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OF

WESTERN AUSTRALIA.

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No. 4408.—C.S.O.

*Colonial Secretary's Office,
Perth, 15th October, 1890.*

IT being the expressed wish of the members of the Executive Council that the following Address and Reply should be published in the "Government Gazette," His Excellency the Administrator has directed its publication accordingly.

By Command,
OCT. BURT,
Acting Colonial Secretary.

Extract from the Minutes of a Meeting of the Executive Council held on the 13th October, 1890.

The Honourable the Attorney General, on behalf of all the other Members of the Council and himself, said that as this was probably the last time His Excellency would preside over their deliberations, they unanimously desired to record their high sense both of the great courtesy and great ability shown by him as President of the Council. They all felt that he had acted not only as the Administrator but as a friend, and that he had been animated by the sincere wish to govern the Colony on honourable principles, and successfully to smooth the passage from the old Constitution to the new.

REPLY.

His Excellency, in reply, said that he sincerely thanked the Honourable the Attorney General and the other Members of the Council for this very kind expression of their good will towards him. The cordial manner in which they had always met him both in and out of Council whilst he had administered the Government, and the hearty co-operative spirit they had at all times shown in the consideration of business put before them, he felt much indebted to them for. In conclusion, he might add that their conduct towards him during the whole period of his office he should always hold in grateful remembrance.

No. 4383.—C.S.O.

$\frac{1}{2}$ /₅₀

PROCLAMATION

Western Australia,
to wit.

(L. S.)

MALCOLM FRASER,
Administrator.

} By His Excellency SIR MALCOLM FRASER, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Administrator of the Government in and over the Colony of Western Australia and its Dependencies, &c., &c., &c.

WHEREAS the Legislative Council now stands prorogued until Tuesday, the 14th day of October; AND WHEREAS it is expedient further to prorogue the same: NOW THEREFORE I, the said Administrator, in exercise of the powers in me vested, do by this my Proclamation further prorogue the said Legislative Council from Tuesday, the 14th day of October, to Tuesday, the 4th day of November next ensuing.

Given under my hand and issued under the Public Seal of the said Colony, at Government House, Perth, this 18th day of September, 1890.

By His Excellency's Command,

OCT. BURT,
Acting Colonial Secretary.

GOD SAVE THE QUEEN!!!

No. 4406.—C.S.O.

 $\frac{2561}{90}$

PROCLAMATION

Western Australia, }
to wit. }(L. S.)
MALCOLM FRASER,
Administrator.

By His Excellency SIR MALCOLM FRASER, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Administrator of the Government in and over the Colony of Western Australia and its Dependencies, &c., &c.

WHEREAS by "The Imported Stock Act, 1876," it is provided that it shall be lawful for me, the said Administrator, to acquire and set apart, by Proclamation in the Gazette, such ground as may be required for one or more Quarantine Stations, on which the necessary sheds and appurtenances may be erected, for the purpose of the said Act; AND WHEREAS it is deemed expedient by me, the said Administrator, to set apart a Temporary Quarantine Station at Geraldton: NOW THEREFORE I, the said Administrator, in exercise of the powers in me vested as aforesaid, do hereby set apart as a Temporary Quarantine Station at Geraldton, for the purposes of the said Act, that portion of Geraldton Town Lot No. 3 occupied by pig-sties.

Given under my hand and issued under the Public Seal of the said Colony, at Government House, Perth, this 16th day of October, 1890.

By His Excellency's Command,
OCT. BURT,
Acting Colonial Secretary.

GOD SAVE THE QUEEN !!!

No. 4407.—C.S.O.

Bank Holidays.

 $\frac{2594}{90}$

PROCLAMATION

Western Australia, }
to wit. }(L. S.)
MALCOLM FRASER,
Administrator.

By His Excellency SIR MALCOLM FRASER, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Administrator of the Government in and over the Colony of Western Australia and its Dependencies, &c., &c.

IN pursuance of the provisions contained in the fifth section of "The Bank Holidays Act, 1884," I, SIR MALCOLM FRASER, Administrator of the Government of the said Colony, do by this my Proclamation appoint

Tuesday, the 21st, and Wednesday, the 22nd October, instant,

special days to be observed as Bank Holidays throughout the Colony.

Given at Government House, Perth, under my hand and the Public Seal of the said Colony, this 16th day of October, 1890.

By His Excellency's Command,
OCT. BURT,
Acting Colonial Secretary.

GOD SAVE THE QUEEN !!!

No. 4409.—C.S.O.

 $\frac{2594}{90}$

Colonial Secretary's Office,

Perth, 16th October, 1890.

HIS Excellency the Administrator has been pleased to direct that the Public Offices throughout the Colony be closed on Tuesday and Wednesday next, being the days fixed for the Celebrations connected with the Proclamation of the New Constitution.

By Command,
OCT. BURT,
Acting Colonial Secretary.

No. 4410.—C.S.O.

 $\frac{1775}{90}$

Colonial Secretary's Office,

Perth, 16th October, 1890.

HIS Excellency the Administrator directs it to be notified that a Despatch has been received from the Right Honourable the Secretary of State for the Colonies, confirming the appointment of Major GEORGE BRAITHWAITE PHILLIPS as Commandant of the Local Forces of the Colony.

By Command,
OCT. BURT,
Acting Colonial Secretary.

TENDERS ACCEPTED.

General Post Office,

Perth, 11th October, 1890.

DONALD J. CHIPPER,

To supply four Telegraph Lineman's carts, with covers, for the sum of £72.

ROBERT SMITH,

To supply six sets of leading and shaft harness complete, for the sum of £48.

R. A. SHOLL,
Postmaster General and
General Superintendent of Telegraphs.

NOTICE.

THE Parcel Post between Ceylon and Western Australia having now been established, on and after the 1st November next Parcels may be forwarded from this Colony to Ceylon, and from Ceylon to this Colony, up to the weight of 11 lbs. avoirdupois.

No Parcel shall exceed 3 feet 6 inches in length, or 6 feet in girth and length combined.

The rates of Postage shall be as follows:—

For a Parcel not exceeding 2 lbs. in weight ... 2s.

For each lb. or fraction thereof, additional... 1s.

R. A. SHOLL,
Postmaster General and
General Superintendent of Telegraphs.

General Post Office, Perth, }
14th October, 1890. }

No. 4055.—C.S.O.

Colonial Secretary's Office,
Perth, 13th October, 1890.

²⁸¹⁷/₉₀

HIS Excellency the Administrator directs the publication of the Finding of the Court—together with the evidence taken—held at Fremantle, under the provisions of the 28th Victoria, No. 2, and the 51st Victoria, No. 6, on Tuesday, the 30th day of September ultimo, to inquire into the circumstances attending the stranding of the British barque "Denton Holme," Official Number 47182, on the Transit Reef, on the North end of Rottnest Island, on the morning of the 25th of September, 1890.

By Command,
OCT. BURT,
Acting Colonial Secretary.

Western Australia, }
to wit. }

MINUTES of a preliminary Court of Inquiry held at the Court House, Fremantle, on Tuesday, the 30th day of September, 1890, before Leonard Worsley Clifton, Esq., Collector of Customs, and Robert Fairbairn, Esq., a Justice of the Peace, under the provisions of the Local Ordinances 28 Vic. No. 2 and 51 Vic. No. 6, to inquire into the circumstances attending the stranding, on the morning of the 25th September last, of the British barque "Denton Holme," of Maryport, England, Official No. 47182, of 998 tons burthen, on the North Transit Reef, near Rottnest Island, while on a voyage from Glasgow to Fremantle, and having on board a general cargo and a quantity of iron water pipes, and commanded by John Hoare Rich, the number of whose Certificate of Competency is 22773.

JOHN HOARE RICH states: I was the master of the British barque "Denton Holme" from Glasgow to Fremantle, laden with general cargo and water pipes. Everything went well up to the morning of the 25th of the present month, when the ship stranded on the North part of the Transit reef.

JOHN HOARE RICH,
Master.

Court of Inquiry adjourned till Thursday next, the 2nd October, 1890.

L. WORSLEY CLIFTON,
30-9-90. Collector of Customs.

Adjourned Inquiry.

Court House, 2nd October, 1890.

JOHN HOARE RICH, re-called, states: On the 24th of last month we made Rottnest light at 8'30 p.m. The light bore E.N.E. I calculated the distance of the light at the time of sighting was 12 or 14 miles off. The wind was variable (Westerly). The breeze was fresh (No. 3). After sighting we altered the course a little, steering from N.E. to N.N.E. I made the first signal for the Pilot at 11'30. I did not heave to for the Pilot, but kept on our course. I made a second signal for the Pilot at 12 o'clock. At 10'45 I got a bearing of the Rottnest light. At 11'30 the Rottnest light bore due South. At midnight, thinking I had sufficient room, I put the vessel's head towards the land under easy sail. I had a chart of the coast, but I did not refer to the chart after putting the ship's head to the land, at 12 o'clock. I never heave the lead after sighting the Rottnest light. I had the general sailing directions for the coast. The Pilot boarded the ship at 2 a.m., the ship being then on the rocks. The next day, about 2 p.m., we left the ship, as I did not deem it safe to remain longer on board. The ship has not as yet been abandoned, but she is water-logged.

By Mr. DYMES: As a rule, on sighting land and signalling for a Pilot, we heave to. I did not heave to after giving the signal for a Pilot, because my vessel was in a dangerous condition, owing to a great quantity of iron water pipes being adrift in the lower hold. These pipes had been adrift for nearly 3 weeks. They had caused me anxiety previously. In consequence of the pipes being adrift I had at one time serious thoughts of shaping a course for Mauritius. I do not think my ship was in a condition to meet a storm. The barometer indicated bad weather, and that was my reason for continuing on my course instead of heaving to for a Pilot.

I have once before entered this port. I know the nearest spot at which to pick up the Pilot, and being anxious to get in as quickly as possible, I endeavored to make that spot. The bearing which I took at 10'45 was an angle bearing.

I took the next at 11'30. I now point out my position on the map at 10'45. At 11'30 I estimated my distance from the lighthouse at 3 miles.

I consider under such circumstances I was justified in altering my course. I was sure of my position at 11'30. I consider the current was the cause of the ship getting on the rocks. I think too that the iron cargo affected the compass. I judge the current on the night of the casualty was 2 miles per hour. I was on deck all the night. I was on deck when the ship struck. I had a proper look-out placed forward. The look-out man did not report anything to me. The night was clear, a little misty sometimes. I have been a Master for 26 years. I picked up the Fremantle light about 11'30; at that time the light bore from S.E. $\frac{1}{2}$ E. to S.E. $\frac{3}{4}$ E. At that time the Rottnest light was in view.

I have never had my certificate suspended, nor have I ever had any mark placed against me. I do not know of my own knowledge whether the ship was insured. All hands on board were perfectly sober on the night of the casualty.

J. H. RICH, Master.

WILLIAM S. SMITH states: I was second mate on board the "Denton Holme," and hold a second mate's certificate from the Board of Trade. I took the watch at 12 o'clock. We had all sails set but the royals. At 12 o'clock we took in the staysails and hauled the courses up. I do not know the course when I took the watch, but at 12'30 the course was S.S.E. by compass. It occurred to me at 12'20 that the ship was close to the land, but I made no observation to the Master. There was a look-out man forward; he made no report to me.

By Mr. Dymes: We were in the act of wearing when the ship struck; the act of wearing ship would have headed her off the shore. There was no loss of life. The crew saved their kits.

W. S. SMITH.

The above statements of John Hoare Rich and W. S. Smith were taken before us, this 2nd day of October, 1890.

L. WORSLEY CLIFTON,
Collector of Customs.
R. FAIRBAIRN,
Justice of the Peace.

The Court then adjourned for the purpose of framing specific charges against John Hoare Rich, late master of the "Denton Holme."

L. WORSLEY CLIFTON,
Collector of Customs.
R. FAIRBAIRN,
Justice of the Peace.

To John Hoare Rich, late Master of the British barque "Denton Holme," the number of whose Certificate of Competency is 22773.

2nd October, 1890.

WHEREAS at an adjourned preliminary inquiry into the circumstances attending the stranding of the British barque "Denton Holme," on the morning of the 28th September last, before Leonard Worsley Clifton, Esq., Collector of Customs, and Robert Fairbairn, Esq., Justice of the Peace, it was made to appear to them, from statements made before the Court, to be requisite and expedient to charge you with the following specific facts which caused the stranding.

Therefore take notice that in accordance with the 28 Vic., No. 2, and 51 Vic., No. 6, a "Formal Investigation" will be held at the Court House, Fremantle, on Monday, the 6th October next, at 10 a.m., to inquire into the following charges, viz.:—

1. For that you, the said John Hoare Rich, after signalling for a pilot, at 11'30 p.m. on 24th September last, neglected to heave to, and did stand on with all sail set on a N.E. to N.N.E. course till 12 o'clock.

2. For that, after signaling for a pilot the second time, at midnight, you did neglect to heave to, but continued the course towards the land of Rottnest Island.

3. For that, after sighting Rottnest light to the time of the "Denton Holme" stranding, you did neglect to heave the lead, when the Sailing Directions state "that a vessel approaching the Port of Fremantle from N. and W., should not come nearer than the 30 fathom line."

4. For that, having an Admiralty chart of the Port of Fremantle, you did neglect to consult it after midnight, and take cross bearings when the port light on Arthur Head was in view, till after the vessel struck on the "Transit" Reef.

Western Australia, }
to wit.

MINUTES of a Court of Inquiry held at the Court House, Fremantle, before Leonard Worsley Clifton, Esq., Collector of Customs, and Robert Fairbairn, Esq., Justice of the Peace, to investigate the formal charges preferred against Captain John Hoare Rich, the master of the "Denton Holme," the number of whose Certificate of Competency is 22773, drawn under the 1st section 28 Vic. No. 2, and to investigate the circumstances attending the wreck of the "Denton Holme," on the 25th September last, on the Transit Reef, near Rottnest Island; he being master of the said ship at the time.

The Court having assembled at 10 a.m. on 6th October, 1890, appointed William Owston, Master Mariner, whose Certificate of Service is 75647, and J. H. Patterson, Master Mariner, the number of whose Certificate of Competency is 86415, Nautical Assessors to the Court, proceeded, in their presence, to examine the following witnesses:—

Court House, Fremantle,

6th October, 1890.

JOHN HOARE RICH, sworn, saith: I was the master of the British Barque "Denton Holme," from Glasgow, laden with general cargo and water pipes. All went well on board till the morning of the 25th September last. At 8:30 p.m. on the 24th September, I sighted Rottnest light, which bore E.N.E. I judged the light at the time was 12 to 14 miles off. The wind was Westerly and variable. The breeze was fresh, about No. 3. After making the Rottnest light I altered the course from N.E. to N.N.E. I made a signal for the Pilot at 11:3 p.m. I did not heave to for the Pilot, but kept on my course. I made a second signal for a Pilot at 12 midnight. All that time I judged I was three miles from the Island. At 10:45 I got a bearing of Rottnest light which at that time was S.E. by E. $\frac{1}{2}$ E. At 11:30 the Rottnest light bore S. At midnight I put the ship's head towards the land of Rottnest. I thought I had sufficient room. I had an Admiralty chart of the coast. I did not refer to the chart after midnight. After putting the ship's head to the land, I never hove the lead after sighting the Rottnest light. At 11:30, or a little later, I picked up the Fremantle light, which was bearing from S.E. $\frac{1}{2}$ E. to S.E. $\frac{3}{4}$ E. The night was perfectly clear, the weather was a little misty. I had the Sailing Directions for the coast on board. I looked at the directions a day or two before coming into Port, but I did not refer to them after making the light. Pilot Butcher boarded me at 2 a.m. on the 25th. At that time the ship was on the reef. The ship has not as yet been abandoned, but I have left her. I did not deem it safe to remain on board longer. I made signals for the Pilot with blue lights. I sent up one or two. This light would burn about 3 minutes. The last light was burned at 12 o'clock. I am sure the wind was about S.W. at 12 o'clock. The ship will lay about 6 $\frac{1}{2}$ points. At 12 o'clock I took the bearings of the Fremantle light, it then bore S.E. $\frac{1}{2}$ E. I judged that at this time I was from 2 $\frac{1}{2}$ to 3 miles from the nearest land, Bathurst Point. I had been on the rocks about an hour and a half when the Pilot came on board. I struck at 12:30. I had the upper and lower topsails set, the top-gallant sails, and some of the jibs. The courses were hauled up. My side lights were burning brightly; these lights can be seen from 4 to 5 miles off. A man was on the look-out. I was on deck all night. I got no reply from the look-out station. Just before boarding me the Pilot showed a flash light. I saw no flash from Rottnest Island. I hauled up my courses to stop the ship going through the water. The ship was easier to manage in this condition than if she had been hove to. I saw a break before the ship struck. I saw the break first. I was in the act of wearing when I saw the break. The helm was hard up. My men behaved well throughout.

By Mr. DYMES: I consider that if the Pilot boat had come off sooner the accident might have been avoided. There was a current of about 2 miles per hour running in a S.E. direction. I think the force of the current had something to do with the casualty. It was possible that the iron pipes and the nearness of the land affected my compass. The above are the reasons which I assign for getting on the reef. I took an angle bearing about 10:45 p.m. I did not deem it necessary to take another bearing. At the time the Rottnest light bore due South. I had been to this port before. I did not heave to because I was very anxious to get in owing to the condition of my vessel. The water pipes had got adrift in the lower hold about 2 or 3 weeks before my arrival. This had given me much anxiety. I had at one time thought of going to Mauritius. When I made the light, my ship was not in a condition to meet a gale. The barometer was low and falling. At midnight I considered my ship was in

a safe position. I stood in to the land to assist the Pilot. In consequence of the angle bearing that I took at 12 o'clock, I did not deem it necessary to heave the lead. The same argument will apply to my not taking cross-bearings after 12 o'clock. I was an hour and a half on the reef before the Pilot came on board. At 11:30 I saw a flash from the lighthouse. I saw nothing more till the Pilot boat approached the ship. I was wearing ship when the vessel struck. I did not take bearings of the Fremantle light at 12:30. I was in error in stating in my examination-in-chief that I took the bearings of the Fremantle light at 12:30: I took the bearings of the Fremantle light at midnight.

Two or three minutes after I saw the rocks, the ship struck. She had in the meantime slewed 4 points.

I observed the force of the current and its direction after the ship struck.

JOHN HOARE RICH,
Master.

JOHN JOHNSON, sworn, saith: I am an A.B., and am one of the crew of the Pilot boat at Rottnest. On the night of the 24th, about 5 to 12 o'clock, I flared out. I received an answer from the lighthouse. At the same time I sighted a vessel burning blue lights. I at once went down and reported to Mr. Butcher. I also reported to Mr. Gillmore. I called the crew and manned the boat and put off to the ship. It took about 20 minutes to turn out the crew and get the boat off. I am quite sure as to the time. I saw the ship's light as I looked at the clock. I have been stationed at Rottnest about 5 months. I was the first to pick up the ship from the look-out station. I went on duty at the look-out station at 11 p.m. I saw the ship without the aid of the glass. I keep a clock and a spyglass, but no compass. I keep a lamp lighted all night to see the clock. It was the blue light I saw first. I did not think the ship was in danger when I sighted her. The dingy was in the boat house.

By Mr. DYMES: Before I used the flare up I had received no signal from the lighthouse. As a rule the lighthouse keeper should send a signal to the look-out. The distance from the look-out to the Pilot station is about $\frac{1}{4}$ mile. I ran down to the station that night, it took me about 5 minutes. I reckon it took an hour to reach the ship after we got off in the big boat. When we got to the ship she was on the reef. My instructions are to call the Pilot as soon as possible; I did this on the night of the 24th. It took about 4 or 5 minutes to launch the dingy. I cannot give the direction of the ship when I saw her first. The wind was fair for us but we had to round the reefs to get to the ship. We stood out about 3 or 4 miles, and then stood in for the ship.

J. JOHNSON.

WILLIAM S. SMITH, sworn, saith: I was 2nd mate of the "Denton Holme;" I hold a second mate's certificate from the Board of Trade. On the night of the 24th of last month I took the watch at midnight. We had all sail set except the royals. At that time the ship was brought to the wind. I cannot say at what rate the ship was moving. At 12 o'clock we hauled in all the stay-sails, and hauled the courses up. I do not know the course the ship was steering when I took the watch. It struck me the ship was close to the land. I should call 2 or 3 miles close. We were in the act of wearing when the ship struck. I cannot say what the course was, when the order was given to wear ship. The lead line was ready but the lead was not cast at any time before the ship struck. When I came on deck the yards were braced up on the starboard tack; the ship was close to the wind. We wore ship about 15 or 20 minutes after shortening sail. When the order was given to wear, the ship was afloat. I did not know there was danger when the order to wear was given. So far as I know, the ship was in perfect safety.

By Mr. DYMES: I know that the ship was laden with water pipes of different sizes, and general cargo. The heaviest of the pipes would weigh about 8cwt. The pipes got adrift before the ship came into port, some 3 weeks before. They might have been a source of danger had they got athwart the hold.

W. S. SMITH.

For the defence:—

SYMON GEORGE BUTCHER, sworn, saith: I am Pilot at Rottnest, and hold a Pilot's Certificate. On the night of 24th ult., I was called at 12 o'clock. I reckon the distance from the look-out to the Pilot Station is about $\frac{1}{4}$ mile. It is usual for the lighthouse keeper to give the signal to the Pilot Station. At 12 the man on the look-out roused me out. We got away in the Pilot boat in from 20 to 30 minutes. I judged I got on board of the ship in about one hour from the time I started. I got on board at 1 a.m.

I did not know till I got close to the ship that she was on the rocks. I travelled over about 3 miles to get to the ship after leaving the moorings. The ship came on the reef at the N.E. Transit. I have seen other ships on the same reef. The "Macedon" was wrecked just inside of the "Denton Holme's" position; she went ashore in daylight; the day was fine, a very fine day. I have seen the "Janet" on the same reef, about 30 yards from the "Macedon;" the weather was squally when she struck; it was in the middle of the night; she became a total wreck.

By Capt. OWSTON: The crew were sober when I got on board the "Denton Holme." I was on board for some time. I went on shore and sent a message to Fremantle. I went on shore at 2:30 a.m. I met Mr. Timperley at that hour. I did not see the ship when I first got up. I ran across and called Mr. Timperley before going off to the ship. I then saw the ship. It struck me when I first saw the ship that she was too close in. It seemed to me that she was pretty close to Duck Rock. I got away in the Pilot boat as fast as I could. My instructions are never to make a signal to a ship till I am sure there is no danger lying between my boat and the ship. As a rule it takes me about an hour or an hour and a half to board a ship coming in from the Westward. The quickest time in which I have boarded a ship was half-an-hour, the longest time it has taken me to board was 12 hours.

It struck me the ship was in danger when I was on the way to the Jetty. I have no means of warning ships of danger at night time. I am not aware that the light-keeper has any means of warning ships of danger. Had I been master of the ship I should not have headed in for the land, I would have hauled off.

S. G. BUTCHER.

EDWARD HENRY FOTHERGILL, sworn, saith: I am a Master Mariner. I am well acquainted with the Port of Fremantle. I have visited the wreck of the "Denton Holme." While under inspection I observed a white sandy mark coming from the vessel in the direction of S.S.E. till it reached Phillip Island, when it seemed to pass through the South Passage. I point out on the chart the ship's present position. The current was setting from the wreck S.S.E. on that day. The current, as I observed, would tend to put the ship on the rocks. In the course of my experience I have observed that from the time of seeing the flare-up from the lighthouse, and the Pilot coming on board, would be an hour and a-half. When approaching the Port you can see the lights about the boathouse, if you are far enough to the Eastward. I think it would add to the safety of ships coming into Port if there were a permanent red light at the look-out station. Such a light should be invisible only at a radius when the ship would be in danger. I would suggest that the light should be on the look-out tower. I visited the wreck on the 25th September. I do not think it would be necessary to keep the lead going.

E. H. FOTHERGILL.

CHARLES ROBERT RUSSELL, sworn, saith: I am the Chief Harbor Master, and have charge of the Port. The Pilot Station is at Rottneest. There is also a lighthouse in the centre of the Island, distance about 2½ miles from Bathurst Point. I consider the light is in the best position, but the pattern is obsolete and ought to be improved. I have also a look-out tower at Bathurst Point. The quarters of the crew are at Thompson's Bay, about a ¼ mile from the Point. The Pilot resides a little further from the Point than the crew. The lighthouse is about 3 miles from the Station. I have no means of communication except by code, or messenger by day, and a light by night. The look-out man would have to pass the men to get to the Pilot's quarters. I think the suggestion made by Captain Fothergill is a good one. I have recommended such a light myself. I think a telephone from the lighthouse to the look-out Station would be an improvement. Putting aside the use of steam the present system is as good as possible. The water shoals gradually to the N.W. and N. It would be of great use to a master coming into Port to keep the lead going. I certainly think that a ship coming in at night should keep the lead going.

I say that the master of the "Denton Holme" should have kept the lead going. I think that if he had kept the lead going on the night of the 24th the casualty might have been avoided. The night of the 24th was fine and clear. The current would be from ½ to 1½ knots. The "Denton Holme" must have had the Fremantle light in view for 6 miles before he got on the reef. With the Fre-

mantle light ahead and the Rottneest light also in view, the master ought to have fixed his position accurately. Every man is bound to take every precaution in his power.

C. R. RUSSELL.

The above statements of John Hoare Rich, John Johnson, W. S. Smith, S. G. Butcher, E. H. Fothergill, and C. R. Russell were taken and sworn before us, at the Police Court, Fremantle, on the day and hour first above mentioned.

L. WORSLEY CLIFTON,
Collector of Customs.
R. FAIRBAIRN,
Justice of the Peace.

FINDING OF THE COURT.

Read in open Court and in the hearing of John Hoare Rich, late Master of the British barque "Denton Holme":

We find that the British barque "Denton Holme" was stranded on the Transit Reef, near Rottneest Island, while on her voyage from Glasgow to Fremantle, and has since become a total wreck, through your error of judgment in standing in for the land and neglecting to heave the lead.

We therefore, under the powers granted unto us under the Local Ordinances, 28th Vict., No. 2, and 51st Vict., No. 6, suspend your Certificate of Competency, No. 22773, as Master Mariner, for the term of three (3) calendar months from the date of the stranding of the ship, viz., 25th September, 1890.

L. WORSLEY CLIFTON,
Collector of Customs.
R. FAIRBAIRN,
Justice of the Peace.

We entirely concur in the above Finding.

W. OWSTON,
Nautical Assessor.
J. H. PATTERSON,
Master of the "Deveron,"
Nautical Assessor.

Finding of the Court confirmed.

MALCOLM FRASER,
Administrator.
9-10-90.

EASTERN RAILWAY.

NOTICE.

THE Steam Crane will not be available for use until early in November, as it requires extensive repairs.

CLAYTON T. MASON,
Commissioner of Railways.

Railway Department, }
Perth, 8th Oct., 1890. }

The Transfer of Land Act, 1874, and more particularly Section 106 thereof.

WITHDRAWAL OF CAVEAT.

Land Titles Office,
Perth, 3rd October, 1890.

IT IS NOTIFIED, for the information of persons transacting business in this Office, that where a caveat has been lodged by any person forbidding dealings by the registered proprietor, the consent of the caveator will not be accepted as withdrawal of the caveat, but the withdrawal itself must be put in, except in the case of—

- (1.) A Transfer or other dealings to the caveator himself.
- (2.) The like to any person expressly subjected to the caveat lodged.

J. C. H. JAMES,
Commissioner of Titles.

Tenders for Annual Contracts for the Year 1891.

No. 4387.—C.S.O.

Colonial Secretary's Office,
Perth, 23rd September, 1890.

TENDERS FOR COLONIAL SERVICE (endorsed "Tender for.....," as the case may be) will be received at this Office until noon of WEDNESDAY, the 19th NOVEMBER, 1890, from persons willing to contract for the performance of the following Services during the year 1891:—

1.—GENERAL SUPPLIES

Of the following articles at the undermentioned Stations; to be delivered in such quantities and at such times as may be required:—

At Perth, Fremantle, Albany, Bunbury, York, Newcastle, Geraldton, Guildford, Busselton, Williams, Rottneest Island:

Fresh Meat, @ per lb.
Salt Beef, @ per lb.
20 per cent. Flour @ per lb., and at per ton of 2000lbs.
Fine Flour, @ per lb.
Bread made from 20 per cent. Flour, @ per lb.
Ditto from fine Flour, @ per lb.
Tea, Sago, Blue, Soda, Candles, Sugar, Oatmeal, Linseed Meal, Starch, Potatoes, Rice, Soap, Tobacco, Salt, Bran, Coffee, Coffee ground, Hops, Arrowroot, Butter, Pepper, Mustard, Cheese, Vegetables, and Raisins, at per lb.; Cotton wick, Kerosene wick, @ per doz., \$in., lin., 1½ in.

Sheeting Calico, @ per yard.

Separate Samples of all but Meat and Vegetables must accompany tenders for each service.

Gin, Brandy; Wine, Port, Sherry, or Colonial; English or Colonial Porter (Bottled), Vinegar, Lime Juice; Colza, Paraffine, and 150° test Kerosene Oil, @ per gallon.

Pipes, @ per dozen.

Eggs, @ per dozen.

Leeches, @ per dozen.

Coir for beds, @ per cwt.

Milk, @ per gallon.

Firewood, @ per cord of 128 feet, to consist of Banksia, to be delivered and stacked by the Contractor when and where required, and subject to measurement on delivery.

Firewood for Rottneest to be Banksia wood, in billets of 9 inches diameter and three feet in length.

Firewood @ per cord, or Coal @ per ton, for Breaksea Island, King George's Sound, delivered on the Island.

Firewood for Fremantle to be @ per cord, delivered at the Gaol and Asylum.

The whole of the supply to be of unexceptional quality, and subject to approval or rejection by officers or persons duly deputed by the Government.

The Flour to be warranted to keep good for six months after delivery.

Fresh meat to be delivered daily, when the Government or its representative may consider it practicable, and in proportion of three days' supply of Mutton to four days' supply of Beef per week, or alternate days of each. When Beef is issued, fore and hind quarters, or portions thereof, are to be delivered alternately; six inches at least to be cut off the hough and neck bones. Mutton to be delivered in carcasses, excluding heads, necks, shanks below the knee, and hough joints.

The Government reserves the right to cancel the contract for Meat at the end of March, 1891.

The ordinary ration of Vegetables to consist of 1lb. of Potatoes; but when demanded by the Government, and in season, the following equivalents must be supplied twice a week: Pumpkins, 2lbs.; or Turnips, Carrots, or Cabbage, 1½lb.; or Onions, ½lb., for every pound of Potatoes.

All supplies must be delivered in good and sound packages; Flour sacks will be returned to the Contractors; other packages will be retained free of charge.

Tender to be endorsed "Tender for General Supplies for 1891."

2.—CARTAGE

That may be required at Perth and Fremantle during the year 1891—irrespective of Colonial Store Department.

Tenders must state the rate per trip and per day, for one, two, or three-horse teams respectively.

Tender to be endorsed "Tender for Cartage."

3.—WATER TRANSPORT

Between the undermentioned places during the year 1891:

Fremantle and Rottneest, and vice versa	} at per trip
Perth and Rottneest, and vice versa	
Albany and Breaksea, and vice versa	

Tender to be endorsed "Tender for Transport."

4.—SWEEPING CHIMNEYS

During the year 1891, at Perth, Fremantle, Geraldton, and Albany.

Tender to be endorsed "Tender for Sweeping Chimneys."

To sweep and clean the fireplaces and flues of the several Government Buildings at Perth, Fremantle, Champion Bay, and Albany during 1891. The Contractor to, so far as it is practicable, give immediate attention to the orders sent; and should a flue remain unswept 36 hours after such an order has been given, other persons will be employed, at the Contractor's cost, to do the work.

A sum to be stated for each and every fireplace and flue to be so cleaned and swept.

5.—CESS PITS.

To empty and clean the Cess Pits, Privies, Earth Closets, and Urinal Pits at all the Government Buildings, during 1891. The Buildings to which these contracts pertain are:—

Perth.—Government Offices, Poor House and Quarters, Barracks, Railway Station, Police Stations and Quarters, Hospitals, Telephone Exchange, Legislative Council Chamber, Supreme Court House, Immigration and Military Offices, Lithographic Offices, Printing Offices and Quarters, Government House, Domain, and Gardens.

Fremantle.—Prison, Warders' and Officers' Quarters, Police and Water Police Station and Quarters, Harbor Master and Pilot's Office and Quarters, Lunatic Asylum, Railway Station and Workshops, Post Office, Customs and Public Latrines.

Albany, Bunbury, Vasse, Toodyay, York, Champion Bay,	} All Government Offices, Police Stations and Quarters, Railway Stations, Hospitals, Residencies, Court Houses, Gaols.
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Tender to be endorsed "Tender for Cess Pits."

6.—TRUCKING.

To undertake the Trucking on the undermentioned Jetties during the year 1891, in accordance with the undermentioned terms and conditions. Any necessary explanation will be afforded by the Collector of Customs, Fremantle, the Government Residents, Albany and Geraldton, and the Resident Magistrates at Bunbury, Busselton, and Carnarvon:—

Albany, Geraldton, Bunbury,	Busselton, Dongara.
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Tender to be endorsed "Tender for Trucking at....." (as the case may be).

Conditions of the Work to be performed and Rates to be charged by Contractor for Trucking.

1. The Contractor to perform all the trucking to and from the shore end of the Jetties, and to find labor for loading and discharging the trucks. Trucks will be found by the Government, and kept in repair except when damaged through carelessness.

2. The Contractor to be responsible for all loss or damage during transit, and in loading or discharging goods from the trucks.

3. The Contractor to place and stow all goods as directed by the Customs Officer in charge of the sea and shore end of the Jetty.

4. All the trucking to be charged per ton and be computed in accordance with the scale published in the *Government Gazette* of the 8th November, 1881.

5. When the trucking is ordered by the Principal Officer of Customs after the usual hours, during holidays, and on Sundays, the work must be performed by the Contractor.

6. Preference to be given to bonded goods so that none of such goods remain on the Jetties after 3 p.m. on all days except Saturdays, when they must be removed by noon.

Tenders for Annual Contracts for the year 1891.—Continued.

7. The Contractor and his servants to be amenable to the existing Jetty Regulations.

8. The Contractor not to be compelled to load trucks with goods placed more than three yards from the rails, nor to place goods discharged from trucks more than three yards from the rails; if a further distance is required, a special arrangement may be made with the owner of the goods.

9. For performing the above services the Contractor will be permitted to charge one shilling and sixpence per ton, as per scale published in the *Government Gazette* of the 8th November, 1881, on all goods trucked to and from the sea and shore end of Jetties.

10. For goods trucked after hours, on holidays (on permission being obtained for so doing from the Principal Officer of Customs or Officers in charge of Jetties), the contractor will not be allowed to charge more than 2s. 6d. per ton, but he will be permitted to make special arrangements with parties requiring his services.

11. A bond of £300 for Albany and Geraldton and £100 for all other jetties, with two sureties in similar amounts, will be required for the due performance of the Contract, and the Contract to terminate at any time on the Government giving one month's notice.

12. When a Jetty needs repair such as to interfere with the traffic, the trucking must be done in a way most advantageous under the circumstances, and no remission of rent will be made.

13. The Principal Officer of Customs to have the right to settle all disputes between truckers and owners of goods, and to fix and determine charges for trucking such goods on which dispute may hereafter arise, whether fixed or not by any previous scale for calculating tonnage.

14. The Principal Officer of Customs' decision in all such matters to be final, so far as they do not interfere with the laws existing in the Colony.

The Government does not bind itself to accept the lowest or any tender for any of the above-named services, and reserves to itself the right of accepting a portion of a tender.

The supplies to be delivered at such places and times as may be required by the Government or person deputed by it.

The Contractors will be liable for any expense which may be incurred by the Government in consequence of the non-performance of their contracts.

Payments to be made monthly, and for general supplies for the quantities actually consumed in the month.

No transfer of any Contract will be permitted, without the *previous consent* of the Government.

Each Tender must bear the *bonâ fide signatures* of two responsible and approved sureties, who will be required to be bound for the due performance of the Contract, under a penalty of about one-fourth of the estimated sum to be paid under each contract. Parties are requested to be careful in drawing up their Tenders, which should be in strict conformity with this Notice.

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

15. That any tender accepted for the service during 1891 will not commence until these conditions are signed by the tenderer and his sureties.

7.—BURIAL of PAUPERS.

To undertake the Burial of Paupers at Perth, York, Bunbury, Albany, Newcastle, Vasse, Guildford, Fremantle, Champion Bay, Roebourne, and Northam, during the year 1891. Tenders must state the price for the burial of an adult or child, respectively.

Tenders for Perth to state the price of any extra coffins that may be required.

Contractors to find pall and everything necessary for properly conducting the funeral.

Tender to be endorsed "*Tender for Burial of Paupers.*"

8.—BOOTS and SHOES.

To contract for the performance of the following service during the year 1891 :—

To supply boots and shoes for inmates of Gaols, Poor Houses, and Lunatic Asylum, and any other branches of the service that may require them, to be delivered in such quantities and at such times as may be required, at Perth, Fremantle, Albany, Bunbury, York, Newcastle, Geraldton, Guildford, Busselton, Williams, Roebourne, Rottneest Island.

Tender to be endorsed "*Tender for supply of Boots and Shoes.*"

By His Excellency's Command,
OCT. BURT,
Acting Colonial Secretary.

AMENDED NOTICE.

Tenders for Annual Contracts for the Year 1891.

No. 4388.—C.S.O.

Colonial Secretary's Office,
Perth, 23rd September, 1890.

TENDERS FOR POLICE SERVICE (endorsed "*Tender for.....*," as the case may be) will be received at this Office until noon of FRIDAY, the 28th NOVEMBER, 1890, from persons willing to contract for the performance of the following Services during the year 1891 :—

1.—SHOEING POLICE HORSES

At the undermentioned Police Stations, during the year 1891 :—

Albany	Carmarvon	Greenough	Mount Gould	Williams River
Ashburton	Derby	Hamelin	Northampton	Wyndham
Bunbury	Dongara	Jarrahdale	Northam	York
Bridgetown	Esperance Bay	Kimberley Goldfield	Newcastle	Southern Cross
Beverley	Geraldton	Kojonup	Pinjarrah	Roebourne
Busselton	Gingin	Mount Wittenoom	Victoria Plains	

Tenders to state the rate per set, and for removes.

Police Horses to be shod to the satisfaction of the Officer in charge of the District.

Horses not in the Police Force, but the property of the Local Government, must be shod at the same rate as Police Horses.

Tenders to be endorsed "*Tender for Shoeing Horses.*"

Tenders for Annual Contracts for the year 1891.—Continued.

2.—BARLEY or OATS for POLICE, or other
HORSES employed on PUBLIC SERVICE,
for 1891.

To be supplied and delivered, as required, at the several
Police Stations named, at per bushel of 50lbs.

	Probable quantity required: bushels.
Albany	264
Albany Road, 36-mile	132
Jarrahdale	132
Bunbury	264
Bridgetown	150
Beverley	200
Busselton	132
Carnarvon	300
Champion Bay... ..	300
Derby	500
Dongara	264
Esperance Bay	300
Fremantle	300
Guildford	132
Gingin	132
Greenough	132
Hamelin	132
Kojonup	132
Lyons and Gascoyne Junction	200
Northampton	132
Northam	200
Newcastle	264
Perth	1000
Pinjarrah	132
Rockingham	132
Victoria Plains	200
Williams River	132
Wyndham	300
York	330
Southern Cross	200
Roebourne	500

The Barley or Oats to be of first-rate quality, and delivered at the respective Stations at the Contractor's expense on or after the 1st January, 1891, in such quantities and at such times only at the above-named Stations as may be demanded in writing by the Officer in charge of such Stations, and to be subject to approval on delivery.

The Government does not bind itself to take from the Contractor the whole quantity tendered to be supplied, unless demanded in writing as above.

Tender to be endorsed "Tender for Barley or Oats for Police Horses."

The Government does not bind itself to accept the lowest or any tender for any of the above-named services, and reserves to itself the right of accepting a portion of the tender.

The whole of the supplies to be of unexceptional quality, and subject to approval or rejection by officers or persons duly deputed by the Government.

The supplies to be delivered at such places and times as may be required by the Government or persons deputed by it.

No transfer of any Contract will be permitted, without the *previous consent* of the Government.

Each Tender must bear the *bonâ fide* signatures of two responsible and approved sureties, who will be required to be bound for the due performance of the Contract, under a penalty of about one-fourth of the estimated sum to be paid under each contract. Parties are requested to be careful in drawing up their Tenders, which should be in strict conformity with this Notice.

Forms of Tender may be had on application to the various Resident Magistrates, and at the Public Offices, Perth; and no tender will be entertained unless rendered on the prescribed form. It is not necessary to forward *duplicate* tenders; *one* tender form properly filled up and witnessed, both as regards the Contractor and his sureties, will suffice.

3.—HAY for POLICE or other HORSES em-
ployed on PUBLIC SERVICE for 1891.

Good Sown Wheat or Oat Hay, to be supplied and delivered at the several Police Stations named, at per ton of 2,240lbs.

	Probable quantity required: tons.
Albany	10
Jarrahdale	6
Bunbury	10
Bridgetown	6
Beverley	9
Busselton	6
Carnarvon	15*
Champion Bay	12
Derby	24*
Dongara	12
Esperance Bay	12
Fremantle	12
Guildford	9
Gingin	6
Greenough	6
Hamelin	6
Kojonup	6
Northampton	6
Northam	9
Newcastle	12
Perth	60
Pinjarrah	6
Rockingham	6
Victoria Plains	9
Williams River	6
Wyndham	12*
York	15
Southern Cross	9
Roebourne	25*

* Chaff pressed in bags.

The Hay to be of first-rate quality, and delivered at the respective Stations at the Contractor's expense on or after January 1st, 1891, in such quantities and at such times only at the above-named Stations as may be demanded in writing by the Officer in charge of such Stations, and to be subject to approval on delivery.

The Government does not bind itself to take from the Contractor the whole quantity tendered to be supplied, unless demanded in writing as above.

Tender to be endorsed "Tender for Hay for Police Horses."

4.—For the Supply of Bedding to the above
Stations, and (with the exception of the Perth
and Fremantle Stations) the removal of the
Manure therefrom.

By His Excellency's Command,
OCT. BURT,
Acting Colonial Secretary.

NOTICE.

General Post Office,
Perth, 10th September, 1890.

TENDERS (endorsed "Tender for [as the case may be] Mail") will be received at this office until noon of Friday, the 21st November, 1890, for the conveyance of the undermentioned Mails, for one, two, or three years, viz. :—

1. From the Newcastle Post Office to the Railway Station, and *vice versa*, twice daily, or oftener if required, in a spring vehicle.
2. From the Northam Post Office to the Railway Station, and *vice versa*, twice daily, or oftener if required, in a spring vehicle.
3. From the Post Office at Fremantle to the Post Office at Rockingham, and *vice versa*, once a week, in a spring vehicle.
4. From the Post Office at Guildford to Belmont on the Perth-Guildford Road, and *vice versa*, three times a week, on horseback.
5. From Gingin to Yatheroo, and *vice versa*, calling at the various homesteads *en route* for the delivery and collection of correspondence, once every four weeks, on horseback.
6. From the Post Office at Roebourne to Tableland, and *vice versa*, *via* Wilkerson's, Langwell, Croydon, Pyramid, Lutherinuna, and Woodbrook, once every four weeks, on horseback.
7. From the Post Office at Roebourne to the Post Office at Pilbarra, and *vice versa*, *via* Malina and Egina, in a four-wheeled vehicle or on horseback, once every four weeks.
8. From the Post Office, Northam, to the Post Office at Newcastle, and *vice versa*, *via* Irishtown, Bardeen, and Bucklands, then *via* the Chitibin Road, Mugga Muggin Rock, thence to Wongamine, Nunile, and Newcastle, returning by the same route, once a week, on horseback.
9. Between the Preston Post Office and the residence of Mr. J. Charles, on the Preston River, calling at the various homesteads *en route*, for the delivery and collection of correspondence, once a week, on horseback.
10. From Geraldton to the Post Office at Narra Tarra, and *vice versa*, *via* Messrs. Mills and Morrissey's homesteads, once a week, on horseback.
11. From Balingup to Warren (Brockman's) *via* Brooklands, Ferndale, The Junction, Dudenallup, Tangannup, and Lower Blackwood Bridge, and *vice versa*, once a week, on horseback.
- 11a. From Vasse to Warren (Brockman's), *via* the Lower Blackwood, and *vice versa*, once a week, on horseback.
12. From Roebourne to Messrs. H. & W. Woolhouse's *via* Mardie, calling at the homestead of Messrs. Clarkson & Stewart, and *vice versa*, once a fortnight, in a spring vehicle.
13. For the conveyance of Mails, when required, in a steam launch, from the Albany Town Jetty to the steamers of the Peninsular and Oriental and Orient Steam Navigation Companies, and from the said steamers to the said Town Jetty.
Full particulars as to this contract can be obtained on application to the Postmaster at Albany.
14. For the conveyance of the Post Office Mails, letters and letter bags, as required, from

the Post Office at Albany to the Railway Station, and from the Railway Station to the Albany Post Office.

Also, for the conveyance of all Mails from the Post Office to the Town Jetty and *vice versa*, as often as required, in a spring vehicle.

- 15a. Between Onslow and the station of Messrs. A. Hicks & Co., *via* the stations of Messrs. Forrest, Burt & Co., G. & R. Woolhouse, Knight & Cumming, McRae & Harper, H. Higham, and Hooley & New, and *vice versa*, once a fortnight, in a spring vehicle.
- 15b. The same service, with an extension to Messrs. Throssell & Bresnahan's station.
16. From York to Southern Cross *via* Malebeling, Youndegin, and Mooranoppin, and *vice versa*, once a week, in a four-wheeled vehicle.
17. From York to Dangin *via* Green Hills, and *vice versa*, on horseback, once a week, combined with the following fortnightly service from Dangin every alternate week :
 - (a.) From Dangin to Cuttening *via* Mount Stirling and Mount Caroline, and *vice versa*, and
 - (b.) From Dangin to Wogalin *via* Caroling, and *vice versa*.

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

Every tender must bear the *bonâ fide* signatures, duly witnessed, of the tenderer, and of two responsible persons willing to become bound for the due fulfilment of the Contract, in a sum not exceeding the gross amount of the Contract for the whole period over which it extends.

Every Tender must be accompanied by the written consent, duly witnessed, of persons proposed as bondsmen as hereinbefore provided, to execute the bonds as aforesaid for the due performance of the Contract, in the event of such Tender being accepted.

When mails are conveyed in wheeled vehicles, a free passage must be provided for any officer of the Postal and Telegraph Department travelling on duty.

The Government reserves the right of terminating the Contract at any time, by giving three months notice to the Contractor.

Special forms of Tender, with conditions attached, may be obtained on application to the various Postmasters, and at the General Post Office, Perth ; and no Tender will be entertained unless rendered on the prescribed form.

The Government does not bind itself to accept the lowest or any tender.

R. A. SHOLL,
Postmaster General and
General Superintendent of Telegraphs.

Postal and Telegraph Department,
General Post Office,
Perth, 15th July, 1890.

APPLICATIONS in writing will be received from youths not under sixteen years of age, desirous of becoming proficient in Telegraphy, and entering that department of the public service.

During the first six months applicants will be required to attend the Telegraph Office at Perth, without salary ; at the expiration of the first six months, should any candidates show that they have not attained the required standard of efficiency, it will be optional with the Government to dispense with their further service.

R. A. SHOLL,
Postmaster General and
General Superintendent of Telegraphs.

Leases and Licenses forfeited through non-payment of Rent for 1890—continued.

No.	Name.	Acreage.	Rent.	District or Locality.	No.	Name.	Acreage.	Rent.	District or Locality.
<i>GASCOYNE DIVISION.—Pastoral Leases—continued.</i>					<i>EASTERN DIVISION.—Pastoral Leases—continued.</i>				
			£ s. d.					£ s. d.	
67/610	Monger & Forrest	20,000	10 0 0	Lyndon	2/124	Mackinnon, Wm.	500,000	250 0 0	Eucla
67/637	Do.	80,000	40 0 0	Do.	2/128	Do.	150,000	75 0 0	Do.
67/656	Hackett, Jno. Fred.	20,000	10 0 0	Lake Austin	70/82	Macphee, Robt. C. S.	96,000	12 0 0	Upper Oakover
67/676	Mason, H. G. B.	25,000	12 10 0	Mt. Beasley	70/83	Do.	48,000	6 0 0	Do.
67/677	Do.	20,000	10 0 0	Mt. Labouchere	70/84	Do.	32,000	4 0 0	Do.
67/678	Do.	20,000	10 0 0	Do.	70/85	Do.	32,000	4 0 0	Do.
67/679	Do.	20,000	10 0 0	Do.	70/86	Do.	48,000	6 0 0	Do.
67/680	Do.	20,000	10 0 0	Do.	70/103	Twine, Alf. Geo.	20,000	2 10 0	Cowcowing Lake
67/681	Do.	20,000	10 0 0	Do.	70/107	Forrest, A. & Cooke, N. W.	400,000	50 0 0	Upper Ashburton
67/683	Nicholson, Wm.	20,000	10 0 0	Lake Austin	70/108	Macphee, Robt. C. S.	48,000	6 0 0	Do.
67/684	Do.	20,000	10 0 0	Do.	70/112	Bonsler, John	20,000	2 10 0	Toodyay East
67/685	Rogers, Daniel	25,000	12 10 0	Mt. Beasley	70/138	Brown, Clarence D.	40,000	5 0 0	Upper Gascoyne
67/686	Do.	20,000	10 0 0	Do.	70/141	Brown & Burges	20,000	2 10 0	Do.
67/687	Do.	27,000	13 10 0	Do.	70/160	White, Edward W.	20,000	2 10 0	Nr. Lake Deborah
67/688	Do.	50,000	25 0 0	Do.	70/161	Do.	20,000	2 10 0	Do.
67/694	Canning, A. E. F.	150,000	75 0 0	Ashburton	70/181	Oliver, Bros.	20,000	2 10 0	Upper Irwin
67/695	Rogers, Daniel	50,000	25 0 0	Glengarry Range	70/185	Woodley, Geo. Jas.	20,000	2 10 0	Yallawun Pool
67/696	Mason, H. G. B.	309,000	154 10 0	Near Mt. Beasley	70/187	Morrissey, Thos.	100,000	12 10 0	Lake Barlee
67/698	Do.	28,000	14 0 0	Upper Gascoyne	70/192	Butler, Thos.	20,000	2 10 0	Lake Deborah
67/702	Canning, A. E. F.	180,000	90 0 0	Ashburton	70/193	Do.	20,000	2 10 0	Do.
67/706	Mason, H. G. B.	20,000	10 0 0	Upper Gascoyne	70/194	Do.	20,000	2 10 0	Do.
67/707	Do.	50,000	25 0 0	Weld Range	70/195	Do.	20,000	2 10 0	Do.
67/708	Rogers, Daniel	33,300	17 0 0	Mt. Labouchere	70/196	Do.	20,000	2 10 0	Do.
67/709	Do.	50,000	25 0 0	Mt. Beasley	70/197	Do.	20,000	2 10 0	Do.
67/710	Do.	20,000	10 0 0	Mt. Fraser	70/214	Pitcher & Butler	20,000	2 10 0	Yilgarn
67/711	Do.	100,000	50 0 0	Mt. Beasley	70/215	Do.	20,000	2 10 0	Do.
67/712	Do.	76,000	38 0 0	Mt. Labouchere	70/216	Do.	20,000	2 10 0	Do.
67/713	Do.	50,000	25 0 0	Robinson Range	70/217	Do.	20,000	2 10 0	Do.
67/714	Do.	20,000	10 0 0	Mt. Labouchere	70/231	Do.	20,000	2 10 0	Do.
67/715	Do.	20,000	10 0 0	Mt. Fraser	70/251	Hogan, Stephen, Jr.	20,000	2 10 0	Queen Vic. Spring
67/716	Do.	20,000	10 0 0	Do.	70/283	Dempster, Andrew	60,000	7 10 0	Upper Ashburton
67/720	Ridley, Lewis F.	80,000	40 0 0	Wooramel	70/284	Rason, Webster & Co.	20,000	2 10 0	Nr. Yorkarkine
<i>EUCLA DIVISION.—Pastoral Leases.</i>					70/285	Forrest & Cooke	25,000	3 2 6	Ophthalmia Range
68/6	Dempster, Bros.	20,000	10 0 0	Pt. Culver	70/286	Do.	30,000	3 15 0	Do.
68/8	Do.	20,000	10 0 0	Do.	70/287	Do.	30,000	3 15 0	Do.
68/22	Do.	20,000	10 0 0	Do.	70/288	Do.	30,000	3 15 0	Do.
68/28	Do.	20,000	10 0 0	Do.	70/289	Do.	20,000	2 10 0	Do.
<i>NORTH-WEST DIVISION.—Pastoral Leases.</i>					70/290	Do.	100,000	12 10 0	Petherwarina Pool
4/16	Fleay & Shenton	20,000	10 0 0	Shaw	70/305	Heal, Chas. & Jas.	20,000	2 10 0	Mount Hampton
4/17	Do.	60,000	30 0 0	Do.	70/306	Do.	20,000	2 10 0	Do.
4/92	Do.	20,000	10 0 0	DeGrey	70/307	Do.	20,000	2 10 0	Do.
4/93	Do.	20,000	10 0 0	Do.	70/312	Oliver, Bros.	20,000	2 10 0	Pullagroo
4/97	Forrest, Alex.	40,000	20 0 0	Strelley	70/316	Parker, Wm. M.	30,000	3 15 0	Lake Seabrook
4/462	Do.	40,000	20 0 0	Do.	70/317	Do.	20,000	2 10 0	Hampton Plains
4/463	Do.	20,000	10 0 0	Do.	70/333	White, Edwd. W.	20,000	2 10 0	Lake Deborah
4/870	Hooley & New	30,000	11 5 0	Hardey	70/334	Do.	20,000	2 10 0	Do.
69/16	Hester, Bros., & McRae	28,000	14 0 0	Upper Yule	70/351	Mason & Rogers	71,000	8 17 6	Mt. Russell
69/37	Union Bank	30,000	15 0 0	Upper Fortescue	70/352	Do.	71,000	8 17 6	Do.
69/38	Lockyer, Bros., & Co.	20,000	10 0 0	Do.	70/353	Do.	71,000	8 17 6	Do.
69/39	Union Bank	20,000	10 0 0	Do.	70/354	Mason, H. G. B.	211,000	26 7 6	Do.
69/40	Lockyer, Bros., & Co.	20,000	10 0 0	Do.	70/355	Mason & Rogers	105,000	13 2 6	Do.
69/110	Wells, Fred.	20,000	10 0 0	Hammersley Range	70/356	Do.	186,000	23 5 0	Do.
69/145	Do.	20,000	10 0 0	Fortescue	70/357	Do.	85,000	10 12 6	Do.
69/184	Do.	20,000	10 0 0	Near Mt. Elvire	70/358	Do.	60,000	7 10 0	Negri Creek
69/185	Do.	20,000	10 0 0	Do.	70/359	Do.	50,000	6 5 0	Sweeney Creek
69/290	Monger & New	50,000	25 0 0	Ashburton	70/366	Colreavy, James	20,000	2 10 0	Lake Deborah
69/291	Do.	15,000	7 10 0	Do.	70/367	Clinch & Macpherson	20,000	2 10 0	Ningham
69/334	Woolhouse, Jas. Geo. & Robt.	20,000	10 0 0	Serpentine	70/368	Do.	20,000	2 10 0	Do.
69/357	Union Bank	60,000	30 0 0	Exmouth Gulf	70/369	Do.	20,000	2 10 0	Do.
69/375	Woolhouse, H. & W.	20,000	10 0 0	Near North-West Cape	70/370	Do.	20,000	2 10 0	Do.
69/379	Wells, Fred.	20,000	10 0 0	Upper Robe	70/371	Do.	20,000	2 10 0	Do.
<i>EASTERN DIVISION.—Pastoral Leases.</i>					70/375	Carper, J. Levein	100,000	12 10 0	Wargangerring
E 348	Mackinnon, Wm.	122,880	61 10 0	Eucla	70/376	Do.	100,000	12 10 0	Nr. Mt. Burges
" 349	Do.	100,000	50 0 0	Do.	70/420	Mason, H. G. B.	50,000	6 5 0	Hampton Plains
" 361	Vogel, Sir Julius	91,750	46 0 0	Do.	70/421	Do.	90,000	11 5 0	Mt. Leake
" 384	Mackinnon, Wm.	20,000	10 0 0	Do.	70/422	Do.	104,000	13 0 0	Do.
2/48	Ferguson, John	80,000	40 0 0	Do.	70/423	Do.	70,000	8 15 0	Sweeney Creek
2/49	Do.	80,000	40 0 0	Do.	70/424	Do.	70,000	8 15 0	Do.
2/98	Mackinnon, Wm.	211,570	106 0 0	Do.	70/425	Do.	80,000	10 0 0	Do.
2/99	Do.	200,000	100 0 0	Do.	70/426	Do.	20,000	2 10 0	Do.
2/100	Do.	257,735	129 0 0	Do.	70/427	Do.	70,000	8 15 0	Do.
					70/428	Do.	50,000	6 5 0	Do.
					70/429	Do.	41,000	5 2 6	Gascoyne
					70/430	Do.	21,000	2 12 6	Do.
					70/431	Do.	30,700	3 17 6	Do.
					70/432	Do.	34,500	4 7 6	Do.
					70/433	Do.	36,500	4 12 6	Do.
					70/434	Do.	400,000	50 0 0	Windich Springs
					70/435	Do.	20,000	2 10 0	Mt. Davis
					70/436	Do.	30,000	3 15 0	Weld Springs
					70/437	Do.	20,000	2 10 0	Do.
					70/438	Do.	20,000	2 10 0	Parker's Range

Leases and Licenses forfeited through non-payment of Rent for 1890—continued.

No.	Name.	Acreage.	Rent.	District or Locality.	No.	Name.	Acreage.	Rent.	District or Locality.
EASTERN DIVISION.—Pastoral Leases—continued.					SOUTH-WEST DIVISION.—Conditional Purchases, Clause 48—continued.				
			£ s. d.					£ s. d.	
70/439	Mason, H. G. B.	20,000	2 10 0	Parker's Range	48/266	Donnan, Wm.	200	5 0 0	Victoria
70/440	Do.	50,000	6 5 0	Lake Augusta	48/267	Do.	200	5 0 0	Do.
70/441	Do.	50,000	6 5 0	Do.	48/274	Maddock, Wm.	100	2 10 0	Avon
70/442	Do.	50,000	6 5 0	Do.	48/294	Clark, Holiday, & {	100	2 10 0	Wellington
70/443	Do.	50,000	6 5 0	Do.	48/295	Stafford	100	2 10 0	Do.
70/444	Do.	50,000	6 5 0	Do.	48/297	Moore, Jas.	100	2 10 0	Do.
70/445	Do.	50,000	6 5 0	Do.	48/300	Wheelock, Isaac	100	2 10 0	Victoria
70/446	Do.	50,000	6 5 0	Do.	48/302	Do.	100	2 10 0	Do.
70/447	Do.	20,000	2 10 0	Do.	48/316	Denny, Chas. M.	100	2 10 0	Wellington
70/448	Do.	20,000	2 10 0	Mt. Salvado	48/317	Brown, A. K.	100	2 10 0	Do.
70/451	Cooper, Jas.	20,000	2 10 0	Daneberring	48/320	White, Philip	100	2 10 0	Kojonup
70/454	Mason, H. G. B.	64,000	8 0 0	Yacco	48/322	Toll, Annie M.	130	3 5 0	Kent
70/455	Do.	42,000	5 5 0	Do.	48/323	McKenzie, J. F.	200	5 0 0	Plantagenet
70/456	Do.	100,000	12 10 0	Windich Springs	48/327	Sneathuerst, Jas.	92	2 6 0	Avon
70/457	Do.	100,000	12 10 0	Weld Springs	48/329	Longbottom, Fred.	600	15 0 0	Wellington
70/458	Do.	40,000	5 0 0	Mt. Jackson	48/331	Sherry, Pat.	120	3 0 0	Avon
KIMBERLEY DIVISION.—Pastoral Leases.					48/332	Wilkins, Henry	100	2 10 0	Do.
71/5	McDonald, Scales, & Co.	300,000	150 0 0	Fitzroy River	48/337	Rodgers, Thos.	500	12 10 0	Wellington
71/29	Godfrey, Geo.	200,000	100 0 0	Cambridge Gulf	48/338	Sherry, John	315	7 17 6	Avon
71/34	Morrison, H. A.	50,000	25 0 0	Mt. Humbert	48/340	Powell, Geo., jr.	200	5 0 0	Do.
71/44	Game, Jas. A.	150,000	75 0 0	Ord	48/344	Hutton, Thos. G.	150	3 15 0	Wellington
71/47	Do.	100,000	50 0 0	Logue	48/346	Teede, Alfred S.	200	5 0 0	Do.
71/74	Blythe, Joseph	20,000	10 0 0	Mt. Humbert	48/347	Toll, Hy. Grills	100	2 10 0	Kent
71/107	Foster, Thos.	50,000	25 0 0	Sturt Creek	SOUTH-WEST DIVISION.—Conditional Purchases, Clause 49.				
71/108	Do.	50,000	25 0 0	Do.	49/40	Toll, Annie M.	100	5 0 0	Plantagenet
71/109	Do.	50,000	25 0 0	Do.	49/68	Maley, Wesley	100	5 0 0	Victoria
71/132	Bryan & Co.	100,000	50 0 0	Beagle Bay	49/72	Adam, William Keith	100	5 0 0	Sussex
71/155	Connor & Doherty	60,000	30 0 0	Ord	49/73	Do.	100	5 0 0	Do.
71/158	Dalgety & Co.	150,000	75 0 0	Lagrange Bay	49/74	Maley, Wesley	800	40 0 0	Victoria
71/159	Do.	120,000	60 0 0	Chain Man- grove Well	49/76	Marshall & Doonan	50	2 10 0	Co. Sound
71/170	Mackenzie, Agnes	50,000	25 0 0	Mt. Barratt	49/88	Cale & Darley	1,000	50 0 0	Kent
SOUTH-WEST DIVISION.—Conditional Purchases, Clause 46.					49/89	Bishop, James	900	45 0 0	Nelson
46/4	Morrell, W. R.	561	14 0 6	Avon	49/90	Jose, David Saml.	1,000	50 0 0	Do.
SOUTH-WEST DIVISION.—Conditional Purchases, Clause 47.					49/91	Woods, Geo. R.	100	5 0 0	Do.
47/169	Wilkins, Jas.	107	2 13 6	Avon	49/93	Diamond, A. J.	1,000	50 0 0	Do.
47/216	Wilkins, Thos.	100	2 10 0	Do.	49/94	Troode, Edwd. Thos.	200	10 0 0	Do.
47/221	Graham, Wm.	104	2 12 0	Victoria	49/96	Park, Geo.	400	20 0 0	Kent
47/277	Ranford, B. S.	100	2 10 0	Williams	49/97	Hay & Brown	100	5 0 0	Wellington
47/278	Do.	100	2 10 0	Do.	49/100	Bovell, Joseph	100	5 0 0	Nelson
47/283	Postans, Geo. A.	100	2 10 0	Co. Sound	49/101	Cookworthy, Joseph	100	5 0 0	Do.
47/308	Abbey, Thos.	200	5 0 0	Sussex	49/102	Do.	100	5 0 0	Do.
47/317	Abbey, Jno.	300	7 10 0	Wellington	49/103	Do.	100	5 0 0	Do.
47/318	Barnard, Geo. Wm.	1,000	25 0 0	Sussex	49/104	Gale, Richard	100	5 0 0	Do.
47/319	Rose, Geo.	1,000	25 0 0	Do.	49/105	Do.	160	8 0 0	Do.
47/320	Smith, Thos.	1,000	25 0 0	Do.	49/106	Do.	160	8 0 0	Do.
47/321	Reynolds, Joseph G.	1,000	25 0 0	Do.	49/109	De Hamel, L. V.	100	5 0 0	Kent
47/322	Hutchins, Fred.	1,000	25 0 0	Do.	49/111	Dymes, Wellstead, & Galle	100	5 0 0	Do.
47/323	Layman, Geo.	1,000	25 0 0	Do.	49/112	De Hamel, L. V.	100	5 0 0	Do.
47/327	Thurkle, Thos. A.	1,000	25 0 0	Do.	49/114	Rowe, Dymes, & others	100	5 0 0	Do.
47/335	Brennan, Thos.	100	2 10 0	Nelson	49/115	Surman, Harold H.	200	10 0 0	Nelson
SOUTH WEST DIVISION.—Conditional Purchases, Clause 48					49/116	Stanley, Bower, & Sur- man	200	10 0 0	Do.
48/38	Miller, Wm.	100	2 10 0	Nelson	49/124	Rogers, Ishmael	100	5 0 0	Canning
48/53	Mitchell, Chas.	100	2 10 0	Victoria	49/125	Do.	120	6 0 0	Do.
48/101	Gourlay & Dunning	300	7 10 0	Co. Sound	49/129	Donnan, Wm.	260	13 0 0	Victoria
48/106	Macdonald, Ellen	300	7 10 0	Victoria	49/131	Liddelov, F. J.	110	5 10 0	Swan
48/111	Tomlinson, Hy.	100	2 10 0	Swan	49/133	Hay, David A.	300	15 0 0	Wellington
48/119	Abbey, J. T.	100	2 10 0	Sussex	49/134	Angelo, Edwd. Fox	100	5 0 0	Do.
48/130	Payne, Geo. Robt.	100	2 10 0	Wellington	49/135	Burnet, Wm. Gray	200	10 0 0	Do.
48/213	Delaporte, Thos. Robt.	300	7 10 0	Do.	49/136	Naylor, Joseph	100	5 0 0	Do.
48/218	Whiteman, Geo.	100	2 10 0	Canning	49/137	Venn, H. W.	300	15 0 0	Do.
48/219	Summerton, John	154	3 17 0	Avon	49/138	Do.	250	12 10 0	Do.
48/223	Ewings, Saml.	210	5 5 0	Co. Sound	49/139	Stinton, David W.	101	5 1 0	Do.
48/227	Spalding, Margaret E.	100	2 10 0	Victoria	49/140	Turnbull, Alex. P.	200	10 0 0	Do.
48/228	Do.	100	2 10 0	Do.	49/142	Dixon, Jas. H.	300	15 0 0	Do.
48/229	Wheelock, Isaac	100	2 10 0	Do.	49/143	Scott, Robt.	300	15 0 0	Do.
48/239	Chapman, Geo.	100	2 10 0	Wellington	49/144	Emmerson, Jno.	100	5 0 0	Do.
48/244	Scott, Jas.	100	2 10 0	Sussex	49/147	Mitchell, Graves B.	153	7 13 0	Do.
48/249	Glasscock, Geo.	160	4 0 0	Wellington	49/148	Do.	347	17 7 0	Do.
48/250	Glasscock, Hy. Jos.	160	4 0 0	Do.	49/149	Do.	100	5 0 0	Do.
48/251	Glasscock, Geo. H.	100	2 10 0	Do.	49/150	Paterson, Chas. A.	100	5 0 0	Do.
48/252	Barndon, Thos. Hy.	100	2 10 0	Victoria	49/151	Do.	100	5 0 0	Do.
48/257	Maddock, Wm.	200	5 0 0	Avon	49/153	Hastie, C. L.	100	5 0 0	Do.
48/259	Crossby & Keirle	156	3 18 0	Wellington	49/164	Gibbs, Jno. & Harold	100	5 0 0	Do.
					49/166	Hislop, James	200	10 0 0	Do.
					49/167	Hay, Jack	100	5 0 0	Do.

Leases and Licenses forfeited through non-payment of Rent for 1890—continued.

No.	Name.	Acreage.	Rent.	District or Locality.	No.	Name.	Acreage.	Rent.	District or Locality.
SOUTH-WEST DIVISION.—Conditional Purchases, Clause 49—continued.					SOUTH-WEST DIVISION.—Conditional Purchases, Clause 50.				
			£ s. d.					£ s. d.	
49/168	Knox & McDonald ...	200	10 0 0	Wellington	50/9	Williams, Wm. R. ...	500	12 10 0	Melbourne
49/169	Angelo, Edwd. Fox ...	100	5 0 0	Do.	50/10	Do. ...	500	12 10 0	Do.
49/170	Hay, Jack ...	100	5 0 0	Do.	<i>Mining Leases.</i>				
49/171	Stephens, Wm. ...	200	10 0 0	Do.	82/3	Monger, J. H. ...	20	5 0 0	Victoria
49/172	Anstey, Harry ...	200	10 0 0	Do.	82/6	Do. ...	20	5 0 0	Do.
49/173	Do. ...	200	10 0 0	Do.	82/8	Do. ...	20	5 0 0	Do.
49/174	Leake, Geo. ...	200	10 0 0	Do.	82/18	Bishop, Jas. ...	20	5 0 0	Murray
49/175	Do. ...	200	10 0 0	Do.	82/19	Adcock, Wm. E. ...	20	20 0 0	Victoria
49/176	Leake, Geo. ...	200	10 0 0	Do.	82/25	Solomon, Elias... ..	40	10 0 0	Murray
49/177	Bennion, Fred. ...	200	10 0 0	Do.	82/27	Eakins, jr., & Co., John	100	25 0 0	Victoria
49/178	Do. ...	200	10 0 0	Do.	82/28	Hope, Jas. Wm. ...	20	5 0 0	Murray
49/179	Do. ...	200	10 0 0	Do.	82/31	Adcock, Wm. E. ...	10	10 0 0	Victoria
49/180	Anstey, Harry ...	200	10 0 0	Do.	82/32	Millar, Chas. G. ...	20	20 0 0	Do.
49/181	Paterson, Chas. A. ...	200	10 0 0	Do.	82/33	Millar, Edwin ...	20	20 0 0	Do.
49/184	Mason, H. G. B. ...	100	5 0 0	Do.	82/40	Hope, Jas. Wm. ...	20	5 0 0	Nelson
49/185	Hogan, Bros. ...	200	10 0 0	Victoria	82/41	Do. ...	20	5 0 0	Do.
49/186	Barrett, Rich. Hy. ...	100	5 0 0	Wellington	82/44	Moore, Wm. D. ...	100	25 0 0	Do.
49/187	Perren, Jas. & Arthur	100	5 0 0	Do.	82/45	Do. ...	100	25 0 0	Do.
49/188	Do. ...	100	5 0 0	Do.	82/46	Brown, A. K. ...	40	10 0 0	Do.
49/189	Spencer, Chas. Hy. ...	100	5 0 0	Do.	82/47	Do. ...	20	5 0 0	Do.
49/190	Spencer, Thos. Edwin	100	5 0 0	Do.	82/48	Do. ...	20	5 0 0	Do.
49/191	Do. ...	100	5 0 0	Do.	82/49	Maley & Barrett ...	20	5 0 0	Do.
49/192	Do. ...	100	5 0 0	Do.	82/50	Do. ...	20	5 0 0	Do.
49/193	Rogers, Daniel... ..	100	5 0 0	Do.	82/51	Simpson, Maley, & Bar-	20	5 0 0	Do.
49/194	Do. ...	100	5 0 0	Do.		rett			
49/195	Do. ...	100	5 0 0	Do.	82/60	Floyd Tin Mining Co.	100	25 0 0	Do.
49/196	Neelands, Wm. Hy. ...	100	5 0 0	Do.	82/61	Moulton, A. W. ...	20	5 0 0	Do.
49/197	Do. ...	100	5 0 0	Do.	82/62	Hassell, A. W. ...	20	5 0 0	Do.
49/198	Do. ...	100	5 0 0	Do.	82/63	Barrett, R. H. ...	20	5 0 0	Do.
49/199	Burges, Mona M. S. ...	300	15 0 0	Avon	82/68	Floyd Tin Mining Co.	20	5 0 0	Do.
49/202	Brown, Forrest ...	100	5 0 0	Wellington	82/73	Emmerson, John ...	23	5 15 0	Do.
49/203	Perren, Jesse ...	300	15 0 0	Do.	82/74	Caporn, Fred. ...	20	5 0 0	Do.
49/204	Perren, Arthur ...	600	30 0 0	Do.	82/78	Hope & Stinton ...	40	10 0 0	Do.
49/205	Do. ...	150	7 10 0	Do.	82/80	Welby, John ...	20	5 0 0	Do.
49/206	Perren, James ...	700	35 0 0	Do.	82/82	Williams, Geo. M. ...	20	5 0 0	Do.
49/207	Perren, Edwin ...	300	15 0 0	Do.	82/83	Lawrence, Wm. ...	50	12 10 0	Do.
49/208	Perren, Jesse ...	200	10 0 0	Do.	82/85	Cale, Jas. ...	40	10 0 0	Do.
49/209	Reading & Co. ...	1000	50 0 0	Do.	82/91	Gray & Co. ...	100	25 0 0	Victoria
49/210	Reading, Hy. E. ...	500	25 0 0	Do.	82/93	Gibney, Matthew ...	100	25 0 0	Do.
49/217	Hay, Jack ...	200	10 0 0	Do.	82/94	Do. ...	100	25 0 0	Do.
49/220	Hester, Gerald E. ...	150	7 10 0	Nelson	82/95	Eakins, Saml. ...	200	50 0 0	Do.
49/222	Rogers, Ishmael ...	100	5 0 0	Canning	82/96	Morrissey, M. J. ...	200	50 0 0	Do.
49/223	Wigglesworth, Edwd.	500	25 0 0	Wellington	82/97	Smith, Geo. ...	200	50 0 0	Do.
49/224	Do. ...	500	25 0 0	Do.	82/98	Guilfoyle, Jas. ...	100	25 0 0	Do.
49/226	Cummins, Geo. F. ...	200	10 0 0	Do.	82/99	Quinlan & Speight ...	100	25 0 0	Do.
49/227	McLarty, Edwd. ...	200	10 0 0	Do.	82/102	Maley, Wesley ...	100	25 0 0	Do.
49/228	Gibbs, Jno. & Harold... ..	150	7 10 0	Do.	82/103	Do. ...	100	25 0 0	Do.
49/229	Moore, Jas. ...	100	5 0 0	Do.	82/104	Robyns, Jno. ...	100	25 0 0	Do.
49/230	Maxstead, Edwd. ...	100	5 0 0	Do.	82/105	Do. ...	100	25 0 0	Do.
49/231	Naylor, Joseph ...	100	5 0 0	Do.	82/106	Walker, Geo. ...	200	50 0 0	Do.
49/233	Sinclair, Danl. ...	100	5 0 0	Do.	82/108	Burges, Thos. ...	200	50 0 0	Do.
49/234	Floyd, Geo. Wm. ...	100	5 0 0	Do.	82/109	Kenny, Carlyon, and	200	50 0 0	Do.
49/235	Forrest, Geo. ...	100	5 0 0	Do.		Wallace			
49/236	Hay, Jack ...	100	5 0 0	Do.	82/112	Truran, Thos. ...	200	50 0 0	Do.
49/237	Hay, Eliza ...	100	5 0 0	Do.	82/114	Morrissey, Michl. Jas.	200	50 0 0	Do.
49/238	Hay, Louisa ...	100	5 0 0	Do.	82/117	Guilfoyle, Jas. ...	100	25 0 0	Do.
49/239	Heppingstone & Co. ...	500	25 0 0	Do.	82/118	Brand, Geo. ...	200	50 0 0	Do.
49/240	Do. ...	500	25 0 0	Do.	82/119	Do. ...	100	25 0 0	Do.
49/241	Heppingstone, Robt. J.	500	25 0 0	Do.	82/120	Do. ...	100	25 0 0	Do.
49/242	Sloan, James ...	500	25 0 0	Do.	82/121	Do. ...	200	50 0 0	Do.
49/243	Laffan, Jno. Thos. ...	500	25 0 0	Do.	82/125	Brown, Clarence D. ...	200	50 0 0	Do.
49/244	Do. ...	500	25 0 0	Do.	82/126	Amalgamated W. A.	100	25 0 0	Do.
49/245	Reading, H. E. ...	100	5 0 0	Do.		Coal Co.			
49/246	Clarke, Ephraim M. ...	500	25 0 0	Do.	82/127	Do. ...	100	25 0 0	Do.
49/247	Reading, H. E. ...	100	5 0 0	Do.	82/129	McNeil, W. B. ...	100	25 0 0	Do.
49/248	James, Walter Hartvell	100	5 0 0	Do.	82/130	Wittenoom, F. F. B. ...	200	50 0 0	Do.
49/249	Do. ...	100	5 0 0	Do.	82/131	Do. ...	200	50 0 0	Do.
49/250	Do. ...	100	5 0 0	Do.	82/132	Do. ...	200	50 0 0	Do.
49/251	Venn, Hy. W. ...	100	5 0 0	Do.	82/133	Do. ...	200	50 0 0	Do.
49/252	Chipper, J. C. ...	500	25 0 0	Do.	82/134	Do. ...	200	50 0 0	Do.
49/253	Burcham, Wm. ...	100	5 0 0	Do.	82/136	Lawrence, Walter ...	20	5 0 0	Nelson
49/254	Trigwell, Hy. ...	100	5 0 0	Do.	82/146	Eliot, Raymond ...	200	50 0 0	Victoria
49/255	Reid, Wm. ...	100	5 0 0	Do.	82/162	Irwin Coal Mining Co.	100	25 0 0	Do.
49/260	Grossman, Frank C. ...	100	5 0 0	Do.	82/164	Do. ...	60	15 0 0	Do.
49/261	Hay, David A. & Eliza	100	5 0 0	Do.	82/167	Wittenoom, F. F. B. ...	200	50 0 0	Do.
49/262	Do. ...	100	5 0 0	Do.	82/168	Do. ...	160	40 0 0	Do.
49/263	Do. ...	100	5 0 0	Do.	82/169	Do. ...	120	30 0 0	Do.
49/264	Hurst, Jno. ...	100	5 0 0	Do.	82/170	Do. ...	100	25 0 0	Do.
49/265	Do. ...	100	5 0 0	Do.	82/173	Do. ...	108	27 0 0	Do.
49/266	Holman, Jno. ...	100	5 0 0	Do.	82/174	Do. ...	100	25 0 0	Do.
46/267	Do. ...	100	5 0 0	Do.	82/175	Do. ...	200	50 0 0	Do.
					82/176	Do. ...	200	50 0 0	Do.

Leases and Licenses forfeited through non-payment of Rent for 1890—continued.

No.	Name.	Acreage.	Rent.	District or Locality.	No.	Name.	Acreage.	Rent.	District or Locality.
<i>Mining Leases—continued.</i>					<i>Mining Leases—continued.</i>				
			£ s. d.					£ s. d.	
82/177	Wittenoom, F. F. B. ...	175	43 15 0	Victoria	82/305	Brown, A. K. ...	20	5 0 0	Nelson
82/178	Do. ...	200	50 0 0	Do.	82/307	Flood, Hill, & Wilkins	20	5 0 0	Do.
82/179	Do. ...	60	15 0 0	Do.	82/308	Do. ...	20	5 0 0	Do.
82/180	Maley, Jno. S. ...	34	8 10 0	Do.	82/311	Paterson, Wm. ...	20	5 0 0	Do.
82/183	Cardiff Coal Co. ...	60	15 0 0	Do.	82/312	Leake, Geo. ...	20	5 0 0	Do.
82/184	Do. ...	37	9 5 0	Do.	82/313	Do. ...	40	10 0 0	Do.
82/185	Amalgamated W. A. Coal Co. ...	100	25 0 0	Do.	82/314	Do. ...	30	7 10 0	Do.
82/186	Do. ...	100	25 0 0	Do.	82/315	Do. ...	30	7 10 0	Do.
82/187	Do. ...	50	12 10 0	Do.	82/316	Scott, Edwd. ...	20	5 0 0	Do.
82/188	Do. ...	100	25 0 0	Do.	82/317	Broadhurst, Chas. E. ...	20	5 0 0	Do.
82/189	Do. ...	100	25 0 0	Do.	82/318	Leake, Geo. ...	20	5 0 0	Do.
82/190	Connolly, Robt. ...	200	50 0 0	Do.	82/319	Stirling, Horace Geo. ...	20	5 0 0	Do.
82/192	Curtze, John Chas. ...	20	5 0 0	Nelson	82/321	Nesbit, Vincent E. ...	20	5 0 0	Do.
82/193	Barrett, Richd. Hy. ...	20	5 0 0	Victoria	82/322	Prosser, Wallace ...	20	5 0 0	Do.
82/194	Southern Tin Mining Co. ...	60	15 0 0	Nelson	82/323	Dixon, Jas. Hy. ...	20	5 0 0	Do.
82/195	Do. ...	20	5 0 0	Do.	82/325	Denny, Chas. M. ...	25	6 5 0	Do.
82/196	Do. ...	40	10 0 0	Do.	82/326	Mason, Welby, & Newman	55	13 15 0	Do.
82/197	Hooley & Leake ...	120	30 0 0	Do.	82/327	Bennion, Fred. ...	50	12 10 0	Do.
82/200	Cowan, Clarke, & Castilla	100	25 0 0	Do.	82/328	Do. ...	40	10 0 0	Do.
82/201	Inglis, Jas. ...	20	5 0 0	Do.	82/329	Do. ...	56	14 0 0	Do.
82/203	Inglis, Andrew ...	22	5 10 0	Do.	82/330	Lawrence, Wm. ...	40	10 0 0	Do.
82/204	Brown, A. K. ...	20	5 0 0	Do.	82/340	Brown, A. K. ...	20	5 0 0	Do.
82/217	Hay, David A. ...	30	7 10 0	Do.	82/341	Do. ...	20	5 0 0	Do.
82/218	Do. ...	30	7 10 0	Do.	82/342	Do. ...	20	5 0 0	Do.
82/219	Do. ...	30	7 10 0	Do.	82/343	Do. ...	20	5 0 0	Do.
82/220	Brown, A. K. & Co. ...	20	5 0 0	Do.	82/344	Do. ...	20	5 0 0	Do.
82/221	Do. ...	20	5 0 0	Do.	82/347	Do. ...	20	5 0 0	Do.
82/222	Do. ...	20	5 0 0	Do.	82/348	Herbert, J. A. ...	40	10 0 0	Do.
82/225	Canning, E. A. ...	80	20 0 0	Do.	82/349	Barnett, Hy. C. ...	20	5 0 0	Do.
82/226	Wisbey, Charles, seunr.	40	10 0 0	Do.	82/350	Standard Tin Mining Co.	80	20 0 0	Do.
82/227	Hay & Brown ...	200	50 0 0	Do.	82/351	Denny, C. M. ...	20	5 0 0	Do.
82/228	Doust, Hy. ...	40	10 0 0	Do.	82/352	Robyns, Jno. ...	100	25 0 0	Victoria
82/231	Walter & Jephson ...	20	5 0 0	Do.	82/353	Do. ...	100	25 0 0	Do.
82/232	Do. ...	20	5 0 0	Do.	82/354	Do. ...	100	25 0 0	Do.
82/233	Moulton, A. W. ...	40	10 0 0	Do.	82/355	Do. ...	100	25 0 0	Do.
82/235	Adam & Walter ...	20	5 0 0	Do.	82/356	McCallum, Jno. L. ...	200	50 0 0	Do.
82/236	Do. ...	20	5 0 0	Do.	82/357	Do. ...	200	50 0 0	Do.
82/239	Greenbushes Tin Mining Co.	40	10 0 0	Do.	82/358	Do. ...	200	50 0 0	Do.
82/240	Canning, E. A. ...	20	5 0 0	Do.	82/359	Do. ...	200	50 0 0	Do.
82/241	Do. ...	20	5 0 0	Do.	82/360	Do. ...	200	50 0 0	Do.
82/242	Do. ...	20	5 0 0	Do.	82/361	Do. ...	200	50 0 0	Do.
82/243	Do. ...	20	5 0 0	Do.	82/362	Do. ...	200	50 0 0	Do.
82/246	Hay, David A. ...	100	25 0 0	Do.	82/363	Do. ...	200	50 0 0	Do.
82/250	Brown, A. K. ...	20	5 0 0	Do.	82/364	Do. ...	200	50 0 0	Do.
82/251	Ramsay, Wm. C. ...	100	25 0 0	Wellington	82/365	Do. ...	200	50 0 0	Do.
82/255	Canning, E. A. ...	20	5 0 0	Nelson	82/366	Do. ...	200	50 0 0	Do.
82/258	Standard Tin Mining Co.	20	5 0 0	Do.	82/367	Law, Robt. O. ...	100	25 0 0	Nelson
82/262	Canning, E. A. ...	20	5 0 0	Do.	82/368	McCallum, Jno. L. ...	100	25 0 0	Victoria
82/263	Brown & Denny ...	20	5 0 0	Do.	82/369	Do. ...	100	25 0 0	Do.
82/265	Cockram, Edwin ...	20	5 0 0	Do.	82/370	Do. ...	200	50 0 0	Do.
82/266	Do. ...	20	5 0 0	Do.	82/371	Brown, A. K. ...	20	5 0 0	Nelson
82/267	Leake, Geo. ...	20	5 0 0	Do.	82/372	Do. ...	20	5 0 0	Do.
82/268	Matthews & Co. ...	40	10 0 0	Do.	82/373	Do. ...	20	5 0 0	Do.
82/271	Fremantle-Irwin Coal Mining Co.	50	12 10 0	Victoria	82/374	Do. ...	20	5 0 0	Do.
82/272	Do. ...	160	40 0 0	Do.	82/375	Do. ...	20	5 0 0	Do.
82/277	Do. ...	105	26 5 0	Do.	82/376	Do. ...	20	5 0 0	Do.
82/278	New Bischoff Tin Mining Co.	40	10 0 0	Nelson	82/377	Do. ...	20	5 0 0	Do.
82/279	Do. ...	20	5 0 0	Do.	82/380	Hay, David A. ...	20	5 0 0	Do.
82/281	Saunders, H. Jno. ...	20	5 0 0	Do.	82/381	Do. ...	20	5 0 0	Do.
82/282	Do. ...	40	10 0 0	Do.	82/382	Do. ...	20	5 0 0	Do.
82/285	Maley, Wesley ...	20	5 0 0	Victoria	82/383	Do. ...	20	5 0 0	Do.
82/286	Neelands, W. H. ...	20	5 0 0	Do.	82/384	The Eureka Tin Mining Co.	20	5 0 0	Do.
82/287	Hope, E. T. ...	20	5 0 0	Do.	82/385	Do. ...	20	5 0 0	Do.
82/288	Maley, Neelands, Barrett, & Hope	20	5 0 0	Do.	82/386	Do. ...	20	5 0 0	Do.
82/290	Hicks, Jas. Albert ...	20	5 0 0	Do.	82/387	Do. ...	20	5 0 0	Do.
82/291	Wearne, Jno. ...	20	5 0 0	Do.	82/388	Do. ...	20	5 0 0	Do.
82/296	Olivey, Geo. Sydney ...	20	5 0 0	Nelson	82/389	Do. ...	20	5 0 0	Do.
82/298	Leake, Geo. ...	20	5 0 0	Do.	82/390	Do. ...	20	5 0 0	Do.
82/299	Gibbs, Geo. Gordon ...	32	8 0 0	Do.	82/391	Do. ...	20	5 0 0	Do.
82/302	Mitchell, W. B. ...	21	5 5 0	Do.	82/392	Do. ...	20	5 0 0	Do.
82/303	Poulton, Castilla, & Clarke	20	5 0 0	Do.	82/393	Do. ...	20	5 0 0	Do.
82/304	Leake, Geo. ...	100	25 0 0	Do.	82/394	Fremantle-Irwin Coal Mining Co.	85	21 5 0	Victoria
					82/395	Sampson, Jno. ...	20	5 0 0	Nelson
					82/396	Pratt & Co., Jas. ...	20	5 0 0	Do.
					82/397	Do. ...	20	5 0 0	Do.
					82/398	Do. ...	20	5 0 0	Do.
					82/399	McCallum & Shaw ...	20	5 0 0	Victoria
					82/400	Hymus, Sydney ...	20	5 0 0	Nelson

Leases and Licenses forfeited through non-payment of Rent for 1890—continued.

No.	Name.	Acreage.	Rent.	District or Locality.	No.	Name.	Acreage.	Rent.	District or Locality.
<i>Mining Leases—continued.</i>					<i>Mining Leases—continued.</i>				
			£ s. d.					£ s. d.	
82/401	Hymus, Sydney ...	20	5 0 0	Nelson	82/460	Reading, Hy. E. ...	100	25 0 0	Nelson
82/402	Do. ...	20	5 0 0	Do.	82/461	Congdon, Danl. K. ...	95	23 15 0	Do.
82/403	Do. ...	20	5 0 0	Do.	82/462	Caporn & O'Connell ...	20	5 0 0	Do.
82/404	Do. ...	20	5 0 0	Do.	82/464	Hiscox, Jas. L....	20	5 0 0	Do.
82/406	Birch, Chas. V. ...	20	5 0 0	Do.	82/465	Do. ...	20	5 0 0	Do.
82/407	Yeats, Caroline H. ...	60	15 0 0	Victoria	82/467	Hay, Cummins, and Wisbey	40	10 0 0	Do.
82/408	Allnutt, Jno. ...	40	10 0 0	Nelson	82/468	Hay, David A. ...	50	12 10 0	Wellington
82/409	Angelo, Edwd. F. ...	20	5 0 0	Do.	82/472	Leake, Geo. ...	200	50 0 0	Sussex
82/410	Watson & Tee ...	25	6 5 0	North-West	82/473	Do. ...	200	50 0 0	Do.
82/411	Do. ...	25	6 5 0	Do.	82/474	Do. ...	200	50 0 0	Do.
82/412	Do. ...	25	6 5 0	Do.	82/475	Do. ...	200	50 0 0	Do.
82/413	Do. ...	25	6 5 0	Do.	82/476	Rogers, Danl. ...	200	50 0 0	Do.
82/419	Cullinan & Bernd ...	40	10 0 0	Wellington	82/477	Do. ...	200	50 0 0	Do.
82/420	Do. ...	20	5 0 0	Do.	82/479	Salas, G. F. ...	20	5 0 0	Nelson
82/421	Do. ...	20	5 0 0	Do.	82/483	Leamy, Wm. ...	20	5 0 0	Do.
82/422	Chipper, Jno. Chas. ...	20	5 0 0	Nelson	82/484	Do. ...	20	5 0 0	Do.
82/423	Mitchell, G. B. ...	20	5 0 0	Wellington	82/485	Do. ...	20	5 0 0	Do.
82/424	Do. ...	20	5 0 0	Do.	82/486	Do. ...	20	5 0 0	Do.
82/425	Hay, David A. ...	20	5 0 0	Do.	82/487	Leake, Geo. ...	100	25 0 0	Sussex
82/426	Do. ...	20	5 0 0	Do.	82/488	Do. ...	100	25 0 0	Do.
82/427	Do. ...	20	5 0 0	Do.	82/489	Bennion, Fred....	160	40 0 0	Do.
82/428	Do. ...	20	5 0 0	Do.	82/490	Do. ...	200	50 0 0	Do.
82/429	Brown, A. K. ...	50	12 10 0	Do.	82/491	Do. ...	200	50 0 0	Do.
82/430	Do. ...	50	12 10 0	Do.	82/492	Do. ...	200	50 0 0	Do.
82/431	Do. ...	50	12 10 0	Do.	82/493	Do. ...	200	50 0 0	Do.
82/432	Do. ...	50	12 10 0	Do.	82/494	Moore, G. F. ...	80	20 0 0	Nelson
82/433	Rogers, Daniel ...	20	5 0 0	Do.	82/495	Salas, G. F. ...	24	6 0 0	Do.
82/434	Do. ...	20	5 0 0	Do.	82/496	Do. ...	20	5 0 0	Do.
82/435	Do. ...	20	5 0 0	Do.	82/499	Hay, David A....	200	50 0 0	Sussex
82/436	Do. ...	20	5 0 0	Do.	82/500	Do. ...	200	50 0 0	Do.
82/437	Do. ...	20	5 0 0	Do.	82/502	Moore, G. F. ...	95	23 15 0	Nelson
82/438	Do. ...	20	5 0 0	Do.	82/503	Do. ...	18	4 10 0	Do.
82/439	Rogers, Esther ...	20	5 0 0	Do.	82/504	Do. ...	55	13 15 0	Do.
82/440	Do. ...	20	5 0 0	Do.	82/505	Mumme, Wm. ...	60	15 0 0	Do.
82/441	Do. ...	20	5 0 0	Do.	82/506	Darley & Grossman ...	20	5 0 0	Do.
82/442	Do. ...	20	5 0 0	Do.	82/508	O'Connell, Jno. ...	20	5 0 0	Do.
82/443	Do. ...	20	5 0 0	Do.	82/510	Grave, Jas. ...	20	5 0 0	Do.
82/444	Fienberg, Barnett ...	20	5 0 0	Do.	82/511	Do. ...	31	7 15 0	Do.
82/446	Chipper, Jno. Chas. ...	25	6 5 0	Nelson	82/512	Chipper, Jno. Chas. ...	20	5 0 0	Do.
82/451	Perren, Arthur ...	20	5 0 0	Do.	82/513	Grave & Co., Jas. ...	200	50 0 0	Do.
82/452	Do. ...	20	5 0 0	Do.	82/514	Do. ...	20	5 0 0	Do.
82/453	Do. ...	20	5 0 0	Do.	82/515	Do. ...	20	5 0 0	Do.
82/455	Park, Geo. ...	50	12 10 0	Wellington	82/516	Do. ...	20	5 0 0	Do.
82/456	Maley, Wesley ...	20	5 0 0	Do.	82/517	Do. ...	20	5 0 0	Do.
82/457	Neelands, W. H. ...	20	5 0 0	Do.					
82/458	Barrett, Richd. Hy. ...	20	5 0 0	Do.					
82/459	Reading, Hy. E. ...	60	15 0 0	Nelson					

No.	Name.	Acreage.	Rent.	District or Locality.	Upset Price.
<i>SOUTH-WEST DIVISION.—Special Occupation Leases and Licenses.</i>					
			£ s. d.		£ s. d.
S 2052	Union Bank ...	100	5 0 0	Victoria	45 0 0
" 2244	Do. ...	100	5 0 0	Do.	40 0 0
" 2308	Spencer, Wm. ...	400	20 0 0	Nelson	150 0 0
" 2377	Union Bank ...	100	5 0 0	Victoria	37 10 0
" 2395	Do. ...	100	5 0 0	Do.	37 10 0
7/265	Union Bank ...	100	5 0 0	Do.	30 0 0
7/331	Hope, Jas. Wm. ...	100	5 0 0	Avon	32 10 0
7/332	Do. ...	100	5 0 0	Do.	32 10 0
7/333	Do. ...	100	5 0 0	Do.	32 10 0
7/340	Do. ...	100	5 0 0	Victoria	30 10 0
7/343	Do. ...	200	10 0 0	Do.	65 0 0
7/408	Coverley, John... ..	100	5 0 0	Wellington	30 0 0
7/457	Union Bank ...	100	5 0 0	Victoria	30 0 0
7/458	Do. ...	100	5 0 0	Do.	30 0 0
7/1241	Matheson, Barbara ...	100	5 0 0	Avon	22 10 0
7/1245	Do. ...	200	10 0 0	Do.	45 0 0
7/1412	Hope, Jas. Wm. ...	100	5 0 0	Wellington	20 0 0
7/1462	Rowley & Kennell ...	120	6 0 0	Canning	24 0 0
7/1501	Maguire, Jno. ...	100	5 0 0	Do.	17 10 0
7/1531	Speight, Chas. O. ...	100	5 0 0	Do.	17 10 0
7/1582	Matthews, Jno. T. ...	300	15 0 0	Co. Sound	52 10 0
7/1583	Foreman, E. F. ...	200	10 0 0	Wellington	35 0 0
7/1638	Eichbaum, F. A. ...	100	5 0 0	Swan	17 10 0
7/1639	Do. ...	100	5 0 0	Do.	17 10 0

DEPARTMENT OF LAND TITLES.

 $\frac{1}{90}$ Transfer of Land Act, 1874, Section 51.

TAKE NOTICE that Alfred Earle Burt of Perth gentleman sole executor and devisee in trust under the will of Anna Skinner deceased has made application to be registered as the proprietor of an estate in fee simple in possession in the following parcels of land situate in Fremantle aforesaid viz.:

1. The unsurrendered balance of *Fremantle Town Lot 95* and the whole of *Fremantle Town Lot 96*.
2. The whole of *Fremantle Town Lot 1364* as comprised in Certificates of Title Volume X. folium 243 and Volume XXXI. folium 23.

AND FURTHER TAKE NOTICE that all persons other than the applicant claiming to have any estate right title or interest in the above parcels of land ARE HEREBY REQUIRED to lodge in this Office on or before the 18th day of October next a *caveat* forbidding the same from being registered accordingly.

ALFRED E. BURT,

Land Titles' Office, Perth, } Registrar of Titles.
20th September, 1890. }

Edward Sholl, Perth, Applicant's Solicitor.

 $\frac{1}{90}$ Transfer of Land Act, 1874.

TAKE NOTICE that William Waldoock of Perth Sub-Inspector of Police heir-at-law of the late Jesse Waldoock has made application to be registered as the proprietor of an estate in fee simple in possession in the following parcel of land situate in the Avon District being

Avon Location 582.

Bounded on the *South* by an East-north-east line of 2115 links from a spot 894 links North-north-west and 20 chains East-north-east from the North corner of Location 577.

On the *West* by a North-north-west line of 2115 links from said spot and

On the *North* and *East* by lines parallel and equal respectively to the *South* and *West* boundaries.

AND FURTHER TAKE NOTICE that all persons other than the applicant claiming to have any estate right title or interest in the above parcel of land ARE HEREBY REQUIRED to lodge in this Office on or before the 25th day of October next a *caveat* forbidding the same from being brought under the operation of the Act.

ALFRED E. BURT,
Registrar of Titles.

Land Titles' Office, Perth, }
23rd September, 1890. }

Edward Sholl, Perth, Applicant's Solicitor.

 $\frac{5}{90}$ Transfer of Land Act, 1874.

TAKE NOTICE that Robert Muir of Albany merchant has made application to be registered as the proprietor of an estate in fee simple in possession in the following parcel of land situate in Albany aforesaid being

Albany Building Lot 218 (Oa. 3r. 21p.)

Bounded on the *N.* by 2 chains of Vancouver Street.

On the *W.* by Town Lot 228 measuring 440 links.

On the *S.W.* by Town Lots 230 and 231 measuring 176 links.

On the *E.* by Town Lot 223 measuring 149 links and by the *West* boundaries of Lots 224 and 225 and part of Lot 226 measuring together 413 links.

AND FURTHER TAKE NOTICE that all persons other than the applicant claiming to have any estate right title or interest in the above parcel of land ARE HEREBY REQUIRED to lodge in this Office on or before the 25th day of October next a *caveat* forbidding the same from being brought under the operation of the Act.

ALFRED E. BURT,
Registrar of Titles.

Land Titles' Office, Perth, }
22nd September, 1890. }

Haynes & Robinson, Albany, Applicant's Solicitors.

 $\frac{1}{90}$ Transfer of Land Act, 1874, Section 116.

TAKE NOTICE that the Commissioner of Titles having been satisfied of the truth of certain declarations setting forth that Certificate of Title Volumn XIX. folium 222 comprising one rood thirty-five perches of Perth Town Lot Y 44 with a frontage of one chain fifty links to Kensington Lane *has been lost* has directed that a Special Certificate in lieu thereof be issued in the name of Domingo Rotaheche the registered proprietor of the land.

AND FURTHER TAKE NOTICE that I shall on the 20th day of October issue the said Special Certificate.

ALFRED E. BURT,

Registrar of Titles.

Land Titles' Office, Perth, }
1st October, 1890. }

F. M. Stone, Perth, Solicitor for Applicant.

 $\frac{1}{90}$ Transfer of Land Act, 1874.

TAKE NOTICE that John Ernest Best of Roebourne blacksmith has made application to be registered as the proprietor of an estate in fee simple in possession in the following parcels of land situate in the town of Cossack being

COSSACK TOWN LOTS 117 AND 118.

Town Lot 117 containing 1 rood 28 perches.

Bounded on the *N.W.* by 125 links of Perseverance Street.

On the *S.E.* by 125½ links of the Strand and

On the *N.E.* and *S.W.* by Town Lots 118 and 116 measuring respectively 350 links and 337 links.

Town Lot 118 containing 1 rood 31 perches.

Bounded on the *N.W.* by 125 links of Perseverance Street.

On the *S.E.* by 125½ links of the Strand and

On the *N.E.* and *S.W.* by Town Lots 119 and 117 measuring respectively 362 links and 350 links.

AND FURTHER TAKE NOTICE that all persons other than the applicant claiming to have any estate right title or interest in the above parcels of land ARE HEREBY REQUIRED to lodge in this Office on or before the 1st day of November next a *caveat* forbidding the same from being brought under the operation of the Act.

ALFRED E. BURT,
Registrar of Titles.

Land Titles' Office, Perth, }
27th September, 1890. }

Edward Sholl, Perth, Applicant's Solicitor.

 $\frac{10}{90}$ Transfer of Land Act, 1874.

TAKE NOTICE that Rose Mason of Albany wife of Isaac Mason of the same place gentleman has made application to be registered as the proprietor of an estate in fee simple in possession in the following parcels of land situate in Albany aforesaid being

Albany Building Lots 180 and 181

together forming an entirety bounded as follows:—

On the *S.* by 210 links of Vancouver Street

On the *E.* by Building Lot 182 measuring 450 links

On the *N.* by 133 links of Grey Street and

On the *W.* by 456 links of Parade Street.

AND FURTHER TAKE NOTICE that all persons other than the applicant claiming to have any estate right title or interest in the above parcels of land ARE HEREBY REQUIRED to lodge in this Office on or before the 1st day of November next a *caveat* forbidding the same from being brought under the operation of the Act.

ALFRED E. BURT,
Registrar of Titles.

Land Titles' Office, Perth, }
29th September, 1890. }

Horgan & Moorhead, Perth, Applicant's Solicitors.

DEPARTMENT OF LAND TITLES.

117
10

Transfer of Land Act, 1874.

TAKE NOTICE that John Wellman of Guildford farmer has made application to be registered as the proprietor of an estate in fee simple in possession in the following parcel of land situate in Guildford aforesaid being

Guildford Town Lot 51 (3a. 2r. 32p.)

Bounded on the North by three chains seventy links of Mangles Street.

On the South by three chains seventy links of Helena Street.

On the West by Town Lot 50 measuring ten chains and

On the East by Town Lot 52 measuring ten chains and as the same is in the occupation of the applicant.

AND FURTHER TAKE NOTICE that all persons other than the applicant claiming to have any estate right title or interest in the above parcel of land ARE HEREBY REQUIRED to lodge in this Office on or before the 25th day of October next a caveat forbidding the same from being brought under the operation of the Act.

ALFRED E. BURT,

Land Titles' Office, Perth,) Registrar of Titles.
26th September, 1890.)

Leake, James, and Kidson, Perth, Applicant's Solicitors.

Designs and Trade Marks Act, 1884.

IT is hereby notified that the persons trading as THE CHARLES A. VOGELER COMPANY, of Baltimore, Maryland, one of the United States of America, have applied to register the Trade Mark, in Class 3, in respect of a Medicinal preparation or liniment:

ST JACOB'S OIL

Notice is hereby given that, unless it be shown to my satisfaction before the expiration of 21 days from the publication hereof that such Trade Mark has been previously registered, or that some other person is entitled to such Trade Mark, or that such Trade Mark is so like some other Trade Mark that it may be mistaken for the same, a certificate will be issued to the applicants, certifying that the said firm is entitled to the use of the same.

WALTER A. GALE,
Registrar of Designs
and Trade Marks.

Patent Office, Perth,
October 15th, 1890.

Designs and Trade Marks Act, 1884.

IT is hereby notified that C. J. VAN HOUTEN and Zoon, of Weesp, in Holland, Cocoa Manufacturers, have applied to register the Trade Mark represented below, in Class 42, in respect of Cocoa and Chocolate:



Notice is hereby given that, unless it be shown to my satisfaction before the expiration of 21 days from the publication hereof that such Trade Mark has been previously registered, or that some other person is entitled to such Trade Mark, or that such Trade Mark is so like some other Trade Mark that it may be mistaken for the same, a certificate will be issued to the applicants, certifying that the said firm is entitled to the use of the same.

WALTER A. GALE,
Registrar of Designs
and Trade Marks.

Patent Office, Perth,
October 15th, 1890.

Designs and Trade Marks Act, 1884.

IT is hereby notified that THE AUSTRALASIAN-AMERICAN SHIPPING COMPANY, Limited, whose registered office is at No. 54, Margaret Street, Sydney, in the Colony of New South Wales, Merchant, has applied to register the Trade Marks represented below, in Class 47, in respect of Illuminating and Heating Oils:

EXCELSIOR
ORIENT
LUXENE

Notice is hereby given that, unless it be shown to my satisfaction before the expiration of 21 days from the publication hereof that any or all of such Trade Marks have been previously registered, or that some other person is entitled to any or all of such Trade Marks, or that any of such Trade Marks is so like some other Trade Mark that it may be mistaken for the same, a certificate will be issued to the applicant, certifying that the said Company is entitled to the use of both of the same.

WALTER A. GALE,
Registrar of Designs
and Trade Marks.

Patent Office, Perth,
October 15th, 1890.

Crown Lands' Office, Perth, 10th October, 1890.

HIS Excellency the Administrator has been pleased to set apart, as a Public Reserve, the land described in the Schedule below, for the purpose herein set forth:—

RESERVE.

Recorded Number.	Content. a. r. p.	Town or District, and Description of Boundaries.	Purpose for which made.
1755	100 0 0	<i>Avon.</i> —Bounded on the Northward and Eastward by lines extending North 243 degrees 43 minutes East 30 chains along the Southern boundary of Conditional Purchase Block $\frac{4}{215}$, and North 153 degrees 43 minutes East 33 chains 34 links from the South-East corner of said block $\frac{4}{215}$; the opposite boundaries being parallel and equal, and bearings true.	Watering place for travellers and stock.

JOHN FORREST,
Commissioner of Crown Lands.

LAND SALES.

Crown Lands' Office, Perth, 15th October, 1890.

THE undermentioned Allotments of Land will be offered for Sale, at Public Auction, on the dates and at the places specified in the Schedule below; at 11 o'clock, a.m.

SCHEDULE.

Dates of Sale.	Places of Sale.	Description of Lots.	Numbers of Lots.	Quantities.			Upset Price.
				a.	r.	p.	
1890.							
Nov. 5	Bunbury ...	Bridgetown ... Town	101 ...	1	0	36	} £10 each.
Do. 5	Do. ...	Do. ... do.	54 ...	2	1	35	
Do. 6	Geraldton ..	Geraldton ... do.	550 ...	1	0	31	} £30. £6 per acre.
Do. 6	Do. ...	Do. ... Sub.	15 ...	1	0	10	
Do. 7	Perth ...	Buckland Hill ... do.	10 ...	2	2	5	} £10 per acre each.
Do. 7	Do. ...	Cottesloe ... do.	44 ...	5	2	18	
Do. 7	Do. ...	Fremantle ... Town	996 ...	0	1	20	} £50 each.
Do. 7	Do. ...	North Fremantle do.	100 ...	2	0	24	
Do. 7	Do. ...	Do. ... do.	101 ...	1	3	34	} £10 per acre each.
Do. 7	Do. ...	Do. ... do.	109 ...	2	0	38	
Do. 7	Do. ...	Do. ... do.	108 ...	2	1	16	} £20 & £100 to be added for impts.
Do. 7	Do. ...	South Perth ... Sub.	347 ...	4	2	0	
Do. 7	Do. ...	Do. ... do.	372 ...	4	2	0	} £20 & £55 to be added for impts.
Do. 7	Do. ...	Southern Cross ... Town	15 ...	0	1	0	
Do. 7	Do. ...	Do. ... do.	27 ...	0	1	0	} £20. £20 & £25 to be added for impts.
Do. 7	Do. ...	Do. ... do.	17 ...	0	1	0	
Do. 7	Do. ...	Do. ... do.	24 ...	0	1	0	} £20. £20.
Do. 7	Do. ...	Do. ... do.	26 ...	0	1	0	
Do. 7	Do. ...	Do. ... do.	65 ...	0	1	0	£20.

JOHN FORREST,

Commissioner of Crown Lands.

Educational.

IT is hereby notified, for general information, that the Central Board of Education, by virtue of the provisions of Section 4 of the Elementary Education Act (35 Vic., No. 14), has appointed Mr. OWEN PENNELL STABLES its Secretary, *vice* Mr. W. A. Gale, promoted.

The appointment of Mr. Stables dates from the 10th instant.

By order,

WALTER A. GALE,

Secretary to the Central Board of Education.

October 9th, 1890.

Swan Roads Board.

THE Swan Roads Board, by resolution dated 6th August, 1890, intend to resume the land herein described, for the purpose of making a new road.

"The road to be one chain wide, through Swan Location 1241 at Darlington. The western side starting from a spot on that location's south boundary situate 9 chains 73 links east from its south-west corner, and terminating at its north-west corner."

M. R. MEAGHER,

Chairman S. R. B.

7th August, 1890.

Canning District Roads Board.

THE above Board recommend the Road be closed known as Mottram's Track, running through No. 11 and 3, and have declared in lieu thereof a Road further Eastward through the said Nos. 11 and 3, in a South-East direction. No. Loc. 50 to be defined by the Board and a Surveyor.

FRANK B. JAMES,

Chairman Canning Roads Board.

30th July, 1890.

NOTICE.

THE Dandaraga Roads Board hereby give notice of a new line of road, starting from the North-East corner of S.O.L. $\frac{7}{62}$, and running through S.O.L. $\frac{7}{513}$, Locations 779 and 412, S.O.L. $\frac{7}{1257}$, Location 442, S.O.L. $\frac{7}{533}$, Locations 877 and 878, and along the Western side of Location 421, out to the Old North Road, making about $8\frac{1}{2}$ miles all together.

EDWARD ROBERTS,

Chairman D. R. B.

Yatheroo, August 29th, 1890.

York Roads Board.

IT is the intention of the York Roads Board to declare the following to be a Road, within the meaning of the Roads Board Act, 52 Vict., No. 16, subject to approval:—

A Road one chain wide, its Southern boundary starting from a point on the North-eastern boundary of Avon Location B, where that boundary is cut by the Eastern boundary of the York-Northam Road, and extending thence through part of Avon Location A1 in an Easterly direction, about 29 chains, to the road in present use near Sheehy's Brook; then along the present road to the North-east corner of Location 502, at Malebelling, and extending East-south-easterly through Special Occupation Leases 2109 and $\frac{7}{113}$ to the South-West corner of $\frac{7}{111}$; thence along surveyed road to the South-east corner of $\frac{7}{10}$; thence East-north-easterly through Conditional Purchase $\frac{4}{5}$, Special Occupation Lease $\frac{7}{1547}$, and Location 1216 to Belmonying.

JOS. T. MONGER,
Chairman York Roads Board.

22nd Sept., 1890.

AT a meeting of the Sussex Roads Board, held in the Busselton Working Men's Association, on Saturday, 9th August, 1890, it was resolved—

"That a road one chain wide be declared, to start from N.E. corner of Block 64 of Wonerup Townsite, where surveyed by G. T. Poole, Esq., of the Works Department, for Bridge, passing through Sussex Location 11, and connecting with the road passing through Location 53."

THOS. A. THURKLE,
Chairman, Sussex Roads Board.

27-9-90.

NOTICE.

THE Plantagenet Roads Board intend to take 8 acres 1 rood and 37 perches of land from Hay Locations 14 and 23, for the purpose of making a Road, as follows: one chain in width, starting from the Eastern boundary of Location 23, then 22 chains 73 links—261 degrees 8 minutes, then 22 chains 13 links—240 degrees 30 minutes, then 17 chains 76 links—211 degrees 36 minutes, then 21 chains 12 links—238 degrees 17 minutes, to Southern boundary of Location 14.

A. Y. HASSELL,
Chairman.

Mount Barker, 30th Sept., 1890.

NOTICE.

THE Plantagenet Roads Board intend to close the track through Hay Locations 29 and 88, the property of W. W. Mitchell; also the track through Hay Locations B1 and 200, the property of Wm. Souness.

A. Y. HASSELL,
Chairman.

Mount Barker, 25th Sept., 1890.

NOTICE.

HEREBY give notice that I have applied to the Victoria Plains Roads Board for permission to place a swing gate across the main road between Berkshire Valley and Marah, at a point near the 121-mile post, where the Northern boundary of my Pastoral Lease No. 9320 crosses the road.

JAS. CLINCH.

Berkshire Valley, 25th September, 1890.

NOTICE.

THE Greenough Roads Board have declared a half-chain road running from Kennedy Road between Blocks 1008 and 421, thence in a straight line through S.O.L. No. 2359 to Phelps' Road.

T. CLINCH,
Chairman,

Greenough Roads Board.

Greenough, October 9th, 1890.

In the matter of the Patent Act of 1888.

NOTICE is hereby given that James William Wright, of Perth, in this Colony of Western Australia, Architect, has applied for Letters Patent in respect of an Invention styled "An Improved Ventilator, to be used in Buildings," to be commonly known as the "Simplex Ventilator." The Specifications and Drawings in connection with such Invention are now open for inspection at the Patent Office, Perth, and any person may, on or before the 12th day of November next, object to the granting of Letters Patent to the said James William Wright, in respect of the said Invention, by lodging at the Patent Office a notice in writing, stating his name and address, and the nature and grounds of his objection.

Dated this 9th day of September, 1890.

WALTER A. GALE,

Acting Registrar of Patents, &c.

Bunbury Municipality.

LIST of Cart and Carriage Licenses issued during the year 1890 to date:—

No. of License.	Name.	Description.	No. of wheels.	Amount.
— ...	J. Sampson	... Carriage	... 4	... 1 0
— ...	C. Wisbey	... Do.	... 4	... 1 0
1 ...	Do.	... Cart	... 2	... 0 10
2 ...	John Ramsay	... Do.	... 2	... 0 10
3 ...	J. Wilson	... Do.	... 2	... 0 10
4 ...	Jas. Sloan	... Do.	... 2	... 0 10
5 ...	Butchering Coy.	Do.	... 2	... 0 10
6 ...	Joseph Buswell	Do.	... 2	... 0 10
7 ...	F. J. Teede	... Do.	... 2	... 0 10
8 ...	J. Sinclair	... Do.	... 2	... 0 10
9 ...	Wm. Cross	... Do.	... 2	... 0 10
10 ...	R. Forrest	... Do.	... 2	... 0 10
— ...	Do.	... Carriage	... 4	... 1 0
— ...	J. E. Hands	... Do.	... 4	... 1 0
— ...	Do.	... Trap	... 2	... 0 10
11 ...	Do.	... Spring Cart	... 2	... 0 10
— ...	G. W. Floyd	... Carriage	... 4	... 1 0
— ...	Do.	... Do.	... 4	... 1 0
— ...	Do.	... Do.	... 4	... 1 0
12 ...	Do.	... Cart	... 2	... 0 10
13 ...	Do.	... Do.	... 2	... 0 10
14 ...	Do.	... Do.	... 2	... 0 10
15 ...	Wm. Cross	... Do.	... 2	... 0 10
16 ...	D. North	... Do.	... 2	... 0 10
— ...	Do.	... Carriage	... 4	... 1 0
— ...	E. G. Back	... Trap	... 2	... 0 10
17 ...	J. H. Mort	... Spring Trap	... 2	... 0 10
— ...	W. J. E. Moore	... Gig	... 2	... 0 10
— ...	W. B. Mitchell	... Carriage	... 4	... 1 0
— ...	D. A. Hay	... Do.	... 4	... 1 0
— ...	J. Sheen	... Do.	... 4	... 1 0
— ...	Mrs. Carey	... Do.	... 4	... 1 0
— ...	Jas. Moore	... Do.	... 4	... 1 0
— ...	J. T. Laffan	... Do.	... 4	... 1 0
— ...	G. W. Floyd	... Spring Cart	... 2	... 0 10
— ...	W. A. Atkins	... Carriage	... 4	... 1 0
— ...	J. G. Baldock	... Spring Trap	... 2	... 0 10
— ...	Jeffrey, Bros.	... Carriage	... 4	... 0 10
— ...	J. McKernan	... Do.	... 4	... 0 10
— ...	J. E. Hands	... Do.	... 4	... 0 10

£27 10

CHAS. WISBEY,

Mayor of Bunbury.

Bunbury, 7th October, 1890.

Wellington Roads Board.

LIST of Cart and Carriage Licenses issued during the year 1890 to date:—

No. of License.	Name of owner.	Description.	No. of Wheels.	Amount.
1	M. B. Smith...	Cart	2	0 10
2	Do.	Do.	2	0 10
—	Do.	Spring Trap	2	0 10
3	Jas. Clarke ...	Cart	2	0 10
—	T. H. Wright ...	Carriage	4	1 0
4	F. Craigie ...	Cart	2	0 10
—	Do.	Carriage	4	1 0
5	T. Chapman, junr.	Cart	2	0 10
6	E. Chapman...	Do.	2	0 10
7	Miss Bunbury ...	Do.	2	0 10
—	Do.	Carriage	4	1 0
—	Jas. White ...	Do.	4	1 0
8	Do.	Cart	2	0 10
9	John Bishop...	Do.	2	0 10
10	Thos. Piggott ...	Do.	2	0 10
11	J. Partridge ...	Do.	2	0 10
—	Do.	Carriage	4	1 0
—	Do.	Do.	4	1 0
12	D. W. Stinton ...	Do.	4	1 0
—	J. P. Wellard ...	Cart	2	0 10
—	Do.	Carriage	4	1 0
13	E. F. Scott ...	Cart	2	0 10
14	Walter Trigwell	Do.	2	0 10
15	W. Gibson ...	Do.	2	0 10
16	Do.	Do.	2	0 10
17	Wm. Adams...	Do.	2	0 10
—	Geo. R. Teede ...	Carriage	4	1 0
18	Joseph Logue ...	Cart	2	0 10
19	H. Brockman ...	Do.	2	0 10
20	Erens Huisen ...	Do.	2	0 10
21	J. T. Logue ...	Do.	2	0 10
—	Do.	Carriage	4	1 0
22	Alfred Gardiner	Cart	2	0 10
—	Do.	Spring Cart	2	0 10
23	John Gavin ...	Cart	2	0 10
24	Lavinia Higgins	Do.	2	0 10
—	Mrs. L. Higgins ...	Carriage	4	1 0
25	R. Trigwell ...	Cart	2	0 10
26	H. Offer ...	Do.	2	0 10
—	Do.	Carriage	4	1 0
27	H. Offer, junr.	Cart	2	0 10
—	James Lyons ...	Spring Trap	2	0 10
28	M. Coonan ...	Cart	2	0 10
—	Do.	Spring Trap	2	0 10
29	R. Williams ...	Cart	2	0 10
30	R. H. Rose, junr.	Do.	2	0 10
—	Do.	Carriage	4	1 0
31	J. F. Johnston ...	Cart	2	0 10
32	Do.	Do.	2	0 10
—	Do.	Carriage	4	1 0
33	John Fisher ...	Cart	2	0 10
34	G. F. Scott ...	Do.	2	0 10
35	Thos. Hartnett ...	Do.	2	0 10
36	John Trigwell ...	Do.	2	0 10
37	C. F. Roberts ...	Do.	2	0 10
38	Do.	Wagon	4	1 0
—	Do.	Carriage	4	1 0
39	R. A. Fowler ...	Cart	2	0 10
—	Do.	Spring Trap	2	0 10
40	George Marsh ...	Cart	2	0 10
41	Joseph Hough ...	Do.	2	0 10
—	Do.	Spring Cart	2	0 10
—	P. Slattery ...	Do.	2	0 10
42	Do.	Cart	2	0 10
43	Gervase Clifton	Do.	2	0 10
—	Mrs. R. Lawrence	Carriage	4	1 0
—	Miss Clifton ...	Do.	4	1 0
44	E. H. Withers ...	Cart	2	0 10
45	Jas. Gardiner ...	Do.	2	0 10
46	R. Scott ...	Do.	2	0 10
47	Silas Gardiner ...	Do.	2	0 10
48	P. Waters ...	Do.	2	0 10
49	Abraham Woods	Do.	2	0 10
50	P. Dunn ...	Do.	2	0 10
—	Do.	Spring Cart	2	0 10
—	W. Forrest ...	Carriage	4	1 0
51	Do.	Cart	2	0 10
—	Do.	Spring Cart	2	0 10
52	John Moore ...	Cart	2	0 10
53	John Berry ...	Do.	2	0 10
54	Patrick Kernan	Do.	2	0 10
—	Do.	Spring Cart	2	0 10
55	J. Stinton ...	Cart	2	0 10
—	Do.	Spring Trap	2	0 10
56	A. McAndrew ...	Cart	2	0 10

No. of License.	Name of owner.	Description.	No. of Wheels.	Amount.
57	J. E. M. Clifton	Cart	2	0 10
58	Do.	Do.	2	0 10
—	Do.	Carriage	4	1 0
59	Arthur Perren	Cart	2	0 10
—	W. Hawkins...	Trap	2	0 10
60	Wm. Rodgers ...	Cart	2	0 10
—	James Rodgers	Carriage	4	1 0
61	F. Fee ...	Cart	2	0 10
—	Do.	Spring Cart	2	0 10
62	Edward Gardiner	Cart	2	0 10
—	Do.	Trap	2	0 10
63	Chas. Norward ...	Cart	2	0 10
—	Grace Ramsay ...	Carriage	4	1 0
64	Do.	Cart	2	0 10
65	D. M. Scott ...	Do.	2	0 10
66	W. Reading ...	Do.	2	0 10
67	Do.	Do.	2	0 10
68	H. Tyler ...	Do.	2	0 10
69	David Eedle...	Do.	2	0 10
70	Do.	Do.	2	0 10
—	R. H. Rose ...	Carriage	4	1 0
71	Do.	Cart	2	0 10
72	Do.	Do.	2	0 10
73	Do.	Do.	2	0 10
74	T. Marriott ...	Do.	2	0 10
—	Do.	Carriage	4	1 0
—	W. Prosser ...	Do.	4	1 0
75	Do.	Spring Cart	2	0 10
76	M. Ferris ...	Cart	2	0 10
77	T. Roberts ...	Do.	2	0 10
—	Do.	Carriage	4	1 0
78	H. Flynn, junr.	Cart	2	0 10
79	Elijah Wright	Do.	2	0 10
80	E. L. Marshall	Do.	2	0 10
81	B. Gardiner ...	Do.	2	0 10
—	Do.	Trap	2	0 10
—	B. Piggott ...	Carriage	4	1 0
82	Do.	Cart	2	0 10
—	Wm. Spencer	Carriage	4	1 0
83	Do.	Cart	2	0 10
—	J. F. Taylor ...	Carriage	4	1 0
—	Do.	Do.	4	1 0
84	Do.	Cart	2	0 10
85	J. D. Buckley	Do.	2	0 10
—	Robt. Fowler ...	Carriage	4	1 0
1	J. McKernan ...	Do.	4	1 0
—	A. W. Moulton	Do.	4	1 0
—	J. S. Gibbs ...	Spring trap	2	0 10
—	W. J. Roberts	Carriage	4	1 0
86	J. Crampton...	Cart	2	0 10
87	Geo. Rich ...	Wagon	4	1 0
—	Do.	Carriage	4	1 0
—	Do.	Do.	4	1 0
88	Do.	Cart	2	0 10
89	Alb. Bussell ...	Do.	2	0 10
90	T. Simmin ...	Do.	2	0 10
2	Prosser's Coach	Carriage	4	1 0
—	T. Hayward ...	Do.	4	1 0
91	Do.	Cart	2	0 10
92	J. W. Hope ...	Do.	2	0 10
93	Do.	Spring trap	2	0 10
—	R. Waddingham	Trap	2	0 10
3	E. McLarty ...	Carriage	4	1 0
94	Jas. Perren ...	Cart	2	0 10
95	H. King ...	Do.	2	0 10
96	P. Garvey ...	Do.	2	0 10
97	Jos. Chapman	Do.	2	0 10
—	Do.	Trap	2	0 10
98	Thos. Hastie ...	Cart	2	0 10
99	H. F. Harvey ...	Wagon	4	1 0
100	Do.	Cart	2	0 10
—	Do.	Buggy	4	1 0
101	Frank Johnston	Cart	2	0 10
—	Do.	Spring trap	2	0 10
102	A. P. Turnbull	Cart	2	0 10
—	Do.	Carriage	4	1 0
—	Do.	Do.	4	1 0
103	Terence Hynes	Cart	2	0 10
104	J. L. Bentley	Do.	2	0 10
105	John Flynn ...	Do.	2	0 10
—	Do.	Spring trap	2	0 10
106	Chas. Fowler ...	Cart	2	0 10
107	Saml. Ward...	Do.	2	0 10
108	J. Delaney ...	Do.	2	0 10

The Central Extended Gold Mining Company
(No-Liability).

NOTICE is hereby given that an Extraordinary General Meeting of Shareholders of the above Company will be held at the Mechanics Institute, Perth, on Tuesday, the 28th day of October, 1890, at 8 o'clock, p.m.

BUSINESS:

1. To consider the position of the Company.
2. To empower the Directors to make arrangements for satisfactorily carrying on the Company, and to raise money by way of security on the property; also to discuss a scheme to be brought forward by the Directors for the reorganization of the Company.
3. To confirm the minutes of the meeting.

W. E. CLIFTON,
Manager.

Perth, 8th October, 1890.

Notice to Creditors.

John Mann, deceased.

PURSUANT to an Act of the Imperial Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty cap. 35 intituled "An Act to further amend the Law of Property and to relieve Trustees" (adopted by Local Ordinance 31st Victoria No. 8) Notice is hereby given that all creditors and persons having any claims or demands upon or against the estate of John Mann late of the Blackwood in the Colony of Western Australia grazier deceased (who died on the 21st day of August 1890 and whose will was proved by the Rev. Joseph Withers and Robert Scott both of Bunbury the Executors therein named on the 8th day of September 1890 in the Supreme Court of Western Australia in its Ecclesiastical Jurisdiction) are hereby required to send in the particulars of their debts or claims to the said Executors at the office of the undersigned their Solicitor on or before the 3rd day of November 1890. And notice is hereby also given that after that day the said Executors will proceed to distribute the assets of the said John Mann deceased amongst the parties entitled thereto having regard only to the claims of which they shall then have had notice and that they will not be liable for the assets or any part thereof so distributed to any person of whose debt or claim they shall not then have had notice.

Dated this 3rd day of October, 1890.

HENRY STANLEY,
Bunbury,
Solicitor for the said Executors.

NOTICE.

Crown Lands' Office,
Perth, August 27th, 1890.

HIS Excellency the Administrator in Council, under the powers conferred upon him by the Land Regulations, has been pleased to order that all the Timber growing in the Harding River, from where it enters the marsh upwards through Roe-bourne to where the East Harding branches from it, and for half a mile on each side of the said Harding River, shall be preserved from cutting, and that all Timber Licenses issued shall not apply to such area.

JOHN FORREST,
Commissioner of Crown Lands.

HIGH SCHOOL, PERTH.

THIS School was founded in 1876, under Act of Council, 40 Vict., No. 8, the Governors being a Corporation with perpetual succession.

Head Master—F. C. FAULKNER, B.A., Trinity College, Cambridge; lately Assistant Master of the High School, Christchurch, N.Z.

Second Master—E. W. HAYNES, C.E.; late Queen's University, Ireland.

Writing Master—G. W. BELL.

Governors:

Sir MALCOLM FRASER, K.C.M.G. (1879)

G. SHENTON, M.L.C. (1879)

J. C. H. JAMES, B.A., Oxon; Commissioner of Titles (1886)

Sir J. G. LEE STEERE, Kt., Speaker of the Legislative Council (1888)

Sir T. COCKBURN-CAMPBELL, Bart., M.L.C. (1888)

E. SCOTT, M.L.C. (1890)

J. W. HACKETT, M.A., Dublin; late Sub Warden, Melbourne University (1890)

The education is exclusively secular, and, in order to meet modern requirements, and to fit boys for Colonial life or for mercantile pursuits, it has been decided to make the study of dead languages optional. Parents of boys may however feel not less sure than heretofore of finding thorough classical instruction for their sons. The University Exhibitions, open for competition throughout the Colony, have in each case been awarded to a High School boy.

Fees.

The present scale of fees is as follows:—

For each boy over 12 years of age on the first day of the term, £3 6s. 8d. per term.

For each boy under 12 years of age on the first day of the term, £2 13s. 4d. per term.

In the case of two or more brothers attending the school, a reduction of 10 per cent. will be allowed in the fees for tuition.

The fees for each resident boarder are at the rate of £60 per annum for a boy over 12 years of age, and £50 per annum under 12 years, inclusive of the tuition fee.

Boys are received from the age of eight years and upwards.

Scholarships.

There are two High School Scholarships of the annual value of £50, open to competition by boys from any of the Elementary Schools.

Terms and Vacations.

The year is divided into 3 terms, with vacations of 6 weeks at Christmas; 1 week at Easter, during which it is optional for boarders to remain at the School without additional charge; and 5 weeks at Midwinter.

The School reassembles for the September term this day.

Further particulars may be obtained of

C. BARCLAY KIDSON,
Secretary.

September 5th, 1890.

NOTICE.

Dissolution of Partnership.

THE partnership hitherto existing between John Martin Rounsevell and John Boyer, as Carriers and Storekeepers, under the style or firm of "Rounsevell & Boyer," has this day been dissolved by mutual consent.

All accounts against the above firm must be rendered to Mr. Augustus S. Roe, of Roebourne, Solicitor, not later than the 31st day of October next.

Dated this 29th September, 1890.

Witness to signature, } J. M. ROUNSEVELL,
 Aug. S. ROE, } JOHN BOYER.
 Solicitor.

Dissolution of Partnership.

NOTICE is hereby given that the partnership hitherto existing between William Glen and James Stewart, both of Cossack, as Publicans and Hotelkeepers, under the style or firm of "Glen & Co.," has been dissolved by mutual consent, as from and after the first day of September last.

All accounts owing to and all claims against the late firm must be paid and rendered to the said James Stewart, at Cossack, not later than the 31st day of October next.

Dated at Cossack, this fifth day of September, 1890.

Witness to the } WM. GLEN.
 Signatures, } JAMES STEWART.
 Aug. S. ROE,
 Solicitor.

The Bankruptcy Act, 1871.

IN THE SUPREME COURT.

In the matter of proceedings for liquidation by arrangement or composition with creditors instituted by Charles Henry Pierce and David Hughes, of Fremantle, Boarding and Eating House Keepers.

NOTICE is hereby given that a first general meeting of the creditors of the above-named persons has been summoned to be held at Messrs. Burnside & Gawler's Office, Fremantle, on Monday, the 20th day of October instant, at 11 o'clock in the forenoon.

Dated this 6th day of October, 1890.

DOUGLAS G. GAWLER,
 Attorney for the said Debtors.

IN THE SUPREME COURT.

In re Henry Robert Graves, of Northam, a bankrupt.

A FINAL dividend of Seven pence in the £ has been declared. Payment upon application at the Office of the Registrar of the Supreme Court.

Dated this thirteenth day of October, 1890.

JAMES COWAN,
 Trustee.

The Bankruptcy Act, 1871.

IN THE SUPREME COURT.

In the matter of Joseph Miller, of Fremantle, Storekeeper, in liquidation.

NOTICE is hereby given that a dividend (the first) of Four shillings in the pound has been declared, and will be payable at the offices of Holman, Haines, & Co., Accountants, Cliff Street, Fremantle, on and after Wednesday, October 22nd, 1890, to all Creditors who have proved their claims.

Dated at Fremantle, this 14th day of October, 1890.

JOHN A. SHAW,
 Trustee.

The Bankruptcy Act, 1871.

IN THE SUPREME COURT.

In the matter of Andrew Cornish, of Derby, hotelkeeper and innkeeper, a bankrupt.

JOHN ALEXANDER SHAW, of Fremantle, Accountant, has been appointed trustee of the property of the bankrupt. The Court has appointed the public examination of the bankrupt to take place at the Supreme Court, Perth, on the 6th day of November, 1890, at 11 o'clock in the forenoon.

All persons having in their possession any of the effects of the bankrupt must deliver them to the trustee, and all debts due to the bankrupt must be paid to the trustee.

Creditors who have not yet proved their debts must forward their proofs of debts to the trustee.

Dated this 8th day of October, 1890.

(L.S.) F. A. MOSELEY,
 Registrar.

Alfred G. Farrelly, Solicitor, Fremantle.

STATUTES OF WESTERN AUSTRALIA.

A LIMITED number of the Revised Edition of the above Statutes can be purchased on application at the Office of the Honorable the Colonial Secretary. Price per set, bound with Index, £4 10s.