



THE WESTERN AUSTRALIAN
GOVERNMENT GAZETE.

[PUBLISHED BY AUTHORITY.]

TUESDAY, APRIL 27, 1852.

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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, 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:—

At Fremantle, on Thursday, the 6th May next,—

Fremantle Building Lot No. 562. Upset price £30.

At Bunbury, on Wednesday, the 12th May next,—

Wellington Location No. 76—Comprising 60 acres more or less, extending 24 chains West, and 25 chains South from a spot 19 chains West from S.E. corner of Wellington Location No. 45, opposite boundaries parallel and equal, and all bearings and boundaries true; upset price £1 per acre. Given under my hand and the Public Seal of the Colony, at Perth, this 10th day of April, 1852.

CHARLES FITZGERALD,
Governor, &c.

By His Excellency's command,
W. A. SANFORD,
Colonial Secretary.

GOD SAVE THE QUEEN!!!

£60 Reward.

WHEREAS on Tuesday, the 13th Instant, some evil disposed Person or Persons put a Letter into the Post Office at Perth, directed to "G. F. Stone," containing words and representations of a threatening nature. Notice is hereby given, that any Person giving such information as will lead to the conviction of the Offender or Offenders shall, on such conviction, receive from the undersigned a Reward of THIRTY POUNDS,

April 15, 1852. G. F. STONE.

Colonial Secretary's Office, Perth,
April 16, 1852.

IN addition to the above Reward, His Excellency has directed me to offer a further sum of THIRTY POUNDS, on the part of the Local Government.

By His Excellency's command,
W. A. SANFORD,
Colonial Secretary.

Colonial Secretary's Office, Perth,
April 24, 1852.

HIS Excellency the Governor directs the publication of the following Sailing Directions for the Challenger Passage between Garden Island and Carnac.

By His Excellency's command,
W. A. SANFORD,
Colonial Secretary.

Sailing Directions for the Challenger Passage between Garden Island and Carnac.

A VESSEL approaching the above Passage from the Westward, must avoid the Casuarina Shoal lying $2\frac{3}{4}$ miles magnetic West $\frac{1}{2}$ North from the North-West

extremity of Garden Island, and *Seaward Reef* which lies $3\frac{1}{2}$ miles magnetic West $\frac{1}{2}$ North from North-West extremity of Carnac Island. The least water on these dangers is 7 to 8 feet at low tides, and the Channel between them is $2\frac{1}{2}$ miles wide, with not less than $4\frac{1}{2}$ fathoms water on the Five Fathom Bank which connects them.

The best passage about midway between them will be found by keeping Brown Hill (on the eastern shore of Cockburn Sound) a very little open of the North-East point of Garden Island, bearing magnetic East by South $\frac{1}{2}$ South, until the spar beacons on the Challenger and Stag rocks are seen. Then steer Eastward for the former which is the outermost of the two; bring the two in a line with each other and with Brown Hill bearing magnetic E.S.E.; pass 30 to 50 yards N. of both, and keep them in a line astern until the Mewstone is seen round the E. side of Carnac, when you will be clear of all the dangers in the Challenger Passage, and may haul up N. by E. $\frac{3}{4}$ E. by compass to pass over the deepest part of the Parmelia Bank. To do this keep the Haycock astern, over the eastern foot of a low Flat Hill near the N.E. point of Garden Island, magnetic S. by W. $\frac{3}{4}$ W. This will carry you half-a-mile Eastward of Carnac, over the narrowest and deepest part of Parmelia Bank, in least water $2\frac{1}{2}$ fathoms. When this deepens to $3\frac{1}{2}$ fathoms steer N. by W. until the N.W. extremity of Garden Island is in line with the S.E. extremity of the small Island close to South end of Carnac. This leading mark will conduct over the deepest part of the Success Bank, in least water 3 fathoms; when this deepens to 4 or 5 fathoms an Easterly course may be taken towards the Light-house at Fremantle, for anchorage in Gage's Roads.

A ship bound for the anchorage under Garden Island instead of Gage's Roads, must prolong the foregoing Easterly course with the Challenger and Stag Beacons in a line astern, until the largest Straggler Rock is seen round the E. side of Carnac; she will then be clear of the extremity of a sandy spit of 3 fathoms, which extends $\frac{3}{4}$ of a mile E. and N.E. from the N.E. point of Garden Island, and may steer to the Southward for anchorage in Cockburn Sound.

In conducting a vessel to sea by the Challenger Passage, the above directions must be reversed, and a W. by N. course prolonged for 3 miles beyond the Challenger Beacon when Buckland Hill will be seen over the Mewstone Rock, the water will deepen quickly from 5 to 10 and 15 fathoms, and she will be seaward of all the dangers.

J. S. ROE,
Surveyor General.

*Colonial Secretary's Office, Perth,
April 24, 1852.*

HIS Excellency the Governor directs publicity to be given to the follow-

ing Rules for the admission of Patients into the Colonial Hospital:—

Any person applying for admission to the Colonial Hospital, must bring a recommendation from some respectable housekeeper, or if possible a Magistrate. This recommendation must be shewn to the Colonial Surgeon, who, if the case be one which requires hospital treatment, will countersign it, and he will then lay it before His Excellency the Governor or the Colonial Secretary, who will, if satisfied of the necessity of the case, give an order for the admission of the patient into the Hospital.

By His Excellency's command,
W. A. SANFORD,
Colonial Secretary.

*Colonial Secretary's Office, Perth,
April 24, 1852.*

HIS Excellency the Governor directs the publication of the following Heads of Bills to be brought forward at the ensuing Session.

By His Excellency's command,
W. A. SANFORD,
Colonial Secretary.

A Bill to repeal an Ordinance, 14th Vict. No. 26, entitled "An Ordinance for the further Improvement of Towns and the greater security of life and property therein." Repeals 14th Vict. No. 26.

Enacts that after passing of the Act it shall not be lawful for any person to erect any building of rush, straw, bark, grass, tree-top, boards, timber, or any other inflammable substance of the like nature, or to cover any building with rush, straw, bark, grass, tree-top, or any other inflammable substance of the like nature, in any part of the Towns of Perth, Fremantle, or Albany laid out in streets and allotments, without the consent in writing of the Governor in Executive Council, under a penalty not exceeding £50.

Wooden Buildings erected within said limits before the passing of the Act to be removed on or before 1st January, 1852, and buildings composed of, or covered with, rush, straw, bark, grass, or tree-top, and erected within said limits before passing of this Act, to be removed on or before 1st January, 1852.

Powers to carry out and enforce provisions of Ordinance.

Powers to extend its operation to other Towns.

A Bill to amend an Ordinance, intituled "An Ordinance to provide for the conveyance and postage of Letters."

Enacts that the Private Secretary shall have the privilege of sending and receiving letters Free.

A Bill for the appropriation of the Revenue for the year 1853.

*Council Chambers, Perth,
April 23, 1852.*

HIS Excellency the Governor directs it to be notified for general information, that the Legislative Council will meet for the dispatch of public business on Monday, the 10th of May next.

By His Excellency's command,
A. O'GRADY LEFROY,
Clerk to the Council.

*General Post Office, Perth,
April 22, 1852.*

NOTICE is hereby given for the information of the public, that Mails will be made up at this Office for England (Ship and Overland), India, Mauritius, Cape, Ceylon, Hongkong, and Batavia, on Friday next, the 30th Instant, at 3 o'clock p.m.; to be forwarded by the *Leander*, via Singapore.

A. HELMICH,
Postmaster General.

*Colonial Secretary's Office, Perth,
April 23, 1852.*

HIS Excellency directs the publication of the following Report by Assistant Surveyor A. Gregory, on Port Gregory and the line of road thence to the Geraldine Mine.

By His Excellency's command,
W. A. SANFORD,
Colonial Secretary.

**Assistant Surveyor A. Gregory's
Report on the Line of Road from
Port Gregory to the Geraldine
Mine.**

Perth, April 17, 1852.

SIR,—Having in accordance with your instructions, examined the harbor of Port Gregory and the country adjacent; in order to ascertain the facilities for the construction of a road from that port to the mineral district on the Murchison river, I beg to furnish the following details of my operations.

On the 22nd ultimo, I sailed from Fremantle in the schooner, *William Pope*, accompanied by Messrs R. Habgood and T. Carter, the gentlemen deputed by the Mining Company to examine Port Gregory, and the road thence to the Geraldine mine. On the 25th we anchored in Champion Bay, and having discharged a portion of the cargo, again sailed on the 28th, and reached Port Gregory on the same day. The wind being from the South, the vessel entered by the passage between the detached rocks, after passing which, it fell calm, and we therefore towed and warped her to the anchorage and came to in $3\frac{1}{2}$ fathoms.

The following day I examined the sandy hills between the harbor and the Hutt Lagoon and ascertained the existence of several practicable lines for a road from the harbor to the Lagoon. I also obtained some additional soundings in the entrance of the harbor, which gave from 3 to 7 fathoms.

The horses having arrived, the two following days were occupied in examining the country between the Hutt Lagoon and the Murchison, when we ascertained the existence of a good line for the formation of a road.

The party then returned overland to Champion Bay, and on the 7th sailed for Fremantle, where we anchored on the 14th.

From this and previous examination of the country between Port Gregory and the mineral district around the Geraldine mine, on the Murchison river, I have arrived at the conclusion that the most eligible line of road would commence at the beach of the harbour, about half a mile SE from the scrubby hillock at the entrance; here there is only a low ridge of sand about 15 feet high and 40 yards wide to be removed to give access to a level valley, which trends NNE for half a mile to the Hutt Lagoon, from which it is only separated by a low ridge, similar to that at its southern extremity. Traversing this valley, the road would then follow the shore of the Lagoon to its SE end, a distance of about three and half miles. For one half this distance the sand hills abut so closely on the marshy shore of the Lagoon, that it would require the road to be formed by cutting away part of the foot of the bank to level it, and in one spot, a causeway of 150 yards long, to cross a narrow arm of marshy land. After reaching the SE end of the Lagoon, the road passes a flat of good soil for about a mile to the Hutt River, and follows the right bank of the river for two miles, to avoid the limestone hills, it then by a gradual slope, over hard gravelly soil, attains the high land, one mile and a half south of Mount Albert, and passing over an undulating country, in some places possessing tolerable feed for four and a half miles, again descends to the valley of the north branch of the Hutt River, which it crosses, and continuing in a NNE direction for four miles, over gravelly hills, with patches of sandy soil, again approaches the river, and following it upwards for about five miles, joins the present line of road from Champion Bay to the Murchison, at the spring called "Baker's Well," twenty miles from the Geraldine mine; from this point, the present line of road (with some slight alterations) appears to be the most eligible

The above prescribed line to the Murchison, would effect a saving of thirty miles as compared with the present line of road from Champion Bay; it is better supplied with permanent water, and from Port Gregory to the junction with the line in present use would be superior to the same length of the road from Champion Bay.

I have the honor to be, Sir, &c.,
A. C. GREGORY,
Assistant Surveyor.

ARTHUR SHENTON, Government Printer Adelaide Terrace, Perth.