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*Colonial Secretary's Office, Perth,
April 14, 1840.*

HIS Excellency the Governor has been pleased to direct the following Sailing Directions for the South-West Coasts of Australia, which have been furnished by the Honorable J. S. ROE, Surveyor-General, to be published for general information.

*By His Excellency's command,
PETER BROWN.*

**SAILING DIRECTIONS FOR THE
SOUTH-WEST COASTS OF
AUSTRALIA.**

BY J. S. ROE, SURVEYOR-GENERAL.

[CONTINUED]

COCKBURN SOUND.—*Cockburn Sound* between Garden Island and the main, is a splendid sheet of water, 6 miles in length north and south, and nearly 5 miles wide, affording secure anchorage in every part in 5 to 12 fathoms, well protected from the prevailing westerly winds. The winter

AND ITS } resort for shipping is *Sulphur Bay*, where a vessel
VARIOUS } may lie within $\frac{1}{2}$ of a mile of
ANCHORAGES. } the shore, in 6 to 9 fathoms
water, abreast of a small limestone cliff, close under the Island's double summit. There is a patch of two fathoms to the N.E. of the cliff, and a rock with 3 or 9 feet to the S.E. $\frac{1}{2}$ E. of it, but both are within a quarter of a mile of the shore. At the S.E. end of the Island, is a snug land-locked cove called Port Royal, $\frac{3}{4}$ of a mile across and $\frac{1}{2}$ a mile deep, in which vessels of any size may heave down to the beach, close to which are 3 fathoms water, with 5 and 6 fathoms at 2 cables length. Fresh water is to be had by digging,—fish are plentiful,—and the Island affords plenty of firewood. Here H.M.S. *Success* hove down in 1829, and had some serious damages well and effectually repaired with the valuable naval timber of the country, which was cut down and fashioned in the woods on the main, and towed across by the ship's boats. *Jervoise Bay*, in the N.E. part of the Sound, also affords good anchorage in 4 to 6 fathoms water, well protected from N.W. gales by Woodman's Point and Spit. A vessel may lie in the most northern part of this Bay in 3 fathoms water, to discharge and take in cargo, within a cable's length of the beach; but a fetch of 5 or 6 miles for the S.W. swell, would render such a position not always safe. A bank of 5 to 3 $\frac{1}{2}$ fathoms water, and probably less, extends from Woodman's Spit, in a southerly direction, a long mile from the shore, until it joins a spit of 2 $\frac{1}{2}$ fathoms (least known depth) which extends 2 miles N.N.W. from Point James, abreast of Port Royal. Inside this bank of sand and weeds, the depth is 5 and 6 fathoms, to within $\frac{1}{2}$ a mile of the main, and

the bottom is good holding ground of mud and clay; this space has, however, not yet been minutely surveyed, and should be approached by a vessel with caution.

NAVIGABLE APPROACHES TO COCKBURN SOUND.—The navigable approaches to Cockburn Sound are, from the North, across *Parmelia Bank*; from the West, between *Carnac* and *Garden Islands*; and, from the South, between *Garden Island* and *Cape Peron*. That across *Parmelia Bank* (which extends from *Woodman's Point* in a westerly direction to *Carnac I.*) is only fit for vessels drawing 12 to 13 feet water, who will find the deepest part of the Bank $\frac{3}{4}$ of a mile wide, and 1 $\frac{1}{2}$ mile from the Island; but this passage should not be attempted by a stranger without a pilot, the leading marks being such as cannot well be described without endangering confusion and mistake.

GARDEN ISLAND PASSAGE.—The space between *Carnac* and *Garden Islands*, usually termed the *Garden Island Passage*, has many channels among the reefs which encumber it. That which has been found the easiest, the safest, the shortest and best, and possesses sufficient depth for any ship, has been several times buoyed off, as shewn on the published charts; by which the *Challenger Rock* and *Stag's Reef* were to be left close to the south, and *Middle Shoal* and *Flat ledge* to the north. *Challenger Rock* is very small, with 3 or 4 feet water upon it, and lies at the N.W. extremity of *Sea Reef*, which extends 1 $\frac{1}{4}$ miles N. 30 deg. W. (magnetic) from the N.W. extremity of *Garden Island*. The black buoy or pole beacon which has generally denoted its position, has hitherto been placed close to its East side, in 6 $\frac{1}{2}$ or 7 fathoms water; but as the situation is much exposed, and the permanency of a mark cannot in consequence be relied on, a ship should approach the channel with caution. On standing in for the land, it is advisable to bring a small remarkable hill called the *Haycock*, near the north end of *Garden Island*, to bear about N.E. $\frac{1}{2}$ N. (magnetic) until within 1 $\frac{1}{2}$ mile of the Island, when the outer 5 fathom bank will have been passed over, & the depth will be 9 to 11 fathoms. Steer then north for 3 miles, and you will be $\frac{1}{2}$ a mile westward of the *Challenger Rock*, but do not let the summit of *Cape Peron* shut in behind the west end of *Garden Island*. Should the beacons in the channel be complete (which at present they are not), they will be 4 in number, within the space of half a mile, and the passage may be effected with safety by leaving the two black beacons on the right hand, and the two white ones on the left, while steering about E.S.E. After passing them, bring the two black in a line, and keep them so, astern, until the small high rocks called the *Stragglers*, 5 $\frac{1}{2}$ miles to the N.N.W., are seen round the N.E. end of *Carnac*, you will then be clear of the N.E. Spit from *Garden Island*, and may proceed to any part of the Sound. Should

the beacons in the passage not be complete, an anchor must be dropped outside of the *Challenger Rock*,—the rock must be found out by a boat,—and a boat or cask anchored near it. It is to be sought for in a line between the south extremity of *Carnac* (not the small rocks near it) and the *Jail* at *Fremantle*; and with the summit of *Cape Peron*, 8 miles distant, over the outer extremity of *Garden Island*; the *Haycock* appearing also a little to the eastward of the Island's summit. Being of a light brown color, and so near the surface, it is easily discerned, and should be left close on the right hand, sailing in eastward, care being taken to avoid a shoal rocky patch 1 $\frac{1}{2}$ cables to the S.W. of it. The Channel between the *Challenger* and *Middle Bank*, to the N.E. by E. of it, is 2 cables wide. From the *Challenger* to the *Stags*, a small cluster of sunken rocks with 6 or 7 feet water on some of them, the course is E.S.E., nearly half a mile, in 4 or 5 fathoms water. One and a half cable north from the *Stags* lies *Flat Ledge*, a small single rock with a broad surface, over which are usually 6 or 7 feet water. The channel is between the two, in 6 fathoms, and for vessels drawing under 18 feet water, all the dangers are then past; large ships must, however, prolong the E.S.E. course $\frac{1}{2}$ of a mile inside the *Stags* and *Flat Ledge*, to avoid a small patch of 3 fathoms, lying a long quarter of a mile E. $\frac{1}{2}$ N. from the former. There is at
PILOTS } present no Pilot Establishment
} either at *Carnac* or *Garden Island*; and until arrangements can be made for permanently buoying the channel between them, the *Pilots* are prohibited using it. The *pilots* usually reside at *Fremantle*, and are instructed to board every vessel, except the coasters, which visit the port.

SOUTH CHANNEL INTO COCKBURN SOUND.—The *South Channel*, between *Garden Island* and *Cape Peron*, may be used by vessels drawing less than 12 feet water, but has some rocks in it, which render care necessary in a stranger. The distance is one mile across from the north extremity of *Cape Peron*, called *John's Point*, to the south end of *Garden Island*, called *Collie Head*, but the southern half of this space is occupied by rocks and foul ground, having at their north end a very small rock just a wash, and a small detached rock, on which are only 2 or 3 feet water, 1 $\frac{1}{2}$ cable east from it. Between these two rocks and the head, the depth is 4 to 5 fathoms. *Collie Head* consists of 3 low rocky cliffs, with intermediate sandy bights. From the outer cliff a reef projects $\frac{1}{4}$ of a mile to the S.W.; the middle one is apparently bold and clear, and from the inner cliff project the *Southern Flats*, an extensive sandy shoal, 1 $\frac{1}{2}$ mile in length E.S.E., with 6 to 10 feet water on it, and 10 fathoms close to its well defined margin. The *Bar* in this channel will be found $\frac{3}{4}$ of a mile inside of *John's Point*, and the deepest water over it about a $\frac{1}{4}$ of a mile from the

edge of the Southern Flats. The course is about S.E. $\frac{1}{2}$ E., and a look out must be kept for a *small sunken rock*, with a few feet water on it, $\frac{1}{2}$ of a mile S.E. by S. from the inner cliff of Collie Head, and the same distance N. 35 deg. E. from the small detached rock already mentioned. Inside the bar, which is $\frac{1}{2}$ of a mile wide in its narrowest part, the water deepens quickly to 8 and 11 fathoms, clear sandy ground, in Mangles Bay, and a vessel may then proceed with safety round the Southern Flats to any part of Cockburn Sound.

JOHN'S POINT, AND CAPE PERON.

John's Point and *Cape Peron*, are fronted by rocky ground to the distance of $\frac{1}{2}$ of a mile; and several small rocky islands, connected mostly by reefs, extend south from SISTERS. } the Cape for $4\frac{1}{2}$ miles to the

SISTERS. } *Sisters*, which are 7 or 8 small rocks close together, standing well out of the water, and lying 2 miles from the main, with which they are said to be connected by a shallow sandy bar. Two miles south from

PENGUIN } Cape Peron lies *Penguin Is-*
ISLAND. } land, with a conical summit of equal elevation, and a sandy

bar, nearly dry at times, joining it to the mainland, one-third of a line distant. Half-way between the Sisters and Penguin Island is *Passage Rock*, lying close on the north side of the best entrance into Warnbro' Sound. It is the nearest dry rock to the Sisters, stands about 20 feet out of the water, and may be distinguished by a temporary beacon which has been erected on its flat summit. To enter Warnbro' Sound by this channel, bring *Passage Rock* to bear East, and then steer for it. From 10 fathoms, at $\frac{3}{4}$ of a mile off, the water will shoal to 6 and 5, amongst weeds, at $\frac{1}{2}$ of a mile from the rock, when it will again deepen as quickly

ITS } to 7 and 8 fathoms, and you are over
BAR } the Bar, which is the only danger to be avoided in this part, except a reef extending a cable's length to the N.W., West, and S.S.E. from *Passage Rock*. The latter should be approached as near as prudent, in order to avoid a $2\frac{1}{2}$ fathom *Rock*,

ENTRANCE. } which lies $\frac{1}{2}$ of a mile S. 72 deg. W. (*magnetic*) from it; and when *Passage Rock* appears to seaward of the various small dry rocks between it and Penguin Island, you are clear of all the *small reefs* which lie detached from north side of the Sisters, and may haul up E.N.E. and N.E. for Peel Harbor, or anchor in any depth between 3 and 11 fathoms. It should be borne in mind, that the Bar, one-third of a mile outside of *Passage Rock*, which extends also to the Sisters and Cape Peron, has not been minutely examined, and may have other small rocks amongst its dark weeds than those referred to. The channel recommended above appears, however, to be clear, and to be the only good one into the Sound, except for boats, which may find numerous others among the reefs by keeping a good look-out. *Coventry Reef* lies off this part of the coast, and will be found nearly 3 miles S. 64 deg. W. (*magnetic*) from the conical summit of Penguin Island, and $2\frac{1}{2}$ miles N. 89 deg. W. (*mag.*) from *Passage Rock*, with no other known danger near it.

Warnbro' Sound, 3 miles in length north and south, and $2\frac{1}{2}$ miles wide, is defended from any very heavy westerly sea by the SHELTER } chain of rocks and reefs which extend from Penguin Island to the Sisters; on the south it is secured by a

shoal bar, with reefs beyond it, which joins the Sisters to the main at Point Becher; and on the north by another sandy bar of 12 to 4 feet, which extends E.N.E. to the main land, from the small dry rock $\frac{1}{2}$ a mile north

AND } from *Passage Rock*. The
ANCHORAGES. } best anchorage is $\frac{1}{2}$ or $\frac{1}{4}$ a mile within the chain of rocks and reefs in front of it, where the shelter is more complete, and the depth varies between 5 and 7 fathoms, on clear sandy ground, whereas the main beach is bold and steep, with 11 fathoms within $\frac{1}{2}$ of a mile of it.

PEEL HARBOR.—*Peel Harbor*, a great resort for American whalers during the black whaling season of winter, is in the N.E. corner of Warnbro' Sound, and affords abundance of room for 3 or 4 ships to swing at moorings, perfectly land-locked; but many more might be secured to the south shore of the Harbor, in 4 to 7 fathoms water, within $\frac{1}{2}$ a cable's length of the low sandy beach. In steering for this valuable little port through Warnbro' Sound, there is no obstacle in the way, the northern sand-bar in the latter being steep—to, from 11 fathoms to 4 feet, and therefore easily seen. The low sandy projection, called *Point Shelter*, which forms the Harbor, has 10 fathoms close to its east extremity, and in the entrance, which is 300 yards wide, there are 8 or 9 fathoms. This shoals to 6 and 5 fathoms inside, and the northern half and upper end are occupied by a bank of sand and weeds, on which are 2 fathoms, gradually decreasing to the shore. The whole length of this Harbor being $\frac{3}{4}$ of a mile east and west, and its breadth $\frac{1}{2}$ of a mile, the necessity for mooring, or securing to the southern shore, is obvious. Firewood is scarce near the beach, but good water is abundant in wells behind the first sand hills north from *Point Shelter*, where shipping fill up by rolling casks from the beach.

The deep bay formed between Point Becher and Point Robert, near the mouth of Peel's Inlet, is fronted by sunken rocks to the distance of 4 miles from the shore, with 6 and 7 fathoms inside of them.

Soundings between } The *offing*, between
Swan River } Swan River and Geo-
and } graphie Bay, is thus
Geographie Bay. } described by Lt. J. L. Stokes of H.M.S.

Beagle:—"The *Soundings* gradually decrease to the shore, and are, therefore, of material service in finding a ship's place. Near Rottnest Island the water is deep, being 30 fathoms 3 miles west of it, with 25 and 22, irregular, at the same distance on the south side of the Island; again to the northward of it, the soundings are more regular after passing the western point; 5 miles north of the north point the depth is 22 and 21 fathoms, fine grey sand, shoaling very gradually to the main land; the quality of the bottom on the South, West, and N.W. sides of Rottnest, is generally rocky, with coarse white sand—rocky alone off the west end. The *Beagle*, running for Swan River in a thick hazy night, had 35 fathoms, rocky bottom, 5 miles N.W. from west end of Rottnest (steering N.E.), the water shoaled in 5 miles to 20 fathoms, coarse white sand; then in an E.N.E. direction towards the main, the depth decreased very gradually to 9 fathoms $2\frac{1}{2}$ miles from the beach."

KOOMBANA BAY.—*Koombana Bay*, off

the mouth of Leschenault Inlet, is $1\frac{1}{2}$ mile wide, and $\frac{1}{2}$ a mile in depth, affording good anchorage for 2 or 3 ships, and as many small vessels, in 2 to 5 fathoms water. Point Casuarina, which forms the west point of entrance, is in lat. 33 deg. 15 m. 15 sec. S., and is composed of sand-hills, partially covered with a low scrubby vege-

ITS }
REEF. } *covered Reef* extends upwards of one-third of a mile to the N.N.E. $\frac{1}{2}$ E., breaking always with a moderate sea, and giving good protection to the shipping in the Bay. This Reef is bold on the outer side, having 8 and 9 fathoms water within $\frac{1}{2}$ of a mile to the westward, and 4 and 5 fathoms $\frac{1}{2}$ of a mile to the north and eastward. To clear its north extremity, bring Mount Lennard (the highest hill on Roe's Range, and about 5 leagues from the coast), a little open to the north of two remarkable sand hills on east side of the Bay, standing near each other, and resembling a saddle, the seat being formed of dark green bushes. The bearing will be E. by S. $\frac{1}{2}$ S. (*mag.*), and will lead $\frac{1}{2}$ of a mile north of the reef, in 4 fathoms water. When the outer coast line to the southward of Point Casuarina shuts in, you may haul up S.E. into the Bay. The best berth for

ANCHORAGE. } a ship is in 4 and $4\frac{1}{2}$ fa-
thoms, with Point Casuarina bearing West, and the entrance to the Inlet (between two low sandy points) S.S.W.—the distance from each being about $\frac{3}{4}$ of a mile, and the extremity of the Reef at the same distance bearing N.W. $\frac{1}{2}$ N. Small vessels will lie better sheltered in $2\frac{1}{2}$ to 3 fathoms, a quarter of a mile east from Casuarina Point, where the Reef will furnish protection as far as N. by W.; but the ground in that position appears rocky, under a covering of sand. In the absence of regular moorings, vessels should always moor on arrival, not only on account of the limited space, but to prevent drifting over their anchors with an under current, or outset, which is always experienced when strong N.W. winds throw much water into the Bay.

TIDES.—The *Tides* here are, as usually found along this coast, very irregular and uncertain, depending apparently on the strongest or most prevalent winds; hence, gales from seaward raise the water along the coast, whilst a prevalence of land winds, although light, is found to depress it. The usual rise and fall does not exceed 2 feet. Variation 5 deg. West.

LESCHENAULT INLET.—*Leschenault Inlet* has its entrance and bar in the S.W. part of Koombana Bay, whereby it is well protected from all except northerly winds, and is in consequence generally practicable for boats of 3 feet draft; but the channel is continually shifting, and in winter the bar extends much farther into the Bay than in summer. Firewood may be had by sending boats up the Inlet, and there is abundance of good water, in wells, just within Point Casuarina, near which there is always good and safe landing in the heaviest weather.

(To be continued.)

Colonial Secretary's Office, Perth,
April 27, 1841.

HIS Excellency the Governor is pleased to direct the publication of the first Annual Report of the proceedings of

Peter Barrow, Esq., Protector of Aborigines, York.

By His Excellency's command,
PETER BROWN.

**ANNUAL REPORT
OF THE
PROTECTOR OF ABORIGINES.**

*York, Western Australia,
March 31, 1841.*

A twelvemonth having run its course since I entered upon the duties of Protector of Aborigines for the hilly country of Western Australia, it becomes my duty to lay before the Governor in Council, a brief summary of my proceedings in that capacity.

On arriving in the District allotted to me by the Local Government, my first step was to endeavor, by a distribution of flour, to assemble the natives together, and introduce myself. Accordingly on the appointed day the neighboring tribes of York collected in the town-site, and I then explained, as clearly as I could through the medium of interpreters, the benevolent object which the Government had in view in sending me among them; and, although, at the time, I feared it would be difficult to make them understand the nature of my appointment, I am happy to be enabled to state that 12 months experience among them has convinced me that they did thoroughly comprehend what was then explained to them.

On no occasion have they received an injury from a white man, as far as I can ascertain, without immediately applying to me for protection, and the punishment of the offenders; and there have even been several instances of their complaining to me against their fellow-blacks. Among others I may name the following,—

Shortly after my arrival in York, two natives named 'Woollam' and 'Malagur,' complained to me that their women had been stolen by two other natives named 'Gimmarra' and 'Pingie.' I went out after, and found them, about 14 miles from York at Yaryeddin, when I promised flour to all of them if the women were restored; and threatened them with punishment if they were still withheld. In a short space of time the women were returned, and it is now a matter of frequent occurrence for natives to come and complain that their women have been stolen.

A few cases of assault have occurred within the last twelve months, and, although they have mostly been without any provocation on the part of the Aborigines, still it is gratifying to be able to assert that these acts of wantonness are entirely confined to the lower orders of people in this country. I think it due to the settlers generally to add that by them the natives have been treated most humanely, being frequently employed in light work on the farms, and liberally repaid for services rendered.

I have visited every part of my field of labor, from the most northern to the most southern settlements, namely, from Toodyay to King George's Sound, and have seen many of the natives; my knowledge, however, of their numbers is but scanty, nor is it easily acquired. I am endeavoring to make a census of the black population, but this must of necessity be a work of much time.

The settlers generally speak of the Aborigines as useful on their farms, and there

are a few who have been enabled to keep the same natives in constant employ for several years. The Government Resident of York has two who have been employed by him ever since he established himself in the District.

The execution of the two natives, Barrabong and Doojeep, for the murder of Mrs. Cook, appears to have had a most beneficial effect; their bodies are still hanging in chains, a terror to evil doers.

Although I have made, and still am making, continued efforts to establish a native school in York, my attempts have hitherto proved very discouraging. Were there a town in York similar to the seat of Government, or Fremantle, I might hope for better success, as the children might then procure what they do in those towns, daily employment, and daily bread, without which it is hardly to be expected that they should separate themselves from their parents and relatives.

It is to be hoped that, as the Colony advances, the Town of York may keep pace with it, and it will then be more feasible to accomplish what appears to me to be the first step towards the civilization of the Natives of Australia, namely, the instruction of the children, and the weaning them, when young, from their savage habits. The adults we can only hope to keep quiet and orderly, but much, I trust, may be done with the children if they can find the means of subsistence without resorting to the precarious productions of the barren bush.

PETER BARROW,
Protector of Aborigines,
Western Australia.

*Colonial Secretary's Office, Perth,
April 28, 1841.*

SALE OF LAND.

THE Collector of Colonial Revenue will offer for sale by public auction, at the Public Offices, Perth, on Wednesday, the 1st of June next, at one o'clock,—

Kojonup location No. 2, comprising twelve hundred and eighty acres, in form of a double square, adjoining the S.E. side of the reserve of Balgarup town-site, and extending due NE from Balgarup River, with a width of 80 chains.

This land has been in the occupation of Mr. J. L. Symers, by whom several improvements have been effected, comprising buildings, stock-yard, well, and cultivation.

For further particulars reference to be made to the Surveyor-General, and Collector of Revenue.

By His Excellency's command,
PETER BROWN.

*Colonial Secretary's Office, Perth,
April 13, 1841.*

HIS Excellency the Governor has been pleased to direct the publication of the following arrangements which have been made for the Conveyance of Mails—

1st.—With J. P. Watts, to convey the mail between Perth and Fremantle three times a week, on Tuesdays, Thursdays, and Saturdays.

2d.—With John Ellis, to convey the mail between Perth and Guildford three times a week, on Mondays, Wednesdays, and Fridays.

3d.—With Joseph Lockyer, to convey the

mail between Guildford and York once a week; to proceed from Guildford on Fridays, and return there from York on Tuesdays.

4th.—With Mr. J. Harris, to convey a monthly mail between Guildford and King George's Sound.

The mail between Perth and Fremantle will be closed at the Post Office, Perth, at 4 o'clock, P. M., on Mondays, Wednesdays, and Fridays; and at the Post Office, Fremantle, at 1 o'clock, P. M., on Tuesdays, Thursdays, and Saturdays.

The Mail between Perth and Guildford will be closed at Perth at 4 o'clock, P. M., on Tuesdays, Thursdays, and Saturdays; and at Guildford at 1 o'clock on Mondays, Wednesdays, and Fridays.

The York mail will be made up at Guildford every Thursday at 4 o'clock; and the Guildford mail at York, every Monday at the same hour.

By His Excellency's command,
PETER BROWN.

*Colonial Secretary's Office, Perth,
April 13, 1841.*

HIS Excellency the Governor has been pleased to direct the publication of the following errors which appeared in a Government Notice in the Gazette of the 9th inst., declaring certain resumed Allotments in the Town of Perth open to purchase—

D16, W. S. Ward,	should be W. S. Wood
W65, E. P. King,	" C. P. King
W82, W. Hutton,	" M. Hutton
Y 9, J. P. Wall,	" T. B. Wall
Y 31, J. Ward,	" J. Wood.

And Y6, J. W. Mews, Jr., should not have been included in the list, as this allotment is not open for purchase.

By His Excellency's command,
PETER BROWN.

*Colonial Secretary's Office, Perth,
April 6, 1841.*

HIS Excellency the Governor has been pleased to direct the following notice, which has been issued by the Government Resident of Fremantle, in regard to the sale of two allotments, to be published for general information.

By His Excellency's command,
PETER BROWN.

*Government Resident's Office,
Fremantle, April 1, 1840.*

**SALE OF TOWN ALLOTMENT,
FREMANTLE.**

THE Sub-Collector of Revenue will offer for sale by public auction, at the Public Offices, Fremantle, on Wednesday, the 5th of May next, at 1 o'clock, the undermentioned allotment, subject to the existing regulations—

Fremantle Town Allotment, No. 382.

For further particulars application to be made to the Surveyor-General, Perth, or Collector of Revenue, and Sub-Collector, Fremantle.

R. McB. BROWN.
Resident and Sub-Collector.

*Printed by CHARLES MACFAULI,
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