



THE WESTERN AUSTRALIAN
GOVERNMENT GAZETTE.

[PUBLISHED BY AUTHORITY.]

TUESDAY, OCTOBER 14, 1851.

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Proclamation.

By His Excellency CHARLES FITZGERALD, Esquire, Commander in the Royal Navy, Governor and Commander-in-Chief, in and over the Territory of Western Australia and its Dependencies and Vice-Admiral of the same.

IN pursuance of the authority in me vested by a certain Act of the Imperial Parliament of Great Britain and Ireland, passed in the 5th and 6th years of Her Majesty's reign, intituled, "An Act for regulating the sale of Waste Lands belonging to the crown in the Australian colonies." I do hereby notify and proclaim that the following portions of land will be offered for Sale by Public Auction, by the Collector and Sub-Collectors of Revenue, at the places and on the days hereinafter mentioned, at one o'clock, at the upset price affixed to each lot respectively, on the terms and conditions set forth in certain Land Regulations dated 14th June, 1843.

By the Collector of Revenue, at Perth, on Wednesday, the 5th November next,—

Perth Suburban Lot No. 49, containing 5 acres more or less. Upset price £4 per acre.

Perth Suburban Lot No. 39, containing 3 acres 1 rood, 5 perches. Upset price £2 per acre.

Guildford Building Lot No. 80, containing 2 acres, 1 rood, 17 perches. Upset price £10.

Toodyay Town Lots R27 & R11. Upset price £5 each.

Avon Location No. 73, comprising (10) ten acres more or less, extending 10 chains SSE & 10 chains WSW from boundary mark about 18 chains 67 links S, 36 degrees W from South corner of Avon Location No. 71; opposite boundaries parallel and equal, and all boundaries and bearings magnetic. Upset price £1 per acre.

Swan Location No. 133, comprising (20) twenty acres more or less, bounded on the north and south by east and west lines 20 chains each, and on the east and west by north and south lines 10 chains each, the south boundary extending 12 chains east and 8 chains west from a spot 29 chains north from NW corner of G. F. Moore's location No. 108, all boundaries being true. Upset price £1 per acre.

Champion Bay Location No. 2, containing (10) acres more or less, extending 8 chains north and 12½ chains west from a squared post about 20

chains eastward from mouth of a small brook flowing into the sea about 10 miles north from Champion Bay; opposite boundaries parallel and equal and all boundaries true. Upset price £1 per acre

On 3rd December next,—

Murchison River Location No. 2, Mineral land, comprising (320) three hundred and twenty acres more or less, lying 67 chains north and south, and 47 chains 77 links east and west, the centre of the location being at centre of a pit five feet deep sunk in a lead vein; said pit being about 98 chains in direction E 15 degrees south from N E corner of Murchison River Location No 1; opposite boundaries parallel and equal to each other, and all bearings and boundaries being true. Upset price £1 per acre.

At Fremantle, on Thursday, Nov. 6,—

Fremantle Building Lots Nos. 167, 257, & 193. Upset price £30 each.

Fremantle Suburban Lot No. 22, containing 5 acres. Upset price £4 per acre.

At Bunbury, on Wednesday, Nov. 12,—

Leschenault Location No. 73, comprising (10) ten acres, more or less, extending 7 chains south and 14 chains 29 links west from a spot 25 chains 29 links south, from that part of the south boundary of Leschenault Location No. 9 situate 177½ chains east from that location's south west corner, opposite boundaries parallel and equal and all lines true. Upset price £1 per acre.

At the Vasse, on Wednesday, Nov. 5,—

Busselton Building Lot No. 144. Upset price £5.

At Albany, on Wednesday, Dec. 3,—

Albany Suburban Lot No 27, containing 2 acres Upset price £3 per acre.

Given under my hand and the Public Seal of the Colony at Perth, this 10th day of October, 1851.

CHARLES FITZGERALD,

Governor, &c.

By His Excellency's command,

T. N. YULE,

Acting Colonial Secretary.

GOD SAVE THE QUEEN!!!

*Colonial Secretary's Office, Perth,
October 11, 1851.*

HIS Excellency the Governor has been pleased to make the following provisional appointments:—

T. N. Yule, Esq., Clerk of the Councils, to be Police Magistrate for the Town of Perth.

A. O'G. Lefroy, Esq., to be Clerk of the Councils, *vice* T. N. Yule, Esq.

W. H. Mackie, Esq., to act as Police Magistrate in the Town of Perth, during the absence of T. N. Yule, Esq., acting as Colonial Secretary.

R. M'B. Brown, Esq., to act as Police Magistrate for the Town of Fremantle, until the appointment of a Police Magistrate to that Town.

These appointments to date from the 20th of July, 1851.

John Kerwan to be Sergeant of Police in the Town of Perth, to date from 7th October.

T. Brown, Esq., to be Police Magistrate for the Town of Fremantle, but to officiate in that capacity in Perth *vice* W. H. Mackie, Esq., during the absence of T. N. Yule, Esq., to date from the 8th of October.

By His Excellency's command,
T. N. YULE,
Acting Colonial Secretary.

Colonial Secretary's Office, Perth,
October 11, 1851.

WEEKLY REPORT OF LICENSES ISSUED.
Timber Licenses.

Sept. 27, G. Turner, 2 men, 1 month, Vasse.
Oct. 6, Thos. Davis " " Guildford.
" H. Mead " " "

By His Excellency's command,
T. N. YULE,
Acting Colonial Secretary.

Colonial Secretary's Office, Perth,
October 11, 1851.

TENDERS (*in duplicate*) will be received at this Office up to Noon of Wednesday, the 22nd Inst., for building a strong substantial Jolly Boat, 16 feet long over-all, to be delivered in Perth within one month of acceptance of tender, painted with two coats inside and out.

For further information application to be made to the Superintendent of Public Works.

By His Excellency's command,
T. N. YULE,
Acting Colonial Secretary.

To Sawyers and Others.

Colonial Secretary's Office, Perth
October 6, 1851.

TENDERS (*in duplicate*) will be received at this Office up to 12 o'clock on Wednesday, the 22nd Instant, for furnishing the required quantities of under-mentioned building materials, for the intended Abattoir or Public Slaughter House on the spot, at Claise Brook near Perth, viz.:—

Iron Stone
Lime or Sand Stone
Yorkshire Paving Stones
Sawn Scantlings and Boards
Shingles
Post and Rail Enclosure and Gates.

Further particulars and quantities will be furnished upon application to the Superintendent of Public Works on and after Thursday the 9th Inst.

The above will be subdivided into separate contracts.

By His Excellency's command,
T. N. YULE,
Acting Colonial Secretary.

Colonial Secretary's Office, Perth,
September 30, 1851.

TENDERS (*in duplicate*) will be received at this Office up to 12 o'clock on Wednesday, the 15th October next, for building a Dingy, according to the following dimensions:—

Extreme length, 12 feet 6 inches
Breadth, 5 feet
Depth, 2 feet (inside)

For further particulars application to be made to this Office, or to the Acting Harbor Master, Fremantle.

By His Excellency's command,
T. N. YULE,
Acting Colonial Secretary.

Colonial Secretary's Office, Perth,
October 11, 1851.

HIS Excellency the Governor directs the publication for general information of the following Sailing Instructions for approaching the Light House erected on Cape Receife, Algoa Bay, Cape of Good Hope.

By His Excellency's command,
T. N. YULE,
Acting Colonial Secretary.

SAILING DIRECTIONS FOR RECEIFE LIGHTS AND ALGOA BAY.

Light House:—

Latitude of - - - - - 34° 01' 0" S.
Longitude, E. of Greenwich 25 40 7 E.
Longitude, East of Cape

Observatory - - - - - 0 28 46

Heights above mean water level:—

The Foundation, - - - - - 10 Feet.

The Top of Cornice, - - - - - 80 "

The Height of Light - - - - - 90 "

The Lantern Wall, - - - - - 4 " 6 in.

The Height of Lantern - - - - - 20 "

Colour:—

The Light House will show alternate horizontal bands of White and Red, two of each.

Light—

Is fixed, with brilliant flashes at intervals of a minute.

The Colour—Is White.

In clear weather the Light may be seen from seaward on any point from S. by W. (that is, the ship bearing from the Light N. by E.) round by S., to East, or 23 points, and at a distance of 12 miles, should the height of the observer's eye be 12 feet above the sea level. All the bearings are magnetic, and all the distances are expressed in nautical miles.

Magnetic Variation—Is 30° 07' W.

St Croix—The large Island:

Latitude of, - - - - - 33° 47' 36" S.

Longitude of, E. of Green-

wich- - - - - 25 47 0 E.

Bird Island,—The Easternmost Island:

Latitude of, - - - - - 33° 52' 0" N.

Longitude, East of Green-

wich- - - - - 26 18' 30 E.

Approach:—

In approaching Algoa Bay from the Southward, in clear weather, the first land that will appear will be the mountains in the interior; the most remarkable of these can be seen from 50 to 60 miles, and sketches of them are given on the chart of the survey made by the officers of H.M. St.-vl. *Hermes*.

From Cape Receife:—

The bearing of Cockscomb is N.N.W. $\frac{1}{2}$ W. 37 miles, and that of the mountain with a rugged top, to the Eastward of it, N. 18°, W. 29 miles.

From Cape St. Frances—

(Sometimes mistaken for Cape Receife,) the bearing of the Cockscomb is N.E. $\frac{1}{2}$ N. 30 miles. The above bearings will be sufficient guide in steering for the two Capes respectively, when they may not be seen. Continuing to steer for Receife, the next land that will appear will be the

high land in its immediate vicinity, on which is a horizontal line of sand, looking much like the beach, but which is not so; afterwards Receife itself will appear a little further to the Eastward, showing low but distinct as a Cape, with one hummock near the extreme point; but the Light House will not be seen till after a further approach of about 4 miles.

Dangers :—

No vessel should approach the Cape 4 miles to the Westward of Receife, or Receife itself nearer than 2 miles, and then only with a commanding breeze or in a steamer, as the reefs extend nearly a mile and a half from the shore, and because there is a very decided and dangerous indraught towards them. When the height of the Light House subtends an angle of 23 minutes, the distance from it will be $2\frac{1}{2}$ miles,—therefore no *greater* angle should be got. Neither should any one be tempted, by the absence of break, to approach nearer the East side of Receife Light House, as it often occurs that it does not break upon a 7 foot patch a mile from the Light House, and yet it will without previous warning, break in 7 fathoms, and even in 10 fathoms. It is seldom prudent to get less than 13 fathoms water while still outside of Receife.

Marks for entering Algoa Bay :—

When rounding Receife, or before, a white stone beacon will be seen to the North-Eastward of the Light House, which when in one with it, or, more accurately, when its top is in one with the centre line of the Light House, points to the 8 foot patch of the Roman Rock, and is the leading mark up to it, on a course about N.N.E. $\frac{1}{2}$ E. This patch bears from the Light House, N.N.E. $\frac{1}{2}$ E., $2\frac{1}{4}$ miles. After picking up these leading marks with the eye, it should be carried along the side of the hill, and to the Northward opposite to where the Roman Rock lies, where will be seen two wooden beacons, about 2 miles N. of the Light House, which when in one with each other, point to the 8 foot patch of the Roman, and from which, these beacons, *when in one*, bear W. by N.

Passage between the Roman and the mainland :—

When the Light House has been brought to bear N. W. $\frac{1}{2}$ W. and the soundings are from 10 to 13 fathoms, the course may be altered to North. After running about 2 miles from the time of bringing Receife Light House to bear N. W. $\frac{1}{2}$ W., and yet *before* the wooden beacons have come in one, or when Beacon Point, which is a low sandy point terminated by brown-coloured rugged rocks, is N.N.W., the white stone beacon must be opened, and kept open to the Eastward of the Light House; this will take the vessel to the Westward of the Roman in about 7 or 8 fathoms, with exception of one or two casts of 6 fathoms before coming up to the wooden beacons. When the wooden beacons have been brought in one, and are again opened on the other side some distance, the anchorage off the town may be steered for, always giving Beacon Point a berth of a full $\frac{1}{4}$ of a mile.

Passage to the Eastward or outside the Roman :—

After having brought the Light House

to bear N.W. $\frac{1}{2}$ W., the course N. E. $\frac{1}{2}$ E. may be steered, or any course more to the Northward that will admit of the stone beacon being kept open to the Westward of the Light House; then when the wooden beacons have been brought in one, or when the Staff and Point of the Diamond on Fort Frederick have been brought in one with the centre of the remarkable hill behind it (a sketch of which is given in the Chart), or, *if these should not be seen*, when Beacon Point bears W.N.W., the anchorage off the Town may be steered for.

Anchorage :—

The Captain of the Port will indicate where merchant vessels are to anchor; but a sandy bottom and good holding ground will be found anywhere in 7 fathoms. In taking up a berth; however, room should be left to admit of veering to 100 and even 130 fathoms, as less than this quantity should, as a rule, in this bay, never be tried;—and, indeed, it is seldom judicious to use less than this quantity anywhere, unless the harbor is land-locked, and the water much less than 7 fathoms in depth. There is a little foul ground in the S.W. part of the bay.

Roman Rock :—

There is a Red Buoy moored in 9 fathoms N.E. by compass from the 8 foot patch of the Roman, outside of which vessels going to the Eastward of the rock should go. Going to the Westward of the rock, they should not approach the buoy on its West or S.W. sides nearer than one cable's length;—the Roman not being, as has been supposed, a single rock but several, rising above a bed of rocks full 500 feet long.

At Night :—

Directions for entering Algoa Bay.—In coming from the Westward no vessel should make the Light on a bearing to the Southward of East; and should she from any cause have fallen to the Northward, and have thus brought the Light to the Southward, she must, without fail, before she arrives within 5 miles of the Light, haul out till the Light bears East, or if in doubt about the amount of deviation of her compasses, to E. $\frac{1}{2}$ N., after which she may steer E.S.E. till the Light bears N. by W., then E.N.E., till it bears N.W., after which she may alter course to N.N.E.

Soundings :—

Until the Light is brought on the latter bearing, viz., N.W., she should not get less than 12 fathoms water, and she should go sufficiently slow to obtain soundings.

Dangers :—

The Current sets in strong towards the Reef, so should she find herself, *from the altered bearings*, dropping in towards them she must haul to the Southward. While steering N.N.E. going to the Eastward of the Roman Rock, the Light must not, on any account, be brought to the Southward of S.W. $\frac{1}{2}$ S. or S.W., or less water than 10 fathoms to be gone into, till she have run 3 miles *at least* after having brought the Light to bear N. W., but when 3 miles shall have been so run, a N.W. course may be steered to the anchorage.

Precaution :—

But should the vessel have got into less water than 10 fathoms, they must haul to the Eastward immediately. It is

better to adhere to the above directions, even though lights should be seen, *apparently*, amongst the shipping or in the town, as these might occur in a part of the Bay North of the town, and so deceive. The town and vessels will appear from under the shadow of the land, as the anchorage is approached, even though no light should be seen. During moonlight nights it will sometimes occur that the Beacon Point cannot be made out, the only thing distinctly visible being a long line of white sand,—the Northern extremity of this may be steered for, on any course to the westward of N.W. $\frac{1}{2}$ W.

Danger of Roman :—

I would strongly recommend that no vessel should attempt to go to the Westward of the Roman Rock at night, as the soundings are irregular, and the winds, on that side of it, are baffling; the currents also set in towards the mainland.

Redwing :—

The Redwing Rock has been most carefully sought after, without success *in finding it*; coupling which with the fact that there is no break in the place it is represented to be, leaves no doubt in my mind but that whatever was taken for a rock has disappeared.

St. Croix Islands :—

In Algoa Bay, and at about 10 miles N.E. by E. from the anchorage off Port Elizabeth, are the St. Croix Islands, under which there is good anchorage for all winds; indeed it is a question whether the town should not have been in preference near them, and the anchorage in that part of the colony have been under them,—the open country and the Zwartkops River would have afforded no mean advantages, not possessed by Port Elizabeth.

Bird Islands :—

The Bird Islands, situated in the Eastern extremity of Algoa Bay, lie off Woody Cape, which is, as its name imports, covered with wood, except a small patch of sand at its summit, and is the only sea-board land that is so,—which gives it, in contrast with that for miles on either side, a dark appearance; the land on its West side, from near St. Croix up, rises into small numerous sandy hillocks, quite bare of vegetation, and that to the Eastward, up to Padrone Point, is similarly bare.

Woody Cape :—

Is high, rugged, and not prominent, scarcely determinable as a Cape, except when very near it; not so *Padrone Point*, which runs out into a low point of sand, forming a determinable Cape, without vegetation, from which breakers run out some distance, and the water breaks still further out at times, owing to the meeting of currents there, and after strong winds.

Anchorage off, and dangers near, Bird Islands :—

The innermost danger from these Islands is fully 5 miles from Woody Cape, and they afford tolerable shelter behind them in winds from W. to S.S.E. in 13 fathoms, at rather better than $\frac{1}{2}$ a mile from the Northernmost breakers; closer would afford more shelter, but the ground is foul. They are very low and proportionably dangerous, and though the main land will generally be seen before them,

and the distance from them may be estimated by it, yet this is not entirely to be relied on; so, in shaping a course to go outside of them, allowance should be made for the fact that the eddy or return current sets in towards them, and then to the Eastward.

Doddington :—

The Doddington and Western reef should be considered as part of the Bird Island reef, and no vessel should go between them; the water does not always break on them, but in bad weather the breakers extend the whole way from them to the Islands; the Doddington lies about 11 miles from Woody Cape. In clear weather the rugged topped mountain and the Cockscomb may be seen from these Islands, or rather from abreast of them, for the latter would be shut in when on them; but in passing outside the Doddington it should be kept open to the West of the rugged topped mountain, bearing about N.W., and the Ship should steer N.W. by W. $\frac{1}{2}$ W.; having passed the Doddington, the high land at the back of Port Elizabeth will soon appear right a-head.

Erroneous statements :—

There are many statements current about breakers being seen from time to time in different parts of Algoa Bay; but I believe others than those laid down in the chart, *now transmitted*, not to have any existence, and that that which has been mistaken for such has been the effect of *mirage*.

Appearances of Breakers :—

I have seen an appearance of breakers extending the greater part of the bay, but examination and patient attention showed it to be unreal,—at least the effect of light and moisture. It may be the effect of the sudden changes of temperature which obtain after an Easterly wind. As air is supplied with or robbed of its heat by the sea-water, its capacity for moisture is increased or diminished, and this to a greater degree the more near to the surface of the sea. Consequently, the strata of air are of unequal densities, and possess, therefore, unequal refractive powers, which may produce the appearance by turns of broken water or sea-green, and irregularly, so as the particles are set in motion, intermingling by the passage of the sea-wave, (whose surface at the same time being smooth), they would reflect the rays of light to different points as it passed along, and give it the appearance of a rolling over of the wave-crest, or of a roller breaking.

Anchorage during N.W. gales :—

There may be a little sea at times, the effect of races and overfalls, where there are, as here, currents and irregular soundings, but nothing detrimental to navigation; while, on the contrary, the palpable change from a considerable cross sea in the N.W. gales to smooth water, which immediately follows, on passing into this bay, is quite remarkable, and renders it a good refuge in such gales, in any part, *almost*, of the bay, from Recife to Bird Islands.

E. GARDINER FISHBOURNE.