

Place No. 41 Old Stock Route Wells



Donalee Heseltine, Karratha Station co-Manager, next to Government Well 51, 2013

LOCATION	
Name of Place	Old Stock Route Wells
Other Name (1)	
Location/Address	
Street Number	
Street Name	
Suburb/Town	
Other Locational descriptor (text)	The stock route extended across the Shire following a coastal route (see map). Some key locations are indicated in the text as appropriate. Government Well 51 = 484331 mE, 7698693 mN (MGA94 Zone 50).

OWNERSHIP & LAND DESCRIPTION				
Owner	Address	Phone/fax	Status	Item No.
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Folio	Item No.

LISTING AND ASSESSMENT	
HCWA Reference Number	NEW ENTRY
State Register of Heritage Places:(Y/N)	No
Classified by the National Trust (Y/N)	No
Register of the National Estate (Y/N)	No
Local Town Planning Scheme (Y/N)	No
Management Category	Varies between B to D

DESCRIPTION	
Construction Date (1)	Post 1866
Construction Date (2)	
Site Type (Place Type)	

Use(s) of Place	Historic Site(s)
<i>Original</i>	TRANSPORT/COMMUNICATIONS: Other – droving FARMING PASTORAL: Other – watering points for stock
<i>Present</i>	
<i>Other</i>	
Construction Materials:	
<i>Walls</i>	
<i>Roof</i>	
<i>Other</i>	Varies
Condition	Varies
Integrity (how much of the original fabric is intact?):	Often tanks and remains of yards at watering reserves
Physical Description	
<p>The Stock Route extended across the Shire following a coastal route (see map). The route changed over time depending on types of water being accessed.</p> <p>The main accessible reminder of the Route, now abandoned, are the various reserves for holding and watering stock. At these, physical remains may include water tanks, troughs, fences and camping areas.</p>	
History	
<p>The establishment of a route for stock was critical for the stocking of pastoral leases, as this was often a requirement of the lease. Most stock originated from the Swan River settlements or from eastern states.¹ As early as 1864 the government offered financial and other incentives for a route from Champion Bay to Nichol Bay, leading to E.T. Hooley's successful expedition of 1866. With the establishment of an overland route, sheep pastoralism in the Northwest became a more healthy economic prospect. Hooley's efforts were understandably lauded – the expedition took over three months and managed various hardships.</p> <p>The stock route over time was a significant element in moving stock throughout the region. The route lay inland from the coast, crossing the various waterways that flow towards the coast. Over time reserves were established, ensuring access to reliable water from wells, and fenced areas to secure stock. The key responsibility was with the government, who constructed Government Wells along the route, starting with those along Hooley's 1866 route.</p> <p>The rise of trucking from the 1920s onwards saw reduced demand for overland stock routes, and with the reduction of pastoralism across the region the stock routes lay abandoned. Over time pastoral products could also be moved out of coastal ports, such as Port Hedland.</p> <p>In 2013, the following wells on Karratha Station lease were described as being in working order: Pat's Well (now a bore), McLeod's Well, Black Hills Well and Prince Well. Edna Well and Walter Well were reportedly caved in and not in use. Government Well 51 was in good condition but not in use (Ion Heseltine, Manager of Karratha Station, pers. comm.).</p>	
Archaeology	
<p>The key reminders of the northern Stock Route are the watering places, characterised by tanks, troughs, windmills, and fencing. These replaced the earlier elements of stock routes, such as waterholes and natural fords, which previously met the demands of the drovers.</p> <p>Associated with these sites will be the remains of camps used by drovers over time. Most of these are derelict today. Key sites, however, preserve the story of the movement of overland stock. The physical record could lead to a study of the various elements of the stock route(s) over time, perhaps with some form of information for visitors.</p> <p>The sites related to the stock route will vary greatly in condition and possible impacts. However, even sites seemingly of little significance will be an important part of the network of sites that</p>	

constitute the stock route and as such should be preserved.

Examples of sites:

- Hooley Camp 76, Mardie Pool
- Government Well 51, Karratha Station

SIGNIFICANCE	
Historic theme (s)	2. TRANSPORT AND COMMUNICATIONS 204 Droving
Statement of Significance:	
<p>The sites associated with the northern Stock Route represent phases of stock movement from 1866 until the later twentieth century. Together they provide a linear transect of physical sites across the separate pastoral leases that once comprised the coastal hinterland of the Pilbara. They represent a past tradition, the sites of which lay largely abandoned.</p>	

ASSOCIATIONS	
Architect/Designer (1)	E.T. Hooley
Architect/Designer (2)	
Other Associated Person(s)	

OTHER	
References	
<p>Eloise Sharp, <i>E.T. Hooley: Pioneer Bushman</i>, West Perth, Self published, 1985.</p> <p>A. Vitenbergs and L. Brehaut, <i>Pilbara Journey: Through the Twentieth century</i>, Robe River Iron Associates, Perth, 2000.</p>	

MHI Review 2012	Stock Route Wells identified as sites of significance through public consultation process.
MHI Review 2012	Site of Government Well 51 assessed and Place Name Record Created for Old Stock Route Wells



Mardie Pool, location of Hooley Camp 76 on the old stock route



Hand-hewn bush-wood remnant from Government Well 51 water trough, 2013



Government Well 51, 2013



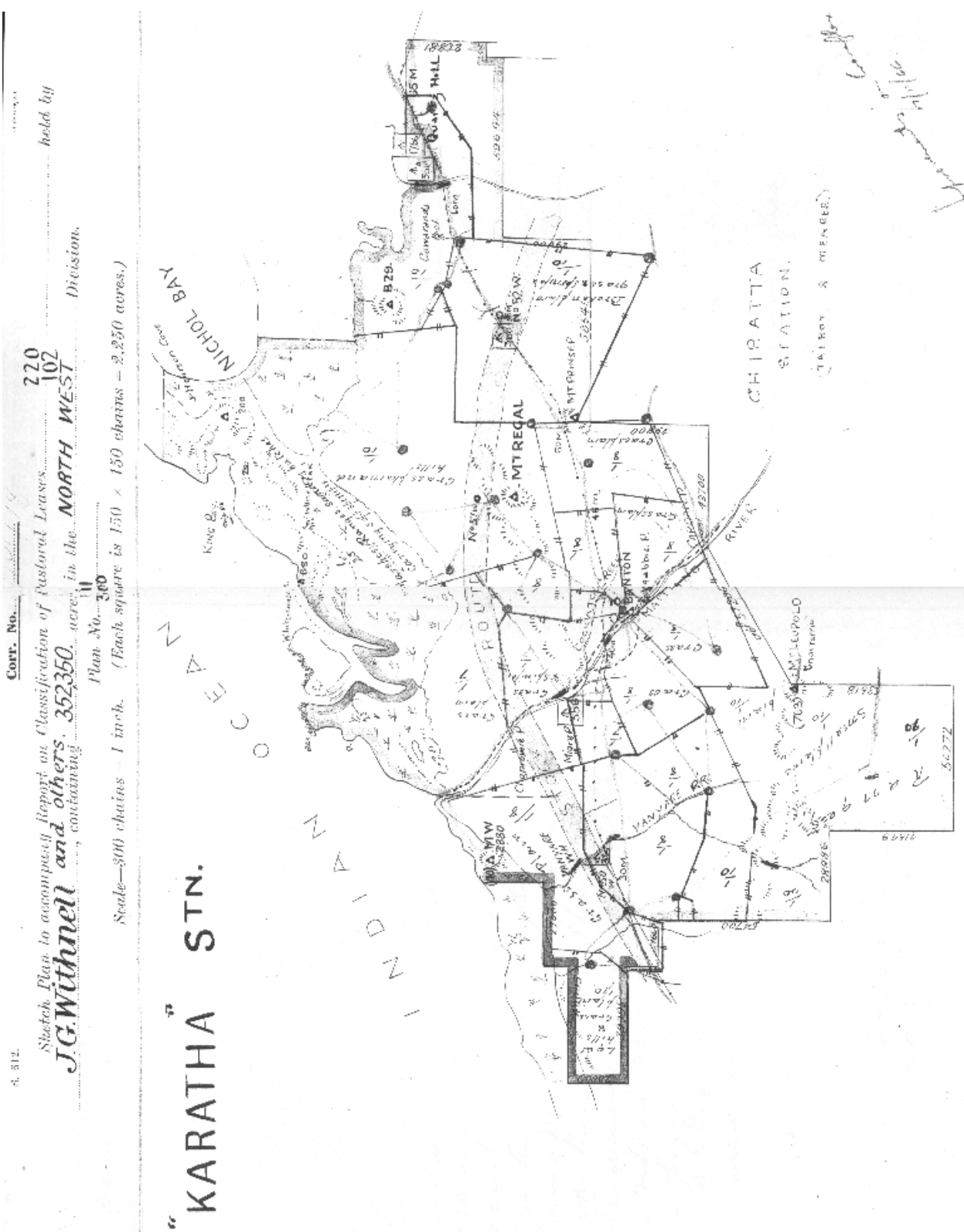
Remains of water trough, Government Well 51, 2013



Government Well 51, 2013



Water tank at Chirrita Station



Karratha Station Lease 811 showing Stock Route

¹ Nancy Withnell Taylor, *A Saga of the North-West Yeera-Muk-a-Doo: The First Settlement of North-West Australia Told through the Withnell and Hancock Families 1861 to 1890*, Victoria Park, Hesperian Press, 2002.