

**DOCUMENTATION OF PLACES
FOR ENTRY IN THE
REGISTER OF HERITAGE PLACES**

- 1. **DATA BASE No.** 16799
- 2. **NAME** *Forest Hill and Moriarty-Camballup trails* (c.1870s; c.1900s)
- 3. **LOCATION** Hay Land District to the west and south-west of Mount Barker. More specifically, the trails pass through Reserve 20024, Hay Location 1838, Reserve 24660, Reserve 29660, and Hay Locations 2327, 1614, 1615, 1625, 1624, 2328, 1628, 1630, 1631, and 1570.
- 4. **DESCRIPTION OF PLACE INCLUDED IN THIS ENTRY**
(leave for HCWA Land Information Officer to fill in)
- 5. **LOCAL GOVERNMENT AREA** Shires of Denmark and Plantagenet
- 6. **OWNER** (leave for HCWA Land Information Officer to fill in)
- 7. **HERITAGE LISTINGS**

- Register of Heritage Places: _____
- National Trust Classification: _____
- Town Planning Scheme: _____
- Municipal Inventory: _____
- Register of the National Estate: _____

- 8. **CONSERVATION ORDER**

- 9. **HERITAGE AGREEMENT**

10. **STATEMENT OF SIGNIFICANCE**
Forest Hill and Moriarty-Camballup trails, comprising sections of two former unofficial stock routes (dating from 1870 and c.1900 respectively) opened up and utilized by settlers to access coastal pastures for their stock each summer, have cultural heritage significance for the following reasons:

they were significant in sustaining the development of cattle farming in the Gordon River and Forest Hill regions. They also contributed to the opening up of coastal pastoral lands between Denmark and Walpole and to the establishment of the settlement at Peaceful Bay;

the trails and the camping and watering places along them, are important physical reminders of the former necessity, due to a lack of trace elements in the soil, for annual droving routes in the South-West

between inland farms and coastal grazing runs. They also demonstrate the difficulties and vicissitudes that faced drovers taking stock along their length;

they are associated with several pioneering families, such as the Muirs, the Hassells, the Moirs and the Moriartys, all of whom were important in the development of the region and instrumental in the opening up and regular use of these cattle pads;

they are valued by those in the local community who are keen to retain evidence of this aspect of the history of South-West cattle farming; and,

they are significant for their contribution to the natural landscape of the region as cultural elements that survive as trails through relatively unspoiled bushland.

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

The criteria adopted by the Heritage Council in November 1996 have been used to determine the cultural heritage significance of the place.

PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 204 Droving
- 301 Grazing, pastoralism and dairying
- 602 Early settlers

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 3.5 Developing primary production

11.1 AESTHETIC VALUE*

Forest Hill and Moriarty-Camballup trails are significant for their contribution to the natural landscape of the region as cultural elements that survive as trails through relatively unspoiled bushland. (Criterion 1.3)

11.2 HISTORIC VALUE

Forest Hill and Moriarty-Camballup trails were significant in sustaining the development of cattle farming in the Gordon River and Forest Hill regions. They also contributed to the opening up of coastal pastoral lands between Denmark and Walpole and to the establishment of the settlement at Peaceful Bay. (Criterion 2.1)

Forest Hill and Moriarty-Camballup trails, and the camping and watering places along them, are important reminders of the former necessity for annual droving routes in the South-West between inland farms and coastal grazing runs. (Criterion 2.2)

Forest Hill and Moriarty-Camballup trails are associated with several of the pioneering families, such as the Muirs, the Hassells, the Moirs and the Moriartys, all of whom were important in the development of the region and instrumental in opening up and using these cattle pads. (Criterion 2.3)

Forest Hill and Moriarty-Camballup trails are physical reminders of a solution to problems in early South-West cattle farming caused by the lack of trace elements in the soil. They are also reminders of the difficulties and vicissitudes that faced drovers taking stock along their length. (Criterion 2.4)

* 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.

11. 3. SCIENTIFIC VALUE

11. 4. SOCIAL VALUE

Forest Hill and Moriarty-Camballup trails are valued by those in the local community who are keen to retain evidence of this aspect of the history of South-West cattle farming. The Shires of Plantagenet and Denmark have indicated interest in having the routes marked out and retained as heritage trails. (Criterion 4.1)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

Forest Hill and Moriarty-Camballup trails are important in demonstrating a specialised land use and function in connection with the annual droving of stock between inland farms and coastal grazing, a custom peculiar to the region and the times and one that is no longer practised. (Criterion 5.2)

12. 2 REPRESENTATIVENESS

Forest Hill and Moriarty-Camballup trails are representative of the many unofficial bush stock routes throughout the South-West linking inland farms with coastal grazing, routes that were necessary for the survival of the cattle industry in the region. (Criterion 6.2)

12. 3 CONDITION

Native vegetation along these routes, although somewhat thicker due to the cessation of regular burning, remains much as it was when the cattle pads were in use. While few visible remnants remain, the blazed trees, ruins, stone ovens, watering places and river fords are sufficient to confirm the actual course of the former cattle pads. Overall, *Forest Hill and Moriarty-Camballup trails* are in a sound condition.

12. 4 INTEGRITY

Forest Hill and Moriarty-Camballup trails were never gazetted as official stock routes and the cattle pads have not been used since the 1980s. Nevertheless, their course can still be interpreted and the proposed use as heritage trails restricted to horse riders would be compatible with past usage. The trails have a moderate degree of integrity.

12. 5 AUTHENTICITY

While the north-eastern section of the Forest Hill Trail is now road reserve, most of the remainder of these routes is physically unchanged. The minimal

remnants of infrastructure reinforce the simplicity of the droving life and *Forest Hill and Moriarty-Camballup trails* retain a high degree of authenticity.

13. SUPPORTING EVIDENCE

The documentary and physical evidence has been compiled by Ian Elliot, Historian and Heritage Consultant.

13.1 DOCUMENTARY EVIDENCE

The place comprises sections of two former unofficial stock routes opened up and utilized by settlers to access coastal pastures for their stock each summer. Both routes are situated in largely undeveloped forest country between the Muir and South Coast highways westwards of Mount Barker. Originally, they were part of a droving network that once brought cattle annually from as far north as Kendenup and even Tenterden and Cranbrook to coastal runs such as Quarram near Irwin Inlet and Crystal Springs west of Walpole. These remnant sections are now known as the Forest Hill Trail dating from the 1870s and the Moriarty-Camballup Trail, a short cut opened up post 1900.¹

Settlement of the hinterland north-west of Albany was prompted by stock losses due to poison plants on the coastal runs. Sir Richard Spencer, Government Resident at Albany, found new pasture runs on the banks of the Hay River and drove all his surviving stock through the bush to the new location in 1835. To his delight, both sheep and cattle thrived. After Sir Richard's death three years later, 'Hay Farm' was carried on successfully by Lady Spencer and her eldest son, Edward. After her daughter, Augusta, married Lieutenant George Egerton Warburton in 1842, the couple established the second farm on the Hay, 'St Werburghs', about 8 kilometres upstream. Later arrivals taking up land in the Hay district were John Herbert, James Arber, John Hassell (who established a large holding at Kendenup during the 1840s) and Andrew Muir. The property developed by the Muir family from 1851 was called 'Forest Hill'.²

As farming developed, Muir's sons, explored northwards, westwards and south-westwards in search of good grazing land for sheep. Amongst other places, by 1858 they had taken up land far to the west at Lake Muir and Deeside.³ The road they constructed connecting these properties with the home station at Forest Hill became a regular stock route known as the 'Blackwood Road'. The greater part of this is now Muirs Highway linking Manjimup with Mount Barker.⁴ By the early 1870s, Forest Hill had become a centre for shearing and over 7,000 sheep from the Muir family properties were being driven there annually over this route.⁵

1 Pape, Arthur, Notes in Shire of Plantagenet File 2636/291.
 2 Glover, Rhoda, *Plantagenet: Rich and Beautiful*, Shire of Plantagenet, Mt Barker, 1979, pp. 11-19. (Note: The original 'Forest Hill' property is now part of Pardelup Prison Farm.)
 3 Muir, Alison & Jim, *The Muir Story: Family History of Andrew & Elizabeth Muir*, Carroll's Pty Ltd, Perth 1979, p.3.
 4 Cancelled Public Plans S41 and 452/80 series. (Note: L&S File 3463/1897 (Rd. No. 1217) no longer extant.)
 5 Glover, p.42.

Sheep were run on fenced land while mobs of horses and cattle were allowed to range over open bushland. While horses did fairly well in these conditions, it was noted that cattle gradually became unthrifty and many died if they weren't moved to better pasture in the dry season. It became a widely adopted general practice to muster cattle annually for summer migration to the coast where different feeds such as heath and sedge would cause them to regain health and put on condition. However, this didn't completely eradicate the problem and, over many years of experimentation and scientific research, the wasting was eventually found to be caused by a lack of various trace elements in the South-West soils.⁶

Prior to these discoveries, annual coastal droving trips became a way of life for all South-West cattlemen. Typically, several farmers would combine their mobs, using family members or hiring experienced stockmen to complete the drive and watch over the cattle on their southern pastures. South coast cattlemen used neck straps and bells on cows to help locate the mobs in coastal hills and bush thickets.⁷ Intermittent clearing was carried out through some of the thicker stretches, usually by dragging logs through the bush to give horsemen and cattle an easier passage.⁸ *Zamia* palms (*Macrozamia riedlei*), plants that gave cattle rickets, were frequently eradicated by opening the centre of the palms with a crowbar and pouring kerosene into the split. Apart from the construction of a few very temporary shelters and stockyards, and the eradication of zamias and other poisonous plants, droving had surprisingly little impact on the bush. Even regular firing to encourage new grass differed little from age-old traditional Aboriginal land use. Bill Ipsen, a Manjimup farmer who has recorded his experiences in droving cattle to coastal runs at White Point and Yeagerup, recalls that fire was always regarded as a useful tool by the stockmen of this region.

They lit fires at selected points on a four-year rotation in order to provide feed for their cattle and to prevent catastrophic fires from causing serious long-term damage to the forest. Essentially, in order to provide an abundance of new shoots for cattle feed, they used the same techniques as the Aborigines who burnt patches of country in a circle in order to see and trap game.⁹

The Muir family of Forest Hill pioneered a number of stock routes for the movement of their cattle to the coast and back. These routes ran between Forest Hill and Parry Inlet; between Lake Muir and Nornalup Inlet and from Deeside down to the western shore of Broke Inlet.¹⁰ The latter is now approximated by the Deeside Coast Road. Further west, several other seasonal droving routes ran between Manjimup and the coast. Drover's tracks fanned out from Northcliffe and what later became the Wheatley Coast

⁶ Ibid, p.61.

⁷ Ipsen, Bill, *Follow that Bell*, the author, Bunbury, 2000, p.68.

⁸ Crawford, Patricia & Ian, *Contested Country*, UWA Press, Crawley, 2003, p.74.

⁹ Ipsen, p.37.

¹⁰ Muir, p.3 and 1905 Stock Roads plan held by the Plantagenet Historical Society. (Note: L&S File 5258/1905 quoted on this plan is no longer extant.)

Road, the main road into Northcliffe from Manjimup, remained a regularly used droving route well into the 1950s.¹¹

The Muirs' Forest Hill/Parry Inlet route went via Amarillup Swamp (where a stockyard was constructed) and Kockellup Spring, then south over the Denmark River before proceeding south-west to the Styx River, then southwards on the west side of the Kordabup River to where A. Muir and Sons took up extensive leaseholds both east and south of Parry Inlet.¹² In March 1894, this route was partially formalised by the gazettal of two water reserves, one at Kockellup Spring at the foot of a granite outcrop, the other near the Denmark River crossing.¹³

Western extensions from Parry Inlet led across to Irwin Inlet, the site of the Hassell family's coastal leases, then further west to where J. Moriarty held a lease near Rame Head.¹⁴ These western extensions are said to have been pioneered in the 1870s by William and George ('Geordie') Moir, relatives of the Muirs of Forest Hill, when they established 'Crystal Springs' west of Nornalup Inlet.¹⁵ The Moirs' dairy cattle did not do well at Crystal Springs and within a few years the brothers had relocated to Fanny Cove near Esperance.¹⁶ However, during the time they persevered at Crystal Springs, old plans suggest that the Moir brothers shortened their route by following the Styx River west and crossing the Kent River south of Mount Romance before heading down to Irwin Inlet and the western extension.¹⁷ Certainly, this was the line shown on plans in 1908 when the Plantagenet and Albany Road Boards made moves to have the route surveyed.¹⁸

The actual route more likely to have been pioneered by the Moirs in the 1870s, was a cattle pad heading westwards to the north of Mount Romance and crossing the Kent River at 'Bismarck Crossing'.¹⁹ This old unofficial name for the ford may commemorate the sinking of the German battleship, *Bismarck*, in May 1941 during World War Two, but the cattle crossing is known to have

¹¹ Crawford, pp. 55 & 74.

¹² Cancelled Public Plan S45 No. 1 (cancelled 1896).

¹³ Reserves 2488 and 2489 respectively, *Government Gazette* 9 March 1894, p. 265. The boundaries of Reserve 2488 were surveyed by A.B. Fry on 15 May 1893 (see Diagram 56/58 at DLI). This reserve has been cancelled and the land absorbed into State Forest No 64. Reserve 2489, while not surveyed, was described as having the Denmark River ford on the Parry Inlet/Forest Hill stock road at its centre. This reserve remains current. The correspondence file dealing with these two reserves, L&S File 44/1893, cannot be located by DLI.

¹⁴ Cancelled Public Plan S45 No. 1 (cancelled 1896).

¹⁵ Moir, Amelia & Wardell-Johnson, Greg, *The Continuing Moir Saga*, Warjam Publishing, Albany 1995, pp. 64, 65 & 159.

¹⁶ *Ibid.*

¹⁷ Cancelled Public Plan S45 No. 1 (cancelled 1896). (Note: This route was never surveyed and the line was an approximation on the plan. Arthur Pape maintains that the Moir brothers were consummate bushmen who would have utilised the more open sandplain country further north rather than attempt to force stock through the thicker country along the Styx River.)

¹⁸ L&S File 11120/1908, pp. 1-13 and Cancelled Public Plan 452/80 series.

¹⁹ Interviews and site visits with Arthur Pape on 16 & 17 September and 8 December 2003.

been in use long before that time. The ford remains in use today as the Kent River crossing on Break Road, one of the forestry tracks that crisscross the region. Just north of this ford is the remains of a small stone oven near the site of a former stockyard that was in use during the 1930s. Typical of the stockyards along the cattle pads, this was constructed of bush poles wired with heavy No. 8 wire to convenient trees and the occasional post where no tree was available. The temporary nature of this construction method has ensured that very little trace of the stockyard remains.²⁰

Only the northernmost section of this undeclared stock route was ever considered for survey. Several three chain wide 'stock roads' in the Plantagenet district were proposed in 1908. This was part of an effort to formalise the traditional cattle pads used by local cattlemen, and by those further north, by ensuring a way through a number of new locations that were being taken up south-west of Forest Hill. The Plantagenet Road Board requested that the route follow, 'as far as practicable, the old track which is shown by a dotted line'.²¹ Although this was endorsed by the Albany Road Board, no survey was ever funded by the State Government and, apart from the survey of present day Denbarker and Amarillup roads, the old route southwards of Amarillup Swamp continued to be depicted on Public Plans as an unsurveyed track.²² The surveyed roads weren't cut through for many years so the old cattle pad remained the only access road for the region south-west of Forest Hill at least through to the 1940s.²³

By 1896, a 3,000 acre coastal lease near Rame Head had been taken up by J. Moriarty.²⁴ Two years later, E. & A. Moriarty had a similar area at Parry Inlet and, by 1903, all the coastal land up to 10 kilometres on the west side of Irwin Inlet was held by the Moriartys.²⁵ Edward ('Ned') Moriarty had a property on the Gordon River known as 'Shamrock' and another further south on the Kent River known as 'Camballup'. His brother, Arthur, had farms known as 'Womballup' and 'Boyup' northwards of Forest Hill. Each year, with the assistance of an Aborigine named 'Booker' who was raised by them, they carried out combined cattle drives to their coastal runs and back. Their lengthy zigzag route was via Big Poorrarecup Lagoon and Camballup Pool, south-east on Muir's Blackwood stock road to Forest Hill, then the Forest Hill Trail south-west to Quarram and Peaceful Bay.²⁶ The duration of this droving trip varied greatly depending upon the size of the mob and the length of

20 Ibid.

21 L&S File 11120/1908, p.5.

22 L&S File 11120/1908, p.13 and Cancelled Public Plan 452/80 series.

23 Interview with Arthur Pape and Darryl Drage on 8 December 2003.

24 Lease No. 66/2272 shown on Public Plan S45 series, No. 1, cancelled in 1896.

25 Various leases shown on Public Plans S45 series, Nos. 2 & 3, cancelled in 1898 and 1903 respectively.

26 Interviews with Arthur Pape on 16 & 17 September 2003.

resting stopovers at good feed and water.²⁷ The story of how this route came to be shortened by the Moriartys soon after 1900 is recalled by Arthur Pape:

'On one of their journeys, when they camped at the "Bismark Crossing" on the Kent River, a large number of the cattle strayed. The cattle headed back to the "Shamrock" on a more direct route. Booker tracked the cattle right back to Poorarecup Lake, where he found them. He took them back on the path they had taken to the "Bismark Crossing", where they had first strayed from. When Booker returned with the cattle, he told the Moriartys of the more direct route from the "Shamrock" to the "Bismark". From then on that became the Moriarty's Camballup cattle path. [sic]²⁸

This new route, which would have saved them several days, followed a series of open flats from Camballup Pool southwards to join the Forest Hill Trail about 2 kilometres NE of 'Bismarck Crossing'. South-west of 'Camballup' farm, south of the Muir Highway, Arthur Moriarty had a 100 acre block by the Kent River known as 'Possum Flat'. The Moriartys used this as a holding paddock for their horses and cattle during their annual droving trips.²⁹ From this point, they travelled generally southwards past Quindinillup, a lease held by Joseph Spencer in the early 1890s³⁰, and 'Wattie Swamps', permanent fresh water sources used by the drovers and named by them after the trees (*Agonis juniperina*) that grow there. On the Kent River, some 4 kilometres west of these swamps, traces of old stockyards survive. About 1.5 kilometres further down the river near two substantial pools known locally as 'Yerraminnup Pools', lie the ruins of a hut thought to have been constructed by the Moir brothers sometime in the early 1870s. This was one of the most used campsites of the Moriarty-Camballup Trail.³¹ On the western edge of the lower pool there is an old camp oven built by Bill Carpenter around 1930.³²

The Moriartys' pad, clearly defined by blazed trees along the way, was used frequently during the period prior to World War Two, not only by cattlemen and drovers with their stock, but also by farm folk travelling in sulkies, buggies and spring carts to Quarram and the growing settlement at Peaceful Bay. These included Frank Lilford, the Bunkers, the Holmes, the Carpenters, the Higgins and many more.³³ In addition to those taking part in the annual coastal migration, the Great Depression saw many take up semi-permanent occupation of this bushland, eking out a living by kangaroo shooting, possum trapping or Boronia picking. As a young man, Arthur Pape looked after his father's cattle and horses along the Kent River from 1933 through to 1953. He recalls the bush population thinning during the war years when no less than sixteen of these independent bushmen answered the call to arms.³⁴ After the war, and following the remarkable improvements in farming methods

27 Telephone interview with Arthur Pape on 30 October 2003.
28 Account of the origin of the stock routes by Arthur Pape, HCWA File C91/116.
29 Ibid.
30 Lease No. 66/92 shown on Public Plan S41 series, No.1, cancelled in 1896.
31 Interview with Arthur Pape on 8 December 2003.
32 Interviews with Arthur Pape on 16 & 17 September 2003.
33 Ibid.
34 Telephone interview with Arthur Pape on 22 October 2003.

brought about by the introduction of subterranean clover and superphosphate, the Moriarty-Camballup Trail gradually faded into oblivion. The last to drive cattle on this pad was George Higgins in 1972.³⁵

Despite requests from the Plantagenet Road Board, apart from the survey of Denbarker and Amarillup roads to Amarillup Swamp the Forest Hill Trail was never formalised and no attempt was made to survey the Moriarty-Camballup Trail. Neither of them was ever formally declared as a stock route reserve.³⁶ Use of the Forest Hill Trail had dwindled considerably by 1913 and parts of its southern section were gradually obliterated by new subdivisions during the 1920s.³⁷ Although the Moriarty-Camballup Trail continued in use for many years after that, the underlying necessity for moving cattle onto coastal pastureland periodically was greatly diminished by the 1950s with improvements in the quality of South-West pastures due to the introduction of subterranean clover and the discovery of the importance of trace elements such as copper and cobalt in the diet of ruminants.³⁸

In 1937, Millars Timber & Trading Co. Ltd. established a small steam powered sawmill near Amarillup Swamp and applied for permission to draw water for the steam engine from the swamp reserve. The Plantagenet Road Board, replying that 'there appears to be no settlers using this coast route at present', proved agreeable to the proposal.³⁹ The presence of this sawmill contributed to the use of the Forest Hill Trail, not as a cattle pad but as a convenient route to the coast for mill workers and other travellers. In fact, one of the mill workers about that time, George Ebbett, re-scarfed many of the trees marking the route.⁴⁰ The steam-driven mill was managed by contractor K. McKenzie who expanded the use of the Amarillup reserve to include his timber stack and workers' huts. By the following year, there was also a small assisted school on the reserve, built by the sawmill staff.⁴¹ Although the longevity of this mill was only about four years, it contributed to the deepening of wheel ruts on the north-east section of the Forest Hill Trail due to the heavier traffic it engendered. When Amarillup Swamp began to dry, two wells were sunk on its SE shore and, when these proved an inadequate supply for the steam engine, water was carted up the trail from Blue Lake in a tank on a horse-

35 Interviews with Arthur Pape on 16 & 17 September 2003.

36 Their courses were shown approximately as 'proposed stock roads' on Cancelled Public Plan 452/80 series, but correspondence files dealing with the Moriarty-Camballup Trail (L&S Files 2215/1916 and 2419/1926) are no longer extant.

37 L&S File 11120/1908, pp. 48-60.

38 Conochie, Ian, *Denmark: an outline history*, Shire of Denmark, Denmark, 1979, pp. 13 & 14 and Cullity, Maurice, *A History of Dairying in Western Australia*, (Chronology: 1922a, 1935c, 1942b & 1949d) UWA Press, Nedlands, 1979, pp. 435, 441, 442 & 444.

39 L&S File 11120/1908, pp. 98-112.

40 Telephone interview with Arthur Pape on 22 October 2003.

41 L&S File 11120/1908, pp. 98-112.

drawn sledge. The mill was eventually superceded by a diesel-powered outfit, 'Ducketts Mill', established further north.⁴²

A large portion of the country crossed by the Forest Hill Trail was set aside in 1957 as Reserve 24660 to protect the Denmark River water catchment area, a tract largely included within an area declared as State Forest No. 64 the following year.⁴³ In 1969, most of the country crossed by the Moriarty-Camballup Trail was set aside as Reserve 29660 to protect the Kent River water catchment area.⁴⁴ Over the years a network of forestry roads was constructed for fire control purposes, formed roads that now crisscross the area through which the old cattle pads were once the only routes. The two catchment reserves, after being included in proposals for new national parks in that region, are now part of a proposed wilderness area. The State Government, as part of its 'Protecting our old-growth forests policy' and its 'Eco-tourism strategy', has made a commitment to the creation of this wilderness area. This has led the Department of Conservation and Land Management (CALM) to develop a Draft Wilderness Area Policy and produce a paper summarising major issues for the management of parks, nature reserves, proposed parks and other lands comprising the proposed 'Walpole Wilderness Area'.⁴⁵ In December 2003, this process is ongoing.

13.2 PHYSICAL EVIDENCE

The place comprises sections of two former unofficial stock routes opened up and utilized by settlers to access coastal pastures for their stock each summer. Both routes are situated in largely undeveloped forest country between the Muir and South Coast highways westwards of Mount Barker. These extend from (firstly) the north-west corner of Hay Location 2148 south-westwards past Amarillup Swamp and Kockellup Spring to a crossing over the Denmark River, then generally westwards past Mount Romance to 'Bismarck Crossing' on the Kent River, thence generally south-westwards to the northern extremity of Bandit Road (Road No. 14985) off South Coast Highway east of Bow Bridge, a distance of approximately 53 kilometres, and from (secondly) South Perilup Road generally southwards via Quindinillup to a point on the first route westwards of Mount Romance, a distance of about 43 kilometres. The latter includes a 12 kilometre return offshoot to an old campsite and ruins on the Kent River south-westwards of Quindinillup. The routes are known as the Forest Hill and Moriarty-Camballup trails respectively. The Forest Hill Trail dates from the 1870s while the Moriarty-Camballup Trail was not utilized by drovers until after 1900.

⁴² Interview with Arthur Pape and Darryl Drage on 8 December 2003.

⁴³ *Government Gazette* 15 March 1957, p. 744 and 28 March 1958, p. 579. (See also L&S File 4461/1955 re State Forest No. 64.)

⁴⁴ *Government Gazette* 28 February 1969, p.697.

⁴⁵ Both the Draft Wilderness Area Policy and the 'Walpole Wilderness Area' Issues Paper can be viewed via the CALM Website - www.calm.wa.gov.au.

The Forest Hill Trail extends generally south-westerly from Simpson Road, a few kilometres southwards of Forest Hill, towards the coast. The route can be crossed by vehicular traffic at several places on Amarillup, Mannos, Powley, Watershed and Romance roads respectively, but this can only be accomplished in the dry season. Currently, this part of the route has only been fixed from aerial photographs. As yet, no ground party has followed it right through. Nevertheless, the general terrain and vegetation can be assumed to be similar to other sections that have been retraced.

From its junction with the Moriarty-Camballup Trail, the Forest Hill Trail continues south-westwards some 17 kilometres to its conclusion at Bandit Road. Most of this section has been examined by horseback expeditions led by Arthur Pape in 2001-02. The country is dense timber and underbrush in places with swamps, several deep creek crossings and some sections of tall grass to be traversed. Hills are crossed on their lower slopes or by following the course of small tributaries.

The Moriarty-Camballup Trail, also examined during Arthur Pape's expeditions, trends generally north-south to the Forest Hill Trail following the winding course of the more open sandy lowlands, scrubby heath and sedgeland, a route actually chosen by the cattle that traveled it. Many of these winding plains, subject to inundation during the winter months, provided stock watering sources in the form of swamps and pools that retain water through much of the summer. During the droving period, the plains were burnt periodically to provide succulent new grasses and creepers for cattle feed. However, after a prolonged period without regular fires, the vegetation is now thicker than it was during the droving days with a higher growth of shrubs and trees.

The islands of elevated country around which these routes weave wherever possible are generally outcropping laterite mounds supporting Jarrah (*Eucalyptus marginata*) and Marri (*Corymbia calophylla*) with their typical associated understory vegetation. The routes themselves almost invariably follow the lower and more open winding sandplains or kwongan, a habitat supporting a completely contrasting flora consisting of a vast variety of sedges, heath, herbs and shrubs. Just a few of the many species of ground cover found here are Semaphore Sedge (*Mesomelaena tetragona*), Catpaws (*Amigozanthus humilis*), Foxtails (*Andersonia caerulea*), Spindle-leaved Diaspasis (*Diaspasis filifolia*), also shrubby heaths such as Spindle Heath (*Cosmelia rubra*), *Croninia kingiana*, and the Tassel Flower (*Leucopogon verticillatus*). Others are Redcoats (*Utricularia menziesii*), Swamp Daisies (*Actinodium cunninghamii*) and Yellow Buttercups (*Hibbertia hypericoides*). Peas are very common including the Common Brown Pea (*Bossiaea eriocarpa*), Swamp Peas (*Euchilopsis linearis*), Painted Ladies (*Gompholobium scabrum*), the Handsome Wedge-pea (*Gompholobium venustum*), Tree Hovea (*Hovea elliptica*), and Coral Vine (*Kennedia coccinea*). Other pea varieties present are *Bossiaea rufa*, *Chorizema rhombeum*, *Gompholobium polymorphum*, *Pultenaea ericifolia* and *Sphaerolobium alatum*. Taller shrubs include Rough Honey-myrtle (*Melaleuca scabra*), Spider

Smokebush (*Conospermum teretifolium*), Wedding Bush (*Ricinocarpos calycinus*), Native Willow or Wannich (*Callistachys lanceolata*), the Albany Bottlebrush (*Callistemon glaucus*), and a number of myrtles of the genus *Hypocalymma*. Amongst this rich diversity of grass and shrubs are scattered small trees such as the Winged Wattle (*Acacia alata*), Drummond's Wattle (*Acacia drummondii*), Candle Banksia (*Banksia attenuata*), Swamp Banksia (*Banksia littoralis*), Holly-leaved Banksia (*Banksia ilicifolia*), River Banksia (*Banksia seminuda*), Christmas Trees (*Nuytsia floribunda*), and several varieties of Grass Tree (*Xanthorrhoea gracillus*, *Xanthorrhoea preissii*, *Kingia australis*, *Dasypogon bromeliifolius* and *Dasypogon hookeri*). Semi-permanent wetlands are fringed with Swamp Paperbarks (*Melaleuca raphiophylla*), while Watties (*Agonis juniperina*) stand tall adjacent to the deeper waters. The edges of the winding stretches of sandplain are often bordered by Flooded Gums (*Eucalyptus rudis*), Albany Blackbutt (*Eucalyptus staeri*) and Sheoak (*Allocasuarina fraseriana*).

Some sections of the original cattle pads are identifiable at intervals by blazes cut into trees along the way. Remnants of infrastructure connected to the past use of these routes include two timber-lined wells and the school plaque at Aramillup Swamp, the stone chimney of a ruined hut at an important regular campsite on the right bank of the Kent River near Yerraminnup Pools, the remains of two stone ovens (one near the above hut, the other about 20 kilometres further south just off Break Road above the right bank of the Kent River), and 'Bismarck Crossing', a ford over the Kent River at Break Road. Traces of temporary bush stockyards from the droving days are practically non-existent.

The ruined hut, situated about 100 metres west of the lower of the 'Yerraminnup Pools', consists of the remnants of a stone fireplace and chimney about 2.5 metres wide and 3.5 metres high. The stones are held in place by a mortar apparently made of crushed termite mound. The 'footprint' of the building appears to total about 8 metres long by 3 metres wide with the fireplace at the NE end. Two remaining timbers indicate that the walls consisted of upright slab construction and the absence of any nails or CGI in the vicinity suggests that the roof was probably bark.

While the recent retracing of sections of these routes on horseback has left very little evidence in the bush, the wheel marks of support vehicles are occasionally visible in a few places. Parts of the routes can be very roughly approximated (sometimes up to 2 kilometres distant) and crossed at several points by following Watershed and Romance roads, forestry roads formed and maintained by the Department of Conservation and Land Management. Overall, the routes can only be discerned by the windings of the sandplain country, accompanied by specialised local knowledge and/or GPS waypoints obtained during the various expeditions undertaken to retrace them. However, while there are few visible remnants and their historic use by cattlemen is no longer physically apparent, the greater part of these sections remain in a near natural state much as they would have appeared to the original drovers.

13.3 COMPARATIVE INFORMATION

Unlike major stock routes such as the Canning Stock Route and the De Grey-Mullewa Stock Route that were established in Western Australia to facilitate the movement of stock from remote pastoral runs to markets, *Forest Hill and Moriarty-Camballup trails* came into being from the necessity to rotate stock between inland South-West farms and coastal summer grazing. As such, they are mainly comparable to other South-West cattle pads dating from the same period, ungazetted local routes that were used annually for a century or more before solutions to local soil deficiencies and inadequate home pastures were found.

One of these, 'Hassell's Stock Route', is identified in the Shire of Tambellup Municipal Heritage Inventory. Routes pioneered by the Muir family ran between Lake Muir and Nornalup Inlet, from Deeside down to the western side of Broke Inlet (now the Deeside Coast Road) and from Forest Hill direct to Parry Inlet. Further west, others ran from Manjimup down to Yeagerup and Northcliffe (now the Wheatley Coast Road). From Northcliffe, the pads fanned out to Windy Harbour and the mouths of the Warren, Meerup and Gardner rivers. From Nannup they snaked down to White Point, Black Point, Lake Jasper and the Donnelly River. Typically, there is scant documentary or physical evidence relating to these routes. Old Lands and Surveys Department files dealing with these routes have been cancelled and destroyed while the temporary nature of the infrastructure has left few traces other than the occasional watering trough, wire fence or sagging timber and iron hut as illustrated in Ipsen's book, *Follow that Bell*.

13.4 KEY REFERENCES

No key references.

13.5 FURTHER RESEARCH
