



Government Gazette

OF
WESTERN AUSTRALIA.

[Published by Authority.]

No. 23.]

PERTH: TUESDAY, MAY 18.

[1880.

No. 626.—C.S.O.

*Colonial Secretary's Office,
Perth, 15th May, 1880.*

IT is hereby notified, for general information, that His Excellency the Governor has received a Despatch from Her Majesty's Secretary of State for the Colonies, informing him that Her Majesty will not be advised to exercise her power of disallowance with respect to the following Act passed by the Legislative Council during the Session of 1879:—

“An Act to further amend ‘The Customs Ordinance, 1860.’”

By His Excellency's Command,
ROGER TUCKER^D. GOLDSWORTHY,
Colonial Secretary.

No. 628.—C.S.O.

TENDER ACCEPTED.

*Colonial Secretary's Office,
Perth, 17th May, 1880.*

ARTHUR JOHN WROTH,

To convey a mail, once a week, in a spring vehicle, from 1st June to 31st December next, between York, Northam, and Newcastle, and *vice versa*, for the sum of £52 10s.

By His Excellency's Command,
ROGER TUCKER^D. GOLDSWORTHY,
Colonial Secretary.

No. 617.—C.S.O.

*Colonial Secretary's Office,
Perth, 3rd May, 1880.*

HIS Excellency the Governor has been pleased to direct that the Anniversary of Her Majesty's Birthday shall be observed on Thursday, the 27th instant.

By His Excellency's Command,
ROGER TUCKER^D. GOLDSWORTHY,
Colonial Secretary.

No. 627.—C.S.O.

*Colonial Secretary's Office,
Perth, 16th May, 1880.*

HIS Excellency the Governor directs the publication of the following Notices to Mariners, for general information.

By His Excellency's Command,
ROGER TUCKER^D. GOLDSWORTHY,
Colonial Secretary.

NOTICE TO MARINERS.

[No. 32.]

NEW ZEALAND—MIDDLE ISLAND.

EAST COAST—BANKS PENINSULA.

(1) AKAROA HARBOUR—FLASHING LIGHT ON AKAROA HEAD.

With reference to Notice to Mariners, No. 174 (1), of 11th November 1879, on the intended exhibition of a light from a lighthouse then in course of erection on Akaroa head, eastern side of entrance to Akaroa harbour:—

The Government of New Zealand has given further Notice, that on first January 1880, the light would be exhibited:—

The light is a *flashing white light* of the second order, showing a flash *every ten seconds*, elevated 270 feet above the sea, and should be visible in clear weather from a distance of 23 miles.

The lighthouse, 28 feet high, is constructed of wood and painted white.

Position approximate, lat. 43° 54' 0" S., long. 173° 0' 20" E.

AUSTRALIA—SOUTH COAST.

ST. VINCENT GULF.

(2) PORT WAKEFIELD LIGHT—ALTERATION IN COLOUR.

The Government of South Australia has given Notice, that on 1st January 1880, the following alteration would be made in the colour of the light exhibited at port Wakefield, St. Vincent gulf:—

The red light is discontinued, and in place thereof a *fixed white light* is exhibited, which should be visible in clear weather from a distance of about 5 miles.

Position approximate, lat. 34° 12' S., long. 138° 8' 40" E.

By Command of their Lordships,
FREDK. J. EVANS,
Hydrographer.

*Hydrographic Office, Admiralty, London,
27th February, 1880.*

This Notice affects the following Admiralty Charts:—

(1) South Pacific ocean, western sheet, No. 758; New Zealand islands, No. 1212; cape Campbell to Banks peninsula, No. 2520; Akaroa harbour, No. 1575. Also, Admiralty List of Lights in South Africa, New Zealand, &c., 1880, No. 320a; and New Zealand Pilot, 1875, page 217.
(2) St. Vincent and Spencer gulfs, No. 2359; Anchorages in St. Vincent gulf, No. 2152; Also, Admiralty Lists of Lights in South Africa, Australia, &c., 1880, page 96; and Australia Directory, vol. L, 1878, page 205.

NOTICE TO MARINERS.

[No. 33.]

NEW ZEALAND.

MIDDLE ISLAND—SOUTH-EAST COAST.

REVOLVING LIGHT ON CAPE SAUNDERS;

With reference to Notice to Mariners, No. 174 (2), of 11th November, 1879, on the intended exhibition of a light from a lighthouse then in course of erection near cape Saunders:—

The Government of New Zealand has given further Notice, that on 1st January, 1880, the light would be exhibited:—

The light is a revolving white light of the second order, attaining its greatest brilliancy every minute, visible from seaward between the bearings of N.E. $\frac{1}{2}$ N. and S.W. by W. It is elevated about 210 feet above the sea, and in clear weather should be seen from a distance of about 20 miles.

The lighthouse, 28 feet high, is constructed of wood and painted white.

Position approximate, lat. $45^{\circ} 53' 15''$ S., long. $170^{\circ} 45' 30''$ E.
(The bearings are Magnetic. Variation 17° Easterly in 1880.)

By Command of their Lordships,

FREDK. J. EVANS,
Hydrographer.

Hydrographic Office, Admiralty, London,
1st March, 1880.

This Notice affects the following Admiralty Charts:—South Pacific ocean, western sheet, No. 788; New Zealand islands, No. 1212; Ninety Miles beach to Otago, No. 2532; Otago to Maturua river, No. 2533; Otago harbour, No. 2411; Also, Admiralty List of Lights in South Africa, New Zealand, &c., 1880, No. 322a; and New Zealand Pilot, 1876, page 227.

NOTICE TO MARINERS.

[No. 41.]

AUSTRALIA—EAST COAST.

(1) REVOLVING LIGHT ON CAPE CLEVELAND.

The Queensland Government has given Notice, that on 13th December, 1879, a light would be exhibited from a lighthouse erected near the extremity of cape Cleveland, eastern side of Cleveland bay:—

The light is a revolving light, attaining its greatest brilliancy every twenty seconds, elevated 210 feet above the sea, and should be visible in clear weather from a distance of about 20 miles.

The light shows red through an arc of about 16° , over Salamander reef. Vessels after passing through this red sector, will, while the white light is in sight, be clear of Salamander reef.

The illuminating apparatus is dioptric, or by lenses of the fourth order.

The lighthouse, 35 feet high and circular in shape, is painted white.

Position lat. $19^{\circ} 11' 25''$ S., long. $147^{\circ} 1' 10''$ E.

(2) PORT DOUGLAS—RED LIGHT ON ISLAND POINT.

Also, that on 8th December, 1879, a light would be exhibited from the north extreme of Island Point, port Douglas:—

The light is a fixed red light, visible between the bearings of W. by N. and S.E. by S.; it is elevated 82 feet above high water, and should be seen in clear weather from a distance of about 8 miles.

The illuminating apparatus is dioptric, or by lenses of the fifth order.

The lighthouse, 20 feet high, is painted white.

Position, lat. $16^{\circ} 28' 25''$ S., long. $145^{\circ} 29' 20''$ E.

NOTE.—With this light in sight, vessels from the southward will be clear of Whitworth and Alexander reefs; and when approaching the anchorage at port Douglas, will avoid Morey reef.

NEW ZEALAND.

NORTH ISLAND—SOUTH-WEST COAST.

(3) WANGANUI RIVER—RED LIGHTS ON TRAINING WALLS.

The Government of New Zealand has given Notice, that on 1st January, 1880, a light would be exhibited from each of the lower extremities of the Training walls, at present situated about half a mile above Languard bluff, Wanganui River.

The lights are fixed red lights.

NOTE.—The distance across the river between these lights is 500 feet. They will be moved down the river as the works advance.

(The bearings are Magnetic. Variation $6\frac{1}{2}^{\circ}$ Easterly in 1880.)

By Command of their Lordships,

FREDK. J. EVANS,
Hydrographer.

Hydrographic Office, Admiralty, London,
12th March, 1880.

This Notice affects the following Admiralty Charts:—

(1.) Australia, general, No. 2780a; Coral sea, Great Barrier reef, No. 2783; Whitsunday islands to Magnetic island, No. 343; Magnetic island to Double point, No. 2340; Also, Admiralty List of Lights in South Africa, Australia, &c., 1880, page 44; and Australia Directory, vol. II., 1879, page 211.

(2.) Australia, general, No. 2750a; Coral sea, Great Barrier reef, No. 2741; Double point to cape Tribulation, No. 2350; Also, Admiralty List of Lights in South Africa, &c., 1880, page 44; and Australia Directory, vol. II., 1879, pages 238 and 239.

(3.) New Zealand islands, No. 1212; Cook strait to cape Egmont, No. 2054; Also Admiralty List of Lights in South Africa, New Zealand, &c., 1880, page 48, and New Zealand Pilot, 1876, page 133.

Melbourne International Exhibition,
1880.

THE Committee appointed by His Excellency the Governor to carry out the intention of the Legislature with regard to a proper representation of the resources of this Colony at the above mentioned Exhibition, appeal to the settlers and the public generally to co-operate in the immediate collection of such products, natural, cultivated, and manufactured, as may be exhibited with a prospect of advantage to Western Australia, and they invite attention to the following list of articles proposed to be sent:—

ANIMAL PRODUCTS.

Animals, Stuffed; Birds, do.; Beche-de-Mer; Fish, Tinned and Salted; Pearls and Pearl Shells; Shells of various sorts; Tortoise Shell; Whalebone; Guano; Skins of Native Animals of every kind; Leather of various description and preparation; Swan's Down; Soap; Beeswax; Wool; Silk and Silkworms, Cocoons, Grain, &c.; Oil.

MINERAL PRODUCTS.

Minerals of every description; Geological Specimens; Coal and Shale; Plumbago; Slate; Charcoal; Fire Clay; Pipe Clay; Salt; Sand.

VEGETABLE PRODUCTS.

Arrowroot; Tapioca; Starch; Sandalwood; Xanthorrhoea (Black Boy); Timber of various kinds; Plants, Indigenous; Flowers; Do., dried or pressed; Do. Seeds; Bark for tanning and other purposes; Gum and Resin; Zamia Wool; Hops; Olives; Flax; Cotton; Tobacco; Snuff; Grain of every description; Fruits, dried; Do., preserved; Wines; Spirits; Oils; Coralline.

MISCELLANEOUS.

Maps; Native Weapons; Photographs; Sponges.

The primary object of the Committee is to show raw material, but any person desirous of exhibiting workmanship, or manufactures that may bring credit to the Colony, is requested to make application either to the Chairman at Perth, or to W. E. Marmion, Esq., M.L.C., Fremantle; C. Crowther, Esq., M.L.C., Geraldton; C. Harper, Esq., J.P., Guildford; and it is particularly solicited that all intending exhibitors will notify to either of the above-mentioned persons their wish to contribute to the object in view, on or before the 1st of June next.

Full information on any point can be referred to the Chairman, who invites correspondence on all matters connected with the Exhibition.

It is intended that, when asked for, free transport shall be provided. The greatest care will be taken of all articles sent, and arrangements made for their sale in Melbourne or return to their owners here, as may be desired by each exhibitor.

MALCOLM FRASER,

Chairman of Committee.

Perth, 5th May, 1880.

*Department of Public Works,
Perth, 10th May, 1880.*

TENDERS (endorsed "Tender for Timber, Swan Bridge,") will be received at this Office until noon of Wednesday, the 2nd June, from persons willing to contract for the supply and delivery of timber required for the repair of the Swan Bridge, Guildford.

Specifications may be seen at the Public Works' Office, Perth, and at the Police Office, Guildford.

The Government do not bind themselves to accept the lowest or any tender, and will require the guarantee of two responsible persons for the due performance of the Contract.

Forms of Tender may be had on application to the various Resident Magistrates, and at the Public Works' Office, Perth; and no tender will be entertained unless rendered on the prescribed form.

JAS. H. THOMAS,
Director of Public Works.

*Department of Public Works,
Perth, 10th May, 1880.*

TENDERS (endorsed "Tender for Carting Metal") will be received at this Office until noon of Wednesday, the 2nd June, from persons willing to contract for carting metal from the Greenmount Quarry to the road between Perth and Guildford.

Tenders to state a price per day for a two-horse team and driver.

The Government do not bind themselves to accept the lowest or any tender, and will require the guarantee of two responsible persons for the due performance of the Contract.

Forms of Tender may be had on application to the various Resident Magistrates, and at the Public Works' Office, Perth.

No tender will be entertained unless on the prescribed form.

JAS. H. THOMAS,
Director of Public Works.

*Postal and Telegraph Department,
General Post Office,
Perth, 6th May, 1880.*

TENDERS (endorsed "Tender for Uniform") will be received at this Office, until noon of Wednesday, the 19th day of May, instant, from persons willing to make up twelve suits of uniform clothing for Post Office Letter Carriers and Telegraph Messengers.

All materials will be supplied by the Government.

Full particulars can be obtained on application at this Office.

The Government do not bind themselves to accept the lowest or any tender, and will require the guarantee of two responsible persons for the due performance of the Contract.

A. HELMICH,
Postmaster General
and General Superintendent of Telegraphs.

ROYAL MAIL SERVICE.

*General Post Office,
Perth, 13th May, 1880.*

IT is hereby notified, for general information, that from and after this date, Parcels for conveyance per Royal Mail Vans will be received at the Booking Office up to ten minutes before the departure of each van, viz. :—

On Mondays and Thursdays, for Southern Districts, up to 10:20 a.m.

On Tuesdays and Fridays, for Eastern Districts, up to 8:50 a.m.

A. HELMICH,
Postmaster General
and General Superintendent of Telegraphs.

The Electoral District of Swan.

I ROWLEY CROZIER LOFTIE, the Returning Officer for the said District, hereby give Notice that on the 23rd day of April instant, I received from the Governor of the Colony a Writ for the election of a Member to serve in the Legislative Council for the above District; and such Election will be held at the Police Court House, in Guildford, as the Central Polling Place, and at the Police Station in Gingin as the District Polling Place, for and within the said District, at the hour of ten in the forenoon on Saturday, the 22nd day of May next.

Dated the 24th day of April, 1880.

ROWLEY C. LOFTIE,
Returning Officer for the Electoral
District of Swan.

Supreme Court.

NOTICE is hereby given that upon the application of The Honorable the Acting Attorney General His Honor the Chief Justice has appointed Wednesday, the 2nd day of June, now next, for the holding of a Special Criminal Session for the trial of all persons under committal.

JAMES COWAN,
Registrar.
Supreme Court Office, }
Perth, 3rd May, 1880. }

LAND TITLES OFFICE.

NOTICE.

ON and after this date, Certificates of Title will not be delivered until the fees payable therefor shall have been received.

Persons residing at a distance should appoint an authorised Agent to obtain and give Receipts for Certificates.

ALFRED E. BURT,
Deputy Registrar of Titles.
Perth, 26th April, 1880.

*Land and Survey Office,
Perth, 8th May, 1880.*

HIS Excellency the Governor has been pleased to except from sale, for future Railway purposes, all that land belonging to the Crown between the Townships of Guildford, Northam, and York, herein-after particularised in the description attached, and comprising by computation about eight hundred and sixty acres, more or less. The width of the reservation being taken outside the Townships as two chains.

MALCOLM FRASER,
Commissioner of Crown Lands.

DESCRIPTION OF LINES OF RAILWAY.

The extension commences at a point on the West boundary of loc. 97 in the township of Guildford, and 2c. 50l. from James Street; thence by a straight line bearing $89^{\circ} 27'$ across loc. 97, to and across Ellen Street and through Stirling Square, to and across Meadow Street at 17c. 54l. and 19c. 02l., being respectively 264 and 268l. from James Street; thence through Government land, portion of loc. 44 and across locs. 43, 42, and into 41; thence by a curve of 30c. rad., starting at 30c. $98\frac{1}{2}$ l. for a distance of 17c. 41.8l., the chord of which bears $72^{\circ} 49'$, crossing Waylen Street at 39c. 40l. and 40c. 28l., and through locs. 38 and 37 and into loc. 36; thence by a straight line starting at 48c. 41l., and bearing $56^{\circ} 11'$ out of loc. 36 and across Swan Street at 52c. 16l. and 54c. 83l., being respectively 1,042 and 1,263l. from Waylen Street; thence through locs. 88, 89, 90, and 91 to and across East at 70c. 41l., and 72c. 18l., the distance from the East side of the street to the York Road being 64l.; thence across loc. 27 and into loc. 185, then by a curve of 80c. rad., starting at 73c. 8l., and terminating at 75c. 35l., the chord of which bears $55^{\circ} 46' 30''$, thence by a straight line which bears $55^{\circ} 22'$ out of loc. 185 into loc. 16 (Sir J. Stirling's); thence by a curve of 30c. rad. for 12c. $22\frac{1}{2}$ l., the chord of which bears $67^{\circ} 02' 30''$; thence by a straight line bearing $78^{\circ} 43'$ for 32c. 26l.; thence by a curve of 30c. rad. for $20^{\circ} 49'$, the chord of which bears $98^{\circ} 17'$; thence by a straight line bearing $117^{\circ} 51'$ for 77c. 47l.; thence by a curve of 50c. rad. for 17c. $80\frac{1}{2}$ l., the chord of which bears $107^{\circ} 39'$; thence by a straight line bearing $97^{\circ} 27'$ for 1m. 26c. 81l.; thence by a curve of 50c. rad. for 22c. $25\frac{1}{2}$ l., the chord of which bears $110^{\circ} 12'$; thence by a straight line bearing $122^{\circ} 57'$ for 5c. 17l.; thence by a curve of 50c. rad. for 26c. $64\frac{1}{2}$ l., the chord of which bears $138^{\circ} 13'$; thence by a straight line bearing $153^{\circ} 29'$ for 10c. 39l.; thence by a curve of 50c. rad. for 4c. $4\frac{1}{2}$ l., the chord of which bears $151^{\circ} 14' 30''$; thence by a straight line bearing 149° for 25c. $70\frac{1}{2}$ l. out of 16 into 20b; thence by a curve of 15c. rad. for 12c. $79\frac{1}{2}$ l., the chord of which bears $124^{\circ} 34'$; thence by a curve of 18c. rad. for 11c. 24l., the chord of which bears $118^{\circ} 01' 30''$; thence by a straight line bearing $135^{\circ} 55'$ for 10c. $80\frac{1}{2}$ l.; thence by a curve of 20c. rad. for 14c. 13l., the chord of which bears $115^{\circ} 40' 30''$; thence by a straight line bearing $95^{\circ} 26'$ for 6c. 44l.; thence by a curve of 30c. rad. for 5c. 25l., the chord of which bears $100^{\circ} 26'$; thence by a curve of 20c. rad. for 15c. $62\frac{1}{2}$ l., the chord of which bears $83^{\circ} 03'$; thence by a curve of 12c. rad. for $937\frac{1}{2}$ l., the chord of which bears $38^{\circ} 17'$ out of 20b into A245; thence by a curve of 12c. 78l. rad. for 10c. 86l., the chord of which bears $40^{\circ} 13' 30''$; thence by a straight line bearing $64^{\circ} 33'$ for 1c.; thence by a curve of 15c. rad. for 12c. 70l., the chord of which bears $88^{\circ} 52' 30''$; thence by a straight line bearing $113^{\circ} 12'$ for 39c. 25l.; thence by a curve of 20c. rad. for 12c. 14l., the chord of which bears $95^{\circ} 48' 30''$; thence by a straight line bearing $73^{\circ} 25'$ for 1c. 52l.; thence by a curve of 23c. 38.6l. rad. for 12c. $32\frac{1}{2}$ l., the chord of which bears 63c. 19l., thence by a curve of 40c. rad. for 8c. $30\frac{1}{2}$ l., the chord of which bears $42^{\circ} 16'$; thence by a straight line bearing $36^{\circ} 19'$ for 8c. 39l.; thence by a curve of 15c. rad. for 1,755l., the chord of which bears $69^{\circ} 50'$ out of A245 into Crown Lands; thence by a straight line bearing $103^{\circ} 21'$ for 3c. 8l.; thence by a curve of 25c. $76\frac{1}{2}$ l. rad. for 14c. $31\frac{1}{2}$ l., the chord of which bears $87^{\circ} 26'$; thence by a curve of 1,749 $\frac{1}{2}$ l. rad. for 9c. 73l., the chord of which bears $55^{\circ} 35'$ out of Crown Land into 754; thence by a curve of 20c. rad. for 919 $\frac{1}{2}$ l., the chord of which bears $52^{\circ} 49' 30''$; thence by a straight line bearing 66° for 9c. 40l.; thence by a curve of 80c. rad. for 8c. $28\frac{1}{2}$ l., the chord of which bears $63^{\circ} 02'$ out of 754 into 383; thence by a straight line bearing $60^{\circ} 04'$ for 24c. 77l. out of 383 into Crown Lands; thence by a curve of 15c. rad. for 1,645l., the chord of which bears $91^{\circ} 29'$; thence by a straight line bearing $122^{\circ} 54'$ for 16c. 79l., out of Crown Lands into A2153; thence by a curve of 20c. rad. for 13c. $8\frac{1}{2}$ l., the chord of which bears $104^{\circ} 09' 30''$; thence by a straight line bearing $85^{\circ} 25'$ for 26c. $78\frac{1}{2}$ l.; thence by a curve of 40c. rad. for 12c. $36\frac{1}{2}$ l., the chord of which bears $94^{\circ} 16' 30''$; thence by a straight line bearing $103^{\circ} 08'$ for 7c. 61l.; thence by a curve of 30c. rad. for 1,040 $\frac{1}{2}$ l., the chord of which bears $93^{\circ} 12'$; thence by a straight line bearing $83^{\circ} 16'$ for 60c. 34l.; thence by a curve of 30c. rad. for 1,408 $\frac{1}{2}$ l., the chord of which bears $69^{\circ} 49'$; thence by a straight line bearing $56^{\circ} 22'$ for 31c. 16l.; thence by a curve of 40c. rad. for 14c. $20\frac{1}{2}$ l., the chord of which bears $66^{\circ} 32' 30''$; thence by a straight line bearing $76^{\circ} 43'$ for 40c. 51l. out of A2153 into Crown Lands; thence by a curve of 80c. rad. for 139l., the chord of which bears $77^{\circ} 12' 30''$; thence by a straight line bearing $77^{\circ} 42'$ for 4c. 26l.; thence by a curve of 30c. rad. for 1,761l., the chord of which bears $94^{\circ} 31'$; thence by a straight line bearing $111^{\circ} 20'$ for 23c. 50l.; thence by a curve of 80c. rad. for 5c. 54l., the chord of which bears $113^{\circ} 19' 30''$; thence by a straight line bearing $115^{\circ} 19'$ for 12c. 97l.; thence by a curve of 20c. rad. for 20c. 6l., the chord of which bears $86^{\circ} 35'$; thence by a straight line bearing $57^{\circ} 51'$ for 10c. 83l.; thence by a curve of 50c. rad. for 13c. $17\frac{1}{2}$ l., the chord of which bears $65^{\circ} 24'$; thence by a straight line bearing $72^{\circ} 57'$ for 9c. 48l.; thence by a curve of 20c. rad. for 12c. $21\frac{1}{2}$ l., the chord of which bears $90^{\circ} 27'$; thence by a straight line bearing $107^{\circ} 57'$ for 17c. 32l.; thence by a curve of 30c. rad. for 1,678l., the chord of which bears $91^{\circ} 55' 30''$; thence by a straight line bearing $75^{\circ} 54'$ for 4c.; thence by a curve of 40c. rad. for 786 $\frac{1}{2}$ l., the chord of which bears $81^{\circ} 32'$; thence by a straight line bearing $87^{\circ} 10'$ for 35c. 60l.; thence by a curve of 50c. rad. for 945 $\frac{1}{2}$ l., the chord of which bears $81^{\circ} 45'$; thence by a straight line bearing $76^{\circ} 20'$ for 11c. 98l.; thence by a curve of 20c. rad. for 1,851 $\frac{1}{2}$ l., the chord of which bears $49^{\circ} 23'$; thence by a straight line bearing $22^{\circ} 26'$ for 20c. 89l., crossing the Guildford and York Road at 15m. 77c. 35l.; thence by a curve of 15c. rad. for 14c. 93l., the chord of which bears $50^{\circ} 57'$; thence by a straight line bearing $79^{\circ} 28'$ for 28c. 26l. out of Crown Lands into 788 at 6c. 63l. from its S. West corner; thence across the York Road, the distance on the line being 13m. 39c. 39l.; thence by a curve of 20c. rad. for

1,065 $\frac{1}{2}$ l., the chord of which bears 64° 12', out of 788 into Crown Lands; thence by a straight line bearing 48° 56' for 78c. 39l.; thence by a curve of 50c. rad. for 16c. 93l., the chord of which bears 39° 14'; thence by a straight line bearing 39° 32' for 66° 61'; thence by a curve of 15c. rad. for 15c. 46l., the chord of which bears 59° 04'; thence by a straight line bearing 88° 36' for 16l.; thence by a curve of 20c. rad. for 13c. 20 $\frac{1}{2}$ l., the chord of which bears 69° 41' out of Crown Lands into A4490; thence by a straight line bearing 50° 46' for 42c. 71l.; thence by a curve of 50c. rad. for 17c., the chord of which bears 60° 30' 30"; thence by a straight line bearing 70c. 15l. for 33c. 37l.; thence by a curve of 20c. rad. for 16c. 23 $\frac{1}{2}$ l., the chord of which bears 93° 30', crossing the Guildford and Northam Road at 20m. 32c. 81l.; thence by a straight line bearing 116° 45' for 4c. 9l.; thence by a curve of 80c. rad. for 5c. 68l., the chord of which bears 114° 43'; thence by a straight line bearing 112° 41' for 26c. 94l.; thence by a curve of 20c. rad. for 18c. 53 $\frac{1}{2}$ l., the chord of which bears 86° 08'; thence by a straight line bearing 59° 35' for 4c. 61l.; thence by a curve of 20c. rad. for 13c. 98 $\frac{1}{2}$ l., the chord of which bears 79° 37'; thence by a straight line bearing 99° 39' for 20c. 26l.; thence by a curve of 30c. rad. for 10c. 42 $\frac{1}{2}$ l., the chord of which bears 89° 41' 30"; thence by a straight line bearing 79° 44' for 54c. 99l.; thence by a curve of 50c. rad. for 15c. 92 $\frac{1}{2}$ l., the chord of which bears 70° 36' 30"; thence by a straight line bearing 61° 29' for 18c. 35l.; thence by a curve of 20c. rad. for 18c. 74 $\frac{1}{2}$ l., the chord of which bears 88° 20'; thence by a straight line bearing 115° 11' for 6c. 89l.; thence by a curve of 20c. rad. for 25c. 34 $\frac{1}{2}$ l., the chord of which bears 78° 53'; thence by a straight line bearing 42° 35' for 49c. 72l. out of A4,490 into Crown Lands; thence by a curve of 30c. rad. for 16c. 37l., the chord of which bears 58° 13'; thence by a straight line bearing 73° 51' for 28c. 36l.; thence by a curve of 80c. rad. for 8c. 86 $\frac{1}{2}$ l., the chord of which bears 70° 40' 30"; thence by a straight line bearing 67° 30' for 1m. 33c. 66l.; thence by a curve of 20c. rad. for 20c. 81 $\frac{1}{2}$ l., the chord of which bears 97° 52'; thence by a straight line bearing 128° 14' for 32c. 52l., out of Crown Lands into A4,146, near its North West corner; thence by a curve of 40c. rad. for 13c. 73l., the chord of which bears 138° 04'; thence by a straight line bearing 147° 54' for 43c. 2l.; thence by a curve of 20c. rad. for 21c. 79 $\frac{1}{2}$ l., the chord of which bears 116° 41'; thence by a straight line bearing 85° 28' for 55c. 82l.; thence by a curve of 50c. rad. for 10c. 26 $\frac{1}{2}$ l., the chord of which bears 91° 21'; thence by a straight line bearing 97° 14' for 49c. 78l.; thence by a curve of 50c. rad. for 7c. 44 $\frac{1}{2}$ l., the chord of which bears 92° 58'; thence by a straight line bearing 88° 42' for 1m. 75c. 99l., out of A4,146 into A3,864; thence by a curve of 50c. rad. for 14c. 39 $\frac{1}{2}$ l., the chord of which bears 96° 57'; thence by a straight line bearing 105° 12' for 2m. 40c. 96l., out of A3,864 into and across the North East corner of A4,257, and again into A3,864; thence by a curve of 50c. rad. for 8c. 80l., the chord of which bears 100° 9' 30"; thence by a straight line bearing 95° 07' for 55c. 84l.; thence by a curve of 30c. rad. for 18c. 71l., the chord of which bears 112° 59'; thence by a straight line bearing 130° 51' for 41c. 07l., out of A3,864, into Crown Lands; thence by a curve of 30c. rad. for 15c. 70l., the chord of which bears 115° 51' 30"; thence by a straight line bearing 100° 52' for 1m. 3c. 37l.; thence by a curve of 30c. rad. for 29c. 84 $\frac{1}{2}$ l., the chord of which bears 72° 22'; thence by a straight line bearing 43° 52' for 25c. 7l.; thence by a curve of 30c. rad. for 29c. 48 $\frac{1}{2}$ l., the chord of which bears 72° 01' 30"; thence by a straight line bearing 100° 11' for 79c. 63l.; thence by a curve of 50c. rad. for 10c. 83 $\frac{1}{2}$ l., the chord of which bears 93° 58' 30"; thence by a straight line bearing 87° 46' for 36c. 26l.; thence by a curve of 20c. rad. for 12c. 44 $\frac{1}{2}$ l., the chord of which bears 105° 35' 30"; thence by a straight line bearing 123° 25' for 44c. 72l.; thence by a curve of 60c. rad. for 6c. 56 $\frac{1}{2}$ l., the chord of which bears 120° 17', out of Government Land into 43; thence by a straight line bearing 117° 09' for 48c. 85l.; thence by a curve of 20c. rad. for 15c. 5 $\frac{1}{2}$ l., the chord of which bears 95° 35', out of 43 into 44; thence by a straight line bearing 74° 01' for 33c. 65l.; thence by a curve of 30c. rad. for 15c. 63l., the chord of which bears 88° 56' 30", passing St. Ronan's Well; thence by a straight line bearing 103° 52' for 42c. 41l., out of 44 into Crown Lands; thence by a curve of 40c. rad. for 11c. 68l., the chord of which bears 112° 14'; thence by a straight line bearing 120° 36' for 53c. 93l.; thence by a curve of 30c. rad. for 13c. 96 $\frac{1}{2}$ l., the chord of which bears 107° 16', crossing the Guildford and York Road at the 9-mile Hill; thence by a straight line parallel to the road, the bearing being 93° 56' for 44c. 76l.; thence by a curve of 30c. rad. for 11c. 65 $\frac{3}{4}$ l., the chord of which bears 105° 04'; thence by a straight line bearing 116° 12' for 63c. 2l.; thence by a curve of 40c. rad. for 9c. 47l., the chord of which bears 122° 59'; thence by a straight line bearing 129° 46' for 43c. 99l., out of Crown Lands into 8,490; thence by a curve of 40c. rad. for 12c. 92 $\frac{1}{2}$ l., the chord of which bears 139° 01' 30"; thence by a straight line bearing 148° 17' for 28c. 09l.; thence by a curve of 30c. rad. for 3,600 $\frac{1}{2}$ l., the chord of which bears 113° 54'; thence by a straight line bearing 79° 31' for 20c. 88l.; thence by a curve of 50c. rad. for 8c. 97 $\frac{1}{2}$ l., the chord of which bears 84° 39' 30"; thence by a straight line bearing 89° 48' for 61c. 4l., out of 8,490 into S1,616; thence by a curve of 40c. rad. for 12c. 10l., the chord of which bears 98° 28', out of S1,616; thence by a straight line bearing 107° 08' for 35c. 7l.; thence by a curve of 50c. rad. for 9c. 54l., the chord of which bears 112° 36' into 964; thence by a straight line bearing 118° 04' for 21c. 52l. out of 964 to and across 611 and into 1056; thence by a curve of 20c. rad. for 14c. 15 $\frac{1}{2}$ l., the chord of which bears 97° 47' 30"; thence by a straight line bearing 77° 31' for 35c. 33l. out of 1056 into 1057; thence by a curve of 30c. rad. for 18c. 51 $\frac{1}{2}$ l., the chord of which bears 95° 12' out of 10c. 57l. into U; thence by a straight line bearing 112° 53' for 44c. 94l.; thence by a curve of 40c. rad. for 8c. 89l., the chord of which bears 106° 31'; thence by a straight line bearing 100° 09' for 35c. 89l. crossing the West boundary of T at 12c. 6l. to the north of Bland's Brook, the mileage on the line being 50m. 34c. 75l.; thence by a curve of 15c. rad., the chord of which bears 86° 30' 30" for 7c. 14 $\frac{1}{2}$ l.; thence by a straight line bearing 72° 52' for 85 $\frac{1}{2}$ l.; thence by a curve of 15c. rad. for 9c. 17 $\frac{1}{2}$ l., the chord of which bears 91° 12' 30"; thence by a straight line bearing 109° 33' for 1c. 62l. crossing Bland's Brook at 50m. 58c.; thence by a curve of 30c. rad. for 13c. 68 $\frac{1}{2}$ l., the chord of which bears 96° 29'; thence down along Bland's Brook by a straight line bearing 83° 25' for 56 $\frac{1}{2}$ l.; thence by a curve of 30c. rad. 11c. 4 $\frac{1}{2}$ l., the chord of which bears 72° 52'; thence by a straight line bearing 62° 19' for 33c. 8 $\frac{1}{2}$ l.; thence by a curve of 30c. rad. for 19c. 19l., the chord of which bears 43° 59' 30"; thence by a straight line bearing 25° 40' for 27c. 81 $\frac{1}{2}$ l.; thence by a curve of 30c. rad. for 15c. 69l., the chord of which bears 40° 39' into S. S. Parker's land, portion of T; thence parallel to a road by a straight line bearing 55° 38' for 8c. 44 $\frac{1}{2}$ l.; thence by a curve of 20c. rad. for 20c. across the road and into Cultivation Paddock; thence by a straight line bearing 358° 20' for 1m. 12c. 37l., crossing Bland's Brook and to and across road and across V and Y, terminating at the south side of South Street, at 18c. 99l. from the north-west corner of Y, the chainage from Guildford being 53m. 60c. 20l.

The Line to Northam leaves the York Trial Survey at a point 25m. 61c. 37l. from Guildford, being in Crown Lands; thence by a curve of 30c. rad. for a distance of 43c. 35l., the chord of which bears $26^{\circ} 06'$; thence by a curve of 25c. 52l. rad. for a distance of 7c. 19l., the chord of which bears $329^{\circ} 30' 30''$; thence by a straight line starting at 57c. 40l. and terminating at 1m. 3c. 19l., its bearing being $314^{\circ} 21'$; thence by a curve of 30c. rad. for a distance of 13c. 71.8l., the chord of which bears $327^{\circ} 27'$; thence by a straight line beginning at 1m. 16c. 91l. and terminating at 1m. 28c. 30l., still keeping in Crown Lands and along the valley of the Worrillo, its bearing being $340^{\circ} 33'$; thence by a curve of 30c. rad. for a distance of 12c. 64.5l., the chord of which bears $352^{\circ} 37' 30''$; thence by a straight line bearing $4^{\circ} 42'$ for a distance of 2c. 83l.; thence by a curve of 30c. rad. for 11c. 14l., the chord of which bears $15^{\circ} 20' 30''$; thence by a straight line bearing $25^{\circ} 59'$, starting at 1m. 55c. 2l. and terminating at 1m. 62c. 12.5l.; thence by a curve of 50c. rad. for 8c. 62l., the chord of which bears $21^{\circ} 03'$; thence by a straight line commencing at 1m. 70c. 74l. and terminating at 2m. 21c. 42l., the bearing of which is $16^{\circ} 07'$; thence by a curve of 30c. rad. for 11c. 68.5l., the chord of which bears $4^{\circ} 57' 30''$ out of Crown Lands into 185A; thence by a straight line bearing $353^{\circ} 48'$ for a distance of 156l., being 2m. 34c. 66l.; thence by a curve of 20c. rad. for 9c. 12l., the chord of which bears $18^{\circ} 19' 30''$; thence by a straight line bearing $42^{\circ} 51'$, commencing at 2m. 51c. 78l., out of 185A, and terminating at 2m. 70c. 88l., in A3298; thence by a curve of 40c. rad. for 20c. 14l., the chord of which bears $57^{\circ} 16' 30''$; thence by a straight line bearing $71^{\circ} 42'$ and keeping south, and nearly parallel to the Northam Road for a distance of 39c. 89l., the chainage on line being 3m. 50c. 91l.; thence by a curve of 40c. rad. for 12c. 84l., crossing the Northam Road, the chord of which bears $62^{\circ} 30'$; thence by a straight line bearing $53^{\circ} 18'$ out of A3298, and into Government land, the line commencing at 3m. 63c. 75l., and terminating at 4m. 25c. 77l.; thence by a curve of 50c. rad. for 6c. 12l., the chord of which bears $49^{\circ} 47' 30''$; thence by a straight line bearing $46^{\circ} 17'$, for a distance of 37c. 36l.; thence by a curve of 40c. rad. for 9c. 77l., the chord of which bears $39^{\circ} 17'$; thence by a straight line bearing $32^{\circ} 17'$, for a distance of 26c. 23l.; thence by a curve of 40c. rad. for 8c. 93.5l., the chord of which bears $25^{\circ} 53'$; thence by a straight line bearing $19^{\circ} 29'$ for 46c. 45l., the chainage on line being 6m. 1c. 5l.; thence by a curve of 40c. rad. for 9c. 72.5l., the bearing of the chord being $26^{\circ} 27'$; thence by a straight line bearing $33^{\circ} 25'$ for a distance of 17c. 4l.; thence by a curve of 40c. rad., the chord of which bears $24^{\circ} 39'$ for 12c. 24l.; thence by a straight line bearing $15^{\circ} 53'$ for a distance of 31c. 72l., crossing out of Crown Lands into A4149, about 12c. from its S. East corner along its South boundary, the distance on the line being about 6c. 46l.; thence by a curve of 30c. rad. for 36c. 5.5l., the chord of which bears $50^{\circ} 16'$; thence by a straight line bearing $84^{\circ} 39'$ for a distance of 21c. 15l.; thence by a curve of 30c. rad. for 10c. 84l., the chord of which bears 95° ; thence by a straight line bearing $105^{\circ} 21'$ for 7c. 16l.; thence by a curve of 30c. rad. for a distance of 15c. 72.5l., the chord of which bears $90^{\circ} 20'$ out of A4149 into loc. 332, portion of A4149; thence by a straight line bearing $75^{\circ} 19'$ for 64c. 74l., the chainage on line being 8m. 67c. 38l. out of 332 into A4149; thence by a curve of 40c. rad. for a distance of 7c. 73.5l., the chord of which bears $69^{\circ} 46' 30''$; thence by a straight line bearing $64^{\circ} 14'$ for 5c. 71l.; thence by a curve of 80c. rad. for a distance of 46c. 63.5l., the chord of which bears $47^{\circ} 32'$ out of Pastoral Lease A4149 into A4135; thence by a straight line bearing $30^{\circ} 50'$ for 10c. 31l.; thence by a curve of 30c. rad. the chord of which bears $42^{\circ} 29'$ for a distance of 12c. 20l.; thence by a straight line bearing $54^{\circ} 08'$ for 10c. 21l.; thence by a curve of 30c. rad., the chord of which bears $69^{\circ} 05' 30''$ for 15c. 66.5l.; thence by a straight line bearing $84^{\circ} 03'$ for 24c. 66l.; thence by a curve of 30c. rad., the chord of which bears $67^{\circ} 07'$ for 17c. 73.5l.; thence keeping down along the South side of Clackline Gully by a straight line bearing $50^{\circ} 11'$ for a distance of 65c. 58l.; thence by a curve of 40c. rad. for 16c. 49.5l., the chord of which bears $62^{\circ} 17'$; thence by a straight line bearing $74^{\circ} 23'$ for 36c. 48l.; thence by a curve of 40c. rad. for 18c. 12.5l., the chord of which bears $61^{\circ} 24'$; thence by a straight line bearing $48^{\circ} 25'$ for 16c. 92l.; thence by a curve of 50c. rad. for 17c. 45l., the chord of which bears $38^{\circ} 25'$; thence by a straight line bearing $28^{\circ} 25'$ for 4c. 52l.; thence by a curve of 30c. rad. for 19c. 47l., the chord of which bears $47^{\circ} 00' 30''$ out of Pastoral Lease A4135 into Special Occupation S1137, the chainage on line being about 12m. 74c.; thence by a straight line bearing $65^{\circ} 36'$ for a distance of 26c. 50l. out of S1137 into 9,569; thence by a curve of 40c. rad. for 12c. 3l., the chord of which bears $56^{\circ} 59'$; thence by a straight line bearing $48^{\circ} 22'$ for 41c. 48l. to and across 860, a portion of 9,569; thence by a curve of 30c. rad. for a distance 20c. 61l., the chord of which bears $68^{\circ} 03'$; thence by a straight line bearing $87^{\circ} 44'$, for 33c. 3l.; thence by a curve of 40c. rad. for 7c. 80.5l., the chord of which bears $93^{\circ} 19' 30''$ out of 9,569, into Clackline Well Reserve; thence by a straight line bearing $98^{\circ} 55'$ for a distance of 22c. 47l. to and across the Northam Road at 15m. 16c. 32l.; thence by a curve of 40c. rad. for 10c. 78.5l., the chord of which bears $106^{\circ} 38' 30''$, out of Clackline Well Reserve, and keeping down along the Warranine Gully; thence by a straight line bearing $114^{\circ} 22'$ for 7c. 7l.; thence by a curve of 30c. rad. for 14c. 67.5l. into 716, the chord of which bears $100^{\circ} 21'$; thence by a straight line bearing $86^{\circ} 20'$ for 1c. 22l.; thence by a curve of 20c. rad. for a distance of 17c. 20l., the chord of which bears $110^{\circ} 58' 30''$; thence by a straight line bearing $135^{\circ} 37'$ for 6c. 43l.; thence by a curve of 30c. rad. for 14c. 66l., the chord of which bears $146^{\circ} 07'$ out of 716 into 189, at the S. West corner of the same location; thence by a straight line bearing $156^{\circ} 37'$ for a distance of 18c. 98l. out of 189 at 10c. 23l. from its S. West corner into and across the S. East corner of 716 and through 188; thence by a curve of 30c. rad. for 17c. 87l., the chord of which bears $139^{\circ} 33'$ out of 188 to and across 146 into S1374; thence by a straight line bearing $122^{\circ} 29'$ for a distance of 1m. 22c. 48l. out of 1374S to and across S1353, the N. East corner of S1475 and into and across 129 and again into S1475; thence by a curve of 80c. rad. for 25c. 83l., the chord of which bears $113^{\circ} 14'$ out of S1475 into 8531; thence by a straight line bearing $103^{\circ} 59'$ for 28c. 57l.; thence by a curve of 50c. rad. for 26c. 54l., the chord of which bears $88^{\circ} 46' 30''$, out of 8531 into unnumbered blocks; thence by a straight line bearing $73^{\circ} 34'$ for 6c. 22l.; thence by a curve of 80c. rad. for 48c. 40l., the chord of which bears $56^{\circ} 14'$, out of unnumbered blocks into 49; thence by a straight line bearing $38^{\circ} 54'$ for 31c. 18l. out of 49; thence by a curve of 40c. rad. across Mokine Hill, for 15c. 83.5l., the chord of which bears $27^{\circ} 33'$; thence by a straight line bearing $16^{\circ} 12'$ for 42c. 49l. into C1, thence by a curve of 30c. rad. for 11c. 61.5l., the chord of which bears $5^{\circ} 06' 30''$; thence by a curve of 28c. 40.6l. rad., for 28c. 41.5l., the chord of which bears $22^{\circ} 40' 30''$; thence keeping down along the Mokine Creek by a straight line bearing $51^{\circ} 20'$ for a distance of 4c. 42l.; thence by a curve of 50c. rad. for 36c. 69.5l., the chord of which bears $72^{\circ} 21' 30''$; thence by a straight line bearing $93^{\circ} 23'$ for 23c. 97l.; thence by a curve of 50c. rad. for 18c. 12.5l., the chord of which bears 83° ; thence by a straight line bearing $72^{\circ} 37'$ for 3c. 63l.; thence by a curve of 20c. rad. for

20c. 94l., the chord of which bears 102° 37'; thence by a straight line bearing 132° 37' for 15c. 44l.; thence by a curve of 50c. rad., for 14c. 71½l., the chord of which bears 124° 11'; thence by a straight line bearing 115° 45' for 19c. 37l.; thence by a curve of 40c. rad., for 22c. 67¼l., the chord of which bears 99° 30' 30"; thence by a straight line bearing 83° 16' for 9c. 83l.; thence by a curve of 40c. rad. for 24c. 76l., the chord of which bears 101°; thence by a straight line bearing 118° 44' for 20c. 19l.; thence by a curve of 80c. rad. for 9c. 77l., the chord of which bears 115° 14'; thence by a straight line bearing 111° 44' for 7c. 43l.; thence by a curve of 30c. rad., for 28c. 71l., the chord of which bears 84° 19'; thence by a straight line bearing 56° 54' for 8c. 87l.; thence by a curve of 30c. rad. for 29c. 72½l., the chord of which bears 28° 31', crossing Mokine or Spenser Brook at 25m. 13c. 35l. on line; thence down along the valley of the Avon River by a straight line bearing 0° 08' for 12c. 97l.; thence by a curve of 40c. rad. for 13c. 62½l., the chord of which bears 350° 22' 30"; thence by a straight line bearing 340° 37' for 34c. 51l.; thence by a curve of 80c. rad. for 9c. 96l., the chord of which bears 344° 11'; thence by a straight line bearing 347° 45' for 36c. 82l.; thence by a curve of 40c. rad. for 17c. 81½l., the chord of which bears 334° 59' 30"; thence by a straight line bearing 322° 14' for 25c. 45l., out of e1 into d; thence by a curve of 80c. rad. for 11c. 75l., the chord of which bears 326° 26' 30"; thence by a straight line bearing 330° 39' for 38c. 6l. out of d into C1; thence by a curve of 60c. rad. for 14c. 24l., the chord of which bears 337° 27'; thence by a straight line bearing 344° 15' for 11c. 81l.; thence by a curve of 30c. rad. for 14c. 92½l., the chord of which bears 358° 30"; thence by a straight line bearing 12° 45' for 17c. 52l.; thence by a curve of 30c. rad. for 13c. 44½l.; thence by a straight line bearing 38° 36' for 54c. 68l. out of C1 to and across 254 and 257 and into 42; thence by a curve of 80c. rad. for 43c. 65½l., the chord of which bears 54° 14' out of 42 into 2; thence by a straight line bearing 69° 52' for 1c. 51l.; thence by a curve of 40c. rad. for 16c. 84½l., the chord of which bears 57° 48'; thence by a straight line bearing 45° 44' for 14c. 3l. out of 2 into C; thence by a curve of 50c. rad. for 13c. 35l., the chord of which bears 53° 28'; thence by a straight line bearing 61° 12' for 11c. 4l., being the end of the line at 30m. 63c. 90l., and 2c. 21l. on the West side of the Northam and Newcastle Road, from the road branching to Guildford.

No. 629.—C.S.O.

Colonial Secretary's Office, Perth, 17th May, 1880.

HIS Excellency The Governor directs the publication of the following General Abstract of the Average Amount of the Liabilities and Assets of the National Bank of Australasia, for the Corporation generally, for the Quarter ended 31st March, 1880.

By His Excellency's Command,

ROGER TUCKER^D. GOLDSWORTHY,

Colonial Secretary.

GENERAL ABSTRACT, showing the Average Amount of the LIABILITIES and ASSETS of the NATIONAL BANK OF AUSTRALASIA, for the Corporation generally, taken from the several Weekly Statements during the Quarter, from the 1st January, to the 31st March, 1880.

LIABILITIES.			AMOUNT.		TOTAL.		ASSETS.			AMOUNT.		TOTAL.					
			£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.		
Notes in Circulation	{	Not bearing Interest...	"	"	"	294480	3	2	Coined Gold and Silver and other Coined Metals	.....			412166	18	2	
		Bearing Interest...	"	"	"					Gold and Silver in Bullion or Bars			25665	19	2	
Bills in Circulation	{	Not bearing Interest...	"	"	"	5971	10	5	Government Securities	.....			25000	0	0	
		Bearing Interest...	"	"	"					Landed Property, Premises, &c.			99832	16	9	
Balances due to other Banks			"	"	"	36302	14	6	Notes and Bills of other Banks	.....			30968	0	9	
Deposits.....	{	Not bearing Interest...	994972	7	11	2857546	4	1	Balances due from other Banks	.....			33828	11	2	
		Bearing Interest...	1862573	16	2					Amount of all Debts due to the Bank, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, excepting Notes, Bills, and Balances due to the said Bank from other Banks			3499109	13	4	
Total Amount of Liabilities						3194300	12	2	Total amount of Assets						4126371	19	4

Amount of the Capital Stock paid up at the close of the Quarter ended 31st March, 1880 £800,000
 Rate of the last Dividend declared to the Shareholders, 12½ Ψ cent. Ψ annum.
 Amount of the last Dividend declared £50,000
 Amount of the Reserved Profits after declaring such Dividend £294,578 5s. 10d.

Perth, 10th May, 1880.

JOSEPH SMYTH, Manager.

I, JOSEPH SMYTH, make oath, that to the best of my knowledge and belief, the foregoing Abstract is a true and faithful Account of the Average Amount of Assets and Liabilities of the above Bank for the Corporation generally, during the period specified; and that the same was made up from the Weekly Statements thereof, kept in pursuance of the provisions of the Ordinance of the 30th Victoria No. 9.

Sworn before me at Perth,
 this 11th day of May, 1880.

} A. O'GRADY LEFROY, Justice of the Peace.

JOSEPH SMYTH.

RETURN of Applications for Leases and Licenses of Crown Lands approved during April, 1880:—

No.	Applicant.	Class.	Acres.	Rent.	No.	Applicant.	Class.	Acres.	Rent.
AVON.					NORTH.				
1730	Michael Bowen ...	S.O. Lic.	100	£ s. d. 5 0 0	N 1709	J. McRae ...	2	20000	2 10 0
1731	T. Buckley ...	"	100	5 0 0	1710	Do. ...	"	20000	2 10 0
1734	Geo. Watkins ...	"	100	5 0 0	1711	Do. ...	"	20000	2 10 0
1739	Robt. Carter, jun. ...	"	205	10 5 0	1717	T. Withnell ...	"	73550	9 5 0
1741	W. Sermon ...	"	400	20 0 0	1718	Do. ...	"	38000	4 15 0
1742	Do. ...	"	100	5 0 0	1722	A. S. Watts ...	"	35000	4 7 6
A 4721	C. E. Dempster ...	2	20000	5 0 0	1723	Do. ...	"	20000	2 10 0
4722	Do. ...	"	20000	5 0 0	1724	Do. ...	"	20000	2 10 0
4726	A. G. Twine ...	"	20000	5 0 0	1725	Do. ...	"	20000	2 10 0
4728	T. Reynolds, jun. ...	1	3000	3 0 0	1726	Do. ...	"	20000	2 10 0
4729	J. T. Monger ...	"	3000	3 0 0	1727	Do. ...	"	20000	2 10 0
P 5	C. F. Adams ...	P	25000	3 2 6	1728	Do. ...	"	20000	2 10 0
CANNING.					PLANTAGENET.				
1745	J. D. Manning ...	S.O. Lic.	112	5 12 0	A 4694	David Young ...	1	2150	1 1 6
A 4785	H. Mottram ...	1	3000	3 0 0	SWAN.				
COCKBURN SOUND.					1725 Francis Spice ... S.O. Lic. 100 5 0 0				
1724	A. deBanks ...	S.O. Lic.	200	10 0 0	A 4659	M. A. Mayo ...	1	3000	3 0 0
A 4776	E. McCormish ...	1	3000	3 0 0	4770	H. Morley ...	"	1000	1 0 0
4778	W. Armstrong ...	"	760	1 0 0	VICTORIA.				
EAST.					62 J. S. Maley ... S.O. Lea. 100 5 0 0				
E 287	Dunn, Bros. ...	2	20000	2 10 0	405	Do. ...	"	100	5 0 0
288	Ponton, Bros. & Sharp ...	"	20000	2 10 0	505	Do. ...	"	100	5 0 0
290	Dempster, Bros. ...	"	20000	5 0 0	626	Do. ...	"	100	5 0 0
KENT.					881 Do. ... 100 5 0 0				
A 4673	Geo. Chester ...	1	6000	6 0 0	885	M. O'Brian ...	"	100	5 0 0
4674	H. K. Toll ...	"	3370	3 8 0	886	Thos. Clinch ...	"	150	7 10 0
KOJONUP.					913 Thos. Walsh ... 119 2 19 6				
1713	John Elverd ...	S.O. Lic.	100	2 10 0	961	Cath. Clarke ...	"	100	5 0 0
A 3999	E. Quartermaine ...	1	3637	3 13 0	1064	H. Cook ...	"	100	5 0 0
4797	M. Cronin ...	"	10000	10 0 0	1087	A. Silcock ...	"	100	5 0 0
MELBOURNE.					1105 Edward Goodwin ... 100 5 0 0				
1728	Lloyd and Bartlett ...	S.O. Lic.	100	5 0 0	1121	J. McAuliffe ...	"	100	5 0 0
1755	G. B. Clarke ...	10	100	5 0 0	1122	Do. ...	"	100	5 0 0
1781	E. W. Brockman ...	"	100	5 0 0	1667	C. F. Thomas ...	S.O. Lic.	100	5 0 0
1782	Do. ...	"	100	5 0 0	1668	G. H. Thomas ...	"	200	10 0 0
1783	Do. ...	"	100	5 0 0	1673	John Cable ...	"	100	2 10 0
1784	Do. ...	"	100	5 0 0	1696	F. Allender, jun. ...	"	162	4 1 0
1785	Do. ...	"	100	5 0 0	1710	W. R. Knight ...	"	100	2 10 0
1786	H. Brockman ...	"	164	8 4 0	A 4642	W. Nancarrow ...	1	6000	6 0 0
A 4663	J. H. Monger ...	1	10000	10 0 0	4643	W. Fane ...	2	20000	2 10 0
4686	Chas. Clinch ...	"	3000	3 0 0	4647	L. C. Burges, jun. ...	"	20000	5 0 0
4687	Do. ...	"	3000	3 0 0	4664	H. Gray & Co. ...	"	20000	2 10 0
4688	Thos. Jones ...	"	3000	3 0 0	4665	Jas. Mitchell ...	"	20000	2 10 0
4689	Thos. Branson ...	"	3000	3 0 0	4668	Thomas Clarke ...	1	3000	1 10 0
4798	H. Brockman ...	"	14700	14 14 0	4670	Jos. Fogarty ...	2	20000	2 10 0
MURRAY.					4744 N. W. Cooke ... 1 5000 5 0 0				
A 4792	Geo. Pollard ...	"	5000	5 0 0	4745	Do. ...	"	6000	6 0 0
NORTH.					WELLINGTON.				
N 1286	J. G. Brockman ...	2	10000	1 5 0	1715	Pat. Waters ...	S.O. Lic.	100	2 10 0
1539	Do. ...	"	45000	11 5 0	WILLIAMS.				
1688	Charles Sims ...	"	20000	2 10 0	1073	W. & C. Brown ...	S.O. Lea.	100	5 0 0
1689	Do. ...	"	20000	2 10 0	1721	Richard Hoops ...	S.O. Lic.	100	5 0 0
1697	Thos. Sims ...	"	20000	2 10 0	A 3545	A. Quartermaine ...	1	15000	15 0 0
1698	Do. ...	"	20000	2 10 0					
1699	A. Rouse ...	"	20000	2 10 0					
1704	J. D. Stewart ...	"	20000	2 10 0					
1705	Do. ...	"	20000	2 10 0					
1707	J. McRae ...	"	20000	2 10 0					
1708	Do. ...	"	20000	2 10 0					

MALCOLM FRASER,
Commissioner of Crown Lands.

LIST of Applications received by the Resident Magistrate, Williams, for Licenses to destroy Wild Horses, under "The Wild Cattle Nuisance Acts," for the remaining portion of the year 1880:—

- James Taylor ... For Self.
- George Taylor ... Self.
- Charles Claydon ... Self.
- Charles Carpenter ... Self and Thos. Giblett.

JOHN C. ROSSELLOTY,
Resident Magistrate.

Resident Magistrate's Office, }
Williams, May, 1880. }

NOTICE.

THE undermentioned persons have received Licenses to destroy Wild Horses on their Runs, under "The Wild Cattle Nuisance Amendment Act, 1878," for the year 1880:—

- John Morton Craig ... Self and Edward Wager.
- Alfred William Draper ... Self and Henry Barnett.

W. COWAN,
Resident Magistrate.

Resident Magistrate's Office, }
York, 10th May, 1880. }

Crown Lands' Office,
Perth, 7th May, 1880.

RETURN of Applications to purchase Crown Lands approved during April, 1880:—

No.	Applicants.	Acres.	PURCHASE MONEY.		
			£	s.	d.
1083	AVON. James Fairhead*	100	62	10	0
1085	Samuel Williams*	100	62	10	0
582	MELBOURNE. George Shenton*	100	62	10	0
583	Do.*	100	62	10	0
111	MURRAY. D. S. Murray*	100	62	10	0
160	NELSON. Geo. Reeve...	40	20	0	0
205	PLANTAGENET. Meshic Parson ...	40	20	0	0
159	SUSSEX. Thos. A. Thurkle†	3 $\frac{3}{4}$	3	15	0
162	Thos. Larkin†	10	5	0	0
1314	VICTORIA. Margaret Connolly	40	20	0	0
1320	John Fisher†	10	5	0	0
1324	L. C. Burges	40	20	0	0
1327	Richard Rowland*	100	62	10	0
1329	Thomas Burges	40	20	0	0
1330	Do.	40	20	0	0
1331	Do.	40	20	0	0
153	WILLIAMS. John Dodd...*	100	62	10	0
155	James Spratt*	100	62	10	0

* Regulation 46. † Regulation 45.

MALCOLM FRASER,
Commissioner of Crown Lands.

Bunbury Municipality.

LIST of Carriage Licenses issued within the Bunbury Municipality, from 1st January to 12th May, 1880:—

OWNER.	DESCRIPTION.	AMOUNT.
		£ s. d.
Robert Forrest	... Carriage, 4 wheels	... 1 0 0
J. Sampson	... Trap,	... 0 10 0
Wm. Spencer	... Carriage, 4	... 1 0 0
James Moore	... Do., 4	... 1 0 0
Daniel North	... Trap,	... 0 10 0
Thos. Hayward	... Carriage, 4	... 1 0 0
J. E. Hands...	... Do., 4	... 1 0 0
Do.	... Do., 4	... 1 0 0
Do.	... Gig,	... 0 10 0
Do.	... Trap,	... 0 10 0
Chas. Wisbey	... Do., 2	... 0 10 0
W. B. Mitchell	... Do., 2	... 0 10 0
D. A. Hay	... Do., 2	... 0 10 0
Geo. Rich	... Carriage, 4	... 1 0 0
T. C. Carey	... Do., 4	... 1 0 0
Total	...	£11 10 0

THOS. HAYWARD,
Chairman Bunbury Municipality.

WESTERN AUSTRALIA.

METEOROLOGICAL OBSERVATIONS for the week ending 14th May, 1880.

Station.	Week ending.	Barometer Readings as compared with standard, but not reduced to sea level.			Thermometers in Shade.						Radiation Thermometers exposed.		Wind.		Rainfall in inches.	Cloud, amount 0 to 100.	Ozone.	Evaporation.	
		Mean for Week.	Highest.	Lowest.	Dates.	Dates.	Max.	Min.	Date.	Wet Bulb.	Dry Bulb.	Extreme Readings, Dry Bulb.	Solar.	Terrestrial.					Horizon- tal velocity in miles per hour.	General direction.
Bunbury	30-194	30-475	8th	29-913	14th	64-5	50-6	60-6	48-6	69-7	10th	45-6	8th	81	...	...	...	...	...
Fremantle	30-170	...	...	...	...	73-4	65-1	...	53-8	...	...	...	...	...	...	...	...	...	...
Geraldton	30-104	30-227	9th	29-853	14th	75-1	58-9	64-0	51-4	79-7	10th	52-5	12th	56	...	...	...	...	...
Perth*	30-113	30-367	8th	29-844	14th	72-5	50-3	62-5	47-0	77-2	12th	45-3	12th	67	...	...	...	...	...
Rottnest	30-166	30-444	8th	29-916	14th	69-4	59-8	60-8	53-4	72-3	11th	54-3	8th	59	...	...	...	...	...
York	29-608	29-867	8th	29-845	14th	66-3	49-2	53-8	46-9	71-6	12th	46-4	11th	61	...	...	...	...	...

* Barometer corrected and reduced to sea level and 32° Fah.

The Observations are taken at 9 a.m., with the exception of the Barometer, which is registered at noon.

M. A. C. FRASER, Compiler of Records.

Latest Edition.

THE "Elementary Education Act, 1871," (as amended by subsequent Acts,) with Regulations for the Conduct and Management of Elections of District Boards of Education, and By-Laws and Regulations of the Central Board of Education, in a pamphlet form, can be procured at the Government Printing Office, Price, 1s.

For Sale at the Government Printing Office.
ACTS OF COUNCIL, Blue Books,
A Votes and Proceedings of the Legislative Council, &c.

Bunbury Municipality.

ABSTRACT of Receipts and Expenditure of the Bunbury Municipal Council, for the half-year ending 30th April, 1880:—

1879.	RECEIPTS.	£	s.	d.
Nov. 1.—	To Cash, Balance in hand	...	106	15 5
1880.				
April 30.—	To Cash, Rates 1st collection...	33	7	6
	do. 2nd do. ...	5	15	0
	Dog Licenses ...	8	7	6
	Cow do. ...	9	7	6
	Carriage do. ...	9	0	0
	Sheep do. ...	1	0	0
	Commonage do. ...	6	0	0
	Fines ...	5	8	6
	Arrears of Rates, 1879	1	2	6
	Sale of Stone ...	1	16	0
	Government Grant, } Victoria Street }	5	13	6
		£193	13	5

1880.	EXPENDITURE.	£	s.	d.
April 30.—	By Footpaths and Street re- } pairs }	8	4	0
	Quarrying Gravel ...	23	10	0
	Sinking Waterhole on } Commonage }	13	0	0
	Victoria Street debt } (Principal) }	100	0	0
	Do. (Interest) ...	3	15	5
	Salaries, Stationery, Print- } ing, &c. }	9	1	0
	Contingencies ...	1	5	6
	Balance ...	34	17	6
		£193	13	5

May 1.—To Balance, Cash in hand ... £34 17 6

Examined and found correct,

R. WM. LOWE, }
E. WOODROW, } Auditors.

THOS. HAYWARD,
Chairman.

Comptroller's Office,
Fremantle, 15th May, 1880.

HIS Excellency the Governor has been pleased to revoke the Tickets-of-Leave of the undermentioned convicts:—

Reg. No. 7760 Alexander Knox
" 8377 Edward Onion

JOHN FORREST,
Acting Superintendent.

BALANCE SHEET of York Municipality
Half-year ending 30th April, 1880:—

1880.	RECEIPTS.	£	s.	d.
April 30.—	By balance from 31st October, } 1879 ... }	87	5	11
	Assessments to date... ..	12	16	6
	Cattle Licenses	14	10	0
	Carriage do.	24	5	0
	Timber do.	3	15	0
	Dog do.	13	17	6
	Half Fines	5	19	9
	Pound Fees	17	11	3
	One quarter Grant from } Government, 1879... }	25	0	0
	One do. do. 1880	11	7	1
		£216	8	0
	Balance due to Municipality	£121	6	4

1879-1880.	EXPENDITURE.	£	s.	d.
To Labor and Wages	39	3	6
Clerk and Collector's salary	14	11	0
Advertisements	1	12	3
Mr. Forrest's reception	3	9	6
Carting	22	4	2
Sundries	1	12	0
Smithing, W. Eaton	4	19	3
Timber, H. Howe	7	10	0
Balance	121	6	4
		£216	8	0

Audited and found correct, 10th May, 1880.

FRANK CRAIG,
R. J. WHEELER.

JOS. T. MONGER,
Chairman York Municipality.

The Government Gazette.

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* * * All payments are required in advance; and Letters and Remittances should be addressed to "The Government Printer, Perth."