



THE WESTERN AUSTRALIAN  
**GOVERNMENT GAZETTE.**

[PUBLISHED BY AUTHORITY.]

TUESDAY, MARCH 3, 1857.

650

BY virtue of a Proclamation bearing date the 2nd March, 1857, under the hand of His Excellency Arthur Edward Kennedy, Esquire, Governor, and the Public Seal of the Colony of Western Australia, the following Land will be offered for sale at Public Auction by the Collector of Revenue at Perth, on the 1st day of April, 1857, at the upset price affixed thereto, on the terms and conditions set forth in certain Land Regulations dated 14th June, 1843:—

Swan Location No. 206, comprising 10 acres more or less, extending 10 chains North and 10 chains West from a Red Gum tree marked A, growing about 3 miles N.E. from S.E. corner of the late P. Brown's Swan Location 2; opposite boundaries parallel and equal and all true. Upset price £1 per acre.

Toodyay Building Lot R. 4. Upset price £10.

By His Excellency's command,

FRED. P. BARLEE,

Colonial Secretary.

**Land Sales already notified in  
"Government Gazette."**

By the Collector of Revenue,

At Perth,

On the 4th March, 1857,

Victoria Location No. 49

Ditto ditto No. 50.

Ditto ditto No. 55.

Swan Location No. 205.

By the Sub-Collector of Revenue,

At Albany,

On the 24th March, 1857—

Plantagenet Location No. 77.

By His Excellency's command,

FRED. P. BARLEE,

Colonial Secretary.

*Colonial Secretary's Office, Perth*

*November 22, 1856*

**T**ENDERS (in duplicate) marked "Tenders for Lease of Gerald Farm at York," will be received at this office until noon of the 17th March, 1857, for

renting the above property for 7 years. The Lease to commence on the 1st April 1857.

Further particulars may be obtained on reference to this office.

By His Excellency's command,

FRED. P. BARLEE,

Colonial Secretary.

**Conveyance of Mails.**

*Colonial Secretary's Office, Perth,*

*January 13, 1857.*

**T**ENDERS (in duplicate) will be received at this office up to noon of Wednesday, the 25th March next, for the conveyance of Monthly Mails to and from Kojonup (or the Williams River Bridge on the Sound Road) and Bunbury. Also to and from York and Kojonup (or the Williams River bridge aforesaid).

Tenders must state the mode in which it is intended to convey the Mails, whether on Horseback or in a Spring Cart, and the probable time which will be occupied in conveying them to their destination.

The arrival and departure of these Mails to be subject to instructions from the Postmaster-General, and liable to alteration at any time during the year.

Two approved sureties will be required to join the contractor in a bond for the due fulfilment of the services respectively contracted to be performed.

No payment will be made on account of such services until the bond has been duly executed by the contractor and his sureties. Tenders to be inscribed "Tenders for Conveyance of Mails."

The Government do not bind themselves to accept the lowest or any Tender.

For further particulars application is to be made to this office or to the Postmaster-General.

By His Excellency's command,

FRED. P. BARLEE,

Colonial Secretary.

*Colonial Secretary's Office, Perth,*

*February 28, 1857,*

THE undermentioned Paupers being now in receipt of relief from the Colonial Government, and available for service, it is hereby notified that any respectable person who is willing to engage them for the cost of their maintenance and lodging can do so, and in the event of any offer to this effect being refused, the party refusing will be struck off the Relief Sheet.

By His Excellency's command,

FRED. P. BARLEE,  
Colonial Secretary.

**Return of Paupers on Public Works on Saturday, February 28, 1857:—**

Name.	Age.	Country.	Trade.	Married or Single.	No. of Children.	State of Health.	Recommendation.
Denis White	63	Ireland	Labourer	Single		Infirm	
John Brooks	63	England	Brewer	Ditto		Good	
W. Rock	50	Ireland	Labourer	Widower	4	Infirm	
John Quinn	40	Ditto	Ag. Labourer	Single		Good	
Daniel O'Brien	26	Ditto	Labourer	Ditto		Good	
John Thompson	33	Ditto	Ditto	Ditto		Infirm	
Samuel Bloomfield	54	England	Ditto	Ditto		Good	
Michael Bain	46	Ireland	Ditto	Married	3	Good	} Family in } Ireland.
Edward Tuorny	28	Ditto	Ag. Labourer	Single		Good	
Thomas Clements	30	Ditto	Ditto	Ditto		Good	
Patrick McKenna	22	Ditto	Plasterer	Ditto		Good	
Thomas Walsh	23	Ditto	Ag. Labourer	Ditto		Good	
Samuel Challenger	36	England	Collier	Ditto		Good	
William Forrester	25	Ditto	Shepherd	Ditto		Good	

*General Post Office, Perth,  
February 14, 1857.*

IT is hereby notified for the information of the public that Mails will be made up at this office for Great Britain, Continent of Europe, Cape of Good Hope, Hong Kong, Ceylon, Mauritius, India, Batavia and Singapore, on the 13th of every month, at 9 o'clock, a.m. (or when that day falls on a Sunday, on the following day at the same time) and forwarded to King George's Sound, and thence per steamer to their respective destination.

Letters and newspapers for despatch by any of the above Mails must be posted at the precise time given, or they will not be forwarded until the ensuing post.

Letters intended to be registered must be posted half an hour before the closing of the mails by which they are to be forwarded.

R. M. SUTHERLAND,  
Acting Postmaster General.

**Tenders for a Ferry Boat.**

*Colonial Secretary's Office, Perth,  
February 23, 1857.*

SEALED TENDERS (in duplicate) endorsed "Tenders for a Ferry Boat," will be received at this office until noon of 16th March, 1857, from persons willing to construct a boat required for Mandurah Ferry, according to a plan and specification which may be seen on application to the Clerk of Public Works, at Perth.

The boat when approved is to be taken by the contractor to Mandurah, and delivered into the charge of the Care-taker of the Ferry.

Tenders to state the time in which the boat will be completed.

The Government do not bind themselves to accept the lowest or any tender.

By His Excellency's command,  
FRED. P. BARLEE,  
Colonial Secretary.

**Stone, Soil, &c., on Townsites.**

*Colonial Secretary's Office, Perth,  
February 20, 1857.*

CERTAIN parties who are known to the Government, having been in the habit of carting away good garden soil, loose building stone, firewood, timber, &c., from portions of Townsites laid out in building allotments, whereby the said lands are much depreciated in value, and their sale affected, it is hereby notified that any person found so trespassing after this notice, will be forthwith proceeded against according to law.

By His Excellency's command,  
FRED. P. BARLEE,  
Colonial Secretary.

*Colonial Secretary's Office, Perth,  
February 24, 1857.*

HIS Excellency the Governor has been pleased to appoint Mr W. D. Jackson as Pilot for the Port of Fremantle.

And

Mr W. Pretious as Pilot for the Port of Albany.

By His Excellency's command,  
FRED. P. BARLEE,  
Colonial Secretary.

**TILLAGE LEASE.**

*Colonial Secretary's Office, Perth,  
February 26, 1857.*

THE Honorable the Collector of Revenue will offer for Sale by Public Auction, at Perth, on the 1st of April, 1857, Tillage Lease No. 896, for 8 years from 1st January, 1857, of 100 acres of land in the Victoria District, extending 30 chains East and 33½ chains North from a post in the ground about 2 miles East 30 degrees North from mouth of Bowes River; opposite boundaries parallel and equal and all true.

Annual rent £10.

Upset premium 5s.

By His Excellency's command,  
FRED. P. BARLEE,  
Colonial Secretary.

*General Post Office, Perth,  
March 2, 1857.*

**Prepayment of Letters to the United Kingdom.**

IT is hereby notified for general information that from and after this date Letters for the United Kingdom must in all cases be prepaid, and will be subject to the despatch rate of Postage only. Letters duly posted in any part of the United Kingdom will likewise be delivered in any part of Western Australia free of charge.

**Letters via Marseilles.**

The Postage upon Letters for transmission by the above route has been reduced from 5d to 3d the quarter ounce, exclusive of the colonial rate; which rate must also be paid in advance.

**Book Packets.**

The Postage upon Book Packets for transmission by the overland route via Southampton has been increased from 6d to 8d the single rate, increasing at the rate of 1s 4d per lb.

By His Excellency's command,  
R. M. SUTHERLAND,  
Acting Postmaster General.

**Tender Accepted.**

*Colonial Secretary's Office, Perth,  
March 2, 1857.*

Samuel Cox,

To supply a Whale Boat for the Pilot Service at King George's Sound, according to specification, for the sum of £28.

By His Excellency's command,  
FRED. P. BARLEE,  
Colonial Secretary.

*Colonial Secretary's Office, Perth,  
March 2, 1857.*

CONDITIONAL PARDONS have been this day signed for the following men—

- |             |                  |
|-------------|------------------|
| Reg No 1998 | George Turner    |
| " 2425      | Patrick Hannon   |
| " 2223      | William Thompson |
| " 2034      | Martin Ryan      |
| " 1623      | John Henderson   |
| " 1459      | William Blower   |
| " 1302      | John Hodson      |
| " 434       | William Miles.   |

By His Excellency's command,  
FRED. P. BARLEE,  
Colonial Secretary.

*Colonial Secretary's Office, Perth,  
February 24, 1857.*

HIS Excellency the Governor has been pleased, as a temporary measure, to appoint Mr Wm. Hogan, Inspector of Police, as Head of the Police Department in this colony.

All reports and references on Police matters, hitherto made to the Colonial Secretary, should be addressed to Mr Hogan.

By His Excellency's command,  
FRED. P. BARLEE,  
Colonial Secretary.

*Colonial Secretary's Office, Perth,  
March 2, 1857.*

THE following description of a Light House erected at Cape Moreton, New South Wales, together with sailing directions for the North Channel into Moreton Bay, is published for general information.

By His Excellency's command,  
FRED. P. BARLEE,  
Colonial Secretary.

**DESCRIPTION OF THE LIGHT HOUSE AT CAPE MORETON.**

The Light House at Cape Moreton is situated in—

Lat. 27 deg. 0m. 3 sec. | By Flinder  
Long 153 deg. 26m. 30 sec. | And

Lat. 27 deg. 2m. 54 sec. | By Yule  
Long 153 deg. 28m. 46 sec. |

It is a white stone Tower, 67 feet in height, including the lantern, and shows a white revolving light of the first class, on all points of the horizon seaward, having intervals of 70 seconds between the brightest points.

The light consists of 21 Catoptric lamps, on three faces of seven lamps each, placed in three rows, the upper one containing 2 lamps, the middle 3, and the lower 2.

The Light House stands on the summit of the eastern projection of the north-east part of Moreton Island, and a little more than a mile distant from the north extreme of the Island, bearing N.W. by compass.

The centre of the light is 391 feet above the sea at high water, and its estimated range is 26½ nautical miles.

The following magnetic bearings are taken from the Light House:—

Flinder's Rock,—N. ½ E. 3¼ miles.

Buoy A.—W. by N.

Light Vessel,—W. ¼ N.

Variation of compass,—9¼° E.

J. C. WICKHAM,  
Government Resident.

*Sailing directions for the North Channel into Moreton Bay.*

Cape Moreton is the north-eastern point of Moreton Island, and is visible from a ship's deck at the distance of eight leagues.

When first seen from the southward, it appears to be detached, as the land which connects it with the higher parts of the island is very low.

The Light House is a conspicuous object on the summit of the Cape.

With the exception of Flinder's Rock, which bears N ½ E from Light House, and N.N.E. 3 miles distant from the north projection of the Cape, there does not appear to be any out-lying danger.

Vessels entering Moreton Bay by the north channel should, in coming from the southward, pass about a mile from the north projection of the Cape, and steer W. ½ N. until the N. W. extreme of the bushes at point Camboyro is on with "Ship Patch" and bears S. by E.

The Light Vessel will then bear a little to the southward of S.W. by W, and the Light House E. by S. ¼ S.; the depth will then be 7 fathoms at low water, and the black buoy at A (*vide chart*) will bear about S.W. ½ W. a mile and a third distant.

The Glass House Hills will be seen (in clear weather) as on the sketch, with the highest (Burwa) bearing W. 4° S., but too far distant to be used as a leading mark.

From this point, a course about a degree to the southward of W.S.W. will carry a ship about a ¼ of a mile to the northward of the Light vessel; stand on this course until the Light Vessel is on

with Mount Tempest, (the highest part of Moreton Island,) bearing S. 38° E., you will then be to the westward of the east banks, and may steer a course S.E.  $\frac{1}{2}$  S. for Moreton Island, or with Mount Tempest a quarter of a point open on the port bow, keeping a look-out for the effect of the tide on the ship's course. The light Vessel may be passed on either side; she is moored S. by W. 3 cables distant from the N.W. shoulder of the eastern banks. The breadth of the channel between the east and west banks is about  $\frac{3}{4}$  of a mile, and the banks are plainly discernible from a slightly elevated position.

There is good anchorage for nearly a mile from the Light Vessel, in a north-westerly direction, in from 4 to 5 fathoms, where an anchor may be safely dropped in the event of wind or tide failing, or in the event of a vessel reaching thus far before dark, as it would not be safe to proceed further in the absence of daylight.

Camboyuro Point is bold of approach and may be passed at a cable's length distant; stand past until the extreme of the bushes bears north, and then steer south until the "Ship Patch," (sand slope) at Tangalooma Point bears E.N.E. a mile and three quarters distant, when a S.W.  $\frac{1}{2}$  S. course may be steered to an anchorage off the bar of river Brisbane in 4 and 4 $\frac{1}{2}$  fathoms, muddy bottom;—the highest trees on "Mud Island" bearing east.

A direct course S.W. by S. to an anchorage off the Bar may be steered from Cowan Cowan, by passing to the westward of the Middle Bank off Tangalooma, but as the distance off shore can be more correctly estimated by passing to the eastward of it, the track shown in the plan had better be adopted until a buoy is placed on the Middle Bank.

The Middle Bank bears W. by S.  $\frac{1}{2}$  S., and is two and a half miles distant from "Ship Patch."

The shore between Cowan Cowan and Tangalooma is fronted by a narrow bank, upon parts of which there is not more than four or five feet water; the south part of this bank is about a mile off the shore, inside which there is anchorage which may be gained by passing between it and the "Ship Patch."

There is good anchorage in Yule's Road, off the watering place, about a quarter of mile from the shore, in 10 or 12 fathoms water, where wood and water can be easily obtained.

Whalers would find this a most convenient place for taking on board either of these articles; the water is supplied by a never failing stream into the bay, and wood can be cut within fifty yards of high water mark. An anchorage may be taken in 5 or 6 fathoms water on the bank, opposite the Pilots' Station, and more out of the strength of the tide; but the distance from the watering place would be considerably increased.

The soundings on the chart were reduced to the lowest water at spring tides, the rise is from three to seven feet; strong south-easterly winds cause the greatest rise, and during the

prevalence of strong westerly winds in the winter: the range of tide is at times scarcely perceptible. The general set of the tide is the flood to the south, and the ebb to the north, but in some places the direction of the stream is varied by the shoals.

In the channel, between the east and west banks, the first of the ebb sets strong to the N.E. over the banks, after half-tide it takes a northerly direction, and latterly about N.N.W. It runs E.N.E. through Freeman's Channel.

Coasters and steamers drawing twelve feet water may use Freeman's Channel with safety, by keeping about a quarter of a mile off the sandy beach on the north shores of the Island; they should not stand to the southward until Cowan Cowan is well open of the extreme of the sandy point at Camboyuro.

In going out by Freeman's Channel a course should be kept to the northward past Camboyuro, until the north extreme of Cape Moreton is open to the northward of the sandy beaches, but the eye is the best guide for this channel.

As Moreton Island is entirely of sandy formation, the banks nearest to the shore are constantly undergoing changes in size and position, therefore it would not be prudent for a stranger to attempt this channel without having a pilot on board.

The ship channel should on all occasions be used by large ships; there is a safe channel through the eastern banks, with seldom less than four fathoms water, which is generally used by steamers and other coasters, but should not be taken by a stranger. As the eastern limit of the north bank has not been ascertained, it will be advisable for vessels coming from the northward, that Mount Tempest should not be brought to bear to the eastward of S by E. until the Lighthouse bears E.S.E., a ship will then be on the channel course, and may steer W  $\frac{1}{2}$  N and follow the foregoing directions.

The soundings in the channel between the east and north banks will decrease gradually from 7 to 5 fathoms, and after rounding the Light Vessel will increase to 10 and 12 fathoms, and there will not be less water until *abreast* of Tangalooma Point.

From the Pilot Station to some distance beyond Cowan Cowan, the water is much deeper, and varies from 15 to 20 fathoms.

Ships making Cape Moreton late in the evening will find safe anchorage from 2 to 3 miles inside the north extreme of Cape Moreton, and about a mile and a half off shore, in 6 fathoms water.

The bearings are magnetic. The Light-Vessel has done away with the necessity for the chequered buoy at B, but in the event of her being temporarily removed that buoy will supply her place. The light-vessel will show a double light at night, namely, two vertical lights, with an intervening space of about 5 feet.

J. C. WICKHAM, Capt. R.N.,  
Government Resident.