



THE WESTERN AUSTRALIAN
GOVERNMENT GAZETTE.

[PUBLISHED BY AUTHORITY.]

Tuesday, JUNE 8th, 1858.

No. 23.

*Colonial Secretary's Office, Perth,
May 31st, 1858.*

THE following description of a Light House on the Inner South Head, at Port Jackson, together with sailing directions, is published for general information.

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

Colonial Secretary.

NEW LIGHT HOUSE ON THE INNER
SOUTH HEAD, AT THE EN-
TRANCE OF PORT JACKSON.

NOTICE is hereby given, that on and after the 1st day of June, 1858, a bright, white, fixed catoptric light, will be exhibited between sunset and sunrise, from the Lighthouse recently erected on the Inner South Head, at the entrance of Port Jackson.

The Lighthouse stands on the edge of the cliff forming the Inner South Head, at an elevation of 60 feet above the sea level. It consists of a tower 30 feet in height, which is painted in vertical stripes of red and white.

The light is of the first order, and will be visible within the arc of its range from an eighteen feet elevation, at a distance of 15 miles.

On and after the same date, a fixed red Harbour light will be exhibited from the Tower on Fort Denison, formerly known as "Pinchgut Island."

The following sailing directions are also published for general information, copies of which, in a pamphlet, together with a coast chart, shewing the soundings within the range of the lights, may be obtained at the Harbour Master's Office.

By order of the Board,
H. H. BROWNE,
Chairman.

JOHN CROOK,
Harbour Master.

W. J. WILSHIRE,
Secretary.

*Steam Navigation and Pilot Board Office,
Sydney, 6th May, 1858.*

APPROACH AND ENTRANCE.

Vessels approaching the Harbour having made the High Light House should keep it within bearings from N.W. to S.S.W., which will leave the Low Light House open, and ensure its been seen when within its radius. Care must be taken not to shut the High Light House in with the Cliffs south of it, which it will do if brought to the northward of N.W. by N., nor close it in with the North Head, which it will do if brought to the South of S. by W. $\frac{1}{2}$ W., the latter bearing being the guide to clear the extremity of Long Reef. The entrance of the Harbour lies betwixt the Signal Station Cliff and the North Head, the distance between them $1\frac{3}{4}$ miles, which contracts betwixt the Inner North Head and the reef extending from the base of the Low Light House erected on the Inner South Head to $\frac{3}{4}$ of a mile, and is further contracted about 300 yards in the channel between the tail of the Reef and the precipitous Middle Head, which bears W. N. W. from it.

WESTERN CHANNEL.

To preserve a weather gauge, ships entering with winds from the southward or eastward should pass as close as possible to the tail of the reef, which extends 450 feet from the base of the Low Light House. On this reef the sea always breaks. With a commanding breeze the breakers may be passed within a cable's length, in 8 fathoms, care being taken not to close the High Light House with the Cliffs north of it (which it does on the bearing S. by E.) until the Low Light House bears S.W., and the two white Obelisks on the western shore are brought in one, on a bearing of W. $\frac{1}{2}$ S., which course will clear a dangerous 16 feet patch, lying 800 yards west of the Lower Light House, and should be steered until Elizabeth Mansion, an imposing white square building with round dome, closes behind Bradley's Head, bearing S.W. $\frac{3}{4}$ S. A S.W. $\frac{3}{4}$ S. course must then be steered, (carefully keeping Elizabeth Mansion just closed over the low part

of Bradley's Head, and leaving the Light Ship at about a cable's length on the port hand) until the High Lighthouse has opened its own breadth north of the red and white chequered obelisk below it, on the bearing of S.E. by E. $\frac{1}{2}$ E., when the ship will have passed the shoal and deepened her water to 9 fathoms, and may safely proceed up the Harbour and choose her anchorage by giving either shore a berth of a couple of cables' length. Beating up the Western Channel the deep water will be found on the western shore with the exception of a small shoal patch, having 18 feet on it, which lies in Obelisk Bight, in a line betwixt George's Head and Middle Head, 500 yards from the former. Avoiding this patch, you may make free with the western shore to within half a cable's length, but in standing over to the opposite eastern side, beware of the 16 feet patch before alluded to as lying West of the Low Lighthouse; to avoid it do not bring the Lightship to the westward of S. by W. $\frac{3}{4}$ W. Betwixt George's Head and the upper south-western tail of the Sow and Pigs Shoal, the channel is contracted by an 18 feet detached bank, to the width of about 350 yards; to clear this the Lightship must not be brought so far to the westward as to bring her and the obelisk on the North Head in line until the High Lighthouse is open at least its own breadth north of the chequered obelisk below it; when you will be past the shoal and be able to work up with plenty of room in from nine to sixteen fathoms water.

Vessels of lighter draught than 15 feet can pass over these two shoal patches, and the upper portion of the Sow and Pigs Shoal, and stretch right across from shore to shore, by not, when passing to the southward of the Lightship, coming nearer to her than two cables' length, or not before the line from George's Head to the north Obelisk on the eastern shore bearing E. $\frac{1}{2}$ S. is passed, remembering that the deepest water over the Sow and Pigs, 22 feet, is obtained by closing Elizabeth Mansion behind Bradley's Head and keeping the high windmill which stands on the heights east of the Elizabeth Mansion a sail's breadth open of the Head.

Having cleared the Sow and Pigs Shoal the navigation up the Harbour is free from obstructions, with the exception of a ledge extending a cable's length from Bradley's Head, and a reef of the same extent off Shark Island, the first island that will be approached. A knoll, which lies 500 yards west of the Bottle and Glass (conspicuous rocks forming the south boundary of Watson's Bay), having $4\frac{1}{2}$ fathoms on it cannot, of course, impede a ship which has passed through either of the channels. It is, therefore, only necessary to keep at a cables' length from the shore, and when anchoring to take a berth which will admit of a long scope being veered to southerly squalls.

The following schedule of courses, distances, and soundings, will show at a glance, the nature of the navigation in the Western Channel, commencing from the position where the Lighthouse touches the cliffs north of it, and the two western obelisks are in one.

COURSES.	DISTANCES.	SOUNDINGS.
1st.—W. $\frac{1}{2}$ S.	{ $\frac{1}{2}$ mile and 100 yards.	} From 8 to 7 fathoms.
2nd course—S. W. by S.	{ $\frac{2}{3}$ of a mile.	
3rd course—S. S. W. to abreast Bradley's Head.	} $1\frac{1}{4}$ miles.	} 7 fathoms, and then suddenly to 21 feet.
4th course—to Sydney West, passing Fort Denison on either hand.		
		} 21 and 20 feet, and deepening rapidly to 6, 10, and 13 fathoms.
		} Gradually shoaling from 13 fathoms to 7.

EASTERN CHANNEL.

Now that Obelisks have been erected as leading marks for the Eastern Channel, it may, in particular cases, be advisable to pass through it, although on account of its limited width in several parts, and the necessity when entering it from seaward, for suddenly changing the course at right angles, it presents less advantages than the Western channel. It may, however, be safely navigated by attending to the following instructions:—

First, as in the case for the Western Channel, to clear the South Reef you must pick up the line of the two western obelisks in one, W. $\frac{1}{2}$ S., and immediately after passing two cables' length on that course westward of the meridian of the Low Lighthouse two obelisks, at high water level, on the strand of the eastern shore will suddenly unmask, bearing S. $\frac{1}{4}$ E., when they come in one, which they will do very rapidly, haul sharp up for them carefully preserving them in line for the first quarter of a mile, until on your port quarter you observe the North and Inner South Heads locking, when you may edge off and pass the northernmost of the two obelisks at half a cable's distance, taking care not to open the obelisk on the slope of the North Head (after having once closed it with the Inner South Head) until you observe the spire of St. James' Church, (the only spire which makes out in Sydney), its breadth open of Bradley's Head S. W. $\frac{3}{4}$ W. When the high Lighthouse is seen to the northward of the chequered obelisk you are above the Sow and Pigs Shoal, and may bring up in safe anchorage, or proceed up the Harbour, there being no obstructions to the navigation except the Reefs off Bradley's Head, and Shark Island, mentioned in the directions for the Western Channel.

ENTERING IN THE NIGHT.

Vessels approaching in the night with southerly or westerly winds, should keep the sea until daylight, but with winds from the northward or eastward, and favorable weather, they may safely enter observing the following directions:—

The revolving light having been made, it should be kept between the bearings of N.W. and S.S.W. $\frac{1}{2}$ W., until the lower fixed light appears in sight, this light being brought to bear W. by S., a course should be shaped to pass a cable's length to the northward of the breakers on the reef extending from it, in 9 fathoms water which depth is found at a distance of about 450 yards from the Lighthouse. After the meridian of the Low Light is passed, and it has been brought to bear to the eastward of south, a W. by S. course may be

steered until the Floating Light bears S. by W. $\frac{3}{4}$ W., when a course should be shaped so as to leave the Light Ship a cable's length on the Port hand. After passing the Light Ship, the course is S.W. by S., until the Revolving Light bears E.S.E., when you will be above the Sow and Pigs Shoal, and have deepened the water to 10 fathoms, and by hauling up S.E. for a quarter of a mile will find convenient anchorage in 8 or 9 fathoms, sandy bottom; or may proceed further up the Harbour, taking care to avoid vessels, and boats lying in the way.

ANCHORAGES WITHIN THE HEADS.

Ships of large tonnage, or drawing more than 18 feet, ought not, with a fresh head wind, to attempt to work through the narrow channels between the Sow and Pig Shoal and the Shore, neither should they anchor to the northward of the Light Ship with the Heads open, but rather bear up for the Spring Cove or North Harbour, in which safe anchorage may be found. Spring Cove, where the Quarantine Station is established, is a small bay (capable of containing four or five moderate sized ships) on the western side of the promontory forming the North Head of Port Jackson, and lies due north from the Inner South Head Lighthouse. Vessels seeking shelter in it, should bring this Lighthouse to bear S. by E. before the North Head is closed with the Inner North Head about E. $\frac{1}{2}$ S. when they must steer a course about N. by W., passing at a cable's length distance the hummocky point, with a flagstaff upon it, which forms the southern boundary of Spring Cove, when they will be abreast of the anchorage, and may shoot into the Bay until the Inner South Head Lighthouse just touches the hummocky point before mentioned, and anchor in 6 or 7 fathoms, sandy bottom.

If a ship which has run for Spring Cove should find its limited space so filled by vessels as to prevent her taking up a berth, she may proceed on a course about N. by W. until a quarter of a mile to the northward of the north point of Spring Cove, and then anchor in 6 fathoms at a cable's length from the eastern shore of North Harbour. Here a ship will be sheltered from the sea which S. E. winds send into the middle and western portion of this harbour.

Strangers to the Port may deem it objectionable to run to leeward for a confined anchorage, and those who have not got a Pilot, had better stand out again until one can be obtained, unless they feel confident of being able to take in sail smartly and bring up quickly.

Between Grotto Point and Middle Head, and due west of North Head, lies Middle Harbour, an arm of the sea extending several miles in a North West direction. It is open to the eastward, and not navigable for vessels drawing more than 9 feet, a bar of that depth running across its mouth. Neither does Hunter's Bay, situated at the entrance to Middle Harbour, afford good anchorage, being open to easterly winds, and the bottom foul.

TIDES.

The tides in the Harbour of Port Jackson do not run with great velocity, the

maximum rate of the ebb being two, and of the flood one-and-a-half knots. Their course is generally that of mid-channel, except at the entrance, where the ebb tide, running strong near the North Head, leaves a considerable space of slack water to the southward, of which vessels working in can avail by tacking to the southward whenever the Floating Light Ship is seen open of the Inner South Head. The times of high water, full, and change, are at the Heads 8h. 15m., and at Sydney, 8h. 30m.; rise and fall 6 feet.

All bearings herein given are magnetic, and the soundings those at low water spring tides.

*Colonial Secretary's Office, Perth,
June 4th, 1858.*

HIS EXCELLENCY the Governor directs the publication for general information of the following Notice of Beacons having been erected on a Sunken Reef off Apollo Bay, between Cape Otway and Port Philip Heads.

By His Excellency's command,

FRED. P. BARLEE,

Colonial Secretary.

*Department of Trade and Customs,
Melbourne, 5th May, 1858.*

SUNKEN REEF OFF APOLLO BAY.

WITH reference to the notice of 23rd October, 1857, respecting the Sunken Reef off Apollo Bay, the following notification is now published for the information of mariners, describing certain beacons which have been erected to mark the position of the reef in question.

By His Excellency's command.

HENRY MILLER.

1. Commanders of vessels navigating between Cape Otway and Port Philip Heads are hereby informed that Four Pillar Beacons, each surmounted with a Ball, have been erected on the coast, to mark the position of a sunken danger, now known as Henty's Reef, lying eleven miles north 54m. 30s. east from Cape Otway Lighthouse, and about two miles south 40m 30s east from Cape Bunbury, which forms the south-east point of Apollo Bay. This reef has not more than eighteen feet of water over it, is steep too, having ten fathoms all round within a cable's length of its shoalest part, and as the sea only breaks on the reef occasionally in bad weather, vessels must give it a good berth in passing.

2. The above-mentioned beacons are erected, two on point Hayley, situated about nine miles north-east from Cape Otway, and two on Cape Bunbury, situated about eleven miles north-east from Cape Otway.

3. The point Hayley beacons are painted, the in-shore one white, the seaward one black, they are six hundred feet apart, and bear from each other east a quarter north, and west a quarter south.

4. The Cape Bunbury Beacons are painted, the inshore one white, the seaward one red; they are six hundred feet apart, and bear from each other south-east half south, and north-west half north.

5. The position of the reef is marked by an intersection of two lines, the one drawn through the beacons on Point Hayley, the other through the beacons on Cape Bunbury.

6. Vessels bound to the north-east must keep the black beacon on point Hayley well open to the northward of the white one until the white beacon on Cape Bunbury opens well out to the north-east of the red beacon.

7. Vessels bound to the south-west must keep the red beacon on Cape Bunbury well open to the southward of the white one until the white beacon on Point Hayley opens out well to the south-west of the black beacon.

Commanders of vessels can have the position of this reef marked on their charts at the office of Ports and Harbors Williamstown.

The depths are at low-water spring tides: bearings are by compass.

CHARLES FERGUSON,
Chief Harbor Master.

*Colonial Secretary's Office, Perth,
June 4th, 1858.*

IT is hereby notified for general information that William Richardson Bunbury of Busselton Esquire, has been appointed a Justice of the Petty Debt Court for the Sussex District under the Hand and Seal of His Excellency the Governor to carry out the provisions of the Ordinance 6th William the 4th No. 2. entitled "An Act for the recovery of small debts in a summary way in Districts remote from Perth.

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

*Colonial Secretary's Office, Perth,
June 4th, 1858.*

IT is hereby notified for general information that Sir A. T. C. Campbell Bart. has arrived in the Colony and assumed the duties of Superintendent of Police.

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

Tillage and Pastoral Leases for Sale.

THE Honorable the Collector of Revenue will offer for Sale by Public Auction, at Perth, on the 7th of July, 1858, the following Tillage and Pastoral Leases:

Tillage Lease 1068 to the end of 1858, of 100 acres more or less of land on the lower Greenough flats, extending 50 chains true N.E. and 19 chains 20 links true N. W. from Gregory's Road opposite to north corner of Hamersley & Co's location 22.

Rent £5.
Upset premium 5s.

Pastoral Lease 1069, to the end of 1858, of 10,000 acres more or less of land, bounded on the south by a west line 200 chains, on the west by a north line 520 chains, on the north by an east line 166 $\frac{1}{2}$ chains, and on the east by a south line 120 chains 30 links, by an east line 33 $\frac{2}{3}$ chains and by a south line of 400 chains to a spot 240 chains north and 196 chains west from S.W. corner of Swan location 91, all true.

Upset Rent £5.

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

Land Sales already notified in the "Government Gazette."

At Perth,—

On the 7th July 1858.

Geraldton building lot. No. 51.

Upset price £15.

Avon location No. 238.

Upset price £1. per acre.

At Vasse,—

Sussex location No. 48.

Upset price £1. per acre.

At Albany,—

On the 30th, June, 1858.

Kent location No. 3, of 10 acres.

Upset price £1. per acre.

Kent location No. 2, of 10 acres.

Upset price £1. per acre.

Albany building lot No. 142.

Upset price £20.

By His Excellency's command,

FRED. P. BARLEE,

Colonial Secretary.

*Colonial Secretary's Office, Perth,
May 28th, 1858.*

HIS Excellency the Governor, directs it to be notified for general information, that adjoining Town or Country, lots purchased after this date by the same person at any one sale, may be included in a Title Deed, for which only one fee will be charged.

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

*Colonial Secretary's Office, Perth,
June 4th, 1858.*

HIS Excellency the Governor directs it to be notified for general information that the forfeiture of Pastoral Lease 1064, in the Victoria District has been Cancelled.

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

*Colonial Secretary's Office, Perth,
June 6th, 1858.*

THE following Immigrants per "Emma Eugenia" are in Perth Depots available for service:—

	No. OF CHILDREN.
5 married farm servants . . .	0
6 " "	1
1 " "	2
3 single "	0
68 single female servants, viz. 38 English and 30 Irish girls.	

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

NOTICE.

*Police Office, Perth,
May 31st, 1858.*

TICKET-OF-LEAVE HOLDERS in the District of Perth, are hereby reminded that the half-yearly return will be due and required to be sent into this office, between the 1st, and 30th, of June next, and that all defaulters will be rigorously dealt with.

THOS. N. YULE, J. P.
Police Magistrate.

*Colonial Secretary's Office Perth,
May 29th, 1858.*

A CONDITIONAL Pardon has been
this day signed for —
Reg. No. 2557. James Mansfield.
By His Excellency's command,
FRED. P. BARLEE,
Colonial Secretary.

*General Post Office, Perth,
June 4th, 1858.*

L I S T of unclaimed Letters lying at
this Office:—

Aiken Edward
Anderson James (2)
Anderson Robert
Appleby H. R.
Brown Thomas (2)
Brown Louisa
Brown James
Bryant James
Burke Thomas (2)
Burke J. D.
Byrn Mrs. Ann (2)
Barnard Mary (4)
Beard James
Bortrin Mr.
Barnes G. W.
Bowden Henry
Bowker J. T. (2)
Bodkin Robert
Brady John
Brien William
Brian Robert
Bashford Mrs. Lucy
Byrne Elizabeth
Bary Thomas
Bolton R. J.
Conry Henry.
Cunscin John
Coleman Caroline
Cookman James
Carson Matilda (Registered)
Cornish James
Clements Anne
Cockell M. A.
Cavangh Michael
Clary R.
Clarkson Thomas (2)
Colson James
Colston W. H. (3)
Colston Mrs.
Crawford James
Crawford Andrew
Crockford W. T.
Donovan Revd. T.
Davies George
Dean James (2)
Daley Mrs.
Davis William
Dixon Martha
Dobson Henry (Registered)
Donally David
Donough John
Donough Caroline
Dundon ———
Dwilly Richard

Deneen Serjeant
Easton Joseph
Eaves Fredk.
Edwards John
Edwards Mrs. B.
Edwards M.
Fry R. E.
Fitz Cook William
Forse William
Faley Thomas
Fennery R.
Felstead Thos.
Francis John
Fancoat Charles 3104.
Gallaugh Mark 4433
Grey James
Grobham William
Graham John
Griffen Mrs.
Gate George
Gale Fredk.
Giles Mr.
Gordon Mrs. M. A.
Gregory Mr. (3)
Hine William
Hutchinson Robert
Hutchinson Charles
Hivins John
Hone Thomas
Hobbs Susanna
Home Henry
Hoare Thomas
Hodgson John
Horton Mr.
Houghton Mr.
Harker George (2)
Hargreaves John
Hannon Mrs. B.
Head James
Heavey Thos. 12th Regt.
Hemsley Mrs.
Heys Edward
Hollander Mr. S. A. (2)
Hogan Mrs. John
Home Thomas
Johnston William
Jennings Daniel
Jones Henry
Joyce Henry (2)
Kelly James
Kilka Anthony
Kenzie John
Kerr Miss M.
Knight James
Lambert Joseph
Lambert Job
Lacey John
Lampard John
Langworthy John (2)
Lloyd George
Lovell David
Long Mrs. Eliza
Marshall Mr.
Malowney James
McKenna Ellen
Mahoney James

Melville H.
 Miller John
 Marron John
 Mahar Catherine
 Marney William
 Marble Capt. John (2)
 Marble Mrs. E. C.
 Mascaro Joseph
 Mackay William
 McGarvey William
 Mc Bly William
 Mc Cabe John
 Mc Intire Daniel
 Mc Kenzie J. H. (2.)
 McKenzie James
 Mickle Capt. T.
 Millward W.
 Miles George
 Morrison W. (2)
 Morris Eliza
 Munro John
 Murphy James
 Murray George
 Murton Samuel
 Nestie Michael
 Newman Richard
 Newman Thomas
 Newis John (2)
 Nylan Martin
 Ougden Mrs. F.
 Ormrod W.
 O'Brien Michael
 O'Neill St. John
 O'Halloran John M. (2)
 Orpin George
 Pimlott Richard
 Pearse Michael
 Pitts James
 Pinder Thomas
 Parker Samuel
 Pearsey William
 Plummer James
 Rogerson James
 Rose David
 Robinson John
 Robins B.
 Reilly John
 Richardson M. A.
 Ryan John
 Rodman Miss
 Ryan Mary

Rossell Samuel
 Rumble James
 Shannons Richard
 Scott Mr. A.
 Scott Alexander
 Spence W. R.
 Sleep W.
 Smith Thomas
 Seddon W. J. (2)
 Shankland R. (2)
 Sheehan Simon
 Skilton Francis
 Slidstone William
 Stickley Joseph
 Strange J. W.
 Sullivan John J.
 Symns John
 Templeton John
 Tompson E. S. F.
 Taylor Thos.
 Taylor John
 Taylor Mrs. H. (2)
 Tiernen Mr.
 Walker Peter K.
 Westcott H.
 Wallis Henry
 Walsh Daniel (2)
 Webb John
 Wilkinson J.
 Woodward G. W.
 Wood R.
 Wood George
 Wright John
 Young E. D.
 Captain of the Brig "Sarah"

The undermentioned Letters are detained for non-payment of Postage. —

John Evans Convict Estabt. Fremantle 1d.
 A. Taylor Esq.—West Guildford 1d.
 Mr. C. Clitty — Toodyay, 2d.
 Adolyf Schultze — Hamburg 1s. 2d.

A. HELMICH,
 Postmaster General.

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