



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

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

**Responsible Agency:**

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

**7. HERITAGE LISTINGS**

- Register of Heritage Places:
 

Individual Places		
P4001 De Grey Station Group	To be Assessed	29 August 2003
<i>P4004 Mundabullangana Station</i>	Registered	16 May 2008
P15398 Deepdale Station	To be Assessed	30 May 2003
  
- National Trust Classification:
 

Individual Places		
P4002 Boodarrie Station Homestead	Classified	5 December 1983
<i>P4004 Mundabullangana Station</i>	Classified	5 December 1983
  
- Town Planning Scheme: -----
  
- Local Heritage Survey
 

Individual Places		
P4001 De Grey Station Group	Adopted	31 December 1996
P4002 Boodarie Station Homestead	Adopted	31 December 1996
<i>P4004 Mundabullangana Station</i>	Adopted	31 December 1996
P5022 Rabbit Proof Fence No 2 and No 3	Adopted	25 November 2005
P15398 Deepdale Station	Adopted	17 August 1999
P15418 Minnie Creek Station	Adopted	29 October 1999
P25267 Old Stock Route Wells	Adopted	1 September 2013
  
- Register of the National Estate:
 

Individual Places		
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P4002 Boodarrie Station Homestead  
*P4004 Mundabullangana Station*

Nominated  
Nominated

2 March 1984  
2 March 1984

- Aboriginal Sites Register  
See Schedule B

**8. ORDERS UNDER SECTION OF THE ACT**

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**9. HERITAGE AGREEMENT**  
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**10. STATEMENT OF SIGNIFICANCE**

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

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

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

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

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

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

the place demonstrates an innovative use of boring technology to sink wells at greater speed and lower cost than had previously been achievable and

indicates the differing well types and technologies in use during the mid to late nineteenth and early twentieth centuries;

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

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

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

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