PENGHANA: The Colonised Wilderness
A UNESCO Geopark for Queenstown’s Renaissance

Mario Rimini

Abstract
The town of Queenstown is the heart of a unique ‘mining civilization in the wilderness’. Its territory boasts an impressive mix of natural, geological and cultural heritage, which can become the key to the sustainable development of Queenstown as a major tourism destination. Just like Strahan has prospered as the gateway to the untamed wilderness of the Tasmanian Wilderness World heritage area, Queenstown can aspire to be recognized as the gateway to its own, peculiar asset: the ‘colonized wilderness’ which is the most distinctive feature of its territory. A colonized wilderness is an outstanding combination of the wilderness values of the environment of Western Tasmania with the legacy of the 104 years of uninterrupted mining activity of Australia’s most illustrious mining company: the Mt Lyell Mining and Railway Company Limited. The Mt Lyell mine with its cultural landscape, the historic township of Queenstown, the network of hydroelectric complexes that dots the territory as well as the geological and natural landscapes with their access routes, are pillars of the idea of a ‘colonized wilderness’. Such outstanding heritage has the potential to obtain the status of a UNESCO Geopark – which in turn would be a powerful ‘brand’ for the development of a sustainable tourism industry.

A mining civilisation in the wilderness
On December 12, 1896 a devastating bushfire swept through the Valley of the Queen River on Tasmania’s West Coast, razing the settlement of Penghana (Rae 1993). This precarious township had been established as a base for the exploitation of the mineral riches of Mt Lyell, part of the new geological Eldorado of the West Coast range (Rae 2003). Built in close proximity to the smelters of the copper mine, it was an isolated outpost of European colonisation in a pristine region dominated by ancient rainforests and spectacular mountains. Penghana was synonymous with the effort to colonise and settle the wilderness. When the fire subsided, the smelters were all that remained. The inhabitants of Penghana moved further down in the same valley to the new township of Queenstown, which quickly developed into the mining capital of the state of Tasmania – and by many measures, of Australia. Soon enough, the landscape of Queenstown was turned into something very different than that in which Penghana had been founded. Queenstown became the place of the ‘moonscape’ – a man-made, rocky desert that engulfed the pristine slopes of the valley, leaving it bare, odd-looking, and uniquely sinister (Blainey 1993). The West Coast of Tasmania, with Queenstown as its capital, came to embody a peculiar civilisation, with human and natural dimensions of its own. It was a “mining civilization” in the wilderness. The mine provided the people with everything – settlement, services, facilities, entertainment. It also shaped their character, their mindset. It altered the physical landscape dramatically, adding an inescapable human mark to the unique geological and natural dimension of the region. A complex network of engineering works, linked to the mining activity, spread in the Queenstown region: hydroelectric power schemes with dams and their construction villages; roads which were cut through the dense rainforest; railways to transport the output of the mines to the ports – like Strahan on Macquarie Harbour and Pillinger on Kelly Basin - from which they would be shipped overseas. Queenstown was the heart of an expanding microcosm, in which the mines represented the reason for the human presence in this Tasmanian wilderness. A brutal force was sometimes used to subjugate the wilderness – the moonscape bears witness to this constant struggle between human settlement and its physical challenges and constraints. After all, the wilderness was in those times no more than a wasteland, to conquer and settle, no matter the price. This mining civilisation in the wilderness setting of Wester Tasmania is the historic, cultural and physical identity of the Queenstown region. Today, it can become the most precious asset for the future of the town in the Queen River valley.

A capital forgotten
Queenstown is a rather famous place. It lies in the heart of the Western wilderness of Tasmania, nestled in the Queen River Valley, against the mighty backdrop of the King River country, the Franklin River and the West Coast Range. The township is home to approximately 2200 people, or over half of the West Coast population. The history of the West Coast is inextricably linked to the changing fortunes of Queenstown and its illustrious creator – the Mt Lyell Mining and Railway Company Limited. Until less than two decades ago, the town would have looked like an alien place to most foreigners, with its landscape being dominated by the imposing legacy of unsustainable mining on the slopes of Mount Lyell. This is still visible from the steep, windsy descent of the Lyell Highway into Queenstown: bare, rocky hills with flashes of yellow, orange and purple overlook the settlement in the valley, in a stark contrast to the lush green of the surrounding rainforest kingdom. It is the welcome sign into the Queenstown realm, the iconic sight of a bygone era, where the Mt Lyell Mining and Railway Company Limited was the blood and the soul of the West Coast, and the environment was just a commodity to be exploited for the glory of civilization. The scientific explanation is that the bare hills were a result of the intense deforestation required to feed the smelters of the biggest copper mine of the Commonwealth. The acid rains produced by their fumes killed the remaining vegetation, while torrential rains washed away the topsoil, leaving the rocks bare, and the landscape desolated. But there are more than bare facts to the moonscape. For decades it has been the identity of Queenstown. It has been so embedded in
the character of the town that even today some locals would swear that there are no trees in Queenstown, despite a vigorous regrowth, the birds that break the morning silence and the once-again lush hills that now crown the valley. The moonscape has been a place of the imagination as much as a reality. A scar and a trademark. A shame and an icon. It has given Queenstown its share of fame, together with a loathed reputation and a long-lasting prejudice in the eyes of foreigners.

Yet, it is quite easy to retrace the town’s past notoriety. In November 1976, a symposium organised by the Royal Society of Tasmania was held in Queenstown (Banks & Kirkpatrick 1977). The focus of the prestigious gathering was the complex relationship between ‘Landscape and Man’. Clearly no other place could better symbolise the intricate nature of this topic than the West Coast of Tasmania: the land of the harshest wilderness, of the most spectacular natural and geological features, and at the same time a stronghold of one of the most extensive – and visually imposing – mining industries of the country. If one takes a close look at the proceedings of the conference, a few sections provide a striking insight into the profound changes that have occurred in the region over the last three decades. A particularly interesting chapter is devoted to the reality and the perception of the tourism potential of the West Coast. The author highlights how the unique scenery, coupled with the visible effects of mining – first and foremost the infamous moonscape of Queenstown – represented the main attractions of the region (Smith 1977). Tourists would visit the West Coast for one or two days, normally as part of a general tour of Tasmania. In 1976, according to the Tasmanian Tourism Council figures, 1.5 million dollars were spent in the West Coast by tourists. The most interesting detail, though, is the fact that over half of that sum (59 per cent) was spent in Queenstown alone. What may seem strange today, though, was fairly normal then. A few numbers will give a more precise idea of the predominant role of Queenstown as tourism destination. In terms of tourism facilities, back then the town in the Queen River valley offered 491 beds in various types of accommodations, while Strahan, in comparison, had only 64 in total. After all, Queenstown was the most important town of the West Coast, offering the largest share of services, home to the highest population, serving as the main transportation hub, and the site of the most impressive industrial landscape of Australia – one that held a sinister fascination for visitors. It was, quite simply, the capital of the West.

Then came a contemporary shift in the perception of wilderness - from an enemy to tame and conquer to an awe-inspiring dimension worth preserving and admiring (Hall 1991). The consequences were far-reaching in this region of Australia, where wilderness has always been a defining character (Southwell 1983; Gowlind 1976; Flanagan 1985). Few places in fact match the wilderness quality of Tasmania’s West. This is a land apart: a spectacular geology and geomorphology showcasing a unique glacial history; superb mountains that like a spine cross the entire region and define its character, with nine peaks above 1000 metres and a scenic rugged landscape; a remarkably different rainfall pattern, with up to 3000 mm of rain per year; a stronghold for rare temperate rainforest and alpine ecosystems; and above all, the sense of true wilderness, of a remote, ancient, enchanted realm that in the course of European settlement has been feared, battled, conquered, revered and admired.

Over the last two decades, a socio-economic revolution has changed the face of the West Coast. With the fortunes of the mining industry rapidly declining, another activity has emerged as a new goldmine: tourism (Rimini 2008a) This development has followed the global growth of nature-based tourism as an important subsector of the tourism industry (Fennel 2003; Hall & Page 2002). There is a specific factor, though, which explains the scale of the tourism boom on the West Coast. It is associated with an international “brand” that identifies the most outstanding heritage: the World Heritage Convention. Although the contribution of the World Heritage brand to the tourism potential of a region is still debated (Buckley 2002), the Tasmanian Wilderness World Heritage Area probably represents the most clear-cut example of how this international regime of conservation can contribute not only to the preservation of unique natural regions, but also to the sustainable development of the communities that live in and around its boundaries (Rimini 2008a). The tourism cornucopia which has blessed the West coast since the early 1980s, though, has not been equally profitable for the whole region. Its benefits remained concentrated in the picturesque port of Strahan, on Macquarie Harbour, chosen by the main operators as the base for the region’s wilderness tourism offer, with only marginal benefits for the other settlements of the region – and in particular for what has always been its capital, Queenstown. The town in the Queen River valley has lagged behind - lacking a strategy, a vision, and consequently the human and financial capital necessary to take off as a thriving tourism destination. The sort of “disaster tourism” that kept Queenstown on the map for many years slowly faded under the triumphant wilderness mantra on which Strahan built its fortunes. In the process, what was true in 1976 suddenly became history. The rise of Strahan as the region’s wilderness gateway matched the decline of Queenstown as a main tourist centre. The town’s most dramatic tourist asset – its unique mining landscape – turned into a curse. The appreciation of wilderness went hand in hand with the abhorrence for environmental disasters, such as the one that produced the Queenstown moonscape, and for the town in the Queen River valley this meant a slow decline, which can still be felt in and around the town.

Queenstown is still a rather popular tourism destination, but mainly as a stopover for visitors on their way to Strahan. It lacks an effective tourism strategy and a viable tourism offer. This makes tourism an unreliable economic perspective for the town, which seems to no longer possess any clear attractiveness. Judging from the commonplaces about Queenstown that still abound – its supposed lack of beauty, the ecological disaster around it, the degraded landscapes – one would conclude that of the strange mix of fame and prejudice that used to give Queenstown a tourism appeal, only prejudice appears to be long-lasting. The township currently survives on this type of residual tourism, as well as on a second mining boom - that carries with it the usual share of uncertainty. The historic experience tells that Queenstown has already had its share of decline and pessimism, and more than once it was faced with the threat of ending up as the melancholic ruins of the ghost towns around it. In which, literally, the last one to leave switched off the lights. Yet, against all odds the town has made it into the present. The challenge is now to prepare a brighter future. And the path to this future is reconnecting itself to the outstanding and peculiar heritage of the territory that constitutes the Queenstown region.
Geoparks: linking geology, nature and culture to sustainable development

The success of World Heritage as an effective tool of sustainable development, and of Strahan as the recognised gateway to the Tasmanian wilderness, can prove to be an invaluable example for Queenstown’s future. It points out to a development model, in which an international recognition adds value to the local heritage, and thus helps the local community build a sustainable tourism industry. Such an example can be reproduced in Queenstown, the key point being the need to identify the most suitable international status for the specific heritage of the Queenstown region. If Strahan has built its fortune on the idea of a gateway to the pristine landscapes contained in the World Heritage Area, and in particular in and around the basin of the Gordon River, Queenstown has the potential to be the gateway to something qualitatively different, but no less distinctive and outstanding. Its uniqueness is to be found in its ‘mining civilization’ in the wilderness, which is founded on the region’s unique geological heritage, on its socio-economic history as well as on the exceptional natural values of its landscapes (Rimini 2008b). This type of heritage, which is the leitmotiv of the Queenstown region, is the ideal target for a ‘brand’ that UNESCO has devised with the aim of helping local communities to establish a virtuous cycle of sustainable development based on tourism: the Geopark.

A Geopark is defined by the UNESCO as ‘an area with a geological heritage of significance, with a coherent and strong management structure, and where a sustainable economic development strategy is in place’ (UNESCO 2008). It is a brand that the UNESCO grants on the basis of few clear requirements: an outstanding heritage made of geological, natural and cultural landscapes, along the lines of the concept of Geotourism (Dowling 2005); an effective management plan put in place by the community and the local government; and a tourism strategy to achieve the true goal of the Geopark designation – the creation of a thriving, sustainable tourism industry. The principal goal of a Geopark nomination is to stimulate such development which can provide the local community with a long-term economic option while ensuring the preservation of the heritage identified in its territory.

Queenstown and its region possesses all the ingredients to be granted the status of Geopark. Such recognition could in turn reconnect the town to its own territory, to its history, to its heritage. What is needed is a vision, to guide the identification of a well-defined territory, with a specific set of natural and cultural values that would fulfil the requirements and goals of the Geopark concept. For many decades, Queenstown has been isolated, severed from its region, entrenched in a sort of alienating solitude – symbolically reinforced by those unmistakable barren hills that separate it from the surrounding territory physically, visually, and mentally. The moonscape has been for a long time its only horizon. This existential claustrophobia needs to be overcome, to reconnect the present to the past, the town to the network of settlements, engineering feats and landscapes that constitute the real Queenstown region. A territory blessed with scenic landscapes, unique geological features, a rich man-made heritage, and conceptually unified by the longest, richest and best preserved mining history of Australia. Such a territory can rightly aspire to gain Geopark recognition.

Queenstown’s colonised wilderness as a UNESCO Geopark

If Strahan has built its reputation on the association with the image of untamed wilderness, Queenstown has a chance to become the gateway to what can be termed a ‘colonised wilderness’. It is an original fusion of geological and natural landscapes, settlements and engineering works that reflect the essence of the Queenstown realm. It can constitute the foundation on which to build a prosperous tourism industry. The re-appropriation of its identity, based on this unique mix of human and natural, wild and tamed, pristine and artificial, can be for Queenstown the path to long-term, sustainable development. It is the perfect match for the UNESCO Geopark concept. Three main steps are necessary for Queenstown to gain Geopark status. The first is the identification of a suitable territory for a Geopark nomination. The second requires the interpretation and definition of the geological, natural and cultural values of the region. The third mandates the involvement of the community and the local government in the elaboration of a solid management plan and tourism strategy for the Geopark, which would fulfil the requirements and the goals of the UNESCO brand.

In order to identify a suitable territory and its boundaries, the guiding principle is the idea of ‘colonised wilderness’ highlighted above. Four major elements can help identify the Queenstown region to be included in a Geopark nomination. The first is the mining industry itself, with its most iconic and powerful asset: the Mt Lyell mine site. This represents the heart of the mining civilization of Queenstown, the place where it all started. Its heritage is not just industrial, but cultural – the world-famous cultural landscape of the “moonscape”, the barren hills that for over a century have marked the entry into the Queenstown realm – and obviously geological, since the mining heritage implicitly reflects the unique mineral wealth of the West Coast of Tasmania, which is particularly suitable for geotourism purposes.

The Mt Lyell site also offers an ideal option for a visitor centre which is the source of orientation, information and interpretation for tourists. The former headquarters of the My Lyell Mining and Railway Company Limited, housed in a period building which is extremely well preserved and still boasts the original office and the Library of Robert Sticht, the mine’s founding father, would be a highly symbolic choice for this purpose. A proposal for the restoration of the building and its transformation into a centre for cultural and natural heritage was prepared by the community, and in the frame of the Geopark nomination this vocation could be fulfilled at its best.
The second asset of the potential Geopark territory are the settlements themselves. First and foremost the township of Queenstown. Recognized by the National Trust as a historic town, Queenstown embodies the quintessential mining settlement of Australia, and it has preserved an authentic feel of frontier, of pioneer village in the wilderness. Its townscape is characterized by a harmonious ensemble of original miners’ cottages with some examples of finer mansions, such as the Heritage-listed residence built for the mine’s manager in an elevated position from which, the legends tell, Sticht could see the mine at work from his window. The setting of Queenstown is dramatic and highly scenic, at the foot of imposing Mt Owen with its impressive geology, and crowned by gentle hills which no longer show the signs of the environmental degradation, after almost two decades of regeneration and vegetation regrowth.

The region around Queenstown is also dotted with the remains of other settlements, which testify the alternate fate of the mining enterprise in the wilderness of Western Tasmania. These are the ghost townships of Linda and Gormanston; the flooded ruins of Crotty, inundated by the impoundment of Lake Burbury; and the remains of Pillinger, swallowed by the expanding rainforest and set in the picturesque inlet of Kelly Basin, in Macquarie Harbour. These settlements are inextricably linked to the socio-economic history of Queenstown and of the Mt Lyell Company, and their combination of natural setting and cultural significance contributes to the overall outstanding value of the Queenstown region. The Linda Valley is also recognized as an invaluable source of information about the geological history of the entire region, and it contains an outstanding moraine which had already been assessed for the now defunct ‘Register of the National Estate’.

The third feature of the territory is its network of hydroelectric developments that surround Queenstown, and which have a direct relationship to the mining activity. The most significant of such power schemes is the Lake Margaret Power Station. Located North-East of Queenstown, it was built by the Mt Lyell Mining and Railway Company Limited at the beginning of the twentieth century, to be a reliable source of energy for the mining works at Mt Lyell. It became operational in 1914 and hasn’t ceased to function since then. It was later purchased by the Hydro Electric Commission (HEC) of Tasmania, and it is the second oldest operating hydro station in Australia. In 1994 a management plan was drafted, which identified the heritage value of the site. It is currently the object of a restoration project, commissioned by Hydro Tasmania, which will transform it into a heritage icon and a tourism asset. The Lake Margaret Power station is set in a wilderness area, which enhances its mixed value as a cultural heritage object and a place with outstanding natural features. It also boasts an original village, built to accommodate the operating staff of the station, and which is the best preserved of its kind in Australia.

To the immediate East of Queenstown is Lake Burbury, another Hydro impoundment created with the damming of the King River, at the locality of Crotty. Besides being a historic landmark and a highly scenic place, it contains the flooded ruins of Crotty and is a major recreational area just outside of Queenstown. Lake Burbury offers spectacular views of the geological heritage of the West Coast, with famous peaks such as the quartzite dome of Frenchmans Cap crowning its perimeter.

The fourth asset that defines the character and the identity of the Queenstown region is nature itself. In a Geopark where the leitmotiv is the presence of people in the wilderness, the latter is of utmost importance, being the backdrop to the history of the region and its crucial physical dimension. Nature in the Queenstown region encompasses both wilderness values and an exceptional geological heritage. Namely because of the association between wilderness and colonisation, in the Queenstown region nature is also characterized by the idea of access. It is a different wilderness than the classic image of untouched wildlands. It reflects an inextricable combination of wild places and transport routes, providing access to their unparalleled natural beauty. Complex landscape values, rather than pure wilderness, is the key idea to understand the importance of the geological and natural heritage of Queenstown. The access routes to wild places of outstanding natural significance testify to the history of human settlement in the region; they are the gateways to such this landscape of a colonised wilderness. Places with extraordinary wilderness value abound in the Queenstown territory. Most of the area that would form the territory of the Geopark is already enshrined in formal reserves – such as the Tyndall Range Reserve, the West Coast Range Reserve, the Mount Dundas Reserve, the Princess River and the Crotty Conservation areas, adjacent to the World Heritage region.

The King River country forms the natural backdrop to Queenstown, and it is crossed by the town’s most famous tourist attraction: the ABT “wilderness” railway. The railway is
an integral part of the history of Queenstown and its economy, and it would perfectly suit the vocation of the region to become a UNESCO Geopark. The country it traverses is a typical example of colonised wilderness – highly scenic and wild but only apparently, having been logged in the past and being crossed by a river that is ecologically dead as the effect of the severe pollution that for almost a century originated in the form of tailings from the Mt Lyell mine. Yet, few places match the beauty of the King River gorge. Several natural areas of the Queenstown region have been formally reserved, mainly as representative ecosystems of the West Coast region (Parks and Wildlife Service 2008). Within the West Coast Range – which had been recognized in the ‘Register of the National Estate’ as an outstanding region for old growth forests, geoheritage, wilderness landscapes and the social value of its nature - a significant example is the Mt Jukes regional reserve. It is the natural backyard of Queenstown, the closest natural oasis to the town centre, and its access route is the Mt Jukes road. Another inheritance of a hydroelectric development, this road was built to provide access to the impoundment created by the damming of the King River. The Mt Jukes area, with its spectacular lookout, is among the best vantage points to appreciate the natural and geological significance of the West Coast of Tasmania.

The above mentioned Lake Margaret Road is also a uniquely scenic transport route. Its access is located a few kilometres from Queenstown. It leads to the power station of the same name, through impressive wilderness and with bird-eye views of the region.

Another significant natural area of the Queenstown domain to be included within the Geopark boundaries is the Tyndall Range, a pristine landscape that embodies the rugged, scenic beauty of this corner of Tasmania. Located less than 30 km from Queenstown, the Tyndall is accessed via the Anthony Road catchment. It is an outstanding example of colonised wilderness – with a spectacular combination of mountain landscapes, iconic nature and hydroelectric legacy such as the beautiful Lake Plimsoll.

Figure 4: Man-made Lake Plimsoll, in the heart of the Tyndall Range wilderness.

The Tyndall was also recognized in the Register of the National Estate as providing some of the best outdoors recreation opportunities in the State.

The road that exits Queenstown to the South leads to yet another natural jewel: Kelly basin. It follows the old railway line to Pillinger, located on scenic Kelly Basin, on Macquarie Harbour. Pristine rainforest, displaying the most prized flora of the entire West – King Billy Pines, Myrtles, Huon Pines – today engulf the ruins of the former port; it is now part of the Tasmanian Wilderness World Heritage area.

The jewel in the crown of the region’s natural assets, though, is itself the true ‘icon’ of the Western wilderness: the Franklin River. While the Gordon River has become the darling of wilderness tourism because of its proximity to Strahan, it is in fact the Franklin that embodies the essence of the wild West, and it is in its name that the longest and harshest environmental battle of Australia’s history has been fought, leading in 1982 to the proclamation of the Tasmanian Wilderness World Heritage area. The Franklin has remained a hidden treasure, mainly due to the lack of access to it, besides the adventurous option of rafting down its course (Dombrovsky 1983; McQueen 1983; Dean 2002). There is only one way to catch a glimpse of the grandeur of the river: the Mt McCall road. It is the road that from Queenstown crosses the wild West Coast range, leading to an abrupt cliff overlooking the river. This panoramic spot embraces the Franklin River valley. Bulldozed at the time of the controversial Franklin Dam dispute to be the access point to the works on the dam, the Mt McCall road has been the issue of controversy in the management plan of the World Heritage area. The environmentalists wanted it closed and reclaimed; while recreational users fought to keep this unique access to an iconic region open. The latter point of view was retained (Parks and Wildlife Service 1999). With careful management and regulation, it has the potential to serve as one of the main assets for a tourism strategy that would see Queenstown as the gateway to the heritage of a colonised wilderness. After all, a road built by the Hydroelectric Commission, and leading to the most iconic place of the Western natural environment, embodies the idea of colonised wilderness better than any description.

Conclusions

At the above mentioned 1976 Queenstown symposium of the Royal Society of Tasmania, a relative scepticism was expressed at the future of tourism in the West Coast. The following view was expressed: ‘If the Queenstown Mine were to close tomorrow, would tourism provide a viable alternative economic base for the West Coast? In the short term this would be very unlikely’ (Smith 1977). History would prove this forecast wrong. Only a few years later, the World Heritage saga opened the door to the prosperity of Strahan as the gateway to the untarned wilderness of the West.

The same scepticism, prevailing today about the potential of Queenstown to prosper as a major tourism gateway, can be overcome with a vision and a similar model. The key to the future prosperity of Queenstown lies in the rediscovery of its natural and cultural heritage, enshrined in its territory. The identity of the town and its region is that of a colonised wilderness, a peculiar mining civilization which developed in the outstanding geological and natural setting of the West Coast of Tasmania. The main features of the Queenstown region are the mining works, their mineral base and their cultural landscape; the historic settlements; the rich network of hydroelectric developments; and the geological and wilderness values of the territory. Such assets inform what is a coherent, inextricable human, geological and natural landscape. They showcase the history, the culture and the nature of the Queenstown region,
witness to over a century-long mining history and associate activities. Such activity has driven the colonization of the West Coast of Tasmania, and the permanent settlement of its wilderness. A Geopark nomination would give this heritage a concrete chance to be put on the national and international tourist maps. Its explicit requirement for community involvement and sustainable development promises a balanced, equitable and long-term benefit for the region.

It is time for Queenstown to shrug off the dusty image of a disaster area with few attractions and a dubious reputation. The town is a unique outpost in one of the most spectacular wilderness regions of Australia and it is the natural gateway to an outstanding heritage in which the human element interacts, clashes and integrates into the landscape. Queenstown has already undergone some major changes that testify its vitality. A Geopark would not only represent a great opportunity for its prosperity. It would be a symbolic step, too. It would seal the reconnection of the town to its landscape and history. And for this reason, naming the Geopark ‘Penghana’, after the original name of the settlement on the Queen River Valley, has more than an evocative advantage. It is a symbol itself. A return to the future, for a town that has overcome many great challenges and downturns and which aspires to be, once again, the prosperous capital of Tasmania’s West.

Bibliography

Dean, J. 2002, Shooting the Franklin: early canoeing on Tasmania’s Wild Rivers, J. and S. Dean, Evandale Tasmania
Rae L., 1993 The Mt Lyell Mining and Railway Company Ltd: a pictorial history 1893-1993, L. Rae, Ulverstone Tas.
Rae L. 2003, The ABT Railway: Tasmania’s West Coast Wilderness Railway, Harrys Print Pty Ltd, Burnie.