



THE WESTERN AUSTRALIAN
GOVERNMENT GAZETTE.

[PUBLISHED BY AUTHORITY.]

TUESDAY, JUNE 6, 1854.

445

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 portion of land will be offered for Sale by Public Auction, by the Collector and Sub-Collector of Revenue at the places and 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 June, 1843:—

By the Collector of Revenue at Perth,
on the 7th day of June, 1854:—

York Building Lot No. 19. Upset price £10.
 Lynton Building Lot No. 41. Upset price £10.
 Pakington Building Lots Nos. 4 and 12. Upset price £10 per lot.

By the Sub-Collector of Revenue at the Fasse, on the 7th June, 1854:—

Busselton Building Lot No. 75. Upset price £7.
At Perth on the 5th day of July, 1854:
 Avon Location No. 125—Comprising 20 acres more or less extending 14 chains 15 links E.N.E. and the same distance S.S.E. from a spot 34 chains E.N.E. from that part of the Eastern boundary of A. & T. Anderson's location, U 3, situate 36 chains 28 links N.N.W. from that location's last corner, opposite boundaries parallel and equal and all magnetic. Upset price £1 per acre.

Given under my hand and the Public Seal of the said colony at Perth, this 20th day of May, one thousand eight hundred and fifty four.

CHARLES FITZGERALD,
Governor &c.

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

GOD SAVE THE QUEEN !!!

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.

WHEREAS the undermentioned Ordinances were passed by me, the said Governor, with the advice and consent of the Legislative Council of the said Colony in the sixteenth year of the reign of Her Majesty Queen Victoria, and respectively intituled "An Ordinance to provide for the issue of Licenses to kill Kangaroos;" and "An Ordinance to amend an Ordinance to provide for the establishment of a Scale of Pilotage Fees and Light Dues passed in 1850, No. 2." Now, therefore, I, the Governor, do hereby proclaim and make known unto all whom it may concern, that Her Majesty has been graciously pleased to confirm and allow the before-mentioned Ordinances.

Given under my hand and the Public Seal of the Colony, at Perth, this 27th day of May, 1854.

CHARLES FITZGERALD,
Governor, &c.

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

GOD SAVE THE QUEEN !!!

Colonial Secretary's Office, Perth
May 11, 1854.

CONSIDERABLE damage having lately been effected to Government property at Carnac, Notice is hereby given that any persons landing on the Island without permission previously obtained from this Office or the Government Resident at Fremantle, will be prosecuted for trespass.

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

*Colonial Secretary's Office, Perth,
June 5, 1854.*

CONDITIONAL Pardons have been
this day signed for the following
men:—

Reg. No.	819 H. Chambers
"	1196 G. Coates
"	1202 John Bryant
"	1737 G. Wroe
"	1739 E. Chatterton
"	1741 James Ross
"	1744 John Gellan
"	1749 James Rodgers
"	1768 J. Marshall
"	1769 W. Robinson
"	1771 W. Barnett
"	1800 E. Barnett
"	1801 Stephen Roberts
"	1843 Joseph Keen
"	1850 J. Marroll
"	1851 Owen Jones.

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

*Colonial Secretary's Office, Perth,
June 3, 1854.*

TENDERS (in duplicate) will be re-
ceived and opened at this Office up
to Noon of Tuesday, the 27th instant, for
performing such Smiths' Work as may be
required from time to time by the Local

Government for the term of 6 months
to commence on the 1st day of July 1854,
and terminate on the 30th day of Decem-
ber, 1854, terms of contract and further
particulars may be known on application
at the Office of Works.

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

*General Post Office, Perth,
June 1, 1854.*

NOTICE is hereby given that the un-
dermentioned Letters are detained
at this Office for non-payment of Ship
Postage:—

F. Mangles, Esq., 17 Gracechurch-street,
London.

Mr. C. Benzail, 11 Poule Terrace, City
Road, London.

Mrs Shenton, Margaret-street, North
Adelaide, South Australia.

Mr. R. Wells, 8 Fenchurch-street,
London.

A. HELMICH,
Postmaster General.

I may mention that I could find no river corresponding with the "Kent or Macquoid" river, as laid down in the map of this colony.

From the Gordon to the head of the Hay is about 35 miles S.E., and this is from the reasons above stated the worst part of the road, but from what I have heard, I imagine a better line may be found by keeping more to the South. The road by which provisions are brought to Yeeriminup from Moolyilup (a station 8 miles West from Kindinup, on the Sound and Kojenup road, 40 miles from Albany) is much better, but increase the direct distance too much to be of service for the main line of road.

From the head of the Hay to King George's Sound, 41 miles, there is a road nearly the whole way, but this in places will require some alteration. It runs along the right bank of the river for about 12 miles, and here the road may be made very good; in this distance also it passes nearly all the farms on the river. It crosses the Hay near Mr. Warburton's farm, and about three miles below Ongarup; at a point about 8 miles W.S.W. from Mount Baker, and after crossing one very steep gully about a mile from the Hay, and where some alterations will be required, it runs through a swampy sandy country for 9 miles, and hits the present Albany and Kojenup road about 4 miles North from Chokorup, and 20 miles from King George's Sound.

The bridges required on this line of road will be very expensive, much more so than on any of the others. After leaving Perth, the rivers to be crossed will be the Canning, (as on the Kelmscott line), the Serpentine, the Murray, at or near Pinjarrah, where a very large bridge will be required, but this would be one which would be of great service to a district long established. The Harvey, the Brunswick, the Collie, the Ferguson, the Preston, (2) the Tweed, the Blackwood, Tone, Gordon, Hay. The bridge over the Blackwood and Gordon would have to be each nearly a quarter of a mile in length. A bridge over the Hay is much wanted now, as nearly all the farms are on the right bank, and the river is almost impassable in winter. There is abundance of feed and water over the whole line, all under the hills, along the banks of the Preston; two places where water may be obtained all the year round between the Preston and the Blackwood, and feed in the gulleys near the latter river; feed and water on the Blackwood, Tweed, Tone,

and Gordon; but not much feed anywhere between the Gordon and King George's Sound. From the small quantity of poison on this road, I do not doubt but that with care stock might be driven over from King George's Sound to Perth without much danger, and abundant supply of feed and water ensured on the road.

In conclusion, I beg leave to state that although a much greater expense must be incurred in making bridges on this line, I consider it the best that can be opened between Perth and Albany.

Underneath is a table of distances:—

Perth to Kelmscott.....	18 miles
“ Pinjarrah.....	52
“ Harvey.....	84
“ Brunswick.....	99
“ Collie (at Waterloo).....	119
“ Preston near Boyanup.....	130
“ Head of Preston.....	164
“ Blackwood.....	184
“ Tweed.....	196
“ Tone.....	212
“ Gordon.....	224
“ Kojenup.....	270
“ King George's Sound.....	300

This distance I have no doubt can be considerably shortened, as the distances are merely judged from the rate of travelling, and are much more over than under the mark.

I have the honor to be

Sir,

Your most obedient Servant,

W. CROSSMAN,

Royal Engineer's.

P.S.—I would wish here to correct an error into which I had fallen when I wrote my last report, when I stated that by carrying a line of road up the left bank of the Preston, to meet the present Bunbury and Kojenup road, the distance between these two places would be increased by 20 miles; I now find, that by carrying the road up the Preston for about 4½ miles, and then striking due East from some bare grassy hills (where the Preston runs from the Southward), for 3 miles across an undulating ironstone country, the road is hit about 8 miles W. from the first crossing place of the Collie; thus merely increasing the distance by 8 miles, and avoiding all the steepest part of the road; and in fact passing through the Darling range without ascending or descending a single hill.

W. CROSSMAN,

Royal Engineer's.