



THE WESTERN AUSTRALIAN
GOVERNMENT GAZETTE.

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Tuesday, MARCH 8th, 1859.

No. 61

*Colonial Secretary's Office, Perth,
March 1st, 1859.*

TENDERS (in duplicate) endorsed "Tenders for fencing &c. at the Canning", will be received at this Office until noon of Thursday the 17th Instant, from persons desirous to erect a two railed fence in the Canning district from the crossing of the River at Captain Hester's to the fence of Mr. White's enclosure on each side of the road.

Also, for the construction of a causeway through the swamp.

Also, for the construction of a causeway over the Canning River near the residence of Captain Hester.

Tenders will be entertained for these works separately or in conjunction.

Plans and specifications of the work may be seen at the Royal Engineer Offices at Perth or Fremantle.

The Government do not bind themselves to accept the lowest or any tender, and will require the guarantee of two responsible persons for the due performance of the contract.

Forms of tender may be had on application at the Public Offices or to the Resident Magistrates, and no tender will be noticed unless rendered on the prescribed form.

By His Excellency's command,
FRED. P. BARLEE,
Colonial Secretary.

*Colonial Secretary's Office, Perth,
March 4th, 1859.*

TENDERS (in duplicate) endorsed "Tenders for a Whale Boat" will be received at this Office until noon of Thursday the 24th instant, from parties willing to construct a six oared Whale Boat for the Local Government, according to the following specification:—

The Boat to be clincher built.

Length 30 feet, Breadth 6 feet, Depth 2 feet 4 in.

Keel, Stem, Stern Post, and Gunwales to be mahogany.

Keel to be 3 in. in depth clear of garboard streak.

Stem to have less rake and more fore-grip than the usual whale boat.

Stern post to be straight with rudder and tiller.

Planking, thwarts, rising and lining to be pine, outside planking to be clear of knots and rents and not more than $4\frac{1}{2}$ in. wide clear of overlap.

Floors to be placed between every two Timbers close lining up to rising, mast steps to be fitted, mast thwart to be double kneed, $3\frac{1}{2}$ in. hole for fore mast, 3 in. hole for mainmast, all thwarts to be dovetailed into rising, strong crutch floors to be placed under headsheets to support planking.

Hoisting straps to be provided and placed as hereafter directed.

Iron crutches, tack and sheet hooks, to be fitted fore and aft.

The boat to have a good flat floor amidships, and not less than the usual spring of a whale boat.

Three bilge pieces to be fitted on each side to save the lands in hauling up and launching the boat.

The boat to be copper fastened throughout except in nailing down floor timbers.

The whole to be covered with two coats lead colored paint.

For further particulars application to be made to the Harbor Master, who will inspect the work from time to time, and to whose approval the boat will be subjected on completion.

All materials to be found by the contractor.

The Government do not bind themselves to accept the lowest or any tender, and will require the guarantee of two responsible persons for the due performance of the contract.

Forms of tender may be had on application at the Public Offices or to the Resident Magistrates, and no tender will be noticed unless rendered on the prescribed form.

By His Excellency's command,
FRED. P. BARLEE,
Colonial Secretary.

Tender Accepted.

*Colonial Secretary's Office, Perth,
February 28th, 1859.*

JOHN S. DAVIS.

To supply Champion Bay Police Station with 114 bushels barley at 7s. per bushel.

By His Excellency's command,
FRED. P. BARLEE,
Colonial Secretary.

*In the Civil Court of }
Western Australia. }*

Between WILLIAM DOWNS and
MARTHA his wife, Plaintiffs,
and

ELIZABETH PACE, Defendant,

WHEREAS an action has been commenced in this Court at the suit of the above named William Downs and Martha his wife against the above named Elizabeth Pace to recover the sum of One Hundred and Sixty-five Pounds for Bread sold and delivered by the said Martha Downs to the said Elizabeth Pace in the years 1851 and 1852, and on the balance of an account stated and mutually agreed to; And it being alleged that the said defendant does not reside within this Colony, A writ of Foreign attachment has been issued returnable on the eleventh day of April now next wherein Lionel Samson of Fremantle in the said Colony, Auctioneer, is Garnishee. Notice is hereby given hereof and if at any time before final Judgment in this action the said Elizabeth Pace or any person on her behalf will give the security and notice required by Act of Council 6, Vict., No. 4. intituled "An Act to facilitate actions against persons absented from the Colony and against persons sued as joint Contractors," the said attachment may be desolved.

Dated 28th February, 1859.

G. W. LEAKE,
Plaintiffs' Attorney.

BY VIRTUE of a Proclamation, bearing date 5th March 1859, under the hand of His Excellency Arthur Edward Kennedy, Esquire, Governor, and the public Seal of the Colony of Western Australia, the following Lands will be offered for sale at Public Auction by the Collector of Revenue at Perth on the 6th April 1859, at one o'clock, at the upset price affixed thereto on the terms and conditions set forth in certain Land Regulations dated 14th June, 1843.

Swan location 220, comprising 10 acres more or less, in a square of 10 chains true north and south, true east and west, the middle of the east boundary being at a

spot 2 chains west from Woonding Spring, opposite boundaries parallel and equal.

Upset price £1 per acre.

Swan location 261, comprising 10 acres more or less extending true south from Gingin Brook, in form of an average square one chain west from R. Edwards' location 103, the south boundary being a true west line of 10 chains.

Upset price £1 per acre.

Avon location 249, comprising 10 acres more or less extending 10 chains N.N.W. and 10 chains W.S.W. from a spot 80 chains N.N.W. from W. L. Brockman's location f, and 40 chains W.S.W. from W. Thompson's location e; opposite boundaries parallel and equal and all magnetic.

Upset price £1 per acre.

By His Excellency's command,
FRED. P. BARLEE,
Colonial Secretary.

Land Sales already notified in the "Government Gazette."

At Bunbury,

On the 9th March, 1859.

Wellington location 170, comprising 10 acres.

Upset price £1 per acre.

Wellington location 171, comprising 20 acres.

Upset price £1 per acre.

At Perth,

On the 6th April, 1859.

Geraldton building lot 80.

Upset price £15.

Geraldton building lot 84.

Upset price £15.

Geraldton building lot 88.

Upset price £15.

Geraldton building lot 89.

Upset price £15.

Geraldton building lot 99.

Upset price £15.

Geraldton building lot 107.

Upset price £15.

At Albany,

On the 6th April, 1859.

Albany building lot 275.

Upset price £20

By His Excellency's command,
FRED. P. BARLEE,
Colonial Secretary

Tillage Lease for sale.

*Colonial Secretary's Office, Perth,
March 4th, 1859.*

THE Collector of Revenue will offer for sale by Public Auction at Perth on 6th April, 1859, at one o'clock the following Tillage Lease.

Tillage Lease 1227, to the end of 1859, of 90 acres on the Lower Greenough flat, extending 30 chains true S.W. from Com-

pany's Road opposite to Victoria locations 88 89, and 90; opposite boundaries parallel and equal.

Rent £10.
Upset premium 5s.

By His Excellency's command,
FRED. P. BARLEE,
Colonial Secretary.

*Colonial Secretary's Office, Perth,
February 26th, 1859.*

CONDITIONAL Pardons have been this day signed for:—

Reg. No.
1563 Joseph Brooks.
2245 Patrick Brien.
2942 Cornelius Bradnum.
3339 Henry Day.
3348 William Brown.
3751 Alfred Haslam.
3824 Henry Bartlett.

By His Excellency's command,
FRED. P. BARLEE,
Colonial Secretary.

NOTICE TO MARINERS.

*Colonial Secretary's Office, Perth,
February 26th, 1859.*

THE following Sailing directions for the ISLAND OF MAURITIUS are published for general information.

By His Excellency's command,
FRED. P. BARLEE,
Colonial Secretary.

All the Bearings are Compass Bearings.

PRELIMINARY REMARKS.

IT is by no means generally known that the tides along the edge of the reef, and between the Islands to the North of Mauritius, run at times with a velocity of from 5 to 6 miles on the springs, they are equally strong off the Morne, and along the Southern Coast, their direction is from S. E. to N. W., the flood running to the S. E., and the Ebb to the N. W., varying a point or two according to the wind.

Wherever the reefs extend to a distance from the land, the lead if carefully attended to will be a tolerably safe guide in the night; but should the lead be overhove when standing towards the Shore, haul off immediately whilst preparing for a fresh cast, or you may run your Ship aground: from 14 to 20 fathoms is generally a safe distance from the reef, but the soundings vary considerably; of all the vessels that have been run ashore, or lost on the Coast of Mauritius during the last few years, it is not too much to say, that the neglect of the lead was without exception the principal cause; the strength of the Currents had also something to do with these accidents, but the neglect of the lead was the most important fact elicited in each enquiry.

Where there is no Coast Reef marked on the Chart, the shore is generally bold, having deep water to within a cable's length of it.

SAILING DIRECTIONS.

Vessels arriving from the Eastward and S. Eastward, should be careful not to bring the light on Flat Island to the Northward of N. N. W. $\frac{1}{2}$ W. until Gunners Quoin bears West, when they may pass midway between it and Flat Island, this course will lead about $2\frac{1}{4}$ miles clear of the reefs that extend from the N. E. end of Mauritius.

On passing Gabrieli Island, be careful to give a good berth to a reef that extends about $\frac{1}{2}$ a mile to the S. S. E. of it; this warning applies more particularly to *Cooly Ships*, which having to be visited by the Surgeon Superintendent at the Lazaret at Flat Island, frequently pass much too close to this reef without being aware of its existence, as in very fine weather the sea does not always break on its extreme point.

When to the Westward of the Quoin, Cannoneer Point Light will be seen; steer with Flat Island Light astern bearing N. E. by E. $\frac{1}{2}$ E. until the Cannoneer Point Light bears S. E. by S., (which will carry you clear of the dangerous reef that extends from the Point) you may then haul up S. W. by S. till the Red Light at Grand River is seen, bring it to bear S. S. W., and steer for it on that course, until the Green Light on Tonneliers Island bears S. E., when being on the best ground you may anchor in from 12 to 16 fathoms; a nearer approach to the Red Light at Grand River would bring a Vessel too near the reefs to the S. Westward of the entrance of the Harbour.

Should the night be clear when running down the Coast, the Western Shoulder of the Corps de Garde Mountain will be seen in line with the Grand River Red Light when the latter bears S. S. W.

Remember especially that after passing Cannonier Point on your way to the Bell Buoy, the Cannonier Point Light changes from *white to red* if it be brought to bear more northerly than N. E. $\frac{1}{2}$ E., this change will warn you that the Vessel is too near the reefs that skirt the Coast between Cannonier Point and Point Piment.

But this change from *white to red* is only intended as a guide as far as *Point Piment*, after passing *which*, the red light at Grand River will be your mark to the Anchorage: It is not well however for a large Vessel *ever to approach* so near the reef as to change the Cannonier Point Light from white to red; the great object in view in thus arranging the Light was the convenience of the numerous coasting Vessels belonging to the Colony, to whom (knowing the ground as they do) it is most useful. The best mark for keeping clear of the reefs between Cannonier Point and Pointe Piment *by night*, is to keep the Flat Island Light open to the Westward of Cannonier Point Light until the red light at Grand River is seen.

Should you be approaching the Cannonier Point Light from the Westward when

it shews *white*, and steering *directly for it*, there can be *no change of colour*; but by attending to the bearing of Flat Island Light it will be impossible for you to run on the reef; the Barque "Cornwall" of 947 Tons steering E. N. E. for Cannonier Point Light was wrecked on the reef within $\frac{3}{4}$ of a mile of the Light House, because it was erroneously supposed that the light changed colour on approaching it whenever a Vessel was to the Southward of it, whereas it is only when it is brought to bear N. E. $\frac{1}{2}$ E., and to the Northward of that that the light changes colour.

When running for the Anchorage by day, after passing Cannonier Point with Flat Island Light House bearing N. E. by E. $\frac{1}{2}$ E., bring Tamarind Mountain (a conical hill to the Westward of all the other high land) to bear S. W. by S., and steer for it until the Martello Tower on the South side of the Mouth of Grand River is seen in a line with the Western Shoulder of the Corps de Garde Mountain bearing S. S. W.; this will lead clear of all danger to the Anchorage, which is indicated by a floating beacon painted red and white generally called the Bell Buoy, which lays in 12 fathoms on the North side of the Mouth of the Harbour; Anchor to the Northward of this beacon in from 12 to 20 fathoms.

When approaching by night from the S. Westward, Flat Island Light bearing N. E. by E., will lead between 2 and 3 miles to the Westward of the reefs to the South-

ward of the Port, and when the green light on Tonnelier Island bears E. S. E., steer for it if the wind be favourable under easy sail; if the night be clear the Shipping at the Bell Buoy will be seen and afford a good mark; keep the lead going and bring the two Harbour Lights to bear as already described, and Anchor.

During the day the Gunner's Quoin bearing N. E. $\frac{3}{4}$ E. is the best mark.

It is most inadvisable to attempt Anchoring at the Bell Buoy after dark unless well acquainted with the localities; it is far better with the admirable advantages afforded by the lights for ascertaining a Vessel's exact position, to keep under weigh till day light; considerable risk will thus be avoided, and as no communication with the Shore is permitted till Vessels have received Pratique, no time is gained by Anchoring in the night.

Port Louis,
September 23rd 1858.

D. WALES,
Harbour Master.

Printed at the Convict Establishment,
Fremantle, Western Australia.