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Ghost Towns of the North Country

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GHOST TOWNS OF THE NORTH COUNTRY

Old maps of the Eastern Goldfields show many towns scattered throughout the area. One would find difficulty in locating some of these today as they vanished after the gold that supported them cut out, leaving behind only old mine workings and dumps in their vicinity. Other towns, showing little of their former glory like Menzies and Leonora, have survived and serve as pastoral and small mining and exploration centres.

This booklet deals with the early history of towns near the old north railway line or the road between Kalgoorlie and Leonora and others in the Broad Arrow, Menzies and Ularring districts in the North-East Goldfields.

The Kalgoorlie to Menzies railway line opened officially on February 22, 1898 with great ceremony. Those who travelled on that line at the turn of the century passed several railway sidings. First out of Kalgoorlie would have been Gidgie, once a thriving wood settlement, and the next, Smithfield.

Smithfield

Here, in 1894, prospector Smith pegged his Reward Claim. Others followed and found reefs. These developed into mines but such hopefuls as the King of the West and the Kingsley Hall Reward G.M. (which gave up 1000 ounces of gold from one hole) failed to live up to early expectations and many people left.

In 1898 an alluvial, or deep lead rush brought renewed interest to Smithfield and again in 1901 when Stevens and Winterfield lodged 80 ounces at the bank for two day's work.

However, nothing more substantial was found so the little settlement soon died.

Paddington

The mines around Paddington, the next town on the line, lasted quite a few years longer although by 1910 there was only one hotel left out of six and this was struggling to make a living from the few tributors and prospectors working "shows" round about.

Diggers discovered this field about 1894 and the town was at its height in 1900-1901. There were then 70 head of battery stamps on the field as well as a prospecting mill and a crushing roller.

In 1898 and again in 1901 Paddington's population was increased by rushes to deep leads found close by. The town prospered and grew with the money brought in from these rushes and from gold mines.

The Pakeha, Mt Corlic and Star of W.A. were some of Paddington's good mines but the Paddington Consols was the "big" mine, at one time employing between 400 and 500 men. It had an American flavour as its earlier managers were Americans.

One, Irish-American Cullen Dwyer, was described as "a turbulent character in his cups but a good-hearted soul without." Following Dwyer in succession were Frank Hartman (later to manage the Lake View in Kalgoorlie), Bob Nicholson and Dick Curtis.

During 1901, while the latter was in charge, the Consols suddenly went into liquidation. This was mainly brought about by mine promoter and financier Whittaker Wright's financial crash.

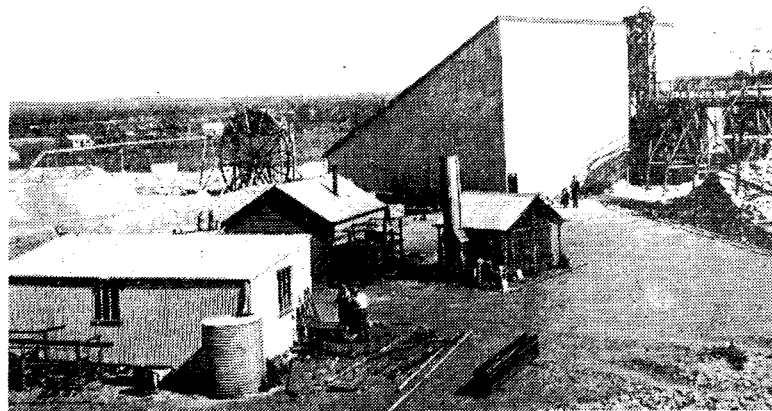
Wright created a sensation in London at the inquiry into his affairs by dramatically committing suicide in the dock.

The closure of the main mine was the beginning of the slow decline of Paddington and eventually it became quite deserted and almost forgotten. The old Paddington mines became interesting again in the gold boom of the 1980's when Pancontinental G.M. Areas Pty Ltd began work in the area. Part of its massive open-cut operations took in the old townsite.

Open-cuts are scarring the face of this and most of the other areas of the goldfields as it is a more economical form of mining. There is no new town at Paddington as its workforce lives in Kalgoorlie.

Broad Arrow

While the old Paddington disappeared, Broad Arrow three miles further on, managed to survive and over 90 years later there still is a wayside pub and a store operating.



Golden Arrow gold mine, Broad Arrow.

Its name was derived in an unusual way. Among the first to leave Kalgoorlie late in 1893 to prospect on the field were O'Mara, Quinn and Pike. O'Mara told his nephew, who was to follow later, that he would mark a trail of broad arrows on the ground. This he did which led to the name. When the town was gazetted it was renamed Kurawah but the name did not catch on.

In its heyday, at the turn of the century, Broad Arrow boasted a large hospital with a special fever ward, two breweries, eight hotels, a Resident Magistrate, banks, several stores, blacksmiths, a Dramatic Society and even a Mayor and Councillors.

Paddington also had its own Municipality in 1901 but during 1903, because of the decline of both Paddington and Broad Arrow, the neighbouring towns were gazetted as the one Municipality. A reporter said the merger brought "two avowed and hostile forces together."

Many thousands of ounces of gold were taken out of the ground around Broad Arrow, the best mines in the early years being the Broad Arrow Consols, Hill End, and the Golden Arrow. Other mines also kept the town going and during the years 1914-22 one group of leases, including the Oversight and Tara yielded about 17,400 ounces of gold. More than 11,400 of this was obtained by dollying.

In recent years interest was focussed on Broad Arrow when film stars and crew visited the town to shoot scenes for the film, "The Nickel Queen." Several shots were taken inside the Broad Arrow pub and on the now demolished railway station. Other scenes included the exterior of an old brick hotel at Ora Banda about 14 miles away.

Ora Banda

Leaving the north line for a while we could head west on a dirt road and have a look at Ora Banda and some other old settlements in the district.

When Hugh McHugh was a messenger boy in the Broad Arrow Post Office in 1905 he said there was no road at that time only a "snake track" over which he often had to push his bike to deliver telegrams, invariably to the mine manager at Ora Banda. This was most likely the manager of the Gimlet leases, the first of note pegged at Ora Banda.

Cashman and Lee opened up this area early in August 1893 when they found gold near the 45 Mile. By September Cashman and his partner had obtained 1000 ounces.

This caused a rush and soon several reefs were uncovered in the district. A little centre was formed near the first lease and called CASHMANS.

In later years the town of Ora Banda came into being among several more leases not far away. This town was larger and lived longer than other settlements in the vicinity, the reason being that

besides the Gimlet and Victorious mines there were several good "shows" in the district which fed ore to Ora Banda's State Battery.

This battery still operated in 1986 near the town which by then contained little more than the ruins of old buildings and a hotel. This hotel and the last store closed in the late 1950's when the population of the town dropped to an uneconomically low level.

The hotel was restored in the mid 1980's and is licensed to serve drinks to the local prospectors and the passing trade.

Another little mining settlement in the Broad Arrow field was CARNAGE whose few leases produced around 28,000 ounces from the years 1897 until 1904 and yet another was Grant's Patch.

Grant's Patch

In September, 1894, Alex Grant and a mate were travelling towards the 90-Mile (Goongarrie) examining conditions for establishing a carrying business. On the way they found a "fair sized" slug and within a few hours had picked up many more ounces of gold. They returned to Coolgardie and lodged a Reward Claim.

It seems that a great deal of the reef mining at Grant's Patch was carried out after 1922 on The Bent Tree leases, the Wentworth, the Orinder and the Dundas G.M. Co.

The Ora Banda Amalgamated G.M., employing from 40 to 80 men, was the last mine operating at Grant's Patch and ceased functioning suddenly after it was destroyed by fire in 1948.

Black Flag

R. H. Henning and party pegged the Black Flag lease which in October 1894 was reported to be "doing very well." They sold the property the following year to Lord Sudley's syndicate for \$48,000.

By this time men were opening up their claims, many with good results.

In December the following year there was an exciting discovery at Black Flag. Rich specimens and a nugget, "The Joker", weighing 303 ounces 10 weights, were found in the Devon Consols mine.

This belonged to the All Nations Prop., an Adelaide based company.

When displayed in Coolgardie "The Joker" created great interest and excitement and diggers rushed to Black Flag and pegged alluvial claims.

About this time, during 1896, the Government decided to form a separate goldfield with Broad Arrow as its centre and appointed Percy Fielding its Warden. Black Flag became part of the new goldfield.

The year 1896 was a boom time for the Eastern Goldfields. The new railway to Kalgoorlie brought mining experts and buyers to

examine the mines and claims opening up everywhere. Women and children came too, now that the future of the goldfields seemed assured.

Men sent for their families and a newspaper during 1896 stated: "The increased number of the fair sex here indicated the approach of civilisation in our midst and the lords of creation, whose chief enjoyments have been beer, skittles and boxing will have to moderate such entertainments."

Warden Fielding apparently had his own ideas on moderation too, as he announced that if any man appeared before him for using obscene language he would fine him at least £5 (\$10).

Black Flag owned its own racecourse as early as 1896 and at the Jockey Club's July meeting, carried out under W.A.T.C. rules, the riders were ordered to wear their own colours.

In July, 1897, land at Black Flag was gazetted for a townsite but there were complaints later that the town was inconveniently situated, being too far away from the mines.

Inconvenient or not, business premises and homes were built on the site and the town thrived until the two "big" mines, the Black Flag and the Lady Bountiful closed down around 1906-7. Most of the "shows" in the district were also worked out by then so in time this town, like so many others, died.

Bardoc

Back on the north country line again the next ghost town we reach is Bardoc. Alluvial gold was found here in 1894 and several rich reefs discovered.

It was also the scene of one of the unsolved murders of the goldfields.

In September, 1894, a party of diggers saw a man filling in a hole in the Bardoc area. Being curious, they returned next morning and investigated the hole and found the body of a man with his head bashed in. In spite of intensive inquiries the identity of the victim and his murderer were never discovered.

By October, 1895, most of the alluvial had cut out around Bardoc but about 400 men were working on the five distinct lines of lode found in that time.

In the following year the town was surveyed, the telegraph lines installed and building was in full swing, including that of four hotels. The first game of football was played in May 1896 between Bardoc and a team picked from the Government survey camp. Bardoc won, ten-nil. With a Progress Committee to help and rich reefs to support it, Bardoc grew rapidly.

The Government provided water and built solid public buildings and a railway station.

The mines, particularly the Excelsior, Wycheproof, Slug Hill and the Zoroastrian extracted many thousands of ounces but the prosperity did not last long.

A visitor to the town in 1908 said at that time there were no mines working and the community seemed to be supported by a few travellers, a few sandalwooders and the hands who worked the Zoroastrian battery. The battery was then owned by claim holders at Comet Vale who carted in their ore from there.

Scotia

The next siding, Scotia, catered for prospectors in the district. These men found nothing of importance but in 1968 another prospector, John Jones, discovered the indications which led to the development of the Scotia nickel mine.

Canegrass

Canegrass, although a mining centre was not very important in the early years except for being the nearest siding to the old alluvial field of Waverley, or Siberia as it is more commonly known. Coaches met the train at Canegrass and conveyed passengers cross country to Siberia.

Siberia

The prospectors who found the first gold at Siberia, 75 miles NNW of Coolgardie were Billy Frost and Bob Bonner. They brought 40 ounces of gold into Coolgardie in October 1893 and applied for a Reward Claim. This caused a rush of diggers to the location.

These men were warned by those in authority that they were taking grave risks through going out into dry country, but the lure of gold was too strong to stop them.

A week or two later a man called Vaughan arrived back from the new find and said there were 50 men on the field whose only water supply was in a soak about seven miles distant. Vaughan said it took him three hours to water his horse there and in his opinion there was sure to be a catastrophe.

Mr Renou, an official of the newly appointed Water Supply Department in Coolgardie, acted promptly. He engaged teams, loaded them with tanks of water and sent them up the 90-Mile track with instructions to leave one tank at the 25-Mile and another at the 45-Mile.

He also hired camels to carry him, as well as water, to Siberia where he gave each man there half a gallon to set him on the road back. This action saved many lives but it was too late for some and an unknown number perished. Ten bodies were found and given a decent burial but others were suspected to have died from thirst in the bush.

The alluvial find itself was not an outstanding one but a mining centre did spring up there after the reefs were found. The mines from these kept Siberia going for a decade or two with the Waverley, Siberia, Mexico and Pole leases being the main producers.

Although the town once had its own doctor and hospital, two hotels, and a mail service inaugurated as early as 1895, it too, finally died.

Goongarrie

Goongarrie, the next station on the line to the north, was originally known as the 90-Mile or the Roaring Gimlet. Pickersgill, Frost and Cahill prospected here in 1893, before the discovery of Kalgoorlie.

By 1895 Goongarrie was a town with several shops, a Post and Telegraph office and two hotels. It was also a stopover place for the daily coach between Coolgardie and Menzies before the railway line went through.

Its life was short, as the mines, such as the Lady Montefiore, Caledonian, Phoenix, etc, failed to live up to earlier expectations. Within ten years, in 1903, there was only a population of 66 in the district to patronise the solitary store and pub.

However, during the spring, in good seasons, hundreds of visitors went to Goongarrie on the special "Flower Trains" from Kalgoorlie. These provided a day's outing for picnickers to admire and pick some of the profusion of wildflowers and everlastings in the district.

Comet Vale

Before leaving the line again at Goongarrie we could have a quick look at Comet Vale, seven miles to the north. Dan Baker, who operated the condensers at Goongarrie, is credited with finding the first gold at Comet Vale and naming it after a comet or meteorite he saw streaking through the sky. The Lady Margaret and the Long Tunnel leases were the only producers in 1900 but later the Happy Jack and the Sand Queen mines kept the town alive until after the first World War.

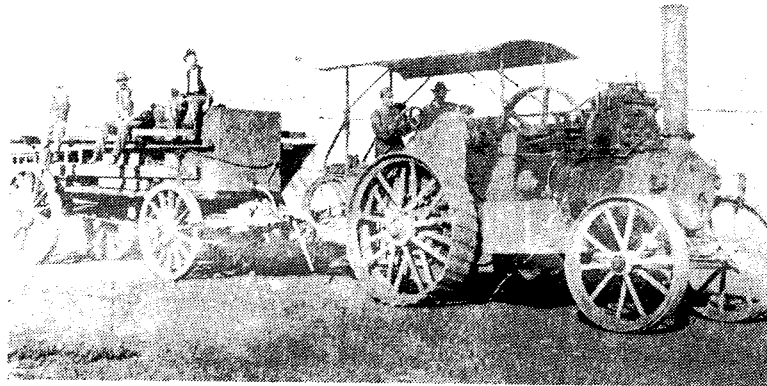
Davyhurst

At one time passengers on the north train who wished to travel in the Ularring district needed to alight at Goongarrie and board the waiting passenger and mail coach.

For a few years around the turn of the century this coach was owned by Jack Harris and driven by "Dancing Tommy". Tommy

was a skilful driver and apparently also had other talents. He officiated as M.C. at dances, promoted public meetings, umpired cricket matches and refereed pub fights.

When the coach pulled in at Davyhurst the passengers had the choice of staying at one of three hotels — W. C. Rose's brick-built Grand Hotel or at either Miss Kenny's or at Brophy's establishments.



Traction engine used near Mt Malcolm.

The town was named by Warden Owen after "Watty" Davys who discovered the Waihi Mine there in November, 1899. One of the best in the district, this mine gave six ounce values in its first crushing and was capably managed for several years by W. H. Collins.

The Golden Pole leases produced the most gold and between the years 1900-1914 smelted 76,629 ounces.

There were other good mines around Davyhurst too, such as the Great Ophir to the west and the Callion, a few miles to the south.

Mulwarrie

Six miles north of Davyhurst a little mining centre called Mulwarrie was discovered by Paddy Higgins and known at first as Mt Higgins. This serviced the diggers who worked the "shows" and mines in the area, the biggest of which was the Mulwarrie. In 1900 houses and businesses extended for over half a mile of street but there were a lot of gaps between the premises.

Mr Barker, cordial maker and billiard table proprietor, owned the only public hall at Mulwarrie and Mr Elliott also provided a lot of services. Outside his hessian building a calico sign read, "Fancy Goods, Circulating Library, Lemon Squash, Water Sold, Cycle Agency."

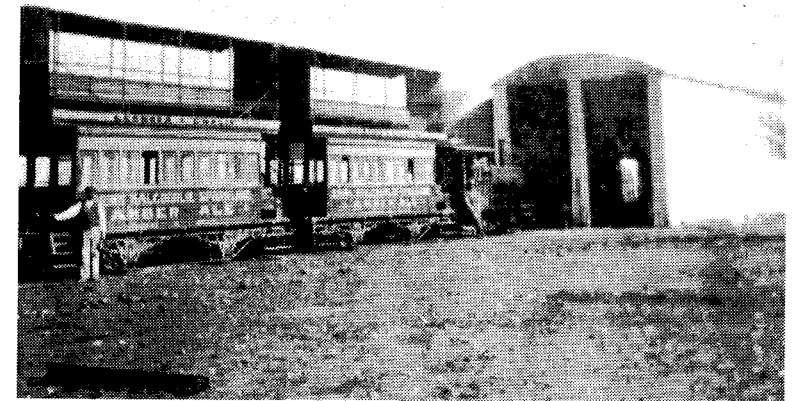
These people did not stay in business for long as the bulk of their customers left when the Mulwarrie mine closed and those who remained journeyed to Mulline, a few miles to the north, to buy their goods and stores.

Mulline

Mulline was once the most important town in the Ularring district. This was after the Government erected the State Battery there in 1899. It crushed ore from nearly 9100 claims, mostly worked by their owners. The Lady Gladys was the main mine and from 1898 until 1911 crushed stone worth one to two ounces to the ton after which time the tonnage and values began to decline.

In 1910 there were two hotels at Mulline. One was owned by Jack Dore and the other by an un-named widow. Jack Dore, who also had a pastoral run in the area, was reputed to be the town's oracle and philosopher as he owned the only set of Encyclopaedia Britannica in the town which gave him vast superiority and knowledge.

The widow who ran the other hotel was spoken of with pride by the local diggers as when they became obstreperous she just, "jumped the counter and waded into them."



Double-decker steam tram which ran between Leonora and Gwalia in 1905.

Mulline was also the main centre for the miners at the Ularring group of mines and the Riverina leases to the north.

Historic Area

One of the Ularring group, the Off Chance, is historic in being the place where gold was first discovered in the Coolgardie Goldfields.

In 1891 a syndicate in Southern Cross backed a prospecting party to look for gold in country to the north-east. The party consisted of James Speakman, Chas Erickson and Larry Ryan and on October 8, 1891, James Speakman reported to Warden Finnerty the discovery of gold near the Ularring Rocks.

These rocks were named in 1875 by Ernest Giles while on his expedition from South Australia. When Warden Finnerty went out to examine Speakman's new gold find he wrote in his report that he saw a tree marked by Giles.

Speakman did not return to Ularring for two years as he was too interested in other wonderful discoveries such as Coolgardie and Kalgoorlie. On his return he found his original find taken over by Lamb's prospecting syndicate, so pegged another area to the south. This was known as Speakman's Find at Mt Callion and was subsequently sold for \$60,000.

The company owning the Riverina leases a little further to the north was formed in Hay, in New South Wales, and all shares were held there. They returned good dividends for the shareholders as the battery crushed 17 weight dirt for about 19 years.

Mt Ida

The road turns west from Riverina and heads for Menzies but before returning to the main line we have one more old town, Mt Ida, to visit. In February 1895 reports reached Coolgardie of a small rush at Mt Ida. The Forrest Belle was the original find and later a State Battery was erected there. This crushed ore from several other "shows" and mines in the district.

There is little information left at the town but we do know that in 1908 the leading hotel, the Mt Ida, was run by J. O. Moore and in 1910 Mr Connelly presided over Mt Ida's Progress Committee. At a Road Board's meeting in the same year the matter of forming a bike pad through to Menzies was discussed.

In recent years the Copperfield mine to the south of the town was reopened and worked until about 1964. However, by then the old townsite had long since vanished and the mining company provided the men's requirements near the mine itself.

Menzies

Back on the north road and railway line again the next town is Menzies. The Lady Harriet lease was the first find in the Menzies district, discovered by J. Brown, C. Jackson and C. Kirby. These men met J. B. McDonald and the flamboyant Robert Leslie Menzie, who were prospecting for a Perth syndicate, and told them of their good fortune.

Menzie and McDonald found another outcropping reef about two miles away and pegged two leases — the Florence and the Lady Shenton, named after the wife of Sir George Shenton, one of their backers.

The two men went back to Coolgardie, beating Brown and party, and applied for the first two leases on October 1, 1894. They were followed back by dozens of men eager to find gold in the new district and the ground following the line of reef was soon pegged. Dozens of leases were taken up and worked and by September, 1900 some 232,409 ounces of gold were extracted from Menzies.

Although there were several other good mines the Lady Shenton, the Queensland Menzies and the Menzies Consolidated were then the three main producers. The latter, a large property, was four miles south of Menzies at Woolgar. This was also a railway siding and later became known as Yundaga.

Not long after the discovery of gold at Menzies, Mr Whitfield arrived from Coolgardie to mark out the beginning of the town and in 1895 Warden F. Gill completed the planning and issued some building permits. The pioneer hotelkeeper and first Chairman of the Progress Committee was Henry Gregory. He later became the first Member for Menzies of State Parliament and Minister for Mines. He also established Menzies second newspaper, "The North Coolgardie Herald" in opposition to Hugh McMahon's "Menzies Miner."

Until the railway was extended to Leonora in 1902 Menzies, as the railhead, was the distributing centre for the goldfields to the east, west and north. As well as employing about 140 men, as many as 400 horses and 70 camels were maintained for the forwarding trade.

Although Menzies had other, and possibly better, hotels, the Maori was one of the most popular. It was an iron and timber structure with an adjoining hall. Capable of seating 500, dances, concerts and bazaars were held there and travelling companies staged their shows there but two days before the opening of the Kalgoorlie-Menzies Railway the hall and hotel were burnt down. However, both were soon rebuilt.

The fortunes of Menzies have fluctuated with the mining in the district and today it is a small mining and pastoral centre.

Niagara

A few miles north-east of Menzies at Jeedamya Station, the road and railway separate with the railway heading east before turning north again. Following the railway line we pass the ghost town of Niagara.

John Alway pegged the first lease in the district on January 22, 1895 but it was Northmore and Doolette's Challenge mine which gave life to Niagara.

By 1900 the district had progressed greatly and 105 head of stamps were crushing ore on the field. By then the town boasted four hotels, one on each corner of the intersection of the only two streets in the town. These, like most other business premises, were built from large sun-dried bricks made from surface clay. Once, after heavy rain, the local bank's mud-brick walls collapsed and fell on the bank manager and his assistant, but luckily without fatal results.

In 1901, reports stated that trade at Niagara had fallen off owing to the disappointing developments in the Challenge mine and to the prosperity of nearby Kookynie.

Within a few more years all businesses had closed and the buildings were left to crumble away to dust.

The Niagara Dam

Niagara was named after one of the most interesting relics of the Eastern Goldfields. This was Niagara Dam (or Falls as it was marked on some maps) which lies through the bush to the south-east of the old townsite.



Niagara Dam 1897.

The dam was built as early as 1897 to provide water for the steam locomotives after plans were made to extend the railway north from Kalgoorlie. The successful tenderer for the Government contract was Robert Henderson with his partners, brother Bruce and Alex McGeorge, Carrying Contractors, of Coolgardie. They tendered for \$48,000 but through miscalculations by the Government as to the depth of bedrock they were eventually paid almost \$128,000 although not before appealing to Arbitration.

Sharing in the profits were two engineers who most likely took part in planning Mundaring Weir near Perth, as Niagara Dam is a smaller replica of it.

The biggest problem facing the contractors was the economical carting from Coolgardie of the vast amount of concrete needed. Camels were decided upon but the difficulty was in loading them with the heavy casks of concrete. Sawing the casks in half with crosscut saws overcame this difficulty and each camel was loaded with half a cask on each side.

Abdul Waid owned about 400 camels and he carried out this part of the contract and provided labour for sawing the casks.

The wall was built across ideal breakaway country to dam water fed from a 720 acre watershed. When completed the wall measured 750 feet long, 23ft thick, 61ft above the foundations and was capable of holding 38 million gallons.

The work and expense were never really justified as not long afterwards a plentiful supply of good underground water was found at Kookynie, a few miles away.

Kookynie

Kookynie was another of those mining towns which grew rapidly and died slowly. Old photos taken in 1898, show a tent and hessian town but by 1901 others picture a large well-made town with many brick buildings. By 1903 Kookynie had public baths, a newspaper, a new hospital, a brewery conducted by Tom Elliot, and Mr T. Campbell as its Mayor.



View of the Kookynie township 1901.

There were a few mines among the 200 leases taken up in the area and outside mines carted their ore into the 50-head battery. But the

Cosmopolitan was the main mine with its Englishman (East and West), Welshman, Scotsman, Irishman and Altona lodes.

By 1912 these lodes were worked out so the mines closed and the town started to die. It did not die altogether as in 1986 there was still life in Kookynie with its renewed mining activity, a few prospectors, a pastoralist's quarters and one hotel, the Grand, which is still open for business.

Malcolm

Although the railway passes other small mining centres, including Tampa, Butterfly and Melita with Desdemonia nearer the road than the railway line, the next real town was Malcolm.

This town was the official centre of the Mt Margaret Goldfield with Mr Burt its first Warden. Officially gazetted as a town in October 1900, Malcolm held its first Council elections the following month when store and hotel owner, Peter Hill, J.P., was elected Mayor.

There were many stone buildings in the town in 1900, some water reticulation, streets lit with kerosene lights and a swimming pool. Its inaugural race meeting took place the same year.

Although there were a few mines near the town the main one being the North Star, Malcolm was important mostly as a busy junction for Morgans and Laverton to the east and to Gwalia and Leonora to the west.

Today the town of Malcolm is a waste of cleared ground.

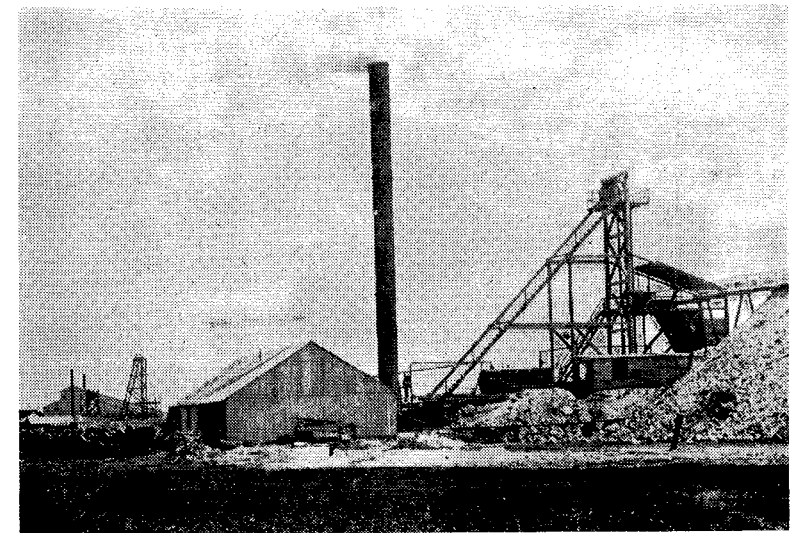
Leonora and Gwalia

An alluvial find by Booden in 1896 was the reason for establishing the town of Leonora. A little later his mate Sullivan arrived and pegged land which became part of the townsite. Other prospectors were out searching too and Smith, Carlson and Glendinning found the reef which was the beginning of the Sons of Gwalia mine.

Although other mines around Leonora such as the Trump, Forrest, Gold Blocks and Tower Hill did well for a time the Sons of Gwalia became the town's main support.

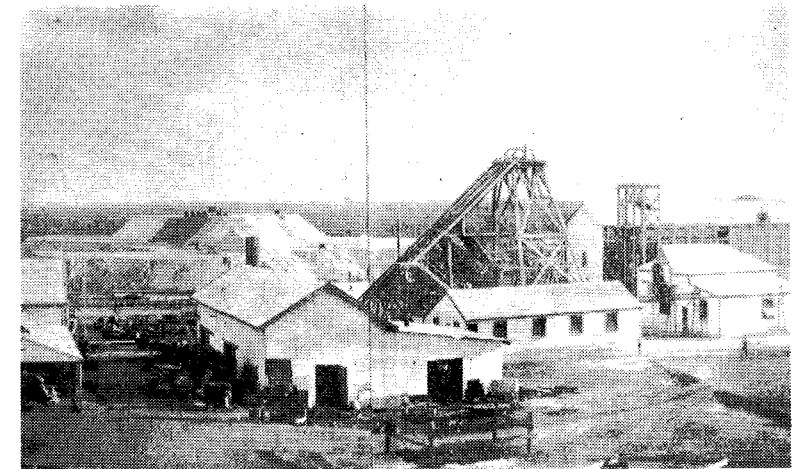
Herbert Hoover (later President of the U.S.A.), an engineer for Bewick and Moreing, managed the mine for seven months after recommending its purchase to his employers. It warranted his faith as the Sons of Gwalia produced some two and a half million ounces of gold till it closed on December 28, 1963.

Miners built their camps and homes around the mine and with a shopping centre at the "Gwalia Block" and another group of stores near the community hall and the State Hotel they created their own town of Gwalia.



The Northern Star gold mine, Malcolm.

The mines used little woodline trains for carting in wood needed to provide power. Italians were mainly employed at the woodline camps and as many more worked on the mine Gwalia had quite a large Italian community.



The Sons of Gwalia gold mine near Leonora.

In 1901 a steam tram service operated between the two towns to be replaced later with double-decker electric trams.

After the Sons of Gwalia closed down, Gwalia became almost

deserted and business in nearby Leonora suffered. The 1980's mining revival gave a much needed boost to the two neighbouring towns. Leonora in 1986, was a busy mining and pastoral centre while in Gwalia the mining activities there were mainly being carried out on the old Sons of Gwalia leases. With its mine museums and many old buildings it is one of the most interesting ghost towns in the North Country.

MATERIAL SOURCES

Early copies of "The Kalgoorlie Miner", "The Sun" and "The North Coolgardie Herald".

Arthur Reid's "Those Were The Days".

"Twentieth Century Impressions".

And the Department of Mines' List of Cancelled Gold Mining Leases.

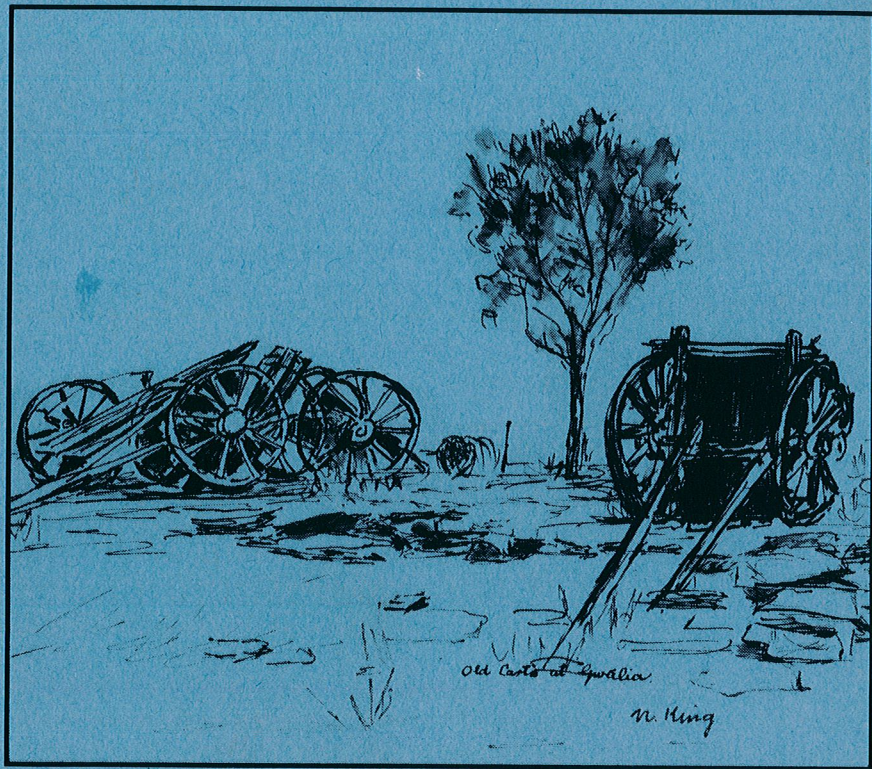
Old photos courtesy of "The Western Argus".

OTHER BOOKS IN THIS SERIES

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Old carts at Gwalia by Norma King.