-history> Accessed 22 January 2021.

⁴ McConnell, M., J. McGuire & G. Moore, 1993, *Plateau, Plain and Coast: A History of Dandaragan*, Shire of Dandaragan, Dandaragan, WA, p. 7

⁵ 2005, 'Regional Natural Resource Management Strategy: Northern Agricultural Region of Western Australia', Northern Agricultural Catchments Council, p. 96.

⁶ 'Aboriginal Culture', Visit Perth, <https://visitperth.com/about-perth/indigenous-culture> Accessed 15 March 2021.

⁷ McDonald, E., B. Coldrick & L. Villiers, 2005, 'Study of Groundwater-Related Aboriginal Cultural Values of the Ngangara Mound, Western Australia', Estill & Associates for Department of Environment, p. 1.

This may explain why geographically it is one of the largest Noongar language group areas.⁸

The coastal Yamatji people are known as Amangu (meaning man) people but are referred to as the Wilinyu people (water people) by those from the east.⁹ Hunting kangaroos on the plain areas, collecting bardis (witchetty grubs), hunting bungarras (goanna), catching yabbies in the rivers and fish such as yellow tail and bream are cultural practices that Amangu people continue in these areas.¹⁰ Potatoes, bush onions and wild gum as well as bush medicines are also collected. Shelters known as mia mias were constructed from trees that would be bent over and leaves added on top for a roof.¹¹ White and yellow ochre was used by Amangu people as decorative markings for dancers at corroborees.

For all three cultural groups Aboriginal mythological creation stories are based around the Wagyl (Noongar) and Bimara (Yamatji), or rainbow serpent.¹² The rainbow serpent was the guiding force that shaped the landscape, surfacing through what would become waterholes and rivers on the land. Aboriginal people in these areas held intimate knowledge of the locations of such waterholes, which they would travel to and from. Cultural beliefs and customs related to waterholes as sacred sites continue to be practiced and enforced to ensure the rainbow serpent or water snake won't attack one who enters or drinks from the water.¹³

Colonial Exploration of Coastal Mid West and Establishment of Route

The intimate knowledge of water sources within the landscape was hugely beneficial in 1839, when Aboriginal groups came into contact with a group of 12 shipwrecked explorers, who were the first Europeans to travel the 300 miles (480 kilometres) from the Greenough Flats and Champion Bay (now Geraldton) region to the Swan River. The expedition, led by Lieutenant George Grey, an army officer of the 63rd Regiment, was encouraged by the Royal Geographical Society to study the fauna, flora and geology between Northwest Cape and Gantheaume Bay. After being dropped on Bernier Island north of Shark Bay on 25 February, the expedition gradually lost all of its boats and most of its supplies and equipment.¹⁴ The party was forced to walk 550 kilometres to Perth and fortunately met a local group of Aboriginal people, who assisted the men and guided them through Aboriginal pathways in the bush, used known fording points along the river and located local water sources on the way.¹⁵ On the journey, Grey observed the huts constructed

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- 8 2005, 'Regional Natural Resource Management Strategy: Northern Agricultural Region of Western Australia', Northern Agricultural Catchments Council, p. 34.
- 9 Some people may also use the term Nhanagardi to describe themselves in this area. 2005, 'Regional Natural Resource Management Strategy : Northern Agricultural Region of Western Australia', Northern Agricultural Catchments Council, p. 34; Miner, G., 2 March 2004, 'Registration Test', National Native Title Tribunal, p. 22, http://www.nntt.gov.au/searchRegApps/NativeTitleClaims/RegistrationDecisionDocuments/WC04_2%20_020_32005.pdf Accessed 15 March 2021.
- 10 *ibid*, p. 29.
- 11 *Ibid*, p. 34
- 12 2005, 'Regional Natural Resource Management Strategy: Northern Agricultural Region of Western Australia', Northern Agricultural Catchments Council, p. 34.
- 13 *Ibid*, p. 36.
- 14 de Burgh, W. J., 1986, *The Old North Road*, Western Australian Experience Series, University of Western Australia Press, Nedlands, p.1.
- 15 Connor, M., & M. Gibbs, 1994, *Historic Water Holes Survey: The Old North Road – Wanneroo to Walkaway stock route Western Australia*, National Trust of Australia (WA), p. 10.

by local people and commented in certain areas that they held over 150 people, indicating the large populations of Aboriginal people in the area.¹⁶ The party managed to reach Perth on 21 April 1839, having walked for 19 days.

Despite the hardships of the trek south with no supplies and it being the end of a hot summer (with a drought the previous winter), Grey remained enthusiastic about the land they travelled through. Grey named the area after the young Queen Victoria and wrote in his diary:

It seemed certain... that we stood in the richest province of South-west Australia... I pictured to myself the bleating sheep and lowing herds, wandering over those fertile hills... Mr Smith entered eagerly into my thoughts and views: Together we built castles in the air, trusting we should all see happy results from our present sufferings and labour.¹⁷

After his return to Perth, Grey reported that the Province of Victoria had exciting possibilities but that there was some 'rough and inhospitable country in between'.¹⁸ Further explorations of the Victoria district followed, primarily at the urging of the York Agricultural Society, which was alarmed at the implications of the overstocking of Avon Valley runs. By the end of 1847, seven expeditions and two official surveys had been made to the north of the Irwin River and three (including George Grey's) southward. All agreed that the Victoria district had favourable pastoral potential.¹⁹

In September 1848, Assistant Surveyor Augustus Gregory, led a 'Settlers Expedition' as far north as the Murchison River with the primary goal of finding new grazing pasture but to also watch for useful minerals, take note of plants and animals and observe the character and customs of local Aboriginal people.²⁰ Accompanied by C. F. Gregory, Private W. King and three experienced graziers, Lockier Burgess, J. Walcott and Augustus Bedart, the party travelled the upper Irwin and reached the Murchison River before wandering southward, examining the land for pasture and minerals. The party encountered many Aboriginal groups on the expedition who would have likely created tracks through the bush that Gregory's exploration party would have used.²¹

After riding through areas of sandy hills and scrublands in the vicinity of the Arrowsmith River, the party came across a chain of small lagoons and swamps of fresh water and grasslands. The land was promising and on return to Perth, Gregory submitted a formal report to the Avon Valley graziers indicating that the expedition was a success and there was over 100,000 acres of good grassy land in the vicinity of Champion Bay and the Irwin River.²²

Gregory's party also found galena (lead ore) deposits at the Murchison River and it was the exploitation of this mineral that led to a more defined and permanent

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- 16 Gratte, S, 2015, *The Aboriginal history of Geraldton (Jambinu) and surrounding areas*, City of Geraldton, p. 2
- 17 de Burgh, W. J., 1986, op cit., p. 2, citing George Grey, 1841, *Journals of two expeditions of discovery in North West and Western Australia*, T W Boone, London. Frederick Smith was a graphic artist and the only one of the party to die on the walk to Perth.
- 18 ibid., pp. 6-7. The route taken by Grey and marked on cartographer John Arrowsmith's 1841 map of the South-west Australia was to become, with only minor alteration, the road between Perth and Champion Bay.
- 19 ibid., pp. 8-11.
- 20 de Burgh, W. J., 1986, op cit., p. 13.
- 21 ibid, p. 12.
- 22 ibid., pp. 11-14. Augustus Gregory had been involved in several of the previous expeditions of the Victoria district.

track north of Perth and over the Moore River to Champion Bay. Several prominent Perth businessmen formed a private company to mine the galena, and by November 1849 all was in place to establish a military depot at Champion Bay to protect the miners, teamsters and other persons involved. This expansion was resisted by the local Aboriginal people, resulting in at least three Aboriginal men killed and Governor Fitzgerald being speared in the leg when he visited the area.²³ Clashes between the two groups continued through to 1860.²⁴

While 46 tons of equipment was sent north on the government schooner, *Champion*, another party led by Augustus Gregory and his Aboriginal interpreter Kardakai (Cardagyt), travelled overland with men, horses and carts.²⁵ This was the first journey that was a commercial venture rather than pure exploration. Gregory was given explicit instructions from the Surveyor General on behalf of the Governor to choose and blaze his own route north to Champion Bay using horse and cart, pick the best road to the mine and help choose a suitable boat harbour and road to it.²⁶

E. G. Hester was the first of the party accompanying Gregory to return overland to Perth. He travelled back alone and took a more direct, easier route than that previously taken. This easier route approximated very closely to what would become the later official road and eventually the *North West Stock Route*.²⁷ A month later Gregory also followed this second route on his way to Gingin and described it as being 'better suited for a line of communication as regards water, grass and a freedom from rocky ground or dense scrubs than any of my former routes'.²⁸

Pastoralism in Region and Reliance on Established Route

Avon Valley graziers continued to push the government to open up lands in the north for pastoralism. There was a great deal of discussion regarding proposals to improve land regulations during 1849 and while the Governor was awaiting approval for changes from London, the colonial government called for expressions of interest for 'Depasturing Licences in the newly settled districts of the Bowes, Murchison and Irwin River'. Temporary licences were issued in September 1850. Approval for new land regulations arrived in December when the new regulations for the occupation of the 'Waste lands of Western Australia' were approved and published in the Government Gazette. Under these conditions, pastoral leases were rented for ten shillings per thousand acres per year.²⁹ From January 1851, large areas to the north of Perth were opened up for settlement, with one of the first leases (Swan Lease 89) issued to Gerald de Courcey Lefroy.³⁰

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- 23 'Return of H E the Governor from the Northward – Unfortunate affray with the Natives – His Excellency wounded in the leg', *The Perth Gazette and Independent Journal of Politics and News*, 19 December 1848, p. 1 as cited in Assessment Documentation, P26004 *Pakington Whaling Station Ruins, Port Gregory*.
- 24 Assessment Documentation, P26004 *Pakington Whaling Station Ruins, Port Gregory*.
- 25 de Burgh, W. J., 1986, *op cit.*, p. 18.
- 26 *ibid*, pp. 18-23.
- 27 *ibid*, pp. 17-27.
- 28 *ibid*. p. 27.
- 29 Connor, M, & M. Gibbs, 1994, *op cit.*, p. 6.
- 30 *ibid.*, pp. 44-46; W. J. de Burgh, 1976, *Neergabby: A History of the Moore River and Lower Gingin Brook 1830 to 1860*, Shire of Gingin, pp. 24-25.

Shortly after the temporary licences were issued, 4000 sheep and 350 head of cattle were assembled in the York and Toodyay districts. They left for the northern districts in September 1850 with two experienced guides made available by the Government to lead them. Again, Assistant Surveyor Augustus Charles Gregory and his brother Henry Gregory were to 'assist the drovers in locating water and camping spots and to guide them, wherever possible, past patches of poison'.³¹

The route taken by the Gregory brothers soon became well known and frequently used as pastoralists sent livestock north to stock their new runs, and to replace stock sent south to the markets at Perth, Guildford and Fremantle.³² The route comprised a series of trails and crossings that changed depending on the condition at the time.³³ When one area became boggy or sandy, route-goers would move to better ground. Drovers would lead stock to areas where there was more grass or water.³⁴

The topography of the land, which correlated with the presence of water and lack of rugged terrain and poison plants, was influential in the evolution of the route. The route skirted the eastern edge of the limestone ridge between the Bassendean Sands and Spearwood Dune System, in a flat zone with a shallow water table.³⁵ To the west were areas of limestone and impenetrable scrubland, whereas to the east was the Dandaragan Block with steep hills, inaccessible gullies and poison plants.³⁶

The route travelled from York in a north-westerly direction to take in Dandaraga Spring and from there moved on to the Hill River. After travelling down the river for two and half days they came to Munbenia Brook, where they left the river and skirted along the limestone ridge to the Cockleshell Gully. From there the shrub-covered sand plains stretched before them.

The appearance of the darker green foliage of the swamp gums against the lighter background of the scrub, led the company to the next watering place which they named 'Diamond of the Desert'. The Three Springs were the next haven for watering or resting, although after this they hit claypan country, meaning they were never far from claypan lakes and the grassy flats which are found near them. Green Lake, Lake Logue and Lake Erindoon were also named as part of this stock route.... [Next reached] was Irwin River flats [where Lockier Burges (a member of the original 'Settlers Expedition') would establish a homestead at Yardarino] from there they travelled on until the grassy flats of the Greenough River [on to Champion Bay or further north].³⁷

Many of the watering holes, river crossings and stopping points were shown to the Gregory brothers and other exploration parties by the local Aboriginal community. Unfortunately, the hundreds of cattle and sheep being driven north resulted in a devastating impact on such places.

Stock fouled and drained the waterholes, trampled the surrounding reeds and killed the marine life that provided food, regardless of their necessity for the continued existence of the Aboriginal groups. Undoubtedly many of these waterholes and places were also

31 De Burgh, 1986, *op cit.*, p. 47.

32 *ibid.*, p. 59.

33 Gratte, D., 1990, *A ride into history: the story of a cattle drove down the Coastal Stock Route, Western Australia, as a bicentennial event*, 1988, Malin Holdings, p. 15.

34 *ibid.*

35 Connor, M, & M. Gibbs, 1994, *op cit.*, p. 7.

36 *ibid.*

37 *ibid.*

the focus of religious beliefs, and the desecration witnessed would also have resulted in a profound emotional and spiritual disturbance... Wells, springs and soaks on the station properties that were taken up along the route were also exploited, modified or rendered unusable.³⁸

Although no official archaeological recording of Aboriginal occupation along the route has occurred, Aboriginal artefacts have been found at several of the watering holes and other important areas along the route, including quartz and chert artefacts at Dandaraga Spring and Diamond of the Desert.³⁹

Horse Breeding along the Route

Like pastoralism, horse breeding was another industry instrumental in opening up the Victoria district, with several horse breeding stations established on the Greenough and Irwin rivers in the early 1850s. The Cattle Company was established by Edward Hamersley, Lockier Burges, Samuel Phillips and Bartholomew Vigors. Alongside beef production, their major focus was on horse breeding and export to India. By 1858, horses were second to wool as the major colonial export and were transported along the route.⁴⁰ Large pastoral leases were taken out along the route by partners of The Cattle Company as well as other colonists for the convenience of transporting their stock and having places to rest their travelling stock.

Lockier Burges, who had taken part in the exploration of the Murchison and Hutt River district with Anthony Lefroy and the Gregory brothers, managed The Cattle Company's lands in the Irwin District. As manager, Burges resided on site and he settled on the Irwin River in the 1850s.⁴¹ After his death in 1886, Lockier Burges' nephew, Francis Lockier Burges, inherited his property and constructed a cottage that now forms part of P12245 *Irwin House Group* (RHP).

The Hamersley holdings were widespread from Star Swamp in the south to the Greenough Flats in the north. Of their 32,000 acres of leased land, the largest was 20,000 acres at Woodada, where they had a 40 acre freehold location which was an important watering point and horse breeding station along the stock route.⁴² An 80 foot deep well, was sunk by the Government using convict labour in c. 1856-1857.⁴³ The first 8 feet of the well comprised natural limestone, the next 60 feet was lined neatly with limestone and plastered with cement, while the remaining 12 feet were lined with jarrah. Initially the well had a windlass to bring up the water, however this was replaced in the 1890s, when John Maclean Hamersley, grandson of Edward Hamersley, installed a windmill.⁴⁴ Drovers and stockmen were permitted to use the well when travelling along the stock route, which ran through the property.

A stone hut was constructed around the same time, in the 1850s, and was used by drovers who stayed on the property to ensure water was drawn for the stock all

38 *ibid*, p. 10.

39 ibid.

40 de Burgh, W. J., 1986, op cit ,pp. 29-33.

41 Assessment Documentation, P12245 *Irwin House Group*, 20 September 2002, p.4.

42 Connor, M. & M. Gibbs, 1994, *op cit.*, p. 40.

43 Hamersley, L. personal communication, 2 September 2021.

44 *ibid*

year round.⁴⁵ Droving holding yards were constructed in the 1860s by the Hamersleys and horses were bred and later exported to India and South Africa. Reported sightings of wild brumbies related to these early horse breeds around the Lake Logue area continue today.⁴⁶

Another property included in the Hamersley holdings where horse breeding occurred was Fatfield. The property was originally privately owned by the Brockman family from c. 1862, who had significant land holdings in the area and bred horses up to Cockleshell Gully. On the property was a neat limestone well that stockmen travelling along the route were permitted to use. The Brockmans initially called the property Morley, but c.1878-1884 the Hamersley family moved there and changed the name to Fatfield.⁴⁷ A stone house was constructed on the property around 1886.

Padbury's Development of the Route

Developments and deviations of the road north to Geraldton (and what was to become the *North West Stock Route*) continued over time for practical reasons and many people were involved in such developments. However, one name stands out in particular. Walter Padbury, who arrived in Western Australia in 1830 aged 12 and was soon orphaned and left to fend for himself, was very influential in the development of the *North West Stock Route*. After an early career as a shepherd, drover and livestock dealer, in 1844, Padbury established a home and slaughtering works on the west side of Herdsman's Lake (known as Limekilns Estate⁴⁸) and a butcher's shop and general store in Perth. By 1869, at the point the Estate was sold to Henry and Somers Birch, it had a slaughterhouse, boiling down works and tannery.⁴⁹

Padbury also secured land in the newly opened northern districts in 1851 for himself and purchased stock fattened on the other stations for his butchering business.⁵⁰ In 1854, he selected leases at Boongarra (where a government well was located) and the Junction (Neergabby) where he built substantial stock yards. While he obviously had a vested interest in the development of the road (not wanting stock to lose condition on the journey south to his slaughterhouse at the Limekilns), he was also concerned with the welfare of others. In January 1855, he wrote to the Government:

It being of great inconvenience and much importance to the squatters north of Perth on the Moore River and in its vicinity that a straight line of road should be marked between Perth and that locality so as to enable them to reach Perth with their stock direct instead of driving them...round by the Swan along a road deeply flooded during the winter season[.] I undertake to mark a straight line between Perth and the junction of the Gingin Brook with the Moore River for a sum not exceeding £6.0.0 finding a bullock team to enable the work to be performed without any cost to the Government.⁵¹

45 ibid

46 Ibid.

47 Ibid, 130.; Connor, M, & M. Gibbs, 1994, *op cit.*, p. 29.

48 Limekilns Estate comprised Perthshire Locations Am, Al and Ak, totalling 1,234 acres. The name was derived from the previous owner of Al, Henry Trigg, who had established a quarry and limeburning works there. (de Burgh, 1986, *op. cit.*, p. 71).

49 ibid, pp. 71-72.

50 Padbury's northern interests included Cockleshell Gully and Yatheroo.

51 de Burgh, 1986, *op. cit.*, p. 74, citing C.S.O. correspondence dated 8 & 19 January 1885.

known stopping point.⁵⁹ The place was also an Aboriginal camping area where families camped along the gully and to the west of the farm buildings in the 1800s and early 1900s.⁶⁰ In 1869, Cockleshell Gully was transferred to Padbury's wife's nephew, John Grigson. The Grigson family continues to own and live on the property today. Many Aboriginal people camping there also worked on the Grigson property helping with farming duties.⁶¹ Their presence is indicated by the discovery of stone tools, including spear heads and grinding implements.

Having established his station in the area, Padbury again petitioned the Government for improved facilities for the northern stock runs in May 1859, this time in association with Robert de Burgh of Cowalla Station:

It being very desirable that there should be a straight line of communication between Perth and Champion Bay and more particularly to parties interested in driving stock. Mr. R. Shaw of the Moore River had made an offer to construct a good bridge over the Gingin Brook...close to its junction with the Moore River and to make a line from thence to Munbenia on the lower part of the Hill River, a distance of about 50 miles...⁶²

Surveyor General Roe agreed to the proposal and the trail was blazed north to Hill River.⁶³

Formal Gazettal of the Route as 'Road'

Commonly known as the North Road or the Coast Road⁶⁴, the Perth to Champion Bay Road was formally gazetted in May 1862 and followed the line blazed by Padbury as far as Neergabby in 1855 and the 1859 extension to Hill River:

It is hereby notified for general information that it is the intention of the Government to survey and lay out, as soon as convenient, a line of road between Perth and Champion Bay, with a view to the same being cleared and opened up for use as a public line of communication...The intended road will be one chain wide, and will pass as near as may be found convenient along the tracks at present in use from Perth by the eastern side of Three island Lake, and of the Lakes Goolelal and Joondalup, through the western parts of locations 105, 111, at lake Nowergup, and 113, by the western sides of Lakes Yoonderup, Nambibby and Yancheep, thence to Lake Boongarrup, and to a projected new bridge over Gingin Brook, a little above its junction with Moore River. The road will then extend about 25 miles in a northerly direction, crossing the Moore between locations 136, and 333, and crossing the Smith River about 42 miles further N. by W., near the east boundary of Mr. R. Brockman's lease 588, where a tuart tree is marked with the letter B. Thence it will nearly follow the present track to Champion Bay.

A branch from the above road will ascend the right bank of Moore River from the crossing above-mentioned, to location 171, and thence take a northerly direction through the public reserves at Yatheroo and Dandaraga, and onwards to the Bay.

Parties are warned against fencing across or otherwise obstructing these lines.⁶⁵

The road became the mainstay for the coastal areas between Perth and Dongara and was used by increasing numbers of travellers and drovers of livestock.⁶⁶ Not

⁵⁹ Grigson, A, personal communication, 1 September 2021.

⁶⁰ *ibid*

⁶¹ Grigson, A, personal communication, 8 November 2021.

⁶² de Burgh, 1986, *op. cit.*, p. 77, citing C.S.O. correspondence dated 2 May 1859.

⁶³ *ibid*.

⁶⁴ Gratte, D., 1990, *op. cit.*, p. 15.

⁶⁵ *Government Gazette*, 20 May 1862, p. 86. (Notification dated 13 May 1862).

⁶⁶ de Burgh, 1976, *op. cit.*, p. 44.

only did drovers use the route but also families, government officials, high dignitaries from overseas and anyone travelling from the two regions.⁶⁷

The proposed bridge over Gingin Brook was not built before the severe floods of the 1862 winter. Annoyed by the inconvenience of long waits at the brook in times of flood, travellers and stockowners put increasing pressure on the government to rectify the situation.⁶⁸ Padbury and de Burgh persuaded the government to act a second time, after collecting £32 in subscriptions for the construction of a bridge over the Gingin Brook at Neergabby. Padbury forwarded a quote to the Government of £65 provided by R. Cousins and they agreed to make up the difference 'having perfect confidence that you [Padbury] will see the work is properly performed'.⁶⁹ As the bridge had to be lengthened to 100 feet (the original quote was for a bridge 75 feet long), Cousins' final account was for £108.8.0. By this time, subscriptions amounted to £51.5.0 and again, the Government agreed to pay the difference. The work was undertaken in early 1863.⁷⁰ Old Junction Bridge, as it is referred, is still extant in 2021, being the oldest extant bridge of any kind in the State.

A number of reserves were gazetted along the road for 'water and stopping places for teams'. There appears to be no clear pattern for reserves along the route at this time and it seemed that they emerged as the requests were made.⁷¹ The reserve at Boongarra (Reserve 911) was surveyed in 1867 by Surveyor J Cowle.⁷² As with several others, a stockyard and timbered well were established at there.⁷³ Boongarra was initially an Aboriginal water source with a campsite located close by. The area was likely a transit camping area that people passed through when travelling from Gingin to Yanchep Lake, which was an important corroboree and ritual place for local people.⁷⁴ Scattered quartz flakes have been found in the area that indicate the Aboriginal use of the place.

Other well-known watering and stopping points included, Nine Mile Swamp (Reserve 730) which was gazetted as a reserve in 1884 as well as Nambung (Reserve 2046) in 1892. Stockyards were established at Diamond of Desert (Reserve 968) and Little Three Springs (Reserve 970), which were permanent sources of water. 8 Mile Well (Reserve 10877) was gazetted later in 1907 and Allanooka swamp (Reserve 1020) in 1902.

67 Gratte, D., 1990, *op. cit.*, p. 15.

68 de Burgh, 1976, *op. cit.*, p. 46.

69 de Burgh, 1986, *op. cit.*, p. 78.

70 *ibid.*, p. 78, citing C.S.O. correspondence dated 13 & 21 April 1863. The names of some of those who donated towards the cost of the bridge give an indication of the owners of stations between Perth and Geraldton: Hamersley and Co., M. Morrissey, W. Padbury, M. Logue, K. A., & M. Brown, T & L. Burges, J. Drummond, R. de Burgh and G. Shenton.

71 de Burgh, 1986, *op. cit.*, p. 84.

72 Field Book 2, p. 30. Information from Geographic Names (DOLA) suggests that Boongarra may be the locality mentioned in George Grey's 1839 journals as 'Boongarrup'. (G. Grey, *Expeditions in Western Australia*, Volume 2, p. 327.)

73 For a full list of watering holes and wells associated with the North West Stock Route, see Mary Connor & Martin Gibbs, 'Historic Watering Holes Survey: The Old North Road – Wanneroo to Walkaway coastal stock route, Western Australia', prepared for the National Trust of Australia (WA), April 1994.

74 Aboriginal Heritage File 3574 Smokebush Waterhole, Department of Planning, Lands and Heritage, p. 11, 15; Aboriginal Heritage File 3742 Loch McNess, Wagardu Spring, Department of Planning, Lands and Heritage, p.15-17

By the late 1880s, thousands of stock and many travellers used the North Road and stopped at these points. The impacts of the stock route on Aboriginal people increased as traditional pathways and access to cultural significant water holes, lakes and cave areas were in constant use.

Formal Gazettal of the Route as 'Stock Route'

In 1889, the 'North West' Stock Route was formally established, with the reservation of land for the convenience of travelling stock and their drovers. Set aside as a 'Stock Route and Commonage for travellers and stock', was:

A strip of land 40 chains wide, starting from Dongara, and following the coast road towards Perth, through Yandanogo, Woodada, Three Springs, Lower Hill river ford, Namban, Mimegarra, Hatch's ford, Moore river, Boongarra, Pipidinney, and Joondalup, avoiding all locations by passing to the Westward of them, to the South-West corner of Swan Location 108, near Joondalup Lake; then Southward to the Northern boundary of a block of 5,000 acres.⁷⁵

This half-mile stock route ended in a 5,000-acre reserve at Sorrento and North Beach, and included Star Swamp, with tracks leading to Subiaco railway station, North Fremantle and W. Osbourne's butchering works at Osborne Park. The Stock Route followed the line of the 1862 road with minor variations, the biggest being a new crossing over Moore River at Orange Springs.⁷⁶ This route was used in the winter months when the river further south at Cowalla would flood. In the summer the crossing at Cowalla was used.

As it approached the Sorrento reserve it kept to the west of freehold locations along the Wanneroo Road. At the Moore River it divided, the main route still crossing the ford at Cowalla but a branch route was declared over the bridge at Walcott's for winter travel. At the Hill River it no longer went to Munbenia but crossed closer to the coast and was only a mile from the shore at Jurien Bay, rejoining the old road at Cockleshell Gully. As it neared the Irwin River at [a watering stop and sheep dip at Reserve 10877] known as the '8 mile water' it branched. The main route still went to Yardarino but there was a track into a commonage near Port Denison. In 1894 a ¼ mile route was gazetted from the 8-mile to cross the Irwin three miles west of Mingenew and join the stock route to the remote northern areas.⁷⁷

It is likely after this time, when it joined with the *De Grey – Mullewa Stock Route No. 9701* in 1894, that the route was colloquially referred to as the 'North West Stock Route' as it now did not end at Champion Bay (Geraldton) but led to the Kimberley in the North West. In official correspondence and documentation it is not referred by this name, rather the route was termed the Coastal Stock Route or Wanneroo Stock Route.⁷⁸ Alternatively, depending on whether you lived north or south it continued to be known as the Old Perth Road, Old Coast Road or the Old North Road.⁷⁹

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- ⁷⁵ *Government Gazette: Special*, 17 October 1889, p.612; Department of Lands and Surveys, 'Wanneroo Stock Route Reserve 1556', SROWA, cons1755 1889/01432.
- ⁷⁶ de Burgh, 1986, *op. cit.*, p. 84; Department of Lands and Surveys, 'Wanneroo Stock Route Reserve 1556', AU SROWA, cons1755 1889/01432 V2.
- ⁷⁷ *ibid*, p. 86; 1996, *Shire of Mingenew Municipal Inventory*, Shire of Mingenew Municipal Inventory Steering Committee & Whelans, p.250; 'Locating Water Areas', *Geraldton Guardian*, 28 March 1950, p. 2; 'Travelling Sheep South', *Victorian Express*, 20 October 1893, p. 4.
- ⁷⁸ 'Old Stock Route, Closing of Road at Wanneroo', *The West Australian*, 4 August 1933, p. 16.
- ⁷⁹ Gratte, D., 1990, *op. cit.*, p. 15.

Watering stops and reserves were plentiful and strategically placed along the route for travelling stock. However, accommodation for travellers was not as prolific. Daniel King's *Old Junction Hotel* (RHP) (established 1874) near Junction Bridge at Neergabby was one of the few establishments to offer accommodation along the route. By the time the stock route was formally established in 1889, there was a racetrack and cricket pitch, as well as accommodation for travellers and a large reserve for stock at the property.⁸⁰ With heavy horse and cart traffic, frequent repairs were made to Junction Bridge which were 'often carried out jointly by the Swan Road Board and Walter Padbury'.⁸¹

The Halfway House, or Hunting Kangaroo Arms (c.1870) at Allanooka was another resting stop, but was located further north of the newly reserved stock route along what was the Old North Road. Balcatta Hotel, located at the southern end of the stock route, opposite Star Swamp in North Beach, was another hotel for travellers and drovers to celebrate the end of their journey.⁸²

In addition to travellers and drovers, the *North West Stock Route* was also used by the overland mail service to Champion Bay and kangaroo hunting parties who camped at the swamps and waterholes along the way.⁸³ The mail route was firmly established by 1853 and didn't alter for many years. Some of the more regular, and possibly more frequent, travellers of the *North West Stock Route* were the mail carriers.

The mail route passed through Guildford, Gingin, Whitfield's on the Moore River and Yatheroo to the Dandaragan station. North of Dandaragan it came to the headwaters of the Hill River at Badgingarra and followed the river for some twenty-seven miles or so to Munbenia, where the lower Hill River Bridge is now situated. Thence in a more northerly direction to Cockleshell Gully and on past the Diamond of the Desert and Lake Logue to the Arrowsmith River and Yandanogo Swamp, only sixteen miles from Burges' homestead at Yardarino on the Irwin. At Yardarino the Dandaragan police were relieved of the mail by the mounted constable from Champion Bay, who conveyed it on the last leg to the Bay and other places in that district.⁸⁴

By 1890 a camel quarantine station joined the southern end of the stock route at Mount Flora in North Beach.⁸⁵ Camels carted water north to the Murchison Goldfields from 1887 and often would be in trains of 50 or more.⁸⁶

Decline of the Route

By the mid-1860s an alternative route north started to develop parallel and to the east of the stock route. Settlers began establishing permanent homesteads within reasonable distance to each other from Watheroo, through Carnamah and Arrino

⁸⁰ Ibid. The Junction Hotel was the only wayside inn between the Balcatta Hotel (opposite the Star Swamp Reserve) and an inn at Allanooka, 160 miles north of Neergabby.
⁸¹ de Burgh, 1976, *op. cit.*, p. 62.
⁸² *ibid.*, p. 87.
⁸³ *ibid.*, p. 109; de Burgh, 1986, *op. cit.*, p. 47.
⁸⁴ *ibid.*, p. 94-95.
⁸⁵ *ibid.*, p. 40.
⁸⁶ *ibid.*, p. 35.

up to the Irwin River. By taking this route travellers could rest at the various homesteads after a day or two, making it an attractive option for travellers to take.⁸⁷

The Midland Railway also had a significant impact on the volume of traffic on the *North West Stock Route*, even before the line was completed. When the Midland Railway Act was passed in 1886, it allowed for the developers to receive 12,000 acres of land for every mile of land constructed and the Midland Railway Company selected all unalienated land along both sides of Gingin Brook and the lower Moore River. Leases outside this area were either forfeited or rendered useless through lack of access to the River or Brook and the shepherding of stock from other areas ceased.⁸⁸

The Railway reached Gingin in April 1891 and Walkaway in November 1894, and even though it was several miles east of the *North West Stock Route*, traffic was affected almost immediately. Many travellers chose to take the faster train travel option with many crossing from east – west from the stock route to the railway line to use the train to move goods and livestock for at least part of the journey.⁸⁹

In June 1900, Inspector for Lands Alfred Fry wrote to R. Cecil Clifton, Under Secretary for Lands, drawing attention to the large number of reserves on the 'stock route from Dongara to Perth' and that he had a view of throwing the land open for selection.⁹⁰ Clifton responded by letter a month later suggesting it would be inadvisable to cancel all reserves along the route as the stock route continued to be occasionally used. Rather, he requested that Mr Fry produce a report suggesting which reserves could be thrown open for selection.⁹¹

In 1902, the Government was requested to repair the well at Boongarra, but refused on the grounds that there was insufficient traffic on the stock route and that there were alternative wells available to travellers and drovers on the inland route to Gingin.⁹² The Old Bridge at the Moore River winter crossing near Fernwood in Orange Springs was destroyed by fire in 1902. Rather than construction of a new crossing a road was cleared to Regan's Ford further north along the river. Today this road is known as Orange Springs Road.⁹³ A substantial bridge was constructed at Cowalla west of the ford crossing in 1908 and replaced again in 1975 where it continues to be used today.

The Wanneroo Roads Board made a recommendation to the Secretary of Lands on 14 March 1928 for the closure of the 'old coast stock route', referred to as 'Reserve 1556'. It was the opinion of the board 'that the stock route [had] outlived its usefulness' and so should be cancelled and the land, which was mostly held under grazing leases, made available for selection.⁹⁴ It was of the opinion that "its

87 *ibid.*, p. 148; this route does not have a specific name and is referred to as a track between homestead to homestead. It is likely to have formed the basis of Midlands Road, which closely follows the Midland Railway Line.

88 *ibid.*, pp. 90-91; de Burgh, 1986, *op. cit.*, p. 160-162.

89 *ibid.*, pp. 90-91; de Burgh, 1986, *op. cit.*, p. 160-162.

90 Department of Lands and Surveys, 'Cancelling of some of the Reserves on the Stock Route Dongara to Perth', SROWA, cons541 1900/06301.

91 *ibid.*

92 de Burgh, 1976, *op. cit.*, p. 108.

93 *ibid.*

94 Department of Lands and Surveys, 'Wanneroo Stock Route Reserve 1556', SROWA, Cons1755 1889/01432 V1.

existence was retarding settlement and making it a breeding ground for rabbits and other pests'.⁹⁵ In response to this request the Lands Department sought the opinion of the various Roads Boards and interested parties along the route. The Pastoralists Association of Western Australia and Carnamah Roads Board had no objection to the closure of the route. However, the Gingin Roads Board, Mingenew Roads Board and Dandaragan Roads Board all objected, stating that the route was still in use in their respective districts. The Irwin Roads Board needed time to discuss and it is not clear if they provided a response.⁹⁶

Although the Lands Department recognised the stock route was not in use as it once was, the argument by Wanneroo Roads Board continued for a number of years. In March 1932, after a thorough investigation and a report by the Surveyor General, the Minister of Lands C. G. Latham replied that the areas comprising the stock route should be permanently reserved to protect the flora and fauna, and he was not agreeable for the wholesale vesting of reserves in any district.⁹⁷ Rather, Wanneroo Roads Board was presented with a list of reserves not vested in any local authority from which to make a selection from.⁹⁸ By 1933, the stock route access had been closed near the Yanchep Caves.⁹⁹

The State Gardens Board prosecuted youths found shooting in Yanchep Park in 1938. As part of their defence, it was raised that the stock route running through Yanchep constituted a road. At the time people were entitled to carry firearms on roads and therefore it was argued that they were entitled to carry firearms over the stock route. Enquiries with the Lands Department and Crown Law authorities determined that the stock route was designated as Road No. 301 as per a Gazette notice, 20 October 1911. However, it was determined that in the original Gazette notice for the stock route and commonage of 17 October 1889, the route appeared not to warrant such designation. It is likely the stock route was initially designated as a road rather than a reserve, as reserves were not designated until the *Permanent Reserves Act 1899*. By notice in the Government Gazette of 25 August 1905, the Governor created Yanchep Reserve as a Class 'A' reserve, which included the stock route. This superseded the previous designation of the stock route as a road, reinforcing that no person may carry or discharge firearms along this particular portion of the route.¹⁰⁰

Prior to World War II, summer holiday makers also used the *North West Stock Route* during the summer months, as favourite camping spots at the many protected bays between Yanchep and Dongara were accessed by bush tracks from the old Stock Route.¹⁰¹

Revival and Recognition of the Route

⁹⁵ 'Old Stock Route', *The West Australian*, 19 July 1929, p. 19.

⁹⁶ Department of Lands and Surveys, 'Wanneroo Stock Route Reserve 1556', SROWA, Cons1755 1889/01432 V1.

⁹⁷ 'Wanneroo Reserves', *The West Australian*, 7 March 1932, p. 16; 'Ministerial Tour', *Sunday Times*, 21 December 1930, p. 1.

⁹⁸ 'Land at Wanneroo', *The West Australian*, 22 March 1932, p. 10.

⁹⁹ 'Old Stock Route, Closing of Road at Wanneroo', *The West Australian*, 4 August 1933, p. 16.

¹⁰⁰ Yanchep Park, Warning to Vandals, *The West Australian*, 22 December 1938 in Department of Lands and Surveys, 'Wanneroo Stock Route Reserve 1556', SROWA, Cons1755 1889/01432.

¹⁰¹ de Burgh, 1986, op. cit., p. 154.

Regular use of the *North West Stock Route* was briefly revived in 1942 when it was used by the Army to patrol for possible enemy landing places up the coast.¹⁰² It was used until Army engineers cleared their own tracks in more strategic places.¹⁰³ Wild horses continued to be mustered at Woodada by the Hamersleys up until the war when tractors became more commonly used for farm work. However, even after the War, sections of the *North West Stock Route* continued to be used by kangaroo hunters, apiarists, dingo trappers and holiday makers until 'a network of better roads to the new farms and coastal towns gradually superseded it'. For example, Aboriginal kangaroo hunter, Charlie Brockman, would shoot and collect up to 1500 skins in a season, and Wilcox Mofflin was a significant hide and skin merchant throughout the 20th Century.¹⁰⁴

As part of the bicentennial celebrations in 1988, a group of around 120 participants re-enacted the movement of stock on the *North West Stock Route* (430 kilometres from Geraldton to Wanneroo).¹⁰⁵

In the 1998 Large Timber Structures study, Junction Bridge was identified as having the 'oldest surviving timber bridge piers known in Western Australia' and, while it is in a state of some disrepair and no longer used for traffic, it is still crossable in 2021.¹⁰⁶ A new road bridge a few hundred metres away is used for vehicular traffic across Gingin Brook Road. P1080 *Old Junction Hotel* was included in the State Register of Heritage Places in 2000.¹⁰⁷ P1088 *Cowalla Homestead Group* was included on the State Register in 2006. P12245 *Irwin House Group* was included on the State Register in 2002.

In May 2002, Western Power proposed to commence the construction of a transmission line supported by poles and towers from its gas turbine generating station at Pinjar to a substation at Cataby. This was the first stage of a transmission system development into the northern regions of Western Australia. As part of the planning process, Western Power undertook consultation with affected stakeholders and commissioned environmental and social impact studies.¹⁰⁸

The transmission line came into contact with *North West Stock Route* in two places: between Hombracht and Walbing roads (where Wanneroo Road crossed the former stock route); and, at Gingin Stock Route Nature Reserve (Reserve 34761; Conservation of Flora and Fauna). As a result a Heritage Assessment was commissioned by Western Power in May 2002 to document and identify the cultural heritage values associated with the lower portion of the *North West Stock Route* from Yanchep to Neergabby. Western Power minimised impact on Gingin Stock

¹⁰² City of Wanneroo, 'Place No: 30', *City of Wanneroo Local Heritage Survey*, 2016, p. 141.

¹⁰³ *ibid.*, p. 162.

¹⁰⁴ Hamersley, L, personal communication, 2 September 2021.

¹⁰⁵ HCWA file P15873; Gratte, D, 1990, 'A ride into history : the story of a cattle drove down the Coastal Stock Route, Western Australia, as a bicentennial event, 1988', Malin Holdings, p. 83.

¹⁰⁶ Institution of Engineers WA Division, 'Large Timber Structures in Western Australia', Volume 2, Section 1, 1998, p. 1334.

¹⁰⁷ Heritage Council of Western Australia. 'Register of Heritage Places: Permanent Entry – Junction Hotel (fmr)', November 2000. See also Ronald Bodycoat Architect, 'The Old Junction Hotel, Gingin – Conservation Plan', prepared for the Shire of Gingin, December 1999.

¹⁰⁸ Western Power, 'Proposed Pinjar to Cataby Transmission Line: Public Environmental Review', Volume 1, June 2001, p. 1; Correspondence from Western Power to HCWA, 20 May 2002, HCWA File P15873. See also John Cleary Planning, 'Pinjar to Cataby: Proposed Transmission Line Landscape Study', prepared for Western Power, May 2001.

Route Nature Reserve by aligning the transmission line alongside the nature reserve, to use poles rather than towers to limit visual impact and to follow already defined tracks and cleared land.¹⁰⁹ *North West Stock Route (fmr) Stage 1*, was added to the Register in June 2002 and at that time it was resolved that the remainder of the route would be assessed for the Register at a later date.

At the time it was assessed, residents of Gingin/Neergabby had formulated a proposed bridle/walk trail following the route of *North West Stock Route (fmr) Stage 1* through Yanchep National Park to Neergabby. This proposal was under consideration by land owners and stakeholders, but appears to not have eventuated.¹¹⁰ In 2008, a drive trail following the route within the Shire of Gingin was established.¹¹¹

In 2021, the route is recognised in areas as designated stock route reserve or as reserve set aside for the protection of flora and fauna. *Cowalla, Fatfield, Allanooka Inn* and *Junction Hotel* have all been restored and used as private residences. Natural features, including Lake Logue, Stockman's Gully Cave, Lake Indoon and Nambung Pools are tourist attractions within the region, with varying levels of recognition as features along the *North West Stock Route*.

13.2 PHYSICAL EVIDENCE

Extending from Star Swamp in North Beach to Allanooka Swamp in Allanooka, the *North West Stock Route* is approximately 335 kilometres, running through varying landscapes and including different features and stopping points along the way. The route within the landscape is largely contiguous, predominantly demarcated as Reserve tenure, however also passing through farmland areas and following some roads. There are no clear examples of the former stock route track, however the track has formed the basis of some fire break and 4WD tracks that follow the route.

The southern portion of the route extending from North Beach to Yanchep formally ran through, what is now, a highly residential area, however the stock route is visible in the landscape in the form of a number of reserves comprised of native bushland. These reserves form a discontinuous portion of the route, as the residential areas are not included due to the lack of intact fabric. Soils are relatively sandy in these areas and vegetation comprises banksias and low-lying heath.

Moving north from Yanchep, the route passes through semi-rural areas, which includes State Forest, Crown Reserve and Freehold areas. Vegetation stays much the same until reaching Neergabby and Cowalla where richer soils surrounding the waterways become evident. Much of the route leading to and from Cowalla runs over privately-owned farmland as well as designated stock route reserves which comprise sandy soils, banksias and low-lying heath similar to the southern end of the route. The route forks before reaching Cowalla, indicating the summer and winter route that were taken due to flooding in the winter months. It joins up again at Nine Mile Swamp, which is characterised by fine clay soils.

Vegetation changes as the route nears Nambung National Park to include large tuart trees and dense scrub. Leading from Nambung up through Cockleshell Gully,

109 Correspondence from Western Power to HCWA, 20 May 2002, HCWA File P15873.

110 *ibid.*

111 Transplan, 2008, 'North Road Stock Route Drive Trail: Trail Development Plan', prepared for City of Geraldton-Greenough.

Diamond of the Desert, Little Three Springs and Stockyard Gully the landscape is characterised by an extensive interconnected limestone cave system that provides natural springs resulting in sheltered areas that were used as watering and resting points along the route. The flat, sandplain areas in between these features create a sense of vastness and isolation.

The limestone and sandy soil continues further north, reaching the Lake Logue – Lake Indoon system of wetlands and clay-pan lakes. This area provides various watering points along the route and was initially identified by Gregory’s exploration party as promising grazing lands in 1848. The landscape in these areas largely becomes drier until the northern portion of the stock route is reached at Yardarino Crossing and Irwin House where the landscape is undulating and surrounded by farmland.

FEATURES ALONG THE ROUTE

The features along the *North West Stock Route* that are included and highlighted within the curtilage of the place are the best representative examples of the various types of features, including wells, lakes, bridges, homesteads and caves. They are listed in order from south to north and have all been separately included as children places in the State Heritage Database.

Small amounts of documentary evidence are also included in this section of the assessment to provide adequate contextual information to understand each feature.

P4057 Star Swamp Reserve

The current 258 acre reserve located in Sorrento was originally part of a larger 5,000 acre reserve that marked the southern end point of the gazetted stock route. This larger area, which included Star Swamp and Edward Hamersley’s paddocks at Mount Flora, was set aside in 1896 as a quarantine station for camels.¹¹²

Star Swamp Reserve is today recognised as a Class-A reserve, vested in and managed by the City of Stirling. The reserve slopes from a higher point on the eastern side, comprising of banksias and low heath, to a semi-permanent freshwater lake, containing paperbark trees (*Melaleuca quinquenervia*) and yanget rushes (*Typha orientalis*). In between the two sides of the reserve, vegetation comprises tuart (*Eucalyptus gomphocephala*), jarrah (*Eucalyptus marginata*) and marri (*Corymbia calophylla*) woodlands.¹¹³ The swamp area was used as a watering point for travelling stock and the route and camping areas used by drovers are recognised through interpretive signage that the City of Stirling has placed within the reserve. Signage indicates that some remnant posts from the old stockyard are still in place, however these posts were not located during the 2021 site visit.

¹¹² de Burgh, 1986, op. cit., p. 40.

¹¹³ ‘Star Swamp Bushland Reserve’, Urban Bushland Council WA Inc, <https://www.bushlandperth.org.au/treasures/star-swamp-bushland-reserve/> Accessed 15 September 2021.



P9483 Neerabup Lake National Park

Neerabup National Park is a narrow, 771 hectare reserve located east of Quinns Rocks along Wanneroo Road that is managed by the Department of Biodiversity, Conservation and Attractions. The width of the reserve follows that of the stock route, being 40 chains (800 metres). The park comprises limestone caprock with dryandra heathlands, banksia woodland, balgas (grasstrees) (*Xanthorrhoea preissii*) as well as patches of tuart (*Eucalyptus gomphocephala*) and jarrah (*Eucalyptus marginata*). While no specific features indicative of the stock route remain in the area, the reservation of land is a continuation of the stock route and demonstrates the gazetted width of the route.



P4151 Yanchep National Park Precinct (RHP)

Yanchep National Park is a 2,915 hectare precinct that comprises an open woodland park, lakes, caves, natural bushland and landscaped gardens. The part of the National Park that is included in the stock route is located to the western side of the lake. The Lake was used as a watering and resting point along the route.

Vegetation along the stock route includes tuart trees (*Eucalyptus gomphocephala*), balgas (*Xanthorrhoea preissii*) and low-lying scrub. No notable features indicating the stock route were visible in the landscape in 2021.

For more detailed information on *Yanchep National Park*, refer to 'McNess Recreation Area Yanchep National Park: Non-Indigenous Cultural Heritage Conservation Plan' prepared for the Department of Housing and Works on behalf of the Department of Conservation and Land Management by Blackwell and Associates, Hocking Planning & Architecture and Lucy Williams in July 2003.



P18095 Boongarra Well

The Boongarra Government Well is located in Forest reserve, one kilometre west along Smokebush Road, a limestone road that turns off Indian Ocean Drive, approximately 10 kilometres north of the Yanchep Beach Road turn off. The well is approximately 9 x 6 metres wide, and due to its size is probably more accurately understood as a soak. Its northern and eastern banks are supported by tree logs. Rushes, arum lily and other distinctive vegetation growing in the well mark the presence of water. The surrounding vegetation is visibly different, comprising mature trees and low-lying scrub.



P18096 Neergabby (The Junction)

Neergabby is the Aboriginal name for the area where the Gingin Brook flows into the Moore River. The place was also known as 'The Junction', and was a stopping point along the North West Stock Route where drovers could camp or stay at the P1080 *Old Junction Hotel* (RHP) (1873) before crossing the Moore River over P13064 Old Junction Bridge (1863, 1905).

The Old Junction Bridge is now contained within a recreation reserve vested in the Shire of Gingin. The original superstructure of the bridge was replaced in 1905 and the bridge was restored again in 2005 by the Neergabby Community Association. The 26 metre timber bridge can still be crossed by pedestrians, however road traffic uses a new bridge 100 metres downstream along Gingin Brook Road. South of the bridge is a car park area where interpretive signage indicates the history of the area and the location of P11798 Junction Hall Site, which was removed from the area in 1965. North of the bridge is an open grassy recreation area.

P1080 *Old Junction Hotel* (RHP), which is located north of the reserve, is now a private residence. There have been few changes made to the external form of the building. The rooms across the rear of the building were constructed after the initial construction of the place and the rear verandah was enclosed. The original floor was replaced in 1955. Restoration works were carried out on the building in 2001, replacing the roof and the flooring once again.

For more detailed information, refer to 'The Old Junction Hotel, Gingin Conservation Plan' prepared for the Shire of Gingin by Ronald Bodycoat, Architect in December 1999.



P1088 Cowalla Homestead Group (RHP)

Located on the Moore River and established in 1848, Cowalla continues to function as a farming property, owned for most of that time, by the de Burgh family since 1858.¹¹⁴ The property includes P1088 *Cowalla Homestead Group* (RHP), which comprises a group of predominantly mud brick buildings with hipped corrugated

¹¹⁴ De Burgh, S, personal communication, 5 November 2021.

iron roofs (replacing the original thatched roofing). The homestead (c. 1852, 1863, 1892, 1907, 1924, 1948, 1973), kitchen (1863, 1892, 1901, c.1250) and coach house (1889, c.1950) are located in a cluster approximately 350 metres north east of the cottage (1891, 1945, 1947, 1960, 2003) and worker's dwelling (1955, c. 1958). Two large farming/machinery sheds are located in between the two residential areas on the eastern side of the driveway, approximately in the middle of where the stock route initially ran.

Up until c.2009, posts of the old slip rail gate along the stock route were still located on the property to the south east of the farming sheds. However, these were removed at this time for safe storage by the owner.¹¹⁵ Up until the 1920s, the stock route could still be seen as a clearing through the bushland leading from the slip rail gates south east for a quarter of a mile. At this time, despite the route no longer being in use, hollows in the ground were still visible in front of the homestead from horses and buggies moving along the route. The route continued across the ford crossing over the Moore River about 185 metres south west of the homestead. Up until 1955, Moore River was located right by the edge of the homestead, however a cyclone flooded the river causing it to divert its course 100 metres north west.¹¹⁶ This has affected how clearly the ford can be seen along the river. However, from the ford location, looking south one can see within the landscape a natural depression where the route ran through the trees.

For more detailed information, refer to 'Cowalla Homestead Conservation and Management Plan' prepared for Sidney de Burgh and Josephine Ottaway by Laura Gray, Heritage and Conservation in September 2003.



¹¹⁵ De Burgh, S, personal communication, 30 August 2021.

¹¹⁶ Ottaway, J, personal communication, 30 August 2021.

P17908 The Old Bridge Site, Orange Springs

The winter stock route diverted and lead over a bridge across the Moore River further upstream from Cowalla's summer route. Constructed in 1870, the bridge was destroyed by fire in 1872, built again and destroyed by fire again in 1902. Remains of the bridge posts are potentially still visible in the water during the summer months. During the 2021 site visit the posts were not located. Access to the Old Bridge Site is through private property, where a dedicated, but no longer visible, road running along the stock route leads to the bridge site. Fence posts indicating the road are still present.



P26676 Nine Mile Swamp, Mimegarra

Once a watering and resting place along the stock route, Nine Mile Swamp is located on State owned land down a gravel track approximately 540 metres from Mimegarra Road. The swamp has since dried up but is characteristically defined within the landscape through its distinctive vegetation, diatomaceous earth and lowered ground. A fire had just been through the area when the 2021 site visit was carried out, so the boundaries of the swamp could be clearly seen as vegetation had been cleared and was just beginning to grow again. The well at the swamp was not located during this visit.



P18101 Nambung Pools (Kinchela Pool)

Along the Nambung River in the Nambung National Park are the Nambung Pools, a series of freshwater pools surrounded by lush grassy areas, tuart trees and dense shrub. These conditions provided a suitable resting spot for drovers and stockmen along the stock route.

The large tuart tree that leaseholder, Robert Brockman, marked with the letter 'B' was not located during the 2021 site visit. It was, however, recorded as still standing and healthy, visibly baring the 'B' in the late 1980s. This tuart tree was used as a starting point for leases in the area and to fix the Old North Road when it was gazetted in 1862.¹¹⁷ A small waterfall within a rocky area is located at the northern end of Kinchela Pool, the largest of the pools within the Nambung Pools. The stock route is no longer discernible as vegetation in the National Park has grown over any previously cleared areas.

Four-wheel drive access to the Nambung Pools is through the Nambung National Park along a limestone track leading east from Indian Ocean Drive, but requires permission from the Department of Biodiversity, Conservation and Attractions who manage the park.



P18103 Fatfield, Jurien Bay

The stone house was constructed on the property around 1886. The house was abandoned after Edward Hamersley's son, Hugh, died in 1927. It lay derelict before being restored by the owner in 1978. There were originally three wells on the property, one is where a bore is now located and another limestone lined well is extant but filling with debris.¹¹⁸ It's possible the third well was filled in at this time and is marked by a slight depression under the trees near the house.¹¹⁹ The

¹¹⁷ de Burgh, 1986, *op. cit.*, p. 64.

¹¹⁸ Parker, P., personal communication, 16 November 2021.

¹¹⁹ Connor, M, & M. Gibbs, 1994, *op cit.*, p. 29.

property continues to be privately owned and is accessed from Marine Drive, Jurien Bay.



Fatfield, image taken P. Parker, 2021. Copyright applies.

P18104 Hill River Crossing & Pools

Located at the end of Hill River View, the crossing dips down over the Hill River. Fresh water pools in the vicinity supplied a convenient watering place for stock. A sandy track leading from each bank of the river indicates the stock route. The place is contained in a reserve managed by the Department of Biodiversity, Conservation and Attractions.

P18107 Cockleshell Gully/ Padbury's Station

Extending 22 kilometres from Gairdner Range near Mt Lesueur to the coast near Green Head, Cockleshell Gully is a deep, limestone ravine measuring 12-18 metres in some areas.¹²⁰ A stream has gradually worn away at the limestone to create this unique geological feature where fossils and shells indicating an ancient shoreline are embedded in the rock, giving the gully its name.

The portion of the Gully where the stock route runs is located within private property off Cockleshell Gully Road, which is referred to as 'Cockleshell Gully'. The property is still owned by the Grigson family, relatives of Walter Padbury who held the original 20,000 acre lease in 1855. The stock route runs to the west of the main house and farm buildings crossing over the stream at a shallow section of the Gully. The stock route at this point is clearly defined in the landscape as a sandy track, leading to the northern boundary of the property. To the south the stock route is not so easily defined in the landscape but runs over farmland towards Jurien Bay.

The buildings located on the property east of the stock route date from various periods. The 1960s main house, comprised of red brick, replaced the original 1888 stone house. Timber from the old Jurien Bay jetty had been used to construct the original house.¹²¹

¹²⁰ Chapman, A., 'Introduction and Description of Cockleshell Gully Reserve', Western Australian Museum, <http://museum.wa.gov.au/research/records-supplements/records/introduction-and-description-cockleshell-gully-reserve>, Accessed 7 October 2021.

¹²¹ Grigson, A, personal communication, 1 September 2021.

There are a number of farm buildings and machinery sheds, including a Cart Shed (c. early 1900s) comprised of stone with a stucco finish and a corrugated iron roof (replacing original thatched roof) which is in sound condition; a Hay Shed (c. 1906-1907) comprised of locally quarried stone and timber with a corrugated iron roof, which is in good condition; a Vehicle Shed (1947) comprised of corrugated iron and old timber telephone poles from the area, which is in average condition; a Worker's Cottage (c. 1880-1900s) located at the back of the property constructed of stone and corrugated iron, which is in a ruinous state; Pig Pens (c.1950s) located behind the Hay Shed and constructed of corrugated iron, which are in poor condition. The Cart Shed includes a painting of a red horse painted by John Grigson in the early 1900s and engravings of clay pipes and the name of 'Alan Grigson'.

The ruins of Padbury's two or three-roomed stone cottage, which was one of the first buildings to be constructed on the property shortly after Padbury settled there, are located north of the stream running from the Gully across the property. During the 2021 site visit the ruins were not located due to the presence of thick scrub.

In 2021, material relating to the development of the station at Cockleshell Gully from the late 1800s is located on the property.



P23678 Diamond of the Desert

To the north of Cockleshell Gully is an extensive sand plain, covered by low lying scrubs and banksia trees. Within the plain is Diamond of the Desert, which is a waterhole once used as a stopping point along the stock route. The waterhole has since dried up but is comprised of a distinctly different landscape from the surrounding scrubby plain. Tall flooded gums (*Eucalyptus grandis*), casuarina and wattles grow around a recessed area of limestone caves and rocks, which create a sense of intrigue and mysteriousness about the place. When walking towards the Diamond of the Desert the higher tree line is clearly visible from afar rising from above the rest of the surrounding lower scrub.

On the eastern side of the waterhole is a cleared, open white sandy area which was likely the site of a horse or cattle yard, as indicated by the remnants of a timber

post.¹²² *Zamia* palms (*Macrozamia riedlei*) grow around the perimeter and Aboriginal artefacts have been found at the location in the past.¹²³

Access to Diamond of the Desert is along a sandy limestone fire break track approximately 5 kilometres north of Cockleshell Gully. Alternatively, it is approximately 3.5 kilometres west of the Brand Highway. It is possible to drive quite close to the site but the last 400 metres west from the track are accessible only on foot through the banksia scrubland.



P6472 Little Three Springs

Little Three Springs is another water hole and resting point along the stock route. The spring naturally bubbles and provides a constant source of fresh water, likely due to a fault in the underlying limestone. It leads into a swamp area, where yangets (native rushes) (*Typha orientalis*), flooded gums (*Eucalyptus grandis*) and casuarinas grow. Archaeological remnants of material used on the stock route have been found in the location.¹²⁴

Up until the 1930s there was a stock mustering yard, likely located to the west of the swamp area. This area is now an open grassy and sandy plain.

The whole area is contained within a publicly accessible reserve vested in the Shire of Coorow. Travelling 15 kilometres north of Diamond of the Desert along Cockleshell Gully Road the place is located west of this point down Woolmulla Road along a sandy track.

¹²² For more details on the archaeology found along the route please refer to 'Archaeological Material along North West Stock Route Report', 2021, by Gemma Wilson, which can be found in the Department of Planning, Lands and Heritage Library.

¹²³ Connor, M, & M. Gibbs, 1994, *op cit.*, p. 35.

¹²⁴ For more details on the archaeology found along the route please refer to 'Archaeological Material along North West Stock Route Report', 2021, by Gemma Wilson, which can be found in the Department of Planning, Lands and Heritage Library.



P6471 Stockyard Gully

Continuing north along Cockleshell Gully Road approximately 3.5 kilometres from Little Three Springs are a series of large, limestone caves. The area, known as Stockyard Gully, takes its name from the dry creek bed with its high limestone cliffs. At the end of the creek is a large limestone cave, which stockmen used as a natural confinement for stock when camping overnight.

The main cave at the end of the Gully has a sandy bottom and has the atmosphere of a large amphitheatre, being 300 metres long. The cave is self-guiding and a torch is needed. Tall river gums, giant zamia (*Macrozamia riedlei*) and manna gum (*Eucalyptus viminalis*) are found along the edges of the gully floor. On the upper slopes are wattles, parrot bush and native wisteria.¹²⁵ The caves are contained within Stockman's Gully National Park, which is managed by the Department of Biodiversity, Conservation and Attractions.

Stockyard Gully forms part of a complex series of limestone caves that lead to an underground river system. This geology is characteristic through much of the Turquoise Coast, linking nearby features including Nambung Pools (Kinchela Pool), Cockleshell Gully, Diamond of the Desert, Little Three Springs and Stockyard Gully.¹²⁶

¹²⁵ 2017, 'Stockyard Gully Caves', Shire of Coorow Community Information Brochure, https://www.coorow.wa.gov.au/Profiles/coorow/Assets/ClientData/Stockyard_Gully_Caves.pdf Accessed 28 September 2021.

¹²⁶ Environmental Protection Authority, 2001, 'Turquoise Coast Development, Jurien Bay', Perth, https://www.epa.wa.gov.au/sites/default/files/Publications/993_B1031.pdf Accessed 7 October 2021; 'Stockyard Gully Caves', Tourism Western Australia, https://www.westernaustralia.com/en/Attraction/Stockyard_Gully_Caves/56b26721d5f1565045daa56f Accessed 7 October 2021.



P18108 Lake Indoon (Erindoon)

Lake Indoon is a large semi-permanent freshwater lake that served as a resting and watering place along the stock route. The clear lake is surrounded by a sandy beach with large flooded gums on the banks drooping over the water. It was previously part of the King family pastoral lease, and P6182 King's Homestead (1928) is located in close proximity to the lake. It's now vested with the Shire of Carnamah as a recreation reserve and camping area.



P18109 Lake Logue

Only one kilometre north of Lake Indoon, Lake Logue was another camping and watering place along the stock route. It is the largest feature of the Lake Logue-Indoon System, which includes a number of wetlands, intermittent creeks and drainage lines.¹²⁷ The lake has been known to fill-up to approximately two metres in depth, however during the 2021 visit it was mostly dry with low grasses and shrubs covering the lake bed. The place was named after Major Logue, one of the

¹²⁷ 'Places of NRM – Lake Logue', NACC, 22 February 2018, <https://www.nacc.com.au/places-nrm-lake-logue/> Accessed 29 September 2021.

pioneers of the stock route in 1850. It is contained within a reserve managed by the Department of Biodiversity, Conservation and Attractions.



P26948 Woodada

From Lake Logue the stock route continues northward through the Weelawadgie flats and clay-pan country for roughly 10 kilometres until reaching Woodada, a historic property. To access Woodada requires four-wheel drive down a sandy track leading north from Coolimba-Eneabba Road. The place remains the private property of the Hamersley family, who have held the land since the 1850s.

Leading to Woodada are a series of clay pan lakes surrounded by casuarinas, gums and low-lying heath. The original Woodada Well measuring 19 feet in circumference and 80 feet deep still remains; conservation works on the well occurred in 2002. In the 1940s, during WWII, the original well windmill was stolen. It was at this time the property was left vacant and the well left uncovered until it underwent conservation. In June 1997 the top of the well was repaired with cement. When conservation works occurred in 2002, 18 feet of backfill was cleaned and despite being uncovered for sixty years all that was found in the well was one beer bottle, a kangaroo skull and two rusted pipe wrenches.¹²⁸ The jarrah timber at the base of the well was replaced and made into a photo frame. The well continues to provide fresh water for the property and has been described as never being dry.

The original stone cottage, constructed c. 1856, was left to ruin around the 1920s after John Maclean Hamersley, who stayed there while attending that section of his properties, died in 1925. The 3 x 6 metre cottage has crumbled, however the dimensions can be visibly seen. In 2006, Mr Hamersley, the current owner, constructed a replica hut to the left of the original ruins. The cottage was constructed using some of the original stones at the northern end as well as new limestone blocks. Photographs and mementos from the property decorate the replica cottage.

In 2002, a lodge was built on the property using local timber posts and rafters, corrugated iron, tarpaulin and thatch. Kitchen, bedroom and bathroom facilities are included in the complex. To the east of the lodge is an orchard with various fruit trees that is irrigated using water from the well.

¹²⁸ Hamersley, L, personal communication, 2 September 2021.

Several people have chosen to be buried on the property due to their fond associations with the place. Their headstones are located to the east of the orchard. To the south of the headstones were the trapping yards. The stockyards were located at the northern end of the property. During the 2021 site visit it was understood that two posts from the 1860s stockyards were still standing as ant nests had been formed around them, protecting them from fire.¹²⁹ The timber animal water trough at the entrance of the property was constructed in 2003.



P18113 Arrowsmith Lake

Located down a sandy track west from the Brand Highway, Arrowsmith Lake was a well-known watering and resting point along the stock route. The lake, with clear water and sandy bottom is set among large swamp gums (*Eucalyptus ovata*) and paperbark trees (*Melaleuca quinquenervia*). The lake is managed by the Department of Planning, Lands and Heritage.



¹²⁹ Ibid.

P18114 Yordanogo (16 Mile Swamp)

As the name suggests, 16 Mile Swamp, known more commonly as Yordanogo, is 16 miles south of the Yordarino Crossing. It was a day's journey from the crossing to the swamp and was a watering and resting point along the stock route. The actual swamp is located on a 100 acre freehold block surrounded by Reserve 36203, which is managed by the Department of Biodiversity, Conservation and Attractions. Access is by four-wheel drive down a rocky track south from Mount Adams Road.

The swamp is relatively dry but clearly visible through its distinctive clay-pan soil. During the 2021 site visit a small amount of water was present at the northern end. No evidence of the 16 Mile Well, which was noted as potentially being at this location, was found during the 2021 site visit. The well was possibly marked by a large pipe in the 1980-1990s. To the west of the swamp are several curved tin structures reminiscent of pig pens.



P18121 8 Mile Water/Well

Similar to the former, as the name suggests, 8 Mile Well is 8 miles south of the Yordarino Crossing. The swamp is contained within Reserve 10877, which is managed by the Department of Planning, Lands and Heritage. Four-wheel drive is necessary to access the swamp down a sandy track leading north from Mount Adams Road.

The reserve is comprised of swamp areas, dried clay-pan lake beds and thick wattle bushland. North of the swamp is a stone-lined well that is surrounded by a 8 x 8 metre stone wall, approximately 30cm high. A tree is growing from the centre from the well and has displaced the stone blocks. Arum lilies (*Zantedeschia aethiopica*) are growing within the well walls indicating the presence of water. Further research is required to indicate the age of the well.



P18115 Yardarino Crossing

Yardarino Crossing, also called Milo Crossing, is the location where the stock route crossed the Irwin River. It was also where the inland road through New Norcia crossed, making it the northern junction of two important roads and mail routes. The place crosses Milo Road, near the junction of Midlands Road at a bend in the river. Overgrown couch grass (*Elymus repens*), yangets (*Typha orientalis*) casuarinas and flooded gums (*Eucalyptus grandis*) line the banks of the river. A low-lying concrete crossing was constructed in the 1970s to allow vehicles to cross.



P12245 Irwin House Group (RHP)

For more detailed information, refer to P12245 Irwin House Group Assessment Documentation prepared in September 2002.

Irwin House Group comprises the following elements: former Kitchen (1850s), Shearing Shed (1850s), Milking Shed (1850s), Stockyard Post (1850s), Port Macquarie Fig trees (1850s- 1860s), Stone Wall (1850s; c.1900s), former Post Office (1850s-1860s), Irwin House (1890; 1900s), and Gravesite of John Armstrong (1907). The place was developed as part of the leaseholding of The Cattle Company under the management of Lockier Burges.

The place is situated on Midlands Road in the locality of Milo, 15 kilometres east of Dongara. The group is set back from the road some 500 metres southeast down an unmade road. The former Post Office is at the forefront of the property with the

Shearing Sheds behind it and Irwin House to the right. Irwin House and the former Kitchen are surrounded by flat, grassed areas. Extending west from the northwest corner of Irwin House is the original freestone wall around the house garden area. Much of the wall is no longer evident; however the south wall is intact, and although the north wall is in place, it has been rendered. The property is privately owned.

P1246 Allanooka Inn (Hunting Kangaroo Arms)

Constructed in 1859 by Juan Perejuan, this 5-roomed mud and rock cottage in the 1870s became one of the first roadside inns when travelling south along the stock route. Perejuan was a lay monk at the New Norcia Monastery and took advantage of the traffic along the route by obtaining a way side inn license. Known as the 'Hunting Kangaroo Arms', kangaroo was a staple on the menu and the place was a popular stopping point for travellers.¹³⁰ The original cottage still remains in good condition and is privately owned. It has a tiled hipped roof with corrugated iron skillion to the rear, a separate verandah to the front (south) and a small brick enclosed verandah to the north. Landscaping around the house has been well-maintained.



P18116 Allanooka Swamp

Also known as 'The Swamp', Allanooka was once an extensive body of water along the stock route, fed from an underground spring. The swamp is now dry as water is pumped to nearby towns such as Dongara and Geraldton. Large water pipes run throughout Reserve 1020, which is managed by the Department of Water and Environmental Regulation. Despite there being no visible water, the swamp is still evident by the distinctive vegetation. Surrounding the swamp the landscape is dry with casuarina, melaleuca and dried shrubs growing. Vegetation clearly changes to include grasses, large aloes within the swamp area, which is further indicated by a dip in the landscape.

¹³⁰ Connor, M, & M. Gibbs, 1994, *op cit.*, p. 50.



13.3 COMPARATIVE INFORMATION

Principal Australian Historic Theme(s)

- 2.1 Living as Australia's earliest inhabitants
- 3.3.2 Looking for overland stock routes
- 3.5.1 Grazing stock
- 3.5.2 Breeding animals
- 3.7 Establishing communications
- 3.8.5 Moving goods and people on land
- 3.11.4 Clearing vegetation
- 3.11.5 Establishing water supplies
- 3.16 Struggling with remoteness, hardship and failure
- 5.1 Working in harsh conditions
- 5.8 Working on the land

Heritage Council of Western Australia Theme(s)

- 102 Aboriginal Occupation
- 105 Exploration and surveying
- 106 Workers (including Aboriginal, convict)
- 204 Droving
- 301 Grazing, pastoralism and dairying
- 602 Early settlers

Comparative Analysis

The historical importance and prevalence of stock routes in Western Australia and wider Australia can still be demonstrated in the landscape today. Authorised thoroughfares for droving domestic livestock such as sheep and cattle, stock routes were essential to the development of the pastoral industry and the resulting opening up of land areas. Stock routes that were significant to the development of the State and comparable to the *North West Stock Route* include:

- P15873 *North West Stock Route (fmr) Stage 1* (RHP): The 28 kilometre section of the route running from Yanchep to Neergabby. The features included in this stretch of the stock route are Yanchep National Park, Boongarra and the Old Junction Bridge at Neergabby.

- P5518 Canning Stock Route (Assessment Program): Surveyed in 1906 by C W Canning, the Canning Stock Route stretched between Wiluna and Halls Creek a distance of approximately 1850 km. The wells along the route include bores, lined wells, and modified natural water sources. The route is reputed to be the longest stock route in the world. A number of the wells may still be in extant and in their form. A number of wells are known to have been modified.
- P5113 De Grey – Mullewa Stock Route No. 9701 (Assessment in Progress): From the 1860s informal stock routes leading from Mullewa and the De Grey River were in use. The Government officially gazetted the De Grey – Mullewa Stock Route No. 9701 in 1893 in order to open up the northern districts for grazing stock. This route was based of that developed by E. T. Hooley who constructed some of the wells in the southern portion of the route.
- P26456 Kimberley De Grey Stock Route and Wells: In 1879, Alexander Forrest surveyed a route from the De Grey River to the Kimberley where he took up several pastoral stations. Later in 1895 the route was established as a stock route with the sinking of 27 wells. The route was important in opening up the northern portions of the state and allowing pastoralists to move stock from these areas.
- P8906 Geraldine – Port Gregory Stock Route: Established in 1850, the stock route initially ran between Geraldine and Port Gregory, however the route was later extended to Champion Bay. The stock route is marked by a series of wells, including the Barrel Wells (Site No.12). The former Trevenson Homestead (Site No.23) was a halfway house on the original stock route to Port Gregory.

The comparative information reveals that *North West Stock Route* is a rare example of a stock route that was instrumental in the development of the pastoral industry north of Perth and the resulting settlement and expansion of towns along the route. The *North West Stock Route*, also known as the Old North Road is the one of the earliest gazetted stock routes in the State and is therefore is a good representative example of such a place.

13. 4 KEY REFERENCES

- de Burgh, W. J., 1986, *The Old North Road*, Western Australian Experience Series, University of Western Australia Press, Nedlands.
- Connor, M & M Gibbs, April 1994, 'Historic Watering Holes Survey: The Old North Road – Wanneroo to Walkaway coastal stock route, Western Australia', prepared for the National Trust of Australia (WA).

13. 5 FURTHER RESEARCH

Only a selection of prominent watering points along the stock route that provided a representative example of features along the route were included in the curtilage. Further research into all watering and stopping points could provide further evidence of the stock route.

While this has been touched on in the assessment, further research may also indicate to what extent the stock route followed Aboriginal pathways and what the methods were used to define or 'cut' the route.