

Colonial Secretary's Office, Perth,
October 15, 1840.

His Excellency the Governor, in directing the publication of a communication which has been received from the Hon. the Surveyor-general relative to the establishment of two beacons as guides to vessels approaching Gage's Roads through the Southern passage, near Rottneest, together with the necessary sailing instructions for vessels approaching this Island, avails himself of the opportunity thus afforded him of expressing his high sense of the important and valuable services rendered on this occasion by Capt. Wickham, aided by the zealous cooperation of Lieut. Stokes, and the officers and crew of H. M. S. Beagle, whereby a lasting benefit has been conferred, not only on the inhabitants of Western Australia but to all persons in any way connected with commerce and navigation in these seas.

By His Excellency's command,
PETER BROWN.

Survey Office, Perth,
Oct. 15, 1840.

SIR,—I have the honor to report, for the information of His Excellency the Governor, my return, yesterday evening, in H. M. S. Beagle, from Rottneest Island where, by the kindness of Capt. Wickham, and the zealous cooperation of Lt. Stokes, and the officers and crew of that ship, two very serviceable beacons have been erected upon Duck Rock and Fisherman's Rock, for pointing out the best navigation into Gage's Roads through the Southern passage, near Rottneest. These sea-marks, and the admirable chart of the Island and passage, constructed by the indefatigable perseverance of Lieut. Stokes and his assistants, have enabled me to forward to His Excellency the enclosed sailing directions for the vicinity of Rottneest, which I beg leave to recommend should be made public as early and extensively as possible,—no minute chart or instructions for that navigation, having hitherto been published for the guidance of mariners.

J. S. ROE,
Surveyor-General.

To the Hon. the Colo- }
nial Secretary. }

SAILING DIRECTIONS FOR THE NAVIGATION ABOUT ROTTNEEST ISLAND.

Rottneest: Rottneest Island, 6 miles in length E. by N. and W. by S. with an extreme breadth of $2\frac{1}{2}$ miles, has an irregular hummocky surface, not much wooded, and may now be distinguished from Garden Island and the contiguous main land by a white obelisk, 15ft. in height, with a pole in the middle, of the same length, which has recently been erected on its highest part near the centre of the Island. This Sea-mark: sea-mark, being elevated about 157ft. above the level of the sea, may be seen from a ship's deck in clear weather at the distance of 7 or 8 leagues, and will

shortly give place to a lighthouse of greater elevation. Its position, according to observations in H.M.S. Beagle, is lat. 32d. 0m. 14s. South, long. 115d. 29m. 6s. East from Greenwich.

To round the Island on its north side, a ship should not approach nearer than one Horse-shoe: mile, in order to avoid the

Rock: Horseshoe Rock, which lies $\frac{1}{2}$ of a mile off shore, at the distance of two miles N. 30d. E. from the Island's west ex-Roe's: tremity, and Roe's Reef, situate Reef: $\frac{1}{2}$ of a mile N. 16 deg. W. from a small rock with a cask beacon upon it, about half a cable's length from the island's Duck: N.E. point. The beacon is upon Rock: Duck Rock, and the projection near it is Bathurst Point. A ship will be clear to the northward of Horse-shoe Rock while Duck Rock beacon is kept open of the N. point of Rottneest; and Roe's Reef may be cleared on the north by keeping the west end of Rottneest (Cape Vlaming) open of the north point, until Duck Rock bears south; a course may then be shaped about E. by S. for a remarkable white sand patch on the main, which will be distinctly visible $3\frac{1}{2}$ miles north from the entrance to Swan river; and when some rocky islets near the S.E. side of Rottneest are seen to the SSW., opening round the east end of another small rock with a cask beacon upon it $1\frac{1}{2}$ mile SE $\frac{1}{2}$ E from Duck Rock, a SE by E course will conduct into Gage's Roads.

Kingston: Kingston Spit, in front of Spit: Thompson's Bay, extends 2 miles east from Duck Rock, and a long mile NE by E from the beacon last mentioned, Fisherman's: which has recently been plac-

Rock: ed upon Fisherman's Rock, a small mass of white rocks about 2 cables length NE from the sandy east point of Rottneest Island, distinguished by the name of Point Philip. To clear Kingston Spit on the north, keep Duck Rock a little shut in to the south of a bare pointed hill near the northern shore of Rottneest; or should the bare hill not be distinguished, keep the north extreme of Rottneest to the southward of $W\frac{1}{2}$ S; and to clear Kingston Spit on the south, keep the south extreme of Rottneest (Point Parker) open of the next projection to the Thompson's: N.E. of it (S.W. by W.)

Bay: Thompson's Bay is a fit resort for boats only, being full of shoal rocky patches and sand banks, to the distance of a mile from the shore,—the remainder of Kingston Spit being occupied by foul uneven ground, with depths varying between 5 and 2 fathoms; near its north and east edges are 7 fathoms, deepening to 9 and 10 in $\frac{1}{2}$ a mile. Between Point Philip and the next projection a long $\frac{1}{2}$ mile to the SSW (Bick-

Beagle's: ley Point) there is good shel-Anchorage: ter in Beagle's Anchorage from all the usual NW and SW gales of winter, the best berth being in 4 fathoms water, sandy ground, nearly $\frac{1}{2}$ a mile south from Fisherman's Rock, and a $\frac{1}{2}$ of a mile NE from two small rocks called the Twins,—the south point of Rottneest being also in a line with Bickley Point. In this situa-

tion a vessel should moor, on account of the limited space.

Southern: On the SE side of Rottneest

Passage: there is a good channel, $2\frac{1}{2}$ miles wide, called the Southern Passage into Gage's Road,—the only obstruction in it being a patch of 3 fathoms, sand and weeds, Middle: called Middle Bank, in a line Rock: between Point Philip and the Champion Rock, at $1\frac{1}{2}$ miles from the former, and $1\frac{1}{2}$ miles from the latter. After a gale, the NW swell round the east end of Rottneest crossing the ocean roll from the SW, breaks heavily at this spot, and indicates its position; it may, however, be avoided by borrowing towards the rocky islets near Rottneest, which have no dangers fronting them beyond a cable's length; and the bank is cleared to the eastward when the beacon on Duck Rock opens round to the NE'd of that on Fisherman's Rock. These 2 beacons in a line lead also about a cable's Champion: length to the NE of the Cham-

Rock: pion Rock, which has only 9ft. water upon it, with 4 & 5 fathoms all around. This danger, which lies on the SE side of the Southern Passage, is at the NW extremity of a collection of rocks and foul ground that extend $2\frac{1}{2}$ miles NNW $\frac{1}{2}$ W from the Stragglers toward the east end of Rottneest, without any channel amongst them which can yet be pronounced safe. In working up for the southern passage with a northerly wind, the Champion Rock and dangers in its vicinity may be avoided by keeping the high lump of rock called the Mewstone, open to the SW of the largest and highest of the Stragglers, until the SW end of Rottneest shuts in round its south point, bearing about $W\frac{1}{2}$ N. This last mark will carry a ship clear between Champion Rock and Middle Bank; but should the Mewstone and Stragglers not be satisfactorily distinguished, the beacon on Fisherman's Rock should not be brought to bear more to the westward than N 30d. W by compass, until the SW point is shut in by the south point of Rottneest, as before shewn.

Approaching Rottneest and Southern Passage: In steering for Rottneest Island and the southern passage from the westward, the shore should not be approached nearer than half a mile, and the bays on each side of the south point are foul and rocky. Porpoise Bay, on its NE side, is also fronted by a low rocky mass called Direction Islet, which lies $1\frac{1}{2}$ miles E 23d. N from the south point, and has deep water to within a cable's length of its SE side. The summit of Direction Islet in a line with a hill with some trees on its summit (Tree Hill), about $\frac{1}{2}$ a mile to the north of the south point, leads directly over Middle Bank; therefore Tree Hill a little open to the north of Direction Islet leads clear to the north of Middle Bank,—and the same hill on with south point of Direction Islet leads clear on its south side. The next grey rock (Wallace Islet) $\frac{1}{2}$ a mile to the NNE, is very rugged, and lies close in to Bickley Point,—it has $2\frac{1}{2}$ fathoms, rocky ground, nearly $\frac{1}{2}$ of a mile SE of it, which may be avoided in

hauling up for Beagle's Anchorage by keeping the south point on with the southern entrance of Deception islet until Fisherman's Rock is reached. North. The Twin Rocks lie near east of the end of a mile NE from Wallace Islet, and are steep. Round their base is Beagle's Anchorage, which is a strong one in winter.

Currents by beating up to Rottneest sound a strong northerly or southerly breeze, much ground will be gained by working in the stream of the island, in order to avoid the strength of a lee current which is found on such occasions to run at the rate of 1 to 1½ miles an hour. The Beagle tows it highwater at full and changes at Thompson's Bay at 7h. 50m. P. M. The current is 10 hours, and flowing 14 hours, with a net exceeding 32 inches.

Sea breezes and land breezes prevail in winter. From March to October, NW gales are expected, rising from the north west, preceded by a fall in the barometer, — blowing longest at NW, — strongest between WNW and W, — and moderating after a hard squall from the S.W.

J. S. ROE,
Surveyor-General.

Western Australia, Oct. 15, 1840.

Colonial Secretary's Office, Perth,
October 19, 1840.

HIS Excellency the Governor is pleased to direct the publication of an extract from a communication which has been received from W. N. Clark, giving further information of a very satisfactory nature, of the country between Kojonup and King George's Sound.

By His Excellency's command,
PETER BROWN.

"In my former letter to the Government, 15th March last, I stated that, diverging from the marked road between Swan River and King George's Sound, we, under the guidance of a native, discovered water at that dry season, in the bed of a river or stream, which he (our guide) called in his language "Kenunup;" and, I now wish to assert, that a fine district of country there commences, connecting itself with the Belgarup and Kojonup ranges. I adduce the following facts:—On the 24th March last, I joined Capt. Symer's establishment, comprising sheep, horses, and cattle, at the place called 'Mason's Bridge.' The sheep had been purchased from Mr. Eyre's flock (imported from South Australia), and were in a weak state of health. It was thought requisite, therefore, to halt at Meer-gannup, so called by the natives, a station situated about four miles north of Mount Barker, and immediately adjoining the Swan River road, where we found a spring of water which supplied the horses, cattle, and sheep, during the driest period of the year; and tolerable good feed. At this place many of the sheep died. The flock was chiefly composed of maiden ewes, afflicted with the scab, and otherwise in a very weak condition. We remained for some time at Meer-gannup, and in the beginning of June started on the road for the grant of land on the Belgarup river, which had been selected by Mr. Symers,—arriving at Ken-un-up we found the bed of the stream dry at our former halting place, and the pools adjoining it very brackish. The country was then explored towards the northward and eastward, and for the distance of two miles we found very superior runs of considerable extent, on part of which the flock of sheep recently imported from

Sydney by Mr. Belches was already depastured. We remained in the district for some weeks, and the stock soon got into high condition. It is completely a pastoral country, comprised of gentle hills, sloping into valleys, covered with grass, and having a water course in the centre. The native name of the place where we abode for some time is *Warriemup*. In the middle of it there is a copious spring of fresh water, oozing out from the ground, which is never dry in the hottest months, as the natives assert. To the east of Warriemup, and situate about 2 miles from that place, there is another valley of some extent, called by the natives "Peen-ee-up," abounding in excellent pasture, and watered in the middle by a brook. I have not ascertained whether one of the pools is derived from a spring, although such is the appearance to a casual observer. To the northeast of Peen-ee-up, there is another valley of the same extent, called *Moot-ec-up*, containing good pasturage and water. At the back of the former station, Warriemup, lies the valley where Mr. Souper's flock of sheep were feeding, amounting (lambs included) to between 6 and 700. This valley has likewise a brook course in the centre, and water in little pools. Behind this station I saw a park of about 300 acres covered with rich grass and scarce a tree to impede the progress of the plough. The land all about is generally composed of red loam. A little beyond is the Warriemup country, well known to Dr. Harris. I have travelled over part of this district, and beg to state that there is a considerable extent of land fit for tillage, and generally well watered with springs.

"In the end of July we broke up from Warriemup, and removed to Belgarup, travelling past Mr. Souper's station, then crossing the Swan River road, and reaching our destination by *Yareunup*, mentioned in my former letter. Belgarup is situated about 8 or 10 miles from the Warriemup, and there is a good grazing country interspersed. We are 8 miles S.S.E. of Kojonup, and have marked a road between the two stations, so that no person can mistake his way. The nearest point of the Swan River road is about 2 miles at the back of our place, in a N.E. direction.

"I have been twice at Kojonup under the escort of natives, and have remarked that the country between the two places is good. Three large valleys with brooks of water, particularly attracted my attention. They are called *Bel-harri-bup*, *Wand-u-nup*, and *Co-run-up*, all ending in ups. The latter place is particularly fine, and within two miles of Kojonup townsite, travelling from Belgarup.

"Since writing the above, I have had some conversation with Mr. George Maxwell, late overseer to Mr. Belches, and he informs me that about 12 miles E. by S. of *Peen-ee-up*, he, after we left him on our route to Belgarup, discovered a fresh water river there in very large pools; on several of which there were immense covies of water fowl. The land to the eastward of the river he describes as very fine. He was accompanied by two natives, and he states that numbers of other Aborigines were seen in this new district but that they invariably fled at his approach."

Colonial Secretary's Office, Perth,
October 20, 1840.
SURRENDER OF LAND.

HIS Excellency the Governor is pleased to direct it to be notified for the information of all persons any way inter-

ested, that from the first of January next, no Surrender of any Land will be accepted after the expiration of Ten Years from the date of the first assignment thereof.

By His Excellency's command,
PETER BROWN.

Colonial Secretary's Office, Perth,
October 14, 1840.

HIS Excellency the Governor has directed notice to be given for the information of all parties concerned, that the Lessee of Preston Point Ferry has been instructed to require from every passenger claiming to be engaged on the public service, at the time of passing, the insertion of their names in a book kept by him for this purpose; and he has further been directed to exempt no person from the Ferry toll who may decline to comply with this requisition.

By His Excellency's command,
PETER BROWN.

Colonial Secretary's Office, Perth,
October 13, 1840.

THE Collector of Revenue will offer for sale, by public auction, at the public offices, Perth, on Wednesday, the 13th day of January next, at one o'clock, the undermentioned portions of land subject to the existing regulations,—

Location No. 29, Leschenault—comprising 100 acres on the left bank of the Preston River, adjoining the North and West boundaries of the original reserve for Picton Townsite, and with a width of 19 chains 27 links North and South.

Location No. 30, Leschenault—comprising 100 acres on the left bank of the Preston River, adjoining South boundary of location No. 29, on the original reserve for Picton townsite, and with a width of 17 chains 27 links.

For further particulars application to be made to the Surveyor-general, and Collector of Revenue.

By His Excellency's command,
PETER BROWN.

Colonial Secretary's Office, Perth,
September 24, 1840.

THE Collector of Revenue will offer for sale, by public auction, at the Public Offices, Perth, on Wednesday, the 23d day of December next, at 1 o'clock, the undermentioned allotment, subject to the existing regulations,—

Fremantle, No. 74.

For further particulars application to be made to the Surveyor-general and Collector of Revenue.

By His Excellency's command,
PETER BROWN.

Colonial Secretary's Office, Perth,
August 5, 1840.

ON Wednesday, the 4th of November next, at 12 o'clock, the Collector of Revenue will offer for sale by public Auction, at the Public Offices, Perth, the undermentioned portions of Land, subject to the existing regulations—

Leschenault, location No. 27—comprising 640 acres on West side of location 25 already advertised for sale, and extending 100 chains North and South.

Leschenault, location No. 28—comprising 640 acres in a square of 80 chains each way, between location 25 already advertised for sale, and the 20,000 acres of Mr. James Henty.

By His Excellency's command,
PETER BROWN.

Printed by CHARLES MACFAUL,
Government Printer.