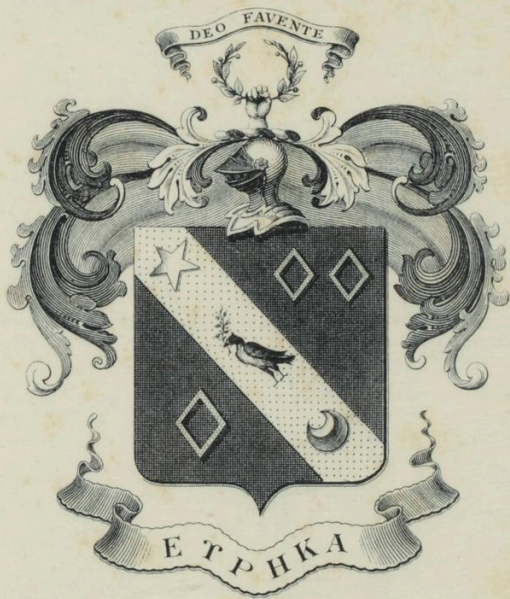


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David Scott Mitchell.





# THE CINDERELLA



OF THE

# SOUTH

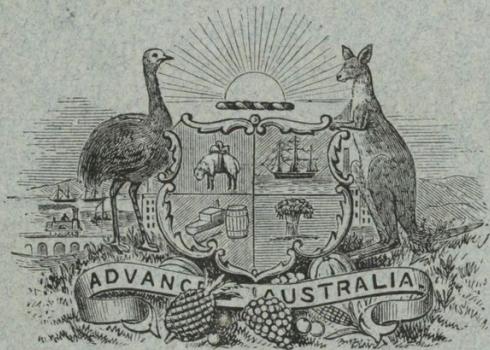
OR

## WESTERN AUSTRALIA

*AS IT IS*

BEING A SUCCINCT ACCOUNT OF THIS IMPORTANT  
COLONY, GIVING ALL PARTICULARS UP  
TO LATEST POSSIBLE DATE

*WITH A MAP OF COLONY*



### A GOVERNOR'S COMMENDATION.

"For further statistics, and, indeed, for all possible information on the Australian Colonies generally, I refer you to Messrs. Gordon and Gotch's Handbook, an admirable publication."—*Extract from speech of His Excellency SIR F. NAPIER BROOME, K.C.M.G., before the Royal Colonial Institute, March 16, 1885.*

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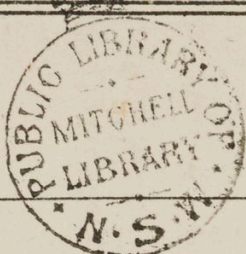
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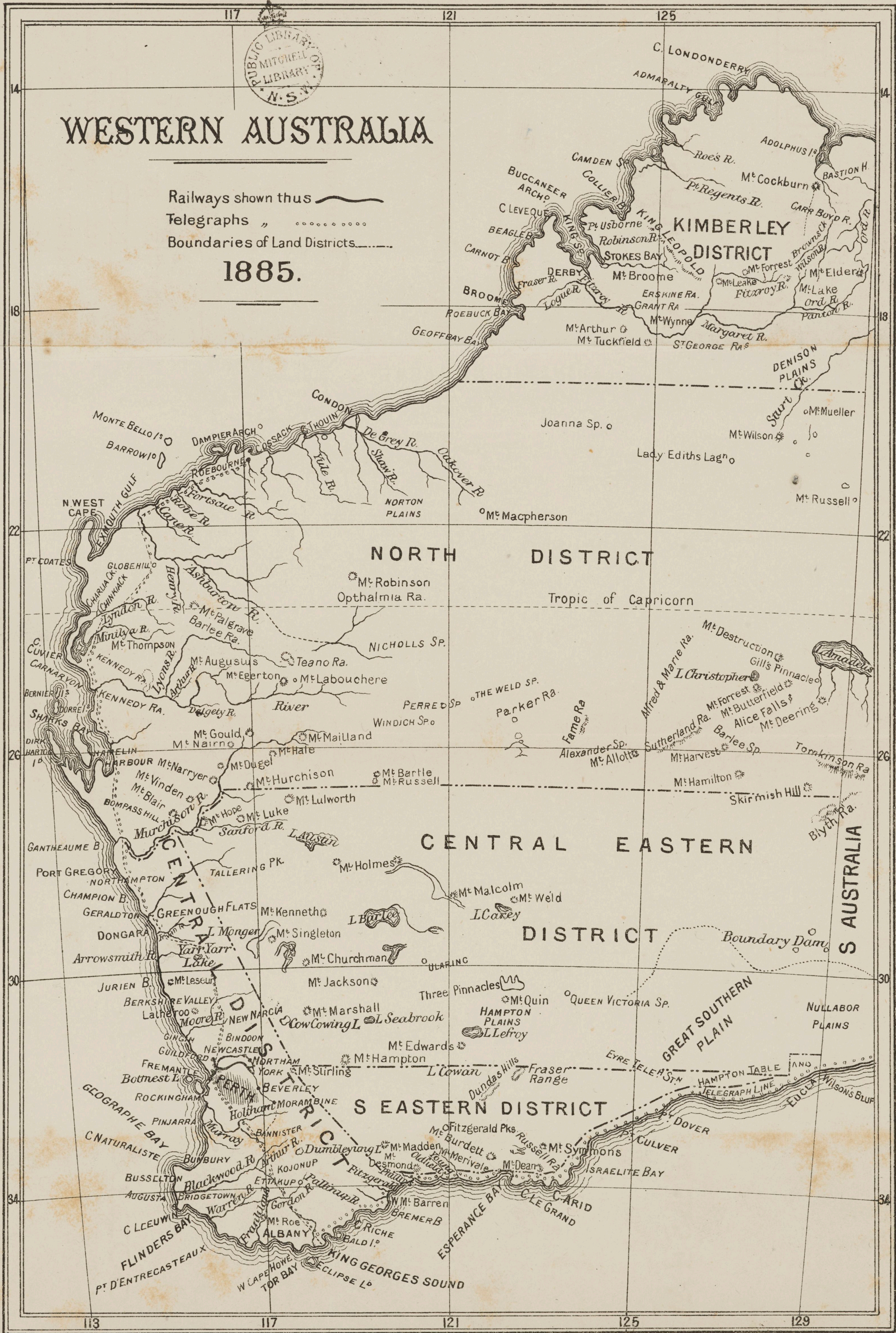
# WESTERN AUSTRALIA

Railways shown thus

Telegraphs "

Boundaries of Land Districts

## 1885.



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## P R E F A C E .

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## COLONY OF WESTERN AUSTRALIA.

WESTERN AUSTRALIA includes all that portion of the Australian continent situated to the westward of 129° East longitude, between the parallels of 13° 30' and 35° 8' South. The greatest length of this territory, from Cape Londonderry in the North to Peak Head (S. of King George's Sound) on the South, is 1,490 miles, and its breadth from Steep Point at the base of Dirk Hartog's Island on the West to the 129th meridian on the East about 850 miles. It contains an estimated area of 978,299 square miles, or, inclusive of the contiguous islands, about 1,057,250 square miles, being about eight times the size of the United Kingdom. Thus it is the largest of the Australian colonies; and it is also the nearest of any to England, the distance being 10,950 miles. Western Australia was originally known as the "Swan River Settlement;" that settlement, however, was only the south-west corner of the colony, or that portion lying to the S. of the 30th parallel, and W. of the 120th meridian. Till lately the occupied portion of the colony was comprised in an area of about 600 miles in length from north to south, by about 150 miles in average breadth, lying between Albany (King George's Sound) in the South, and the Geraldine lead mines on the Murchison, in the North, between about the 28th and 35th parallels of south latitude, but this area is now being extended, particularly on the western coast, where several settlements have been formed. An important settlement has been formed in the neighbourhood of Sharks' Bay, a large inlet, situated in longitude 114° E., latitude 26° S. In the neighbourhood of the small islands which abound in this locality extensive banks, covered with the true pearl oyster (*avicula margaritifera*) have been discovered, and afford employment to a small fleet of boats. On the extreme north-west coast, also east, west, and south of Roebourne, the country is also being settled. Exploration north of Esperance Bay (on the south coast) has resulted in the discovery of beautifully grassed country in the neighbourhood of Frazer's Range, about 150 miles from Esperance. The exploration of the country between the De Grey and Port Darwin, by Mr. A. Forrest, F.R.G.S., led to the discovery of magnificent country lying north of the 19th parallel of south latitude. He reported that the river Fitzroy flows through over 200 miles of richly grassed plains, and that this splendid stream is navigable, during a portion of the year, throughout the whole of this distance. This tract of country has been considered of sufficient importance to demand special legislation. It has accordingly been separated from the "North District," of which it was a part, and has been named the Kimberley District. The land regulations of this district have been specially prepared, with the view to its early settlement, and in many respects differ materially from the regulations of the other districts. In addition to its fisheries, the north-west coast of Western Australia—formerly known as the Victoria or Port Gregory District, discovered by Captain (now Sir George) Grey, and lying between the Murchison and Irwin rivers—has been found to possess extensive tracts of land, containing minerals, especially copper, lead, coal, and tin; none of these, however, has been worked, except lead; the coal is not of good quality. There are also large areas of land admirably adapted for pastoral purposes. There is every reason to conclude that the whole of the habitable part of the colony, within two hundred miles of the seaboard, will ultimately be settled.

In the year 1527 the shores of what is now called Western Australia were touched upon by a Portuguese navigator of the name of Menezes, who gave the name of Abrolhos to the group of rocky islands lying westward of Champion Bay. These were subsequently sighted in 1598 by Houtman, who added his own name to them; in 1629 Francis Pelsart, in the frigate *Batavia*, suffered shipwreck on them. In 1616 Sharks' Bay was entered by the *Endracht*, of Amsterdam, and the island now known as Dorre (more correctly Doore) was named after her pilot, Peter Doore. The commander of the vessel *Dirk Hartog* named both the Island forming its western boundary and the Bay after himself, but the name of Sharks, given by Dampier, has superseded his own. Cape Leeuwin was first seen in 1622. In 1627 the southern coast to the eastward of Cape Leeuwin was sighted by the *Gulde Zeepart*, and named after one of its passengers Nuyt's Land. In 1628 De Witt's Land was named by De Witt, the commander of the *Karian*. Dampier, in 1688-9, in the *Roebuck*, sailed along the N.W. coast, entering and naming Sharks' Bay, also giving his own name to Dampier's Land and Archipelago, and naming many other parts of the coast and islands. In 1695 the entrance to the Swan River was discovered by Vlaminz, in the *Gidvink*, and in 1826 was examined by Captain (afterwards Sir James) Stirling. In 1791 Captain Vancouver discovered King George's Sound. In 1801 Flinders, in the *Investigator*, sailed along the southern coast on his voyage from England, and took his vessel into King George's Island. From here eastward a number of bays—Fowler's, Smoky, Streaky, and others—were discovered and named. In the same year the western coast was visited by the French corvettes *Geographe* and *Naturaliste*, and many places still bear the names given by their officers. From 1820 to 1824 the Northern coasts were explored and surveyed by Captain King. In 1828 Captain Stirling, of H.M.S. *Success*, surveyed the coast from King George's Sound to Swan River, reporting favourably of the country. His report decided the Home Government to settle it.

The Colony was first permanently settled, from Sydney in 1826 by Major Lockyer, who

landed with his party, consisting of a detachment of the 39th Regiment and a number of convicts, about 75 persons in all, at Albany. His stay was but a brief one, the settlement in 1831 being transferred to a part of the sandy shore, since called Rockingham, situated about 14 miles S. of Fremantle. In 1829 Captain Fremantle, commanding H.M.S. *Challenger*, hoisted the British flag near the mouth of the Swan River, on the spot where the town of Fremantle, named after him, now stands. Captain (afterwards Sir James) Stirling, arrived from England in the *Parmelia* on June 1st, 1829, on which date the Swan River Settlement was established (the colony completing its jubilee in 1879). Capt. Stirling became the first Governor. His party on landing comprised a staff of eight persons, ten artisans and mechanics, with their wives, and families, and servants; also 51 head of cattle, 200 sheep, 33 horses, and pigs, and poultry. Of the officials, Peter Brown was colonial secretary; Lieut. J. S. Roe, R.N., surveyor; C. Sutherland, assistant surveyor; H. Morgan, storekeeper; J. Drummond, agriculturist. In July the Rev. J. B. Wittenoom, the first colonial chaplain, arrived. On August 5 the first emigrant vessel, the *Calista*, arrived. During 1829-30 thirty-nine immigrant ships arrived, bringing 1,125 passengers, and cargo to the value of £144,277, this influx being mainly induced by the liberal offers made by the Home Government of large grants of land in proportion to such property introduced. Among these settlers were three of the sons of Mr Thomas Henty, of West Tarring, in Sussex, who brought with them (in the barque *Caroline*) stock, a large outfit, and forty servants; but disappointed with the country left for Tasmania in 1832, ultimately settling at Portland, in the western district of Victoria. In 1829 (August 12) Perth was founded, and the first assignment of land was made on September 27 of the same year. In 1830 the first attack of the natives was made at the Murray river, resulting in the murder of Mr. Mackenzie. In 1831 the first overland journey from Perth to King George's Sound was effected by Captain Bannister and party. In December, 1832, the first printing press was landed from England.

The early days of the settlement were very unpromising, and till 1839 little progress was made. Under the governorship of Mr. John Hutt (January 2, 1839, to December, 1845) the colony steadily increased in the elements of prosperity. Colonel Clark succeeded Mr. Hutt; he held office for twelve months only (February, 1846, to February, 1847), and was followed by Lieutenant-Colonel Irwin, who administered the government to July, 1848. In this year the population was returned at 4,622; the land under cultivation at 7,047 acres, of which 3,316 were wheat, 1,411 barley, oats, and other grain, and 2,320 green crops. The number of horned cattle was 10,919; of sheep, 141,123; of horses, 2,095; of pigs, 2,287; and of goats, 1,431. The imports were estimated at £45,411, the exports at £29,598; and the inward shipping at 15,494 tons. In 1840 the *Perth Inquirer* was first published; in May, 1841, the Bank of Australasia first began operations; in the following month of June the Western Australian Bank commenced business. In November, 1848, the Bishop of Adelaide made his first pastoral visit.

The history of Western Australia up to the year 1850, however, contains little of interest, for it is but the account of a settlement struggling for bare existence, as up to that period it presented the aspect of a colony without sufficient capital to render available its natural resources, and with a scanty population. Up to that year the position of Western Australia was an anomaly in the history of colonization, as never had been a colony so thoroughly impoverished, and yet lingered on; this principally arose from the want of a market, and the high rate of the small amount of available labour. Immigration had ceased, and the only capital introduced was a small amount of Imperial expenditure, and the equally small returns for exports. Shortly after this period the colonists petitioned the Home Government to make Swan River a convict settlement; this request was promptly acceded to, and shiploads of these enforced exiles were landed in the colony, the first party arriving in June, 1850, in the *Scindian*, under Captain Henderson as comptroller-general. In the nine years between 1850 and 1859, during which period Captain Fitzgerald (August, 1848, to June, 1855) and the late Sir Arthur Kennedy (June, 1855, to February, 17, 1862) had been Governors, there were introduced 5,169 convicts, and in addition, 6,364 persons, many of them families of prisoners. As the evil effects of convictism were feared by the other colonies, they appealed to the Home authorities to discontinue transportation to Western Australia. After some little skirmishing the point was carried, and in 1868 transportation ceased altogether, to the infinite benefit, moral at least, not alone of the colony, but of the whole of Australia. At the time when the transportation of convicts from England ceased, Western Australia had absorbed nearly ten thousand prisoners; and undesirable as such a class of immigrants as this may be, it must be conceded that since their introduction the colony has progressed year by year, exports have greatly increased, the settlers have had a market for their stock and produce, public works have been constructed, and the statistics of crime have shown an immunity from transgression against peace and property that could hardly have been anticipated.

In 1856 the colony was constituted a Bishop's see, the first Bishop being Dr. Mathew Blagden Hale, till lately Bishop of Brisbane, whose episcopate lasted till 1875. In February, 1862, Mr. J. S. Hampton, formerly Comptroller-General of Convicts at Tasmania, became Governor, administering the government to November, 1868; being followed on September, 30, 1869, by Mr. (now Sir) Frederick Aloysius Weld, who held office to December, 1874. During the interval between Mr. Hampton's retirement and Mr. Weld's arrival, Lieutenant-Colonel Bruce was the Acting Governor.

During Mr. Weld's governorship the colony made a decided advance; telegraphic communication was established between the leading centres of population, which is now extended to South Australia, placing Western Australia in instant communication with the other colonies and the mother country. In 1870 the colony was divided into electoral districts, and the election of members to the Legislative Council took place.

Mr. Weld was succeeded by Sir W. C. F. Robinson, who was gazetted Governor on November 14, 1874, and assumed office on January 11 of the following year, holding the appointment to September 6, 1877, being succeeded on November 12, 1877, by Sir Harry St. George Ord, K.C.M.G. Governor Ord resigned, and left the colony in January, 1880. During his term of service the railway system was initiated by the opening of the Northern Railway from Geraldton to Northampton. The completion of the first section of the Eastern Railway connecting Perth with Fremantle took place in the early part of 1881. The second section was opened in 1883 to Chidlow's Well, a distance of 21 miles, and the third section to York, 48 miles, is nearly completed. He was succeeded by Sir W. C. F. Robinson, who returned to the colony from the Straits Settlements in April, 1880. On the transfer of Governor Robinson to South Australia, in 1882, he was succeeded by Mr. F. Napier Broome, C.M.G., the present Governor, who was sworn in on June 5, 1883. Mr. Broome was made a K.C.M.G. in June, 1884. His tenure of office has so far been a prosperous one. It has witnessed a considerable increase in the revenues of the colony, an extension of the railway mileage, and the inauguration of a vigorous immigration policy that is expected to result in the introduction of a large number of the most useful class of colonists.

As remarked last year, the Colony is making most satisfactory progress on all sides. Population is steadily increasing; pastoral occupation of the Crown lands is taking place to a vast extent, public works are going on, the internal and coastal means of communication are improving, and the resources are becoming better known, and made available.

The present Governor, in a dispatch to the Secretary of State, records his belief that, so far as the prosperity and the pursuits of the people of the colony have progressed, they rest upon a sound basis, capable of very considerable extension, and that he can scarcely doubt that Western Australia both can and will, within the next twenty or thirty years, prove itself to be a colony in which thousands of immigrants will earn their daily bread easily from the moment on due they set foot on its soil, and in which very many of them will achieve an independent position in due time.

As regards responsible government, Lord Derby has intimated in a despatch, dated July 14, 1884, that if at the next general election there should be a strong expression of opinion in favour of a change in the Constitution, Her Majesty's Government would not refuse to examine the details of the proposed arrangement; but that, without full and careful enquiry, they would not be prepared to give any definite assurance that the introduction of responsible government is now practicable.

**GEOGRAPHICAL FEATURES.**—The south-western portion of the Colony was traversed in 1835 by Surveyor-General Roe, who reports of it:—"Fully one-fourth, after leaving the immediate vicinity of the Sound, may be pronounced good, very good, and excellent; one third tolerable and available for some useful purposes; and the remainder poor, bad, and useless. The country is well watered. The great extent of good grassy lands passed over well adapted it to the depasture of either horses, cattle, or sheep, while good soil, of a good loamy character, capable of bearing wheat or any other crop, is to be met with in sufficient quantity for all agricultural purposes in a country essentially pastoral."

A late Governor (Sir F. A. Weld) thus describes the principal features of the country:—

"The whole of the settled district, nearly the size of France, is usually level, often undulating, but never mountainous. The western seaboard is generally comparatively flat country, of a sandy character, composed chiefly of the detritus of old coral reefs, which has been again deposited by the action of water: more inland, a formation, which is here called ironstone, is met with: it appears to be chiefly a conglomerate of disintegrated granite, stained with iron: granite, slates, quartz, pipeclay, and, in places, trap, are all found in this country. The Darling Range, for instance, presents these characteristics; it runs from north to south in the central district inland of Perth, and appears once to have formed the coast line. The whole country, from north to south, excepting the spots cleared for cultivation, may be described as one vast forest, in the sense of being heavily timbered: sometimes, but comparatively seldom, the traveller comes upon an open sand plain, covered with shrubs and flowering plants in infinite variety and exquisite beauty, and often, especially in the northern and eastern districts, low scrubby trees and bushes fill the place of timber; but, taking the word 'forest' in its widest sense—as wild, woody, and bushy country—Western Australia, as far as I have seen, is covered with one vast forest, stretching far away into regions yet unexplored. A very large proportion of this is heavy timber country. The jarrah, sometimes erroneously called mahogany, a tree of the Eucalyptus tribe, covers immense tracts of land; its timber is extraordinarily durable, and as it resists the white ant and the 'Teredo navalis,' it is admirably adapted for railway sleepers, and for piles for bridges and harbour works. This timber, when properly selected and seasoned, has stood the severest tests, and no term has yet been discovered to its durability. It is believed that, with increased facilities for transport, the trade in jarrah may be indefinitely increased. The sandalwood already affords an export; the tuart and kari, both Eucalypti of enormous size, are valuable timber trees." Governor Weld further says, when speaking of a tour made by him in the southern districts, "I

have ridden for miles amongst kari trees, some of which, lying on the ground, I have ascertained, by actual measurement, to reach 150 feet to the lowest branch; many, I estimate, when standing, to attain nearly double that height from the ground to the topmost branch, thus emulating the great Californian 'Wellingtonia,' the kauri (*Dammar Australis*) of New Zealand, or the great Eucalyptus purpurea of Tasmania, a kindred tree, reported on by Sir W. Denison; the difference being that *there* they are instances of rare and exceptional growth, whilst in parts of this country there are forests of these giants of the vegetable world." During the latter part of 1883 Governor Broome travelled through some 2,000 miles of the colony. He remarks that he should call Western Australia a country of good roads. Except the Darling Range and some other inequalities rather than hills, he considers the whole country as a plain; swamps and marshes being scarcely ever met with. He found, too, nearly everywhere very good bridges. He describes the forests as of great variety, ranging from scrub and thickets or the small "jam" wood of the Champion Bay districts, to the gigantic "karri" of the South, most beautiful of Eucalypti, the aristocracy of the forest, whose clear, straight, cream-coloured trunks, smooth to the hand, spring a hundred feet to the first branch. He considers that the agricultural land available for settlement is limited, yet capable of sustaining a much larger population than the colony at present possesses, though farming did not appear to him to be a very remunerative occupation. On the whole he found that the colony during the past ten years had made substantial advance, and that its progress had not been more rapid was owing principally to the smallness of the population, inferior soil, poisonous plants, the denseness of the forests, and the deficiency or absence of water. Of the country and people he says, "The more one sees and knows of Western Australia and its people the more they win upon the new comer."

The country between York and King George's Sound was recently roughly surveyed to ascertain its fitness for railway construction, and is thus reported of:—"The section of the country under review is a plateau having a mean surface-level of about one thousand feet above the sea, though in places the river beds and valleys below, and above this general level are found cropping up ranges and peaks, which, however, with the exception of the Stirling Range, are not of any considerable height. From this plateau flow all the principal storm water channels of the southern part of the colony, including the Swan River, the upper portion of which is called the Avon and its branches. The Murray River, with the Hotham, the Williams and affluents, break through the Darling Range by a series of gorges and cañons, and empty themselves into the sea on the western coast. The Blackwood River, with the Arthur, the Beaufort, and the Balgarrup, find the sea east of Cape Leeuwin, at Flinders Bay. The Frankland, with the Gordon as its main tributary, finds a mouth at Nornalup Inlet, near King George's Sound. The physical geography on this side of the Australian Continent, in respect to the condition of its rivers or storm water channels, shows a reverse to those of the Eastern side, and which are found existing in most other parts of the globe. The so-called rivers merely serve to bear away seawards the surplus storm waters from the by no means unfertile interior which they drain, which is a belt extending in different parts fifty miles in width up to a distance of two hundred miles from the sea. The best land is high up away from the coast, whilst in other countries the rivers have made the lowlands fertile by what they have borne from the highlands." Mr. Forrest says, "There cannot be a doubt but that the whole of the country between Beverley and King George's Sound is capable of being more beneficially utilised than it is at present, and that as population increases and cultivation is more common a larger number of people will reside upon the land."

Of the interior of the colony there is yet much to be learned, though the labours of explorers are fast making known its features. In 1874, Colonel Warburton, after an arduous journey, attended with much privation and danger, successfully traversed the colony from Alice Springs, a station on the overland telegraph line, to Roebourne, on the sea-coast. The country is described as being an alternation of ridges and hollows, sandy, without grass, and clothed with bushes and scrubby timber, with no trace of a watercourse; though, as the party were sustained by water obtained from native wells, it is believed probable that this drawback and obstacle to its settlement may not be quite so serious as might at first be supposed. Later on Mr. John Forrest, at the head of a small exploring party, fitted out by the Government, succeeded in crossing the continent into South Australia. No good land was discovered within a practicable distance. This was the second time Mr. John Forrest had penetrated into the southern colonies, having successfully traversed the southern seaboard from Albany to Adelaide in 1870. In recognition of this achievement the legislature voted him £500, and the Royal Geographical Society presented him with their Gold Medal, and he, besides, received many foreign distinctions, including the Order of Knight of the Crown of Italy. Mr. Forrest has also received the decoration of C.M.G. in consideration of his distinguished services in the cause of the exploration of Australia. Beyond the country lying on the lines of route of the various explorations comparatively little is known of the territory of West Australia outside the seaboard and the settled districts.

Besides J. Forrest's two journeys across to South Australia, he in 1869, starting from Champion Bay, forced his way eastward to a distance of 620 miles, diverging frequently from the straight track, but finding only little available country. As Deputy Surveyor-General Mr. Forrest was occupied from April to October, 1878, in making a trigonometrical survey of the whole of the settled portions of the North-West settlements, from the De Grey to the Ashburton

Rivers, an area of from 20,000 to 30,000 miles, and in 1882 he was engaged in making a trigonometrical survey of the Gascoyne district. In 1871, Mr. A. Forrest, brother to J. Forrest, also started from a point S. of Fremantle, and traversed the desert country on the E. side of the ranges to a point about 600 miles inland, and lying in about  $30^{\circ} 30'$  S. lat.,  $124^{\circ}$  E. long., his general course having been NE. Thence he struck south to his brother's coast track, and so returned to Perth. Beyond a chain of lakes, or rather salt lagoons, and a number of isolated hills, he found, however, but little to repay his toil. The geological formation of the part of the country traversed by the two brothers shows little, except a vast stretch of granite country, with tertiary desert sand beyond. Mr. A. Forrest, accompanied by Mr. Hill, as geologist, and six others, of whom two were natives, with 26 horses, and provisions for five months, set out in February, 1879, to explore the N. and NE. parts of the territory, from the upper waters of the De Grey across the continent to the trans-continental telegraph line, giving the Rivers Fitzroy, Glenelg, Prince Regent, and other large water-courses special attention. Important results accrued from this exploration, in the finding of good pastoral country nowise inferior to the fertile downs of Northern Queensland; in all an area of upwards of 20 millions of acres of good well-watered country, suitable for grazing purposes, besides a large area adapted for the culture of sugar, coffee, and rice, was discovered. The expedition reached Port Darwin in September. Regulations have since been framed for the settlement of this newly-discovered territory, which is named the Kimberley District.

The land regulations of the colony are liberal, and specially adapted to induce settlement. Waste lands of the Crown in rural districts can be purchased in blocks of not less than 10 acres at 10s. per acre, or on occupation license in blocks of not less than 100 acres each, by deferred payments of 1s. per acre, spread over a term of ten years. Town and suburban lots are sold by auction at stated upset prices. Pastoral lands in the Central Land District can be rented for 14 years at £1 for every 1,000 acres, and in the Northern, Eastern, Central, and South Eastern districts in blocks of not less than 20,000 acres on 14 years' leases, at a rental of 5s. per 1,000 acres for the first seven years and of 10s. per acre for the remainder of the term. In the Kimberley district the minimum rent is 10s. per 1,000 acres. Water frontages are leased in blocks of not less than 50,000 acres, non-frontage land can be had in blocks of 20,000 acres. For private land sales and leases the popular measure known as the "Torrens Act" has been adopted by the Legislature, and has now been several years in successful operation.

**BOUNDARIES.**—The boundaries of the colony are, on the north and west, the Indian Ocean; on the south, the South Pacific Ocean; and on the east, an imaginary line dividing it from South Australia. The coast-line of Western Australia extends for a distance of about 3,000 miles, and is indented by many bays, creeks, and rivers, and fringed by numerous islands. A line of coral reef girds a considerable portion of the coast, and protects it from the Indian Ocean. Between these reefs and the land there is in many places safe anchorage.

**MOUNTAINS.**—Three distinct parallel ranges of mountains form the most distinguishing features, the highest and most easterly having its termination near King George's Sound, and being called the Blackwood Range and the Victoria Range. The highest peak of these does not exceed 2,000 feet. The Darling and Roe Range, rising to the height of 1,500 feet to 2,000 feet above the level of the sea, lie parallel to the western coast, at distances varying from 10 to 25 miles from it. The highest mountains in the colony are Mount William, of the Darling Range, situated in the Murray district, about 60 miles inland, with an altitude of 3,000 feet above the sea-level, and Ellen's Peak of the Stirling Range, 3,420 feet high. No volcanoes, active or extinct, exist in any part of Western Australia.

**ISLANDS.**—There are numerous islands, groups of islets and reefs off the coast; the largest island being Dirk Hartog on the western side of Freycinet Estuary. On the North are Bigge's Island, several Archipelagoes, Bathurst Isles, and the Buccaneer group; on the North-West Dampier's Archipelago, the Monte Bello Isles, Barrow Island; on the West, Bernier Island, Dorre Island, Dirk Hartog, Rottnest Island, and the Wallaby, Pelsart and other groups; on the South, Eclipse Island and the Archipelago of the Recherche.

**RIVERS.**—The principal rivers in Western Australia are the Prince Regent, Glenelg, and Fitzroy, flowing North-West; the De Grey, with its tributary the Oakover, the Yule, Sherlock, Fortescue, Ashburton, Gascoyne with its affluents, the Murchison and tributaries, Greenough, Irwin, Swan, and its tributary the Avon, Serpentine, Murray, and Blackwood flowing Westward; and the Warren, Frankland, or Gordon and Pallinup flowing to the South. The Ord, discovered and named by A. Forrest, is supposed to debouch into the Cambridge Gulf. Few of these run all the year, and still fewer are navigable, even for boats, for any great distance, but on most of them settlements have been formed.

**LAKES.**—There are no lakes of any size, but there are numerous shallow lagoons in various localities; among them are Lake Moore, Great Salt Lake, Lake Brown, Lake Amadens, of unknown extent, and Lake McDermott, and Monger's and Hertsman's Lakes in the Perth District.

**CAPIES.**—The principal headlands are, on the North, Cape Domett, Cape Londonderry, Cape Bougainville, Cape Voltaire, and Cape Leveque; on the North-West and West, Cape Borda, Cape Baskerville, Cape Boileau, the North-West Cape, Cape Cuvier, Cape Peron, Steep Point, Cape Bouvard, and Cape Naturaliste; on the South, Cape Hamelin, Cape Leeuwin (which from the tempestuous weather usually experienced here might more justly be called the Cape of

Storms), Point d'Entrecasteaux, Cape Chatham, Point Nuyts, Cape Howe, Bald Head, Point Hood, Cape Le Grand, Cape Arid, and Cape Pasley.

**BAYS.**—On the North and North-West, Cambridge Gulf, Vansittart Bay, Admiralty Gulf, Port Nelson, Brunswick Bay, Doubtful Bay, Collier Bay, Beagle Bay, Stokes Bay, King Sound, Roebuck Bay, and Lagrange Bay; on the West, Exmouth Gulf, Nickol Bay, Sharks' Bay, Gantheaume Bay, Champion Bay, Jurien Bay, Breton Bay, Peel Inlet, and Geographe Bay; on the South, Flinders Bay, Tor Bay, King George's Sound, Port Twopeople, Doubtful Island Bay, Esperance Bay, and Israelite Bay.

**CLIMATE.**—The climate on all sides is admitted to be one of the finest and most salubrious in the world, and the mortality of Western Australia, since its occupation, is said to have averaged not more than one per cent. In 1882, out of a population of 30,766, there were but 430 deaths. From the northern to the southern extremity the climate varies considerably; the southern temperature is somewhat similar to that of England, but higher, but the heat is of a kind which can be borne without much inconvenience; the northern is hot, but not unpleasant, the atmosphere being free from that moistness characteristic of tropical climates generally, and being tempered with cool breezes. The climate of the central portion of the colony is like that of Southern Italy and parts of Spain. In the Kimberley District the climate during the winter months has been proved to be dry and bracing; the barometer registering about 30°10, with heavy dews at night and occasional fogs. The seasons are divided into wet and dry, the former commencing in April and lasting till September. According to the meteorological observations taken at Perth during 1882 the total rainfall for the year was 35·65 inches. The average of the year for sixteen stations in various parts was 28·80 inches. The dry season is occasionally, but rarely, visited by showers or a thunderstorm. During three months of this period hot land winds occasionally prevail, but almost always at night, and are counteracted invariably by the prevailing summer wind from the south-west during the day. The severe droughts and heavy floods experienced in the other Australian Colonies are unknown in Western Australia, though the north-western coast is occasionally visited by storms of almost hurricane force during the summer months. The mean of the barometer is about thirty inches, and of the thermometer about sixty-five degrees. In 1882 the daily average reading of the barometer was 30·033. The highest reading of the thermometer was 114° on Feb. 18 and Dec. 25, and the lowest 34°, the average being 64°. Exposure to all weathers is stated by universal experience to produce no apparent ill-effects on the constitution. Epidemic diseases are almost unknown, dysentery and diarrhoea are also unfrequent, contrary to the experience of other parts of Australia; and consumptive persons have often had reason to bless the climate for a continuance of life. Snow is never seen, ice only early in the morning and in the depth of winter. A competent authority, writing in the *Calcutta Englishman*, during the discussion as to the establishment of an Indian military sanatorium in Western Australia, describes the climate "as such as no other in the world can excel, and few equal, for comfort and health-giving attributes." The Rev. C. G. Nicolay says:—"It is no exaggeration, speaking generally, to say that the climate is one of the most healthful in the world."

**DIVISION.**—For various purposes the colony is divided into districts, having separate and different boundaries. There are five land districts, viz., the Central, Eastern Central, South Eastern, Northern, and Kimberley districts; thirteen electoral districts, viz., Perth, Fremantle, Swan, York, Toodyay, Murray-Williams, Wellington, Vasse, Plantagenet, Greenough, Geraldton, North and Gascoyne districts; thirteen magisterial and three police districts: in addition to which large sections are parcelled out into educational and road boards districts. There are also in the settled districts twenty-six counties, viz.—On the south coast, Kent, Plantagenet, Stirling, Lanark, and Sussex; on the west coast, Wellington, Murray, Perth, Twiss, and Melbourne; on the north, inland, Glenelg, Gray, Kimberley, and Cararvon; on the east, Landsdown, Beaufort, Minto, Peel, and Hay; in the interior, Goderich, Nelson, Wicklow, Grantham, York, Howick, Durham, and Victoria.

There are ten municipal councils, who have power to levy general rates not exceeding 1s. 6d. in the £ on the rateable value of all property within their boundaries; also to borrow money upon debentures for construction of permanent works, and to levy special annual rates not exceeding 1s. 6d. in the £ to pay the interest of money borrowed. They have also the control of licenses, markets, and other matters pertaining to municipalities. The City of Perth, and Fremantle, the principal port of the colony, is raised to the status of a Mayor and Corporation.

**CHARACTER OF LAND.**—The soil consists of vast tracts of sand and scrub, which is of little value; of much land suitable for sheep grazing purposes, and for farming operations; and of extensive areas that will yet become available for the growth of the sugar cane and other tropical productions. The eastern side of the Roe and Darling Ranges is especially suitable for the grazier and farmer. In the north, too, there are extensive grassy downs, capable of depasturing vast numbers of sheep and cattle. On the Lower Greenough River one flat alone contains 10,000 acres of very fine land, giving, with very slight cultivation, 30 bushels of wheat to the acre. The presence of poisonous plants, however, is one of the greatest drawbacks in some parts of the country to stock raising. The greater extent of the seaboard is separated from the interior by low ranges of hills, running parallel to it, and covered with forests, principally of jarrah. The fertile land exists in patches, and some of it is of a very rich character. On the whole, the soil may

be said to possess immense productive powers under unfavourable circumstances. It is proposed to introduce the Buffalo grass, in order to utilize gradually the sandy tracts. Couch (or Doob) grass has been largely introduced for paddocks. It thrives abundantly, grows upon the poorest of soils, and in the hottest and driest weather affords substantial pasturage. In many parts of the bush it is now growing without the intervention of artificial culture.

**GEOLOGY.**—A central North and South range of palaeozoic rocks, with intrusive masses of granite, traverses the Colony. This granite rises in isolated hills in some parts, in others it spreads into plateaus; beyond and around the range the tertiary sandstone, which forms the vast arid tracts of sand which constitute a considerable proportion of the surface of West Australia. The coast consists of coralline sand. In the SW., near the coast, are some beds of mesozoic limestone. In the North trap-rocks occur, with columns of basalt and greenstone, and near Sharks' Bay are evidences of volcanic action. The Rev. C. G. Nicolay thus generally describes the geological features of the colony:—"Upon an undulating surface of granitoid rocks, passing, as is common elsewhere, into gneiss and other forms of metamorphic rock, have been deposited strata, for the most part horizontal, of sandstones and limestones, the greatest thickness of which does not probably in any place exceed 700 feet. These form flat-topped ranges, and by process of denudation and consequent separation from the mass, detached peaks and peaked hills, which are characteristic features of the country over a large portion of its area." At the end of 1883 the Government Geologist, Mr. T. Hardman, traversed some portion of the Kimberley district. Numerous quartz veins were observed in the metamorphic rocks, especially in the Lennard section, where large and prominent reefs occur. From the general character of the rocks, he says: "I have strong hopes that this country may eventually prove metalliferous, perhaps auriferous; but this can only be ascertained by more careful and detailed examination." Subsequently to this, a telegram has been received from Mr. Hardman, stating that payable gold had been discovered by him for a long distance on the tributaries of the Ord River. A vote of £1,000 was passed at the session of the Legislature in 1884 for gold prospecting.

**PRODUCTS.**—Flowers and fruits from all parts of the world flourish luxuriantly. The vegetables of England grow to great perfection, and may be cultivated at almost any season of the year. In summer, oranges, apples, pears, peaches, nectarines, apricots, plums, figs, almonds, bananas, and pomegranates grow abundantly. Strawberries, also, grow well in the southern districts. Both climate and soil are admirably adapted for the cultivation of the grape, and the number of vineyards is increasing yearly, as is also the amount of colonial made wine consumed in the colony and exported. The olive, wherever cultivated, grows luxuriantly; and during the last few years sericulture has been successfully and profitably attempted. Bees thrive, and produce honey in astonishing quantities. The increase of the swarms which from time to time have escaped from tame hives has peopled the uncultivated bush with numerous colonies, whose treasures afford to the aborigines an aid to subsistence. The agricultural capabilities of the colony are extensive, and the breadth of land under crop has within the last few years greatly increased. Portions of the country, especially in the east and northern districts, are admirably adapted for wheat growing, and corn grown on the Swan took the first prize at the Intercolonial Exhibition held in Sydney, N.S.W., in 1873. But for the ravages of "red-rust" large quantities of corn would have been exported. The indigenous trees comprise the jarrah (*eucalyptus marginata*), tuart, tooart, or white gum (*eucalyptus gomphocephala*), sandalwood (*santalum persicarium*), karri (*eucalyptus collescea*), a species of acacia known as the raspberry-jam tree from its peculiar scent, the red and blue gum and kindred trees, casuarina, various kinds of banksia, shea-cak and wattle, the bark of the latter possessing good tanning properties. It has been estimated that the forest trees cover approximately the following areas:—White gum, 10,000 square miles; jarrah, 14,000 square miles; karri, 2,300 square miles; tuart, 500 square miles; red gum, 800 square miles; York gum, 2,400 square miles.

**ANIMALS.**—These are much the same as in the other colonies, and comprise the kangaroo, the opossum, wombat, bandicoot, and other marsupial animals, and the native dog or dingo, and cat. The dingo is the terror of sheep farmers, whose flocks he ravages; some of the agricultural societies give a reward for its destruction, and strychnine is largely used on many stations. Birds of the parrot and cockatoo species are numerous. Emus, swans, bush turkeys, eagle-hawks, and other large birds are met with far inland. There are several kinds of snakes, many of them poisonous. The waters that wash the West Australian coast abound in fish; whales, sharks, dugongs, and alligators are also found. Insect life is as prolific as in the other colonies, mosquitoes, flies, green ants, and many others swarm in different localities. It is stated that some kinds of animal life in this colony are peculiar, presenting curious and anomalous forms, which seem to be remnants of an ancient world.

**POPULATION.**—By the census returns taken on the night of April 3, 1881, the population, exclusive of aborigines, numbered 29,708—17,062 males, 12,646 females. At the previous census of 1870 the population was 24,785—15,375 males, 9,410 females. The number of dwellings is recorded at 5,271, the average number of persons to each being 5·64. Of these dwellings 2,129 were of brick, 1,607 of stone, 1,458 of wood, 12 of iron, and 65 of other material. The number of persons to the square mile is '02, equal to nearly three persons to every 100 square miles of the whole colony. The age of the people was—children under five years, 4,141; between five and

ten, 3,725; ten and under fifteen, 3,546; between 15 and 21, 3,626; between 21 and 25, 2,034; 25 and under 30, 1,951; 30 and under 35, 1,515; 35 and under 40, 1,684; 40 and under 45, 1,772; 45 and under 50, 1,726; 50 and under 55, 1,437; 55 and under 60, 914; 60 and under 65, 782; 65 and under 70, 356; 70 and under 75, 241; 75 and under 80, 100; 80 and upwards, 54. As regards the conjugal condition of the people, there were 8,251 married, 1,947 widowed, and 20,410 unmarried. The husbands numbered, 4,275; wives, 3,976; widowers, 539; widows, 508. The birth-places of the people are thus given:—Natives of West Australia, 17,773; England and Wales, 6,760; Scotland, 732; Ireland, 2,975; other British possessions, 695; foreign states, 647. The occupations of the people are specified as follows:—Professional (including civil servants, municipal, police and school officers), 483; learned professions, 190; authors, teachers, tutors, &c., 292; domestic (wives, sons, and daughters), 16,645; engaged in personal offices, as hotel-keepers, domestic servants, &c., 1,145; tradesmen, farm stock-owners, 1,490; artisans, 2,607.

On January 1st, 1883, the population was estimated at 30,766—17,551 males, 13,215 females; the births during 1882 were 1,089, the deaths 430, and the marriages 215.

On January 1st, 1884, the population was estimated at 31,700—18,005 males, 13,695 females; the births during 1883 were 1,058, the deaths 560, and the marriages 217.

**RELIGION.**—According to the census taken on April 3, 1881, the various religious denominations were thus represented: Church of England, 16,263, or 54·74 per cent; Roman Catholics, 8,413, or 28·32 per cent.; Wesleyans, 2,084, or 7·01 per cent.; Independents, 1,262, or 4·25 per cent. less; Presbyterians, 1,004, or 3·38 per cent.; other religions, 329, or 1·11 per cent.; while 209, or 0·69 per cent. are unspecified. The colony contains 71 places of worship (including buildings where services are held); the Church of England has 62, and 15 parsonage houses, and about 20 Sunday-schools. The Roman Catholics have a handsome cathedral in Perth, and seventeen chapels in various districts of the colony. The Wesleyans have eleven places of worship; the Independents three, with 884 sittings and an average attendance of 476; and the Presbyterians two, in addition to the large edifice opened in 1882 at Perth. The whole colony constitutes a Church of England diocese, governed by the See of Perth, in which city is the Bishop's residence. The present holder of the See is the Right Rev. Hy. Hutton Parry, D.D. The governing body of the Church of England in Western Australia is the Synod, established in 1872, consisting of the Bishop, who is the president and has the power of vetoing any Bill, all licensed clergymen, and lay communicant representatives elected by the congregations; no act being valid unless it carries the consent of the three orders. The Synod must meet at least once in every three years. The appointment of clergymen to vacant cures is made under regulations laid down by the Synod, by which in the first instance nominations are made, and the appointments ultimately are confirmed by the Bishop. The election of Synodsmen usually takes place in November, and the Synod assembles in July. The colony also contains a Roman Catholic bishopric.

**EDUCATION.**—The educational system is framed under the clauses of the Education Act passed in 1871, which is based upon the principles of the Act now in operation in the mother country. By this Act Schools are divided into Elementary and Assisted. The former are largely subsidized at the cost of the colony; the latter are private, but a capitation grant is given on condition of submitting to Government inspection for secular results, and to the observance of a strict conscience clause during the four hours of secular instruction insisted upon by the Act. The Elementary schools are under the control and supervision of a Central Board, and the Local District Boards. The Central Board, consisting of five members, laymen, no two of whom can be of the same religious denomination, is appointed by the Governor and the Local District Boards are elected by the general body of electors every three years. Compulsory attendance of children can be enforced by the Local Boards, and of late has been, many of the parents being fined for absence of their children from school. In the Elementary schools four hours a day are devoted to secular instruction, and half an hour, under the provisions of a conscience clause, to reading the Bible, or other religious books approved of by the Board; but no catechism or religious formulary of any kind may be used; and the Bible, if read, must be read without note or comment. The school fees vary from 2d. to 1s. per week, according to the circumstances of the parents.

On January 1, 1884, there were 69 Elementary Schools, 6 Provisional Schools, and 16 Assisted Schools. The number of scholars on the roll was, Elementary Schools, 2,919—1,513 boys, 1,406 girls; Provisional Schools, 107—56 boys, 51 girls; Assisted Schools, 1,142—531 boys, 611 girls. The average cost of instruction for each child was: Government school, £3 8s. 4½d; Assisted schools, £1 13s. 2½d. The "Assisted" schools are Denominational schools, belonging to the Churches of England and Rome. The number of teachers employed by the Board is 99; 27 masters, 46 mistresses, 2 assistant masters, 4 assistant mistresses, 11 pupil teachers, and 11 monitors. Two Government Inspectors make periodical visits to the schools, National, Assisted, and Provisional, throughout the colony. The salaries of teachers of the schools established and conducted under the new system are dependent upon the inspector's report of regularity of attendance and proficiency on the part of the scholars. The Roman Catholics have admirable educational establishments throughout the colony. Some of their schools, coming within the provisions of the Educational Act of 1871, are subsidized or "assisted" by the Government. The Catholics have, as well, two independent schools in Perth, one in Geraldton,

and one in Fremantle, conducted by the Sisters of St. Joseph. Several private Protestant seminaries for young ladies have also been established. A "High" school has also been established in Perth, by an Act of the local Legislature, and on July 1, 1882, there were 58 boys at the school. In 1884 two scholarships at the High School of the value of £50 a year each were founded, and open to all boys attending Government schools, and an Exhibition at a Colonial University of the value of £100 a year for three years, open to boys attending the High School. A grammar school has also been founded at Fremantle. At the census of 1881 it was found that 19,537 could read and write, 2,412 could read only, 7,537 could neither read nor write; of the remainder no record is given. Of the children of school age, 7,403 (between 4 and 14), 3,774 could read and write, 1,209 were able to read, 2,363 could neither read nor write, and 57 were unspecified. The Right Rev. Dr. Parry has founded a "Bishop's Girls' College," which has proved most successful.

**AGRICULTURE AND LIVE STOCK.**—The principal crops are wheat, barley, hay, and potatoes. Vines are also extensively and successfully cultivated. Excellent wine is made in the colony, and each year witnesses alike an increase in the quantity manufactured, as well as an improvement in the quality. The census returns of 1882 show that there were altogether, including kitchen gardens and vineyards, 58,111 acres under cultivation, of which the principal crops were:—wheat, 28,768 acres, barley, 5,547 acres, oats, 1,395 acres, rye, 522 acres, hay, 20,295 acres, potatoes, 310 acres. The number of live stock was:—horses, 32,884; borned cattle, 64,558; sheep, 1,315,155; pigs, 18,512; goats, 6,498; fowls, 87,750; ducks, 3,138; turkeys, 1,689; geese, 653; guinea fowls, 102; pea fowls, 14. The squatting leases and licenses held in 1883 numbered 6,084, the area being 161,347,734 acres, the amount received as rent during the year being £76,843 12s. 3d.

The agricultural machines in use on farms and stations were enumerated as under:—315 mowing machines, 321 reaping machines, 170 thrashing machines, 694 winnowing machines, 53 hay presses, 2,497 ploughs, and 248 wool presses.

**MINERAL AND OTHER RESOURCES.**—The mineral resources of the colony are as yet not fully known, and are certainly only imperfectly developed. Gold has been discovered in various parts of the country, but has not yet been produced in demonstrably payable quantities. The Government for years have offered a reward of £5,000 for the discovery of a payable gold-field within 300 miles of a declared port. An Act passed by the Legislative Council provides salaries, for a limited time, for a small number of experienced prospectors. Many tracts of the vast territory of Western Australia have been pronounced richly auriferous by competent judges, including a gentleman who was employed during two years to prospect the country as Government Geologist; the question, therefore, of the establishment of remunerative gold mines can only be a matter of time. It is known that quartz reefs traverse the colony from south to north, and samples sent to Melbourne and Sydney for testing show very favourable results, a proportion of upwards of one ounce to the ton having been obtained. Lead and copper exist in large quantities, particularly in the northern districts. In the neighbourhood of Northampton are several copper mines, that in the future are likely to be very profitable. On January 1, 1884, there were 10 lead mines, and 1 copper mine. The export during the year 1883 was 1,038 tons of lead ore. The former metal also is found throughout an area of 5,000 square miles, not including the extreme northern territory, where large quantities of ore, yielding on an average 30 per cent. of pure metal, have been found on the surface. In the Champion Bay district smelting works were erected by a company, but were not found successful. On the North-West Coast, at or near Roebourne, new mines are working, whose probable returns it is not possible as yet to estimate. The low prices ruling for copper and lead in the home markets have had a most depressing effect upon this industry, and at present operations have ceased in nearly all the mines. Iron ore is found in almost inexhaustible quantities. Recently, discoveries of tin on the Darling Range, within 20 miles of Perth, have been reported, and several blocks of land have been taken up.

The Government have offered a bonus of £2,000, and a further sum of £2 per ton for the first thousand tons, making £5,000 in all, to any firm or company who shall erect smelting works in or near Northampton, capable of smelting 1,000 tons of pig lead within one year from the date of establishment.

The pearl fishery year by year becomes of more value to the colony. The value of shells exported in 1872 was £25,890, against £12,895 worth exported in the previous year, and the estimated value of pearls and pearl shells sent from the colony in 1874, representing the take of the season, was about £72,162. The exports for the following years were 1875, £65,000; 1876, £74,143; 1877, £12,450; 1878, £24,000; 1879, £96,525; 1880, £40,710 shells, £12,000 pearls; 1881, £34,912 10s. shells, £12,000 pearls; 1882, £37,870 shells, £17,500 pearls. In 1883 the take of pearl shells for the season was about 619 tons, at an estimated value of £32,000, and pearls, £17,500. There were 32 licensed vessels. These values are, however, estimated upon somewhat uncertain data. It is probable that the stated value of pearls exported exceeded this amount. The aboriginal natives are now almost exclusively employed in diving, the cost of introducing the Malay divers being too great. The value of shells in the colony averages from £5 10s. to £8 per cwt., or even higher. These shells, the home of the *meleagrina*

*margaritifera*, weigh on the average about 2lbs. per pair, and measure from six to ten inches in diameter. It is to the intrinsic commercial value of the shells, rather than the pearls they contain, that the north-west fisheries owe their importance; although, occasionally, pearls of considerable value are obtained—one supposed to be worth upwards of £1,500 was found in 1875; in 1878 one was found weighing forty grains at Sharks' Bay; and another one weighing 234 grains, obtained at Nicol Bay, realized £715. In July, 1883, an extraordinary pearl, or mass of pearls, was found at Nicol Bay. It was composed of nine pearls, about the size of peas, firmly embedded together in the form of a perfect cross. A lucrative pearl fishery exists in Sharks' Bay. In 1882 a rich bank of pearl shells some 15 miles in length was discovered in the vicinity of Beagle Bay. The shells found in this region are those of the true pearl oyster, the *avicula margaritifera*, an oyster only slightly larger than its European congener, and valuable from the pearls it bears. The shells have been introduced to the European and Indian markets, but have assumed no considerable commercial value as yet. The fishing season of 1882 was not so successful, owing to the cold weather. The other fisheries, which produced in 1877 value to the extent of £23,808 10s., were the whale and miscellaneous fisheries. In the official statistics published for 1883 no statistics as to these miscellaneous fisheries appear, and they may be presumed to have died out.

The proximity of the colony to India, Singapore, and Batavia affords a ready means of supplying the markets of those countries with horses, which generally command good prices. Horses to the value of £11,350 were exported in 1883. Considerable quantities of gum, resin, sandal wood and tortoiseshell are also annually exported. The Hawksbill turtle, from which the latter commodity is procured, is found on all the islands of the coast. Sandalwood valued at £56,250 was exported in 1883. During the last ten years sandalwood is estimated to have been shipped to the value of £700,000. Its principal market is China, where it is used for incense purposes; but it has recently fallen in value. The jarrah, a species of *Eucalyptus*, best known as the West Australian mahogany, has been before alluded to. It is in great demand for railway sleepers, for building purposes in countries infested by the white ant, and for all kinds of marine constructions, and it has also been proposed to use it for paving the streets of London and other large cities. When properly seasoned it has the valuable property of resisting the attacks of the white ant on land, and the *teredo navalis* at sea. To jarrah and karri are assigned twelve years by English Lloyd's for use in ship-building, being the next highest classification to teak (fourteen years). Timber to the value of £79,760 was exported from the colony in 1883, being a considerable diminution from the previous year. Extensive deposits of guano have been discovered at the Lacepede islands, situate in 17° S. lat. and 122° E. long.

**ROADS.**—The main roads of the colony are upwards of 1,400 miles in length, of which about one-half is made, the remainder being tracks in the sand. They are under the charge of thirty-four District Boards, and are maintained at a cost of about £11,000 yearly. In 1880 the expenditure was about £10,000. The Imperial sanction to a loan of £50,000 for mending the ways was obtained in 1879, and the money has been expended. A sum of £15,000 was voted at the last session of the Legislative Council for the upkeep of roads.

**RAILWAYS.**—The public railways of the colony are in the hands of the Government. The Northern Railway, 34½ miles long, connects the town and mining district of Northampton with the port of Geraldton, Champion Bay, and was opened for traffic in 1878. Hitherto the traffic on this line has been unremunerative. The total revenue for 1882 was £3,466 0s. 7d.; the expenditure was £4,086. The cost of this railway was greatly in excess of the original estimate; this fact, and the depreciation in the value of ore, which has reduced the traffic to a minimum, have disastrously affected the value of this important work. The total cost was £152,741, being an average of £4,364 per mile. The first section of the Eastern Railway, extending from the port of Fremantle to the city of Perth, and thence to Guildford, was opened for general traffic on March 1, 1881. It is now open to Chidlow's Well. The stations are Fremantle, Fremantle East ½ mile, Fremantle North 1¼ mile, Claremont 6 miles, Subiaco 9 miles, Perth North 11½ miles, Perth 12 miles, Perth East 12½ miles, Guildford 20 miles, Greenmount 24 miles, Smith's Mill 29 miles, Sawyer's Valley 35 miles, White's Mill 38¾ miles, and Chidlow's Well 41¼ miles. The total cost for the first 20 miles open was £124,469, an average of £6,223 per mile. The contractor was Mr. John Robb of Adelaide. The revenue for 1883 amounted to £14,515 10s. 7d., and the expenditure to £9,638 4s. 11d. The public railways of the colony are under the management of the Hon. Clayton Mason, M.I.C.E., Commissioner of Railways. The Government have floated a loan of £200,000 to complete the line to York, having resolved to lose no time between the completion of the second section and the commencement of the third. Three tenders for this work were opened in October, 1883. Messrs. J. W. Wright and Co. tendering for £134,000; Mr. John Robb for £113,000; and Mr. E. Keene for £105,000. The representations to the Home Government of the late Governor Sir William Robinson were the chief cause of the ready consent that was given to this new loan; and to his exertions and careful policy may also be attributed the restoration of the colony's finances to their present sound condition. Sir Thomas Campbell's proposition in the Legislative Council for the extension of the Eastern Railway to Albany upon the Land Grant System was favourably entertained by the Home Government, and proposals made by Sir Julius Vogel and Mr. Anthony Hordern have been accepted, the contract

having been signed by Mr. Hordern and the Governor in September, 1884, and a deposit of £10,000 paid into the Treasury by Mr. Hordern as a *bona fides* of his intentions. Reconnaissance surveys along the proposed route were made by Messrs. John Forrest and Price; the country passed through presents no great engineering difficulties, and both timber and ballast are plentiful. The construction (exclusive of equipment) was estimated at £693,220; locomotive, carriage, and waggon expenses, £13,250; traffic expenses, £4,500; maintenance, £11,450. Three proposals for railway construction on the Land Grant System came before the Legislature at its last session. Mr. Anthony Hordern, on behalf of a syndicate, proposed to construct a line from Albany to York, thence from Perth to Cambridge Gulf, extending along the western seaboard. In conjunction with this gigantic scheme he offered to introduce 500,000 immigrants. Colonel MacMurdo and Lord Robert Montagu offered to construct a line from Albany to Beverley, partly on the Land Grant System and by guarantee from the Government. A third offer from Sir Julius Vogel and Mr. Audley Cooté, to construct a line from York, *via* Eticup to Eucla, on the South Australian boundary, and a subsequent offer to construct an alternate line from Beverley to Albany were also considered by a Select Committee of the Legislative Council, who recommended the adoption of the proposals of Mr. Hordern and of Sir Julius Vogel. Mr. Hordern having undertaken to accept the basis of the negotiations recommended by the Legislative Council, there is every likelihood of his project being accepted by the Secretary of State, to whom the resolutions of the House have been forwarded; there being obstacles to the acceptance of Sir Julius Vogel's proposals, notwithstanding its being a work of primary importance, the York-Eucla scheme may be said to have fallen through. Another proposal for a Land Grant Railway from York to Geraldton was made in the early part of 1884 by Mr. John Waddington. Twelve thousand acres of land and other privileges were asked for every mile of line constructed; this will in all probability be conceded. A preliminary survey for a railway from Bunbury to Timber Ranges, a distance of 16 miles, has been made, and also for a railway from Geraldton to Dongarra. The private railways are those of the Jarrahdale Timber Company, from Jarrahdale to the port of Rockingham, 24 miles long, and the West Australia Timber Company, from Yokonup to Lockville, 14 miles long. All the railways of the colony are single lines, 3 feet 6 inches gauge, worked by locomotives. The rolling stock of the Northern line comprises 2 Kitson's locomotives, 2 Fairlie engines, 2 composite carriages, and 26 waggons and vans. The rolling stock of the Eastern line consists of 3 locomotives, 4 carriages, and 88 waggons and vans.

The Ballarat Timber Company was formed in 1870 for the purposes of cutting and sawing jarrah, tuart, and other Western Australia timber, and exporting the same. To carry out this object a line of railway was made from the shipping port of Lockeville, Geographe Bay, in the Vasse district, which is 5 miles north of Busselton, and about 15 miles south of Bunbury, to the base of the Darling Ranges, 11 $\frac{3}{4}$  miles, on which the true jarrah grows. A jetty has been erected at the port for loading the timber into lighters, the ships lying about a mile from the shore, in good anchorage, in about four fathoms of water. A sixty-horse power engine and large saw-mill at the port saws the logs, brought down the line from the ranges, into any size required. There are workmen's cottages erected, blacksmiths' and engineers' shops, foundry to cast both iron and brass, a large general store which is kept by the Company, a place of worship, which during the day is used as a school, the Government supplying a teacher, and in the evening as a reading room. A slip has been constructed to haul up and repair the Company's lighters and steam-tugs. In March, 1871, the saw-mill plant and railway were completed, and sawing commenced, which has been continued since then to the present date, during which time many thousands of tons of timber have been exported, thereby denuding the forest of all timber fit for sawing and piles, for a radius of 2 $\frac{3}{4}$  miles from the original terminus of the line. In July, 1876, the Company decided to extend the line further into the timber ranges, and in March, 1877, 2 $\frac{1}{2}$  miles more were completed and opened, thus making 14 miles in all laid with iron rails 30 and 40 lbs. per yard, the Company holding a grant from the Government of 20 miles long from the present terminus of the line by 10 miles wide for cutting purposes, which grant has been confirmed by the English Government. The line is constructed on freehold land, so is the saw-mill and plant at Lockeville, the Company there owning 60 acres. This property is now owned by the Western Australian Timber Company. The Jarrahdale Timber Company have their mills situated at Jarrahdale, a valley in the midst of an extensive forest of timber, in the Serpentine district. The Hon. J. J. Casey, a director of the company, recently applied to the Government for an extension of concessions in consideration of the great value to the colony of the works already constructed; and also pointed out that the proposal was entitled to favourable consideration, as the Government had neglected to carry out certain promised improvements of the harbour at Cockburn Sound. Mr. Casey also proposed to extend the present railway belonging to the Company to a point in the Albany Road, a distance of about 12 miles, and to take payment for the cost of the extension in land. Consideration of his proposal was deferred by the Legislature for one year, but has not since been referred to. A railway, 24 miles long, connects the mills with their shipping station at Rockingham, where a substantial jetty has been erected, at which ships can lay alongside in six fathoms water. The Bunbury Timber Company, Limited, had extensive mills at the head of the Ferguson and Collie rivers, about 20 miles from Bunbury, but had to wind up its affairs owing to the want of railway communication with the

port. Private establishments connected with the timber trade also do large business, and afford constant employment for labour. The principal are those of Mr. M. C. Davies, Port Augusta, Mr. W. Yelverton, Quindalup, Mr. E. G. Lacy, Guildford, and the extension firm lately known as Smith and Co., of Perth, which has merged into a limited liability company, under the style of the Western Australian Manufacturing Company, with a capital of £100,000, and a most influential directorate, the present directors being Messrs. A. Forrest, R. F. Sholl, S. H. Parker, E. G. Lacey, W. E. Marmion, M. Brown, E. Keane, F. C. Moinger, and the manager, Mr. Jas. Grave.

**ELECTRIC TELEGRAPHS.**—Nearly all the towns and districts of commercial or agricultural importance in Western Australia are now connected by telegraph wires. Albany, King George's Sound, is united with Perth, the capital, whence wires run to every place of importance. In 1883 there were 22 stations and 1,584 $\frac{1}{2}$  miles of line open. From Albany the wire is extended to South Australia *via* Eucla, where it may be said to connect with the telegraph system of the world. The stations and distances from Albany are, Bremer 107 miles, Esperance 275 $\frac{1}{2}$  miles, Israelite Bay 400 $\frac{1}{2}$  miles, Eyre 590 $\frac{1}{2}$  miles, Eucla 750 $\frac{1}{2}$  miles. An extension of the line northwards from Champion Bay to Port Walcott, on the NW. coast, a distance of 500 miles, is now under construction, Governor Broome having erected the first pole at Northampton on the 25th October, 1883, the cost of this important public work—£50,000—being included in the loan of £260,000 recently sanctioned for railways and public works. The line is now open to Carnarvon, and its further extension from Roebourne to Kimberley has been sanctioned (September) by loan at a cost of £35,000. The charge for messages between any two stations in the colony is a uniform rate of 1s. for the first ten words, and 1d. for each additional word, with the exception of between Perth and Fremantle, where messages are sent at the rate of 6d. for 10 words, with 1d. for every additional word. Press messages are charged 3d. for the first ten words and 1d. for each four words additional. The intercolonial rates are: South Australia (excluding stations on overland line) 10 words (exclusive of name and address) 2s., and 2d. for every additional word; Victoria 10 words 3s., and 3d. per additional word; Queensland 10 words 4s., and 4d. per additional word; New South Wales 10 words 3s., and 3d. per additional word; Tasmania 10 words 4s., and 4d. per additional word; New Zealand 10 words 9s. 6d., and 11d. per additional word. On Sundays this charge is doubled. To London or any other part of Europe, 10s. 3d. per word. The revenue derived from this department in 1883 was £3,690 2s. 2d. At the last Session of the Legislative Council it accepted the offer of Sir Julius Vogel for the laying of a submarine cable from a point on the north-west coast to Ceylon or Singapore. The new cable will be landed either at Roebourne or Cossack, and it is a condition of the twenty-one years' concession granted to Sir J. Vogel that the cable is to be laid and ready for use within five years, thus placing the colony in direct communication with India, China and Europe, but nothing has yet been done in the matter (August, 1884).

**POST OFFICE.**—At the end of 1882 there were 58 (including 15 roadside) receiving-houses and district post-offices in the colony. The number of employés in the Post and Telegraph Department was 156; the extent of postal lines was 1,814 miles, and the miles traversed were 211,412. There were received and despatched during the year 32,548 mails, and there passed through the post offices of the colony 984,271 letters, 715,046 newspapers, and 80,850 packets. The revenue of the Department was: postage, £7,059 12s. 2d.; telegraphic messages, £3,051 15s. 11d.; commission on money-orders, £119 17s. 2d.; passenger fares by mail vans, £2,413 1s. 6d.; a total of £12,644 6s. 9d. The gross expenditure, including subsidy for coastal steamers, interest on savings bank deposits, and other charges, amounted to £20,452 15s. 0d.

Rates of postage are—town letters, under half an ounce, 1d.; exceeding half an ounce, 2d.; and 2d. for every ounce, or part of an ounce, beyond. Inland letters, 2d. for half an ounce, 4d. for one ounce, and 3d. for each ounce, or part of ounce beyond. Postal cards 1d. Letters for the Australian colonies are now rated at 2d. for each half-ounce, or part of half-ounce. Letters to the United Kingdom are charged 6d. the half-ounce *via* Brindisi or other route. Newspapers are sent free to all parts of the colony if posted within a week after publication; to the Australian Colonies, halfpenny; to places outside the Australian Colonies, 1d. Book rates in the colony are—two ounces, 1d.; four ounces, 2d.; and 2d. for every four ounces beyond. To the Australian colonies the charges are—one ounce, 1d.; two ounces, 2d.; four ounces, 4d.; and 2d. for each additional two ounces. To the United Kingdom the rate is, one ounce, 1d.; two ounces, 2d.; four ounces, 4d.; and 4d. for every additional four ounces.

Money orders are issued between the leading places in the colony; sums of £2 and under, 3d.; not exceeding £5, 6d.; not exceeding £7, 9d.; £10 and under, 1s.; on towns in the other colonies, and Hong Kong, sums of £5, 1s.; £10 and under, 2s.; on towns in the United Kingdom Cape of Good Hope and India, £2 and under 1s.; £5 and under, 2s.; £7 and under, 3s.; £10 and under, 4s. On Germany, sums not exceeding £2, 2s.; not exceeding £5, 4s.; not exceeding £7, 6s.; not exceeding £10, 8s. During the year 1881 the inland orders issued and paid were 837, representing a value of £1,907 16s. 2d.; the transactions out of the colony were represented by 2,660 orders, of the value of £11,943 3s. 3d.; the total being 3,497 orders issued and paid, of the value of £13,850 19s. 5d.

**IMPORTS AND EXPORTS.**—The value of the imports into the colony during the year ending 31st December, 1883, was £516,846 11s. 2d. The exports during the same year were valued

at £447,010 ls. 0d. As usual, wool was the largest item of export; the amount shipped was 3,861,927 lbs., value £225,279 ls. 6d. Next to this comes sandalwood, the export value of which was £56,250. The value of the pearls sent from the colony was estimated at £17,500, and jarrah timber £79,760. Horses, sheep, fish, flour, gum, hides, leather, oil, ore, tallow, guano, pearl shells, lead ore, and tortoiseshell also figure among the articles of export.

REVENUE from all sources, including Customs, for the year 1883, was £316,719, the expenditure being £240,566 2s. 11d. The public debt was £611,000, bearing interest at the rate of four, four and a half, five, and six per cent., the indebtedness per head of population being £19 5s. 5½d. a head. This debt has been contracted for public works, telegraphs, and railways. The Secretary of State has (August, 1884) sanctioned a loan for £525,000 for public works, of which it is proposed to expend £105,000 in harbour improvements at Fremantle.

SHIPPING.—In 1883 the number of vessels which left the various ports was 212, tonnage 194,829, with crews of 10,839 men; 219 vessels, of a total of 194,273 tons, with crews amounting to 10,750 men, were entered inwards. During 1882 four ships, of a total of 100 tons, were built in the colony, and five vessels of 168 tons were registered.

INTERCOMMUNICATION.—The Government have entered into fresh contracts for three years with the Adelaide Steamship Company, by which steam service is subsidized for mail passenger and general traffic upon the coast from Port Cossack and Kimberley in the North, to Albany (King George's Sound) in the South, and also to Adelaide and Melbourne. Between Albany and Champion Bay the coastal service is fortnightly each way. Between Fremantle and Cossack monthly. The intercolonial service between Albany and Melbourne *via* Adelaide is also monthly. On this joint service four steamers, the *Otway*, *Ferret*, *Franklin*, and *South Australian*, are subsidized. There is also a fortnightly service between Albany and the Eastern Colonies by the steamers of the P. and O. Company, communication with which is kept up by one of the subsidized steamers, and mail coaches running between Perth and Albany, 269 miles. Coaches in connection with the mail service run between the principal towns of the colony, and the means of communication have lately very much improved. Passengers are conveyed at a rate of about 4d. per mile. For further information see miscellaneous pages.

MILLS AND MANUFACTORIES.—The manufactories in the colony are few. They consist of—one soap factory, forty-one mills for grinding flour, twenty being worked by steam power, eleven by horses, nine by water, and one windmill, four water and thirteen steam saw-mills, and two mills worked by horse power, also two tanneries, one smelting works, eight breweries, three foundries, one coach factory, one steam joinery establishment, one steam furniture manufactory, a bone-crushing mill, one ice works, and four aerated water manufactories. A salt factory is successfully worked at Rottnest Island by the Government. A European superintendent conducts the works, which are supplied with labour from the native penal establishment situated on the island. Two very successful breweries are at work in Perth, two in the Plantagenet district, one at York, and two at Champion Bay.

LIGHTHOUSES.—On Moore Point a revolving white light visible about 18 miles. Geraldton (Champion Bay); leading lights, two fixed white lights, visible eight miles. On Rottnest Island a revolving light, flashing once a minute, visible at 21 miles; at Fremantle a fixed light, visible 15 miles; at Bunbury a fixed bright light, visible at 15 miles; at Breaksea Island a fixed light, visible at 27 miles; at King George's Sound, on Point King, a fixed light, visible at 10 miles. At Casuarina Point a fixed white light, visible 12 miles. At Busselton a white light at the end of jetty, visible 10 or 12 miles. On Reader Head the Cossack Lighthouse. It is also proposed to place a light of the first order and an ocean signal station on Cape Leeuwin if the other colonies will contribute their share of the expense. In all there were on January 1, 1882, eleven important lights on the coast, with a staff of thirteen keepers, five jetty lamps, and two beacon lamps at Albany.

VOLUNTEERS.—The volunteer forces of the colony consist of a troop of Artillery (Perth Artillery Volunteers), six companies of Rifle Volunteers, and a Naval Volunteer force; the total of all ranks is about 535. Each volunteer is entitled to a free grant of land of 50 acres, after a period of five years' service, in lieu of which, by an Act of the legislature, has been substituted a money payment of £12 10s. at the choice of the volunteer. The expenditure during the year 1881 for the maintenance of this force was £2,237 10s. Lieut.-Col. E. Fox-Angelo, formerly Commandant of the Tasmanian Volunteer Forces, has been appointed Commandant and Inspecting Officer of the West Australian Volunteers, and Sergeant Major Campbell Drill Instructor. The fortification of King George's Sound is considered to be of paramount importance, being a point of great strategical value; it would form part of a general scheme of Australian defence.

CHARITABLE INSTITUTIONS.—There are ten hospitals, one lunatic asylum, two poor-houses, three native institutions, a Protestant orphanage, and a Roman Catholic orphanage. The daily average of paupers during the year 1883 was 264.

ARRIVALS AND DEPARTURES.—During the year 1883, 1,507 persons arrived in the colony; the departures during the same period were 1,071.

PROGRESS.—During the past ten or twelve years the colony has made material advances, and particularly so in the marked and improved character of the public and private buildings

recently erected in the several towns. In the building of dwellings material assistance has been afforded by Building Societies established at Perth and Fremantle.

**SAVINGS BANKS, &c.**—On January 1, 1884, the Post Office Savings Banks numbered fifteen, with 4,370 depositors. The balance due to depositors at the end of 1883 was £25,799 4s. 2d., the withdrawals during 1883 amounted to £11,687 2s. Deposits of postage stamps on cards are now received. There are also twelve Friendly Societies in existence, with which are connected about 1,000 persons.

**BANKS, &c.**—There are four proprietary banks in the Colony: the Western Australian, the National Bank of Australasia, the Union Bank of Australia, and the Bank of New South Wales. The first is a purely local establishment. The head offices of all these institutions are at Perth, with branches at Fremantle, Geraldton, and other towns in the colony. The Western Australian has long paid dividends of £16 per cent., in addition to bonuses. The other banks yield good returns. All the principal British and Colonial Assurance Offices are represented in the colony. There is no local Assurance or Insurance Office in the colony, save one, which undertakes marine risks only. On March 31, 1884, the assets of the four banks doing business in the colony were £971,636 13s. 5d. Liabilities, £678,590 3s. 2d., the deposits not bearing interest amounted to £191,632 19s. 6d., bearing interest to £429,747 7s. 0d. On June 30, 1884, the assets were £1,019,185 17s. 7d., and the liabilities £686,222 8s. 2d. The average note circulation was £30,893 15s. 4d.

**ADMINISTRATION OF JUSTICE.**—The judicial system comprises a Supreme Court, presided over by a Chief Justice, a Puisne Judge, and Courts of Quarter and Petty Sessions. The Courts of Quarter Sessions may be found to work better now an Assistant Judge has been appointed, as well as a properly constituted Court of Appeal. A Judge of the Supreme Court now goes Circuit sitting, from time to time, at Geraldton, Bunbury and Albany. The Chairmen of Quarter Sessions are sometimes inexperienced men, and have the anomalous offices of prosecutor and judge to perform.

**GOVERNMENTAL.**—The administration of the colony is under a Governor appointed by the Crown, who is assisted by an Executive Council, composed of certain office-holders, namely,—the Colonial Secretary, the Surveyor-General, the Attorney-General, the Colonial Treasurer and the Director of Public Works. In the absence of the Governor the Chief Justice is the Administrator. There is also a Legislative Council, composed of eight official and nominee members, and sixteen elected members. The official members are the Colonial Secretary, the Surveyor-General, the Attorney-General, and the Commissioner for Railways. The nominee members are four in number. Of the sixteen elected members two each are returned by the electoral districts of Perth, Fremantle, and North, and one by the districts of York, Geraldton, Greenough, Wellington, Vasse, Swan, Albany, Toodyay, Murray and Williams, and Gascoyne District. The qualification for an elector is a householding of £10 annual value. A member must be possessed of landed property to the value of £1,000, or of an annual income of £250.

## GOVERNMENT OF WESTERN AUSTRALIA.

Governor and Commander-in-Chief, his Excellency Sir Frederick Napier Broome, K.C.M.G. (1884).—Mr. Broome was born in Canada in 1842, being the son of Rev. F. Broome, late Rector of Adderley in Shropshire; first entered the Colonial Service in 1875, when he was appointed Colonial Secretary of Natal. Transferred to the Secretaryship of Mauritius in 1877. Served as Lieutenant-Governor of that island in 1880, and gazetted Governor of Western Australia in November, 1882. £3,000 (£1,800 from Imperial and £1,200 from Colonial Funds).  
 Private Secretary and Aide-de-Camp, Frederick A. Hare. £250.  
 Governor's Clerk, A. H. Williams.

### EXECUTIVE COUNCIL.

Colonial Secretary, Hon. Malcolm Fraser, C.M.G. £900.  
 Commissioner of Crown Lands and Surveyor-General, John Forrest, C.M.G. £600.  
 Attorney-Gen. Hon. Alfred Peach Hensman. £600.  
 Colonial Treasurer, Hon. A. O'Grady Lefroy, C.M.G. £550.  
 The Hon. J. G. Lee Steere.  
 Clerk of the Council, Arthur Henry Williams. £100.

### LEGISLATIVE COUNCIL.

#### OFFICIAL MEMBERS.

Colonial Secretary.  
 The Attorney-General.

The Surveyor-General.  
 The Commissioner of Railways (C. T. Mason).

#### NOMINEE MEMBERS.

Stephen Stanley Parker.  
 George Randell.  
 George Glyde.  
 Lockier Clare Burgess.

#### ELECTED MEMBERS.

Plantagenet—Sir T. Cockburn-Campbell, Bart.  
 Vasse—George Layman.  
 Fremantle—W. E. Mannion, W. S. Pease.  
 Geraldton—Samuel Mitchell.  
 Greenough—C. Crowther.  
 Swan—Henry Brockman.  
 Murray & Williams—S. Burt.  
 North—Alexander J. McRae, Mackenzie Grant.  
 Perth—Sir L. S. Leake (*Speaker*), S. H. Parker.  
 Toodyay—Geo. Shenton.  
 Wellington—David Alexander Hay.  
 York—Charles Harper.  
 Gascoyne—Maitland Brown.  
 Speaker, Sir Luke Samuel Leake. £150.  
 Chairman of Committees, Sir T. C. Campbell, Bt. £100.  
 Clerk to the Council, Godfrey Knight. £100.  
 Assistant Clerk to the Council, E. G. S. Hare. £25.  
 Serjeant-at-Arms, Henry Powell Hillas. £30.

## OFFICIAL DEPARTMENTS.

## COLONIAL SECRETARY'S DEPARTMENT.

Colonial Secretary, Hon. Malcolm Fraser, C.M.G. £900.  
 Assistant Colonial Secretary, G. B. Phillips. £400.  
 Chief Clerk, Geoffrey F. Eliot. £250.

## BOARD OF IMMIGRATION.

Chairman, Hon. Malcolm Fraser.  
 Secretary, Lieut.-Col. Angelo.

## SURVEYOR-GENERAL'S DEPARTMENT.

Surveyor-General and Commissioner of Lands, John Forrest, C.M.G. £600.  
 Dep. Surveyor General, £350,  
 and £150 allowance.  
 First Clerk, R. C. Clifton. £260.

## COLONIAL TREASURER'S DEPARTMENT.

Colonial Treasurer, Hon. A. O'Grady Lefroy, C.M.G. £550.  
 First Clerk, L. S. Eliot. £350  
 Deputy Treasurer, Albany, R. C. Loftie.  
 " " Roebourne, E. Lawrence.  
 " " Geraldton, George Eliot.  
 Clerk and Accountant, G. F. Glyde. £250.

## AUDIT DEPARTMENT.

Auditor-General, E. L. Courthope. £400.  
 Clerk, F. Spencer. £300.

## CUSTOMS DEPARTMENT.

Collector, L. W. Clifton. £430.  
 Chief Clerk, E. Troode. £300.  
 Sub-Collector, Bunbury, W. P. Clifton. £50.  
 " " Vasse, T. S. Harris. £50.  
 " " Champion Bay, Geo. Eliot. £50.  
 " " Roebourne, E. Lawrence. £56.  
 " " Albany, R. C. Loftie. £100.  
 " " Derby (Kimberley), R. Fairbairn.

## REGISTRAR OF SHIPPING.

Receiver of Wrecks and Shipping Master, L. W. Clifton.

## EDUCATION DEPARTMENT.

Chairman, Hon. M. Fraser, C.M.G.  
 Inspector of Schools, W. Adkinson. £300, and allowance.  
 Sub-Inspector, Stephen Gardiner. £200, and allowance.  
 Secty. to Central Board, C. H. Clifton. £168.

## POST OFFICE DEPARTMENT.

Postmaster-General, and General Superintendent of Telegraphs, A. Helmich. £450.  
 Chief Clerk, R. A. Sholl. £300.  
 Inspector of Post Offices, E. Ashton. £210.

## GOVERNMENT PRINTING OFFICE.

Government Printer, Richard Pether. £300.

## TELEGRAPH DEPARTMENT.

Superintendent of Telegraphs, J. C. Fleming. £300.

## JUDICIAL ESTABLISHMENT.

Chief Justice of Supreme Court, His Honour A. C. Onslow. £1,000.  
 Clerk, E. O. G. Hare.  
 Puisne Judge, His Honour E. A. Stone. £700.  
 Clerk, Thomas Rowe.  
 Attorney-General, A. P. Hensman. £600.  
 Clerk to Attorney-General, Thos. Howell.  
 Crown Solicitor, Geo. Leake. £250.  
 Clerk to Crown Solicitor, S. J. Chipper.  
 Master Sup. Court and Bankruptcy Officer, James Cowan. £350.  
 Sheriff, James B. Roe. £300.

## REGISTRY OFFICE.

BRANDS, DEEDS, BIRTHS, &c.  
 Registrar-General, &c., C. H. Clifton. £100.

## DIOCESE OF PERTH.

Bishop, Right Rev. Henry Hutton Parry, D.D. £600.  
 Dean, Very Rev. Jos. Gegg. £300.  
 Archdeacon, Ven. J. Brown, M.A. £170.  
 Registrar of the Diocese, Septimus Burt.

## ROMAN CATHOLIC CHURCH.

Bishop, Rt. Rev. M. Griver, D.D. £145.  
 Bishop of Port Victoria, Right Rev. Rosinda Salvado, D.D., New Norcia.

## GOVERNMENT RESIDENTS.

Albany, R. C. Loftie.  
 Kimberley, R. Fairbairn.  
 Roebourne, E. H. Lawrence.

## POLICE MAGISTRATES.

Perth, G. W. Leake, Q.C. £460.  
 Fremantle, J. G. Slade. £405.  
 York, J. W. Cowan. £325.  
 Albany, R. C. Loftie. £510.  
 Bunbury, W. P. Clifton. £325.  
 Murray, J. G. Murray. £155.  
 North District, E. Lawrence. £415.  
 Williams River, J. C. Rosselloty. £170.  
 Newcastle, Octavius Burt. £275.  
 Geraldton and Greenough, Geo. Eliot. £535.  
 Vasse (Acting) J. S. Harris. £315.  
 Gascoyne, Charles D. V. Foss. £300.  
 Derby (Kimberley), R. Fairbairn. £500.

## W. A. VOLUNTEERS.

Inspecting Field Officer, Lieut.-Col. E. Fox Angelo, J.P. £300.

## CONVICT DEPARTMENT.

John F. Stone, Superintendent Fremantle Prison.

## ADMIRALTY AND COLONIAL MARINE

## SURVEY DEPARTMENT.\*

Officer in Charge of Surveys, Staff Commander J. E. Coghlan, R.N.  
 Surveying Vessel, H.M. Schooner *Meda*, one gun.

## LAND TITLES OFFICE.

Commissioner of Titles, J. C. H. James. £600.  
 Registrar of Titles, F. A. Mosley. £250.

## PUBLIC WORKS AND RAILWAY DEPARTMENT.

Director of Public Works and Commissioner of Railways, Clayton T. Mason (acting).  
 Superintendent of Works, R. R. Jewell. £350.  
 Traffic Manager Northern Railway, H. Spaulding. £250.  
 Traffic Manager Eastern Railway, W. Roberts (acting). £275.

## POLICE DEPARTMENT.

Superintendent, Captain M. S. Smith. £400.  
 Inspector, Northern District, Thomas Rowe (acting). £250.  
 Sub-Inspector, Metropolitan Force and Detective Department—William C. Lawrence. £190.  
 Sub-Inspector, Fremantle, E. G. Back.

## WATER POLICE.

Superintendent—Capt. M. S. Smith.  
 Acting Sub-Inspector—G. Stotter, and 8 constables.

\* The expense of this department is borne equally by the Imperial and Local Government.

## MEDICAL DEPARTMENT.

Colonial Surgeon, Perth, A. R. Waylen, M.D., £400.	Grenough—Joseph King. Vasse—C. S. Bompas. £100.
Colonial Surgeon—H. C. Barnett.	Guildford—N. W. Holmes. £100.
Health Officer for Fremantle and Medical Officer for Rottnest, J. W. Hope. £75.	York—J. R. M. Thompson. £100.
Bunbury—T. H. Lovegrove. £100.	Pinjarrah—Vacant. £100.
Albany—C. Rogers. £140.	Geraldton—Charles B. Elliott. £100.
Toodyay—W. Mayhew. £100.	Williams—J. C. Rosseloty. £100.
Roebourne—J. A. O'Meehan. £150.	Murray—Vacant. £100.

## HARBOR MASTER AND PILOT DEPARTMENTS.

Harbor Master, Fremantle, G. A. Forsyth. £225.	Harbor Master and Pilot, Albany, G. T. Butcher. £225.
Rottnest Pilot, L. G. Butcher. £150.	

## COMMERCIAL.

### BANKS.

The Western Australian Bank, Perth, General Manager, Francis Lochee; with Branches at Fremantle, Geraldton (Champion Bay), and Bunbury. The National Bank of Australasia, Perth, Manager, Joseph Smyth, with branches at Fremantle, Albany and Geraldton. The Union Bank of Australia, Limited, Perth, Manager, J. T. Denny, with Branches at York, Albany, Geraldton, Fremantle, Roebourne, and Agency at Guildford. The Bank of New South Wales, Perth, Acting Manager, Alfred Canning.

### INSURANCE COMPANIES.

Australian Alliance Assurance Company, Melbourne. Agent, John McCleery.	Norwich Union Fire Insurance Society. Agent, Geo. Shenton, Perth.
Australian Mutual Assurance Company. Agent, E. Solomon, Fremantle.	Northern Assurance Company. Agent, D. K. Congdon, Fremantle.
Australian Mutual Provident Society. Agent, F. H. Sherlock, Perth.	National Mutual Life Association of Australasia. Agent, H. G. Stirling, Perth.
Colonial Mutual Life Assurance Society. Resident Secretary, Thomas Sherwood, Perth.	Phoenix Fire Office. Agent, E. Kay Courthorpe, Perth
Imperial Fire Insurance Company. Agents, G. F. Wilkinson and Co., Perth.	South Australian Insurance Company, Limited. Agents, Sandover & Mayhew, Fremantle.
Liverpool and London and Globe. Agent, W. A. Stone, Perth.	South British Fire and Marine. Agents, E. Kay Courthorpe, Perth, and W. Owston, Fremantle.
London and Lancashire Fire Insurance Company. Agents, J. and W. Bateman.	Southern Insurance Company. Agents, Manning and Co., Fremantle.
Mutual Assurance Society of Victoria, Limited. Agent, E. Kay, Courthorpe, Perth.	West Australian Marine Insurance Company. Managing Director, W. D. Moore, Fremantle.

## CONSULS.

DENMARK—Septimus Burt, Perth.	FRANCE—Wm. F. Samsom, Fremantle.
NETHERLANDS—	UNITED STATES (Consular Agent)—Frank R. Dymes, Albany.
ITALY—Elias Solomon, Fremantle.	

## PRESS.

*Government Gazette, Inquirer, Fremantle Herald, West Australian, Western Australian Catholic Record Morning Herald, Daily News, Eastern Districts' Chronicle, Victorian Express, Standard, and Albany Mail.*

## CHAMBER OF COMMERCE.

Chairman—W. D. Moore, Fremantle.

### LLOYD'S AGENT.

G. Shenton, Fremantle.

### WELD CLUB.

Secretary—G. B. Phillips.

## NEW CUSTOMS TARIFF OF WESTERN AUSTRALIA.

(Came into force October 1, 1882.)

To remain in force for three years from date of passing.

TABLE OF SPECIFIC DUTIES.

Article.	Per	Rate of Duty.			Article.	Per	Rate of Duty.		
		£	s.	d.			£	s.	d.
Bacon, Hams, and Tongues ...	lb.	0	0	3	Onions ... ..	Ton	0	10	0
Beer, Cider, and Perry ...	Gallon	0	1	0	Pepper ... ..	lb.	0	0	3
Blasting Powder ... ..	lb.	0	0	0½	Potatoes ... ..	Ton	0	10	0
Bran and Pollard ... ..	Ton	0	10	0	Rice ... ..	cwt.	0	2	0
Butter ... ..	lb.	0	0	2	Sacks (Corn and Flour) ... ..	doz.	0	1	0
Candles ... ..	lb.	0	0	1	Sago ... ..	lb.	0	0	1
Cement ... ..	Barrel	0	2	0	Salt (except Rock) ... ..	Ton	1	0	0
Cheese ... ..	lb.	0	0	3	Shot ... ..	cwt.	0	5	0
Cigars and Snuff ... ..	lb.	0	5	0	Soap (not Toilet) ... ..	cwt.	0	2	6
Cocoa, Chocolate, Chicory, Coffee (roast or ground) ... ..	lb.	0	0	3	Soda (Crystal) ... ..	Ton	2	0	0
Coffee (raw) ... ..	lb.	0	0	2	Spices ... ..	lb.	0	0	3
Confectionery ... ..	lb.	0	0	4	Spirits, Cordials, or Strong Waters, not being perfumed or Medicinal Spirits, to be used as Medicine or perfumery only, for each and every Imperial gallon of such Spirits, Cordials, or Strong Waters, of any strength not exceeding the strength of proof by Sykes's Hydrometer, and so in proportion for any greater strength than the strength of proof, or any quantity greater or less than a gallon ... ..	Gallon	0	15	0
Corn—Oats ... ..	Bushel	0	0	4	40 lbs				
Wheat ... ..	Do. 60 lbs.	0	0	4	Spirits of Wine, rectified, not being for medicinal purposes ...	Gallon	1	0	6
Barley ... ..	Do. 50 lbs.	0	0	4	Sporting Powder ... ..	lb.	0	0	4
Maize .. ..	Do. 60 lbs.	0	0	4	Sugar, Molasses, and Treacle ...	cwt.	0	4	0
Flour ... ..	Ton 2,000 lbs.	1	0	0	Tea ... ..	lb.	0	0	4
Fruit, dried, not including dates	lb.	0	0	3	Tobacco (manufactured) ... ..	lb.	0	3	0
Galvanized Iron (corrugated sheet)	Ton	2	0	0	Tobacco (unmanufactured) ...	lb.	0	1	0
Ginger ... ..	lb.	0	0	3	Tobacco for sheep-wash ... ..	lb.	0	0	3
Gunny, Bran, and Ore Bags ...	doz.	0	0	6	Vinegar ... ..	Gallon	0	0	6
Hay and Chaff ... ..	Ton	0	12	6	Wine (sparkling) ... ..	Gallon	0	6	0
Hops ... ..	lb.	0	0	4	Wine (except sparkling) ... ..	Gallon	0	4	0
Iron Wire for Fencing, Standards, &c. ... ..	cwt.	0	1	0	Wool Bales ... ..	each	0	0	4
Iron (Hoop) ... ..	cwt.	0	1	0					
Iron Gates, Hurdles, and Staples, and Bars for Fencing ... ..	cwt.	0	1	0					
Lead (Sheet, Pig, and Piping) ...	cwt.	0	2	6					
Malt ... ..	Bushel	0	2	0					
Oatmeal ... ..	Ton	1	10	0					
Oil (Fish and Vegetable except Salad in bottles) ... ..	Gallon	0	0	6					
Oils (Mineral and Turpentine; and Methylated Spirit and other Spirits rendered unfit for human consumption) ... ..	Gallon	0	0	6					

On the undermentioned goods, wares, articles, merchandise, or things imported into the Colony, a duty of **10 per cent.**, according to the value of the same:—

Alkali; anchors; boats; bottles, stone and glass, imported empty; bricks, fire; casks, empty; chains, cables; copper, sheet; copper, rod; cordage; dynamite and fuses; hides; iron tanks; ironwork for railways and tramways; pictures, prints, and statuary; pitch and tar; preserved mutton and beef; pumps, metal piping, hose, and other apparatus for raising water; salt beef; do. pork; sulphur; telegraphic instruments, wire, insulators; tools; twine and canvas.

On the undermentioned goods, wares, articles, merchandise, or things imported into the Colony, a duty of **5 per cent.**, according to the value of the same:—

Brewery and distilling plant; disinfectants; drainage pipes and tiles; earth closets; engine packing; felt sheathing; forges, anvils, bellows; gas and iron water pipes; iron, pig; do., bar and bolts; do., sheet and plate, galvanized sheeting, plain; iron wire netting; machinery other than agricultural; machinery (agricultural), consisting of ploughs, harrows, scarifiers, rollers, horse-rakes (parts of), reaping and mowing machines, machines for sowing seed by horse-power, moulding boards, and plough shares; metal sheathing and nails; mill stones; oakum; patent materials for wool scouring; printing presses and type; resin; smelting material; staves and hoops for casks; steam engines and parts of; steel, unworked, bar, blister, shear, or cast; tin, block, plate, and foil; weigh bridges; wire cloth for quartz crushing machinery; work for patent slips and docks; zinc, sheet.

On all goods, wares, articles of merchandise, or things imported into this Colony and not mentioned above, a duty of **12½ per cent.**, according to the value of the same.

## GOODS FREE OF DUTY.

Animals, live; books, printed, not being account, including music and charts; coal, coke and fuel; fire engines; ice; immigrants' tools and instruments of trade, not exceeding £10 in value; machinery for boring for water and coal; musical instruments, and parts of, for places of worship, coloured glass for church windows, and band instruments for volunteer force; outside packages in which goods are ordinarily imported, and which are of no commercial value except as covering for goods; personal baggage of passengers and immigrants (not including vehicles, glassware, chinaware, silver and gold plate, and plated goods and furniture other than cabin furniture), which is imported with and by passengers *bonâ fide* for their own personal use and not imported for the purpose of sale; plants, seeds, and bulbs; provisions and stores, military or naval, required for Her Majesty's service; rock salt; specimens of natural history, antique curiosities; specie, bullion, and coin; uniforms and appointments, military, naval, and civil, imported by officers stationed in the Colony, for their own purpose.

CUSTOMS TARIFF—*continued.*

## EXPORT DUTY.

Sandalwood per ton, 5s.; pearl shell, 80s., excepting Shark's Bay and "Dead" Shell, on which the duty is 20s. per ton; guano per ton, 10s.

## DUTIES AND LICENSES.

## ON TRANSFER OF LANDED PROPERTY.

A Duty of one per cent. is payable on registration.

## LICENSES UNDER "THE WINES, BEER AND SPIRIT SALE ACT, 1872":

For a Publican's general license, £50 in Perth or Fremantle, and £40 elsewhere.  
 For a Packet license, £10.  
 For a Wine and beer license, £5.  
 For a Spirit merchant's license, £5.  
 For a Gallon license, £10.  
 For a Colonial wine license, £2.  
 For a Billiard-table license, £10.  
 For a Temporary license, £1.  
 For an Eating, Boarding, or Lodging-house license, £1.  
 For a Wayside-house license, £10.

## LICENSES TO SELL BY AUCTION.

From £5 to £25 per ann. each, according to locality. A licensed Auctioneer may sell by deputy for one day, on payment of £1 1s.

## BANKERS' LICENSE FOR ISSUING NOTES.

For every £100 in value of the average circulation, 10s.

## LICENSE TO KEEP DOGS.

From 2s. 6d. to 20s., according to species, sex of dog, and residence of owner.

## LICENSE TO CUT TIMBER.

£20 per annum for any quantity of land not exceeding 640 acres, and £40 per annum exceeding 640 acres, and not exceeding 1,280 acres; or 5s. per month for each sawyer, cutter, or splitter.  
 License to collect bark from trees, on waste lands of the Crown, 2s. 6d. per month for each man.  
 License to cut or remove sandalwood from waste lands of the Crown, 2s. 6d. per month for each man.

## LICENSES FOR BOATS AND BOATMEN.

From 10s. to £2 per annum, regulated by tonnage of boats.  
 Licenses for boats and ships engaged in pearl shell fishery, £1 per annum.

## HAWKER'S LICENSE.

On foot, 20s. per annum; with pack or draught animals, 40s. per annum.

## STAMP DUTIES.

	£	s.	d.		One year.	Three years.	Over three years.
					s. d.	s. d.	s. d.
Agreement (of the value of £5 and upwards)	0	2	6	Land or Tenement.			
Articles of Clerkship ... ..	10	0	0	Rent under £5	0	3	0
Admission of Law Student ... ..	10	0	0	Above £5 and not exceeding £10	0	6	0
Award (for a sum exceeding £10 and under £50) ... ..	0	5	0	£10	0	9	1
Award exceeding £50 ... ..	0	10	0	£15	0	9	1
Apprenticeship ... ..	0	5	0	£20	1	0	2
Bill of Exchange payable on demand	0	0	1	£25	1	3	2
" " payable otherwise than on demand under £5	0	0	1	£20	2	6	5
Exceeding £5 and not exceeding £25	0	0	3	£25	2	6	5
" £25	0	0	6	£50	3	9	7
" £50	0	1	0	£75	5	0	10
For every additional £50 or part of £50	0	0	6	For every further sum of £50 or part	2	6	5
Bills of Lading ... ..	0	1	0				7
Bill of lading coastwise ... ..	0	0	6				£ s. d.
Shipping receipt ... ..	0	0	6	Letter of Allotment ... ..			0
" " coastwise, if over half a ton	0	0	3	Scrip certificate ... ..			0
" " if under half a ton	0	0	1	Lien on Wool for every £100 ... ..			0
Bond for Administration of Estate ... ..	0	10	0	Mortgage, Bond, &c., for every £50 or part			0
Cheque or order payable on demand	0	0	1	Mortgage Bond, &c., above £300, for every £100 or part			0
Conveyance or Transfer of Land for every £5 or part ... ..	0	0	6	Transfer or Assignment of any Mortgage, for every £100 or part			0
Conveyance or Transfer of any other kind	0	10	0	Reconveyance or Release, for every £100 or part			0
Coupon or Warrant for receiving interest or dividend ... ..	0	0	1	Notarial Act ... ..			0
Customs Forms 1d., when goods are free ... ..	0	0	2	Noting Bill of Exchange ... ..			0
Deeds of any kind ... ..	0	10	0	Protesting ... ..			0
Guarantee of any kind ... ..	0	2	6	Policy of Insurance, Marine, for every £50 or part			0
				Policy of Insurance, Fire, for every £100 or part			0
				Power of Attorney for receipt of moneys ... ..			0
				other purposes ... ..			0
				Receipts (£2 and upwards) ... ..			0

## TOWNS IN WESTERN AUSTRALIA.

**ALBANY**, 35° 02' S. lat. 117° 54' E. long., King George's Sound, is situated on rising ground on the North shore of Princess Royal Harbour, between Mount Clarence on the east and Mount Melville on the west, 261 miles S.E. of Perth, with which city it communicates by means of a main road, made for the conveyance of mails and for passenger traffic. The Government runs mail vans once a fortnight to convey the mails to Perth, and once a

fortnight to carry mails from Perth to meet the mail steamers. Average time of journey 53 hours. The Government mail conveyance takes mails for those boats which are not met by the Colonial coasting steamer. These mail coaches are also available for passengers, and have been found a great boon to the district; through fare, 90s. Steamers now run upon the coast, which greatly facilitate communication with Fremantle and the intermediate ports. It

is the principal town of the Plantagenet county, and a port of call of the Peninsular and Oriental Company's steamers carrying the Australian mails. The steamers anchor about a mile from the shore. Passengers are conveyed by row and sailing-boats, which come off to the vessel; fare is. The harbour is one of the finest on the Australian coast, and is well protected from winds. A jetty of some length, about 1½ miles inside the lighthouse, affords facilities for the loading and discharge of small craft. The town is small, and the buildings of no magnitude. The most important of them are the public offices. In the early part of 1883 a loan of £2,000 was being raised to erect municipal offices. The establishment of the P. and O. Company was broken up in August, 1880. The places of worship comprise Episcopal (St. John's), Wesleyan, and Roman Catholic churches, with a new Roman Catholic convent, school, and chapel. Hotels—Weld Arms, London and Freemasons'. Population 1,024 (census 1881). Albany is a post town, with savings bank and money-order office, and is connected with Perth by a line of telegraph. Has two schools, Government and assisted (aggregate average attendance 114); a mechanics' institute, and branches of the National and Union banks. It is now a place of sittings for the Supreme Court Judge. Newspaper: *Albany Mail*, first issued on January 1, 1883. The Plantagenet district has 829 acres under cultivation. The stock returns for 1882 were 1,694 horses, 2,287 cattle, 128,403 sheep, and 521 pigs. There is a Government Resident here, and also a Municipal Council. King George's Sound, of which Albany is now the township, was first occupied in 1826, in consequence of some apprehension that the magnificent harbour might fall into the hands of some of the maritime powers. An order was sent from the Imperial Government to the then Governor of New South Wales, to see to its occupation, and a party was sent from Sydney, which landed on Christmas Day, 1826. It was under the command of Major Lockyer, of H. M. 39th Regiment, and consisted of a detachment of that regiment and a party of prisoners from Botany Bay, about seventy-five in all. It was simply a party of occupation, and was subsequently withdrawn. No immigrants were imported nor lands sold, nor was any attempt made to colonize the locality until it became, in after years, connected with the Swan River Settlement. In 1881 King George's Sound was given up as a penal settlement, and included within the jurisdiction of Western Australia. A new tower is about being erected for the lighthouse at Point King, at the entrance of Princess Royal Harbour. It is proposed to have an Imperial naval coal depot here, with the proper defences, and also to establish a Federal Quarantine station. The entrance of King George's Sound lies between Bald Head and Herald Point, at 5 miles N. by E. from it, and is divided into three channels by Breaksea and Michaelmas Islands. A submarine cable now connects Breaksea Island (which is the first land made after passing the Leeuwin) with the main land. The Sound is about 5 miles wide north and south, and five miles broad, with average depths of 10 to 5 fathoms sand; on the south side of the Sound there is a deep channel 2 miles long north and south, and 1 mile broad, having 11 to 20 fathoms, with 7 to 10 fathoms close around. The entrance to Princess Royal Harbour is about a quarter of a mile wide, and lies between Possession and King's Points. The harbour is about 4½ miles long NW. and SE., and about 2 miles wide. For some time past, from siltage and the gradual narrowing of the Spit behind Point Possession, the harbour has been shoaling. Steps have been taken by erecting strong barriers of stakes strongly planted and wattled with bushes, and by grassing the sand patch and other means to prevent further damage. The fortification of King George's Sound is also attracting considerable attention on the part of the English military authorities consequent upon Major-General Scratchley's report.

**ARRINO**, or IRWIN RIVER, a post and telegraph station, 222 miles NW. from Perth.

**ARTHUR RIVER**, a postal and telegraph station, 120 miles (131 postal) from Perth, on the Albany road. Communication is by the Government mail cart about twice a month. Inn: Barron's.

**AUSTRALIND**, a post town near the sea-coast, in the district of Wellington, 100 miles distant from Perth S., pleasantly situated on the Leschenault estuary, 7 miles from the port of Bunbury. It was the scene of the operations of the West Australian Company, projected in London upwards of 40 years ago, for the purpose of taking up land in the colony. A commissioner and crowd of emigrants left England and selected Bunbury and Australind as the site of their future home. They made a large town on a map, and built a few houses on land, but in a short time the settlement signally failed. An assisted school is here (with average attendance of 24 scholars). Auriferous quartz has been found in this neighbourhood.

**BALBARRUP**, a small town site in the Sussex district, with a post-office, 161 (192 postal) miles S. of Perth.

**BANNISTER**, 32° 46' S. lat., 116° 30' E. long., a post and telegraph office 67 miles SE. of Perth, on the Albany road. Inn: Pollard's. The communication is by the Government mail coach; fare, 20s. The place is named after Captain Bannister, who made the first overland journey to Albany in 1831.

**BERKSHIRE VALLEY**, a telegraph station 135 miles distant from Perth.

**BEVERLEY**, 32° 7' S. lat., 116° 57' E. long., a small post and telegraph town on the River Avon, about 85 miles E. of Perth, and 22 miles S. of York (through which there is coach communication with Perth), is the centre of a fertile agricultural district. Its buildings comprise a parsonage-house and two small Anglican churches (St. Peter's and St. Paul's), about seven miles apart—one recently enlarged—a public-house (The Settlers Arms), a police station, post-office, a school-house (average attendance 20), and one at North Beverley, with 25 scholars, and some cottages. Farming is now being actively carried on in the district.

**BLACKWOOD**, and LOWER BLACKWOOD. These are two postal stations, in the Sussex district, and are at present the centres of a settled population. They lie distant about 170 miles (186 postal) from Perth, S. Hotel: H. Trignell's.

**BOYADINE**, a post office station, 88 miles eastward of Perth, and about 28 from York.

**BREMER BAY**, a telegraph station, 107 miles E. of Albany, on the South Australian line.

**BRIDGETOWN**, a small post town on the Blackwood river, situated about 172 miles S. from Perth, and about 60 miles SE. from Bunbury. It is surrounded by a fertile pastoral country, and bids fair to become a place of importance. It contains a church, a mechanics' institute, and school, with average attendance of 26. Inn: H. Doust's. Communication with Perth is *via* Bunbury, where the mail steamer can be taken.

**BROOME**, a new town site on the North Western point of Roebuck Bay, Kimberley district, named after the present Governor.

**BRUNSWICK**, a small postal town in the Wellington district, 100 miles S. from Perth, with a public school (12 scholars).

**BUNBURY**, 33° 18' 35" S. lat., 115° 38' 50" E. long., a post town, telegraph, money-order and Government savings bank station, is the principal port of the southern districts, and is picturesquely situated on the west side of the entrance to Leschenault inlet, in which debouch the Preston and Collie rivers, with several smaller streams. The harbour, known as Koombanah Bay, is a tolerably safe one, being sheltered from all but the north-westerly winds. A coral reef protects the entrance to the bar, and might be made the foundation of a breakwater. Bunbury, named after Lieut. H. W. Bunbury (1836), is distant, by road, about 112 miles from Perth S., to which a mail coach runs: fare 25s.; by sea from Fremantle it is distant 90 miles, and by road 100 miles. It is the capital of the district of Wellington, and a port for the shipment of timber, sandalwood, horses, and produce, and is under municipal government. Bunbury contains an Episcopal church, Roman Catholic church, a Congregational chapel, two schools (boys and girls), with average attendance of 46 and 32 respectively, and an assisted school with 33 scholars, a branch of the

West Australian Bank, an Oddfellows' lodge (No. 6,250), a mechanics' institute, a gaol, and a steam flour mill. A court of general sessions is now held here, and it is also a place of sitting for the Supreme Court Judge. A wooden lighthouse, showing a fixed bright light, visible about 15 miles, was erected in 1870. The principal hotel is the Wellington, kept by C. Wisbey. Bunbury is connected by telegraph wire with Perth and Fremantle. It is the outlet to a considerable tract of productive country, and possesses a jetty nearly one-fourth of a mile in length, which affords facilities for the loading and discharge of vessels. The mail steamer calls at this port. Population (census of 1881) 583. The agricultural statistics for 1881, for the Wellington district, were 2,598 acres under cultivation, chiefly for wheat, barley and hay; 3,766 horses, 9,202 cattle, 13,755 sheep, and 869 pigs.

**BUSSELTON**, or **VASSE**, the capital of the agricultural district of the Vasse, lies 30 miles further S. than Bunbury, and is consequently about 144 miles from Perth. It takes the name of Vasse from a Dutch sailor, belonging to Baudin and Freycinet's expedition, who was drowned off the mouth of the river in 1801. The other name is derived from Mr. J. G. Bussell, who in 1831 explored the district. A small river runs through the town and loses itself in an estuary. A Ballarat company formed a sawing station here for jarrah wood in 1871. A concession of 2,000 acres of land for every mile of railway they would construct to the timber forests was made them by Government. They made a railway and also erected saw-mills, a jetty, and other buildings at Lockville, 5 miles from Busselton. Busselton is a post town, telegraph, and money-order station, with a Government Savings Bank, and is under municipal government. The principal hotel is the Vasse. The places of worship are an Anglican and a Roman Catholic church. There is one school (average attendance 58), a mechanics' institute, a working men's association and a gaol. The mail steamer conveys the mails to and from Fremantle and intermediate ports once a month; there is also a weekly mail overland, which takes passengers; fare, 35s. Agricultural returns of the Sussex district for 1883: 665 acres under cultivation, of which 110 acres were wheat, 4 barley, 25 oats, 186 rye, 45 potatoes, 10 vineyards. Stock: 1,193 horses, 7,146 cattle, 2,043 sheep, and 576 pigs.

**CANNING**, a small postal township, about 12 miles distant from Perth. Conveyance by mail coach, fare, 3s. An Episcopal church has been built here and a school; average attendance, 14. Inn: The Narrogin, Thomas Saw.

**CARNAMAH**, a telegraph station and post-town on the Great North road, 197 miles N. of Perth.

**CARNARVON**, a township at the mouth of the Gascoyne river, on the north-west coast. It promises to become an important settlement, and is the shipping port of the various sheep stations established in the district. Steam and sailing vessels call regularly, and good fresh water is obtainable. It contains an hotel, a post-office, custom house, and one store. The telegraph was opened in August, 1884. The population is small.

**CAROLING**, 104 miles eastward from Perth, and a postal receiving station, for a scattered population of graziers.

**COSSACK**, 20° 40' S. lat., 117° 8' E. long., also known by the names of Tientsin and Port Wallcott, the principal port of the north district, lies on the banks of a tidal creek some 8 miles from Roebourne. The population consists of about 100 inhabitants, principally engaged in the pearl and pearl shell fisheries. There are two hotels, the White Horse and the Governor Weld, post office, custom house, one store and branch of the Union Bank. Church of England services are held occasionally in the school-room. The overland telegraph line from Northampton is being constructed. There are about 20 boats engaged in pearling. A great drawback is the scarcity of fresh water. A lighthouse has been erected at Cossack, on Reader's Head. In 1882 a hurricane swept over the town, doing great damage.

**DANGIN**, a postal receiving station, about 30 miles eastward of York and 93 from Perth. There are several large stock stations in this district.

**DARDANUP** is a farming settlement, composed almost exclusively of Irish families, about 12 miles E. of Bunbury, and 124 miles S. of Perth. It contains a post-office, a Roman Catholic chapel, and a public school with 13 scholars. Perth is reached by conveyance to Bunbury, thence by mail steamer.

**DERBY**, 17° 19' S. lat., 123° 39' E. long., named after the present Secretary of State for the Colonies, is the capital town of the Kimberley district, on the north-west coast, and at the mouth of the Fitzroy river in King Sound. "The site is well wooded (June, 1883), including some fine specimens of the gouty-stem tree. Owing to its position relatively with the plains of the Fitzroy river valley, Derby appears favourably situated for development; and although the site has some disadvantages, there is no place in the neighbourhood of the Fitzroy estuary which would answer the requirements of a port equally well as Derby. Stock has been landed without difficulty abreast of Amur Pool." The water supply was defective, being brackish and coloured, but it was expected that better water would be found by sinking deeper wells. This district promises to occupy an important position in the future history of the colony. Immense tracts of country have been taken up, and pastoral settlement is increasing. King Sound is a splendid bay, fit for any ship of any size entering at the proper tide. Amur Pool, discovered by Captain Henry O'Grady, and named by him after his vessel, is a safe harbour, similar to Hobson's Bay. It is about 4 miles above the anchorage under Mary isles, and though confined, has good holding ground of stiff mud. Spring tides rise 36 feet, neaps 20 feet. A Government Resident and staff have been appointed and sent to this district, and the Government are about to erect a jetty and other landing accommodation. The first steamer to call at this new port was the once notorious *Ferret*, Captain Anthon, who anchored there on the 6th October, 1883, and reported the anchorage to be all that he desired. The steamer *Ocean*, of 2,000 tons, with a shipment of 5,000 sheep, horses, and cattle, sailed from Melbourne for this port in October, 1883, and the steamer *Empire*, from Melbourne, with sheep, cattle, and horses, made two trips in 1884. The land is specially suitable for tropical cultivation, and the Fitzroy river is navigable for many miles. The population of the whole district is under 50, but rapid settlement is expected.

**DONGARRA**, 29° 17' S. lat., 114° 53' E. long., a post-office and telegraph township, 245 miles N. from Perth, with one school (average attendance 36), an hotel (the Irwin), and a literary institute. It is a port for small coasters, and lies in the large agricultural district of the Irwin.

**ESPERANCE BAY**, a telegraph station, 275 miles NE. from Albany and 536 from Perth SE., on the West and South Australian line.

**ETICUP**, a postal receiving-house on the Blackwood, 190 miles S. from Perth.

**EUCLA**, 31° 43' 27" S. lat., 128° 52' 44" E. long., a township and telegraph station on the border. It is the terminus of the West Australian line and the connecting point with the South Australian telegraph system. A substantial building has been erected here for the accommodation of the telegraph officials of the two colonies. Distance from Albany 750 miles NE. Land in the vicinity is of a salt and cotton bush character, well grassed, the country being of limestone formation, with a fair depth of red friable soil. It is now being utilized for pastoral purposes. The town is about half a mile from seashore.

**EYRE**, a telegraph station and barren patch of sand on the West and South Australian line. Distance from Albany 590 miles E.

**FREMANTLE**, 32° 40' 12" S. lat., 115° 45' 12" E. long., named after Captain Fremantle, of H.M.S. *Challenger* (1829), is a corporate town, with a mayor, situated at the mouth of the Swan river, 12 miles from Perth S., with which there is railway communication, and there are daily river steamers; there is also an electric wire between the two towns. The town is

lighted with gas. The principal buildings are the convict establishment; the Oddfellows' hall, which also serves as a town-hall for municipal purposes and entertainments (a Town-hall is about being built, with a clock-tower attached, at a cost of £3,500, the money being raised by loan); Commissariat buildings; a Freemasons' hall; new post and telegraph office; Government house, barracks, a literary institute, a lighthouse, and lunatic asylum. There is also an Episcopal church—a new building, which is the handsomest ecclesiastical edifice in the colony, and was erected at a cost of £7,500—consecrated in July, 1882; Roman Catholic, Wesleyan, and Congregational (the Johnstone Memorial) churches, and a Government assisted Catholic school, which is conducted by the Sisters of St. Joseph, who have a convent in the town. Several handsome buildings have of late been built, the most noteworthy being the Congregational chapel, the Government girls' school, and new St. John's Church. The aggregate average attendance at the schools is 546. A grammar school is now in operation in temporary premises. The Bank of Western Australia, Union Bank and the National Bank have branches in the town. The principal hotels are the Cleopatra, Freemasons' and Emerald Isle. The latter is much frequented by foreign visitors and the captains of vessels. The Pier Hotel is conveniently situated in Cliff Street, at the west-end of the town, close to the jetties, Commissariat, and Custom House. The press is represented by the *Fremantle Herald*, published weekly. The harbour accommodation has been derided, but vessels provided with good ground-tackle can ride out any gale coming from a northerly direction. An opinion has been sought and received from Sir John Coode with regard to harbour improvements; he prepared plans for the works which, it was believed, would render the port safe and commodious for the largest steamers. The estimate of cost is £638,000, or £242,000, according as the larger or smaller scheme be adopted. £105,000 has been voted towards this work. The gales occasionally effect much damage to the shipping; but as the barometer is an infallible guide during the winter months, when they prevail, vessels have ample time to make for an excellent harbour of refuge which is provided at Garden Island, about 12 miles distant. Surveys have been made, with a view to extensive harbour improvement, and a handsome and substantial lighthouse has been completed, from which is exhibited a fixed white light for the guidance of shipping entering Gage's Roads. Rottneist Island, 14 miles W. of Fremantle, is the marine residence of the Governor, which is located on the east side of the island, on the shore of Thomson's Bay. A native penal establishment and farm are established on Rottneist Island, where also are the Government salt works, which are very remunerative. A juvenile reformatory has been established here. In May, 1882, it had ten inmates. The Swan river is spanned by a fine wooden bridge, 954 feet long and 46½ feet wide, built entirely by convict labour, during the reign of Governor Hampton—also by a viaduct timber bridge of the Eastern Railway. Fremantle is the principal port of the colony, and has a population of 3,641 (census of 1881). Fremantle is the western terminus of the Eastern Railway. The station is well placed for access from the port and business portion of the town. Six trains daily to Perth, fares, 1s. and 2s.

**GERALDINE**, in the Victoria district, 331 miles N. from Perth, is the site of an old lead mine, the Geraldine, on the Murchison river. Communication is *via* Northampton to Geraldton, whence the steamer can be taken.

**GERALDTON**, 28° 46' 40" S. lat., 114° 36' 14" E. long., the chief port of the north, and the capital of Victoria, lies on the western coast of the colony, about 200 miles NW. from Perth. The principal exports from this district are wool, copper, and lead. The mines are highly productive. Gold has been found at various times in small quantities, and it is expected that sooner or later this district will prove richly auriferous. The climate is rather hot, and mild ophthalmia is often prevalent. Geraldton is a post town, telegraph, savings bank, and money-order station, and has a mechanics' institute,

an Episcopal church, a Wesleyan chapel, a Roman Catholic church, a large new public-school, erected at a cost of £1,859 (with average attendance of 102), also an assisted school with 30 scholars, a Bushman's Club, a court-house, a gaol, and a masonic hall. Newspaper: *Victorian Express*. It is under municipal government. Court of Quarter Sessions is held here, and sittings of the Supreme Court are also held. The town has several hotels, the principal being the Victoria. Banks: Branches of Western Australian, Union, and National Banks. Population of town, 911 (census 1881). New buildings have been erected to replace those destroyed in the disastrous fire in May, 1882. During 1883 steps were being taken to erect a town hall, at a cost of £2,700, and a new hospital, at a cost of £4,000, is about to be erected. A contract has also been entered into for the enlarging of jetty accommodation. In the Champion bay, Gascoyne and Irwin district, by the returns of 1882, there were 19,934 acres of land under cultivation. The stock returns were 4,947 horses, 8,645 cattle, 345,853 sheep, and 2,817 pigs. The harbour is a safe and roomy one. A new lighthouse has been erected on Point Moore, 1½ miles SW. of the pier, with a light visible 18 miles distant. This port has benefited more than any other, by the quick transit obtained for its produce, by the establishment of a coasting steamer, which calls fortnightly. Mails also go by packhorse once a week.

**GINGIN**, a small post town and money-order office 54 miles N. of Perth, with an Episcopal church, and a school with 29 scholars. Hotel: Jones's. Communication is by mail conveyance; fare 14s.

**GRAHAM**, a telegraph station, 500 miles E. of Albany.

**GREENOUGH**, 28° 56' S. lat., 114° 42' E. long., a telegraph, savings bank, and money-order station and post town in the Victoria district, 251 miles (273 postal) from Perth N., is the centre of an agricultural and corn-growing country, with a population of 1,557. It has a mechanics' institute, a Wesleyan chapel, an Episcopal church, and a Roman Catholic chapel. There are in the township and vicinity seven schools (with an average attendance of 106), and an assisted school, having 37 scholars. The principal hotels are the Hampton and the Greenough. Communication with Perth is by coach to Geraldton, thence the steamer. There is also overland mail communication by pack-horses once a week—time 4 days.

**GUILDFORD**, 31° 53' S. lat., 116° 1' E. long., a pretty little municipal township on the Swan river, situated at the confluence of the rivers Helena and Swan, which are both spanned by good bridges, 9 miles NE. of Perth, with which it has daily mail and passenger communication; these two towns are also connected by telegraph and rail. There is a post, Government Savings Bank, and money-order office, a mechanics' institute, a court-house, an Episcopal church (St. Matthew's), Roman Catholic church, Wesleyan church, schools (boys and girls), average attendance 61 and 32 respectively; an assisted school, attendance 30; three hotels, Stirling Arms, Rose and Crown, and another, and agency of the Union Bank. Several extensive buildings have lately been erected. A small river steamer conveys produce to Fremantle. The population of the Swan district, of which this is the capital, is 1,674. Population of town 529. Several vineyards are in the neighbourhood. The railway to Guildford was opened on March 1, 1881. There are five trains daily, and three trains each way on Sundays, fares, 9d. and 1s. 6d.

**ISRAELITE BAY**, 33° 35' S. lat., 123° 55' E. long., a telegraph station on the West and South Australian line, 400 miles NE. from Albany.

**JARRAHDALE**. See ROCKINGHAM.

**JAYES**, a small post town about 180 miles S. of Perth, in the Blackwood district.

**KOJONUP**, a post and telegraph station on the Albany road, 134 miles (160 postal) S. from Perth. The Government mail coach takes passengers; fare, 55s. It is an agricultural township. Hotels: Kojonup Inn and Hale's. Public school, with average attendance of 14. In the Williams and Kojonup district the agricultural re-

turns for 1883 were 4,287 acres under crop, 1,375 acres being wheat, and 476 acres barley. Stock: 2,646 horses, 1,496 cattle, 117,340 sheep, 1,140 pigs. Small Debts Court now held here.

**LOCKEVILLE**, a small post town, about 12 miles from Bunbury, and 139 miles from Perth. The W. A. Timber Company's Station is here, and its employes are its principal inhabitants. Divine worship is occasionally held in the schoolroom. Bi-weekly mail *via* Bunbury.

**LOUP** is a road-side postal receiving station, on the Great North Road. It is a baiting place for the overland mail and teams. Distance from Perth 162 miles.

**LUDLOW**, a post town, 134 miles from Perth, with a public school (average attendance 9).

**MANDURAH**, close to the sea-coast, on the Murray estuary, is a post town, 45 miles from Perth, S., on the southern road. A ferry conveys goods and passengers across the estuary, and a small packet boat had used to ply between the town and Fremantle, but her loss has not yet been replaced. There is an Episcopal church, Government school (average attendance 17), police station, and a large fish-preserving company.

**MOUNT BARKER**, a postal centre and money-order station, on the Albany road, 224 miles S.E. from Perth. Inn: Cooper's. The Government mail coach affords means of communication; fare, 70s.

**MOUNT STIRLING**, a postal receiving station. This district is occupied by several extensive graziers. 107 miles East of Perth.

**NEWCASTLE**, 31° 34' S. lat., 116° 27' E. long., is a rising inland municipal town with savings bank and money-order office, 54 miles N.E. from Perth, with which it is connected by a good road and telegraph. A coach runs to Chidlow's Well Railway Station, fare, 7s. 6d. It is situated on the river Avon, which is here spanned by a good bridge. It contains three churches, a Presbyterian chapel and an Anglican and Roman Catholic church, public school (average attendance 28), a gaol, and a mechanics' institute. Hotel—the Newcastle. A great drawback to the district is the scarcity of fresh water.

**NEW NORCIA**, 30° 58' S. lat., 116° 17' E. long., a settlement on the Victoria plains in the Victoria district. It is a Spanish Roman Catholic Mission Station, and village of Aborigines, who are civilized and live in cottages built for them by the Brothers; the establishment is under the care of the Very Rev. F. Dominquez. There are six Fathers and sixty-three lay Brothers of the Benedictine Community. The settlement is 82 miles N. from Perth, and has a weekly mail to Perth and a telegraph station. It was visited by Governor Broome in 1883, he expressed himself as "filled with admiration at the good work of the mission among the Aborigines collected on the station, and at the industry and success of the extensive farms."

**NORTHAM**, a municipal town 57 miles N.E. of Perth, on the Avon river, which is crossed by two good bridges. It is now in telegraphic communication with the metropolis. It has a court-house, an Episcopal church, a mechanics' institute, a Government Savings Bank, a money-order office, a Bushman's Club, in connection with the Hope of Northampton Lodge, I. O. G. T., No. 8, and two hotels, Kitchener's and another. A school-house (average attendance 79) and Roman Catholic church have been built. The population is sparse and scattered.

**NORTHAMPTON**, 28° 22' S. lat., 114° 37' E. long., 296 miles (329 postal) N. of Perth, is the post town of the northern mining district of the colony, has a money-order office and savings bank, and is in telegraphic communication with Perth. A railway is now completed to Geraldton, distance 31 miles, and a commodious station, including under the same roof a telegraph and post office, has been erected. The Westward telegraph to Roebourne, distant 700 miles, is now under construction. Goods sheds and other appliances of a station yard have also been completed. £30,000 value of lead ore was exported from this neighbourhood alone during 1877, a large quantity compared with the

labour employed. Nearly all the lead mines in the colony now worked are near here. Capital for the introduction of more efficient machinery is much wanted here; the lead contains very little silver. Hotel: Hosken's. Public offices: railway, police station, post and telegraph office and court-house. Episcopal and Catholic places of worship. The assisted school has an average attendance of 53. A new school-house was erected in 1882. Mechanics' institute. About 20 miles E. are the Narra Tarra mines, worked by the Melbourne and Champion Bay Mining Company. The machinery is of a superior description, and a large quantity of lead ore has been raised. Two smelting works were erected, but were not successful. Within a radius of a few miles from Northampton several copper mines have been found and partially developed.

**PERTH**, 31° 57' 10" S. lat., 115° 52' 20" E. long., an episcopal city, and capital of West Australia. It was founded on August 12, 1829, constituted a municipality in September, 1856, and was created a city by an Act of Council in September, 1880, the Chairman of the Municipal Council in consequence assuming the title of Mayor, and the Committee becoming Councillors. The first election for Mayor took place on Nov. 16, 1880, Mr. George Shenton, member of Council for Toodyay, being the first gentleman appointed to the mayoralty. It is pleasantly and picturesquely situated on the north bank of the Swan river, about 12 miles above Fremantle, with which there is regular communication by the river and land, a well macadamized road, built by convict labour, connecting the two towns, and the railway is now available. Approached from Fremantle by road or water, the city presents a striking appearance—a splendid lake-like reach, known as Perth water, about 1½ miles in length by 1 mile broad, washing the base of the slope on which it is built. The city is, on the whole, well laid-out; the streets are regular, and of sufficient width. The principal building is the Town Hall—an imposing-looking structure—standing on a slight eminence in the very centre of the town. This hall was built entirely by convict labour. Adjoining the Town Hall is the Chamber devoted to the deliberation of the Legislative Council, with offices pertaining thereto, an assembly room, and offices, the Town Hall itself being capable of holding 2,000 persons. Of cathedrals there are two, one Protestant and one Catholic (the Immaculate Conception). A new Protestant cathedral is being built, funds for which have been raised by subscription, induced by (at the time) an anonymous contribution of £2,000—the munificent donor having since been identified as Sir Luke Leake, the Speaker of the Legislative Council. The Wesleyan church is an elegant structure; there is also a Congregational chapel (Trinity) and post-office. A new Presbyterian church of very neat design was opened in August, 1882. Other buildings are—a hospital, National Union and West Australian, and New South Wales Banks; a mechanics' institute, one wing of which is used as a museum; the Governor's palace, the "Weld Club," Government and Roman Catholic schools, and Girls' Orphanage, R. C. (average attendances at all 769). The High School now occupies a handsome and commodious building, formerly used as a hospital in connection with the Pensioners' Barracks. This valuable institution, under its present head master, T. B. Bentler, Esq., M.A., has largely advanced in scope and prosperity; the attendance is close upon 60, of which number 20 are boarders. Two scholarships at the High School, at £50 each, for three years, open to boys attending Government schools, have been founded by Sir Frederick Broome on the vote of the Legislative Council, and also an Exhibition at any one of the Colonial Universities, at £100 per annum for three years, for the best scholar at the High School. There are some fine private residences and stores, and a handsome and extensive building for the new Government offices in Barrack Street. The pensioners' barracks, at the west end of the town, built on a hill, is also a prominent building. The Royal, Wellington, Criterion, Freemasons', the United Service, City, and the Shamrock are the

principal hotels, and the Burnett Coffee House, has good accommodation. A handsome music hall, the "St. George's," situate in Howick Street, has been built by Messrs. Stone and Burt, and supplies a want long felt in the city. A substantial public edifice for the use of the working men's institute has recently been erected and opened for use. Perth is situate on the direct line of the Eastern Railway, which passes through the heart of the city. The first stone of the railway station was laid by Lady Robinson on May 10, 1880. It is well adapted for its purpose, and is an ornament to the city, and is very centrally situated, being within five minutes' walk of the town hall, public offices, banks, and other business premises. Most of the houses are built of stone and brick; very good bricks are made both in Perth and Fremantle. The population at the census of April, 1881, was 5,044 persons, inclusive of the military. The site of Perth possesses much natural beauty, and advantage has been taken of the physical formation of the ground in the alignment of the streets and in their width to preserve an attractive character. The main street from west to east comprises a distance of nearly 2 miles, and is planted with Cape lilac and mulberry trees, which not only afford a grateful shade, but add much to the beauty of the city. The metropolis is now in telegraphic communication with all the principal districts of the colony. A company has been formed for lighting the city with gas. Newspapers—the *Perth Inquirer*, the *West Australian*, the *Morning Herald*, the *Daily News*, and the *Government Gazette*, and the *Catholic Record*.

**PINJARRAH**, 32° 37' S. lat., 115° 55' E. long., the chief town of the Murray agricultural district, has a post, telegraph, Government Savings Bank, and money-order office, 53 miles S. of Perth, contains an Episcopal church, mechanics' institute, school (average attendance 28), police station, and court-house. Communication is by mail coach; fare, 17s. The district is in a prosperous and rising condition. In 1881 the agricultural and stock returns were, 1,307 acres under cultivation, of which 232 were wheat, 78 oats, and 56 vines; horses 1,490, cattle 3,561, sheep 9,856, pigs 900. Inns: Greenacre's and McLarty's.

**PORT AUGUSTA**, 34° 19' S. lat., 115° 10' E. long., is situated 190 miles SW. of Perth. It was first settled in 1830. Communication is by conveyance from Busselton, 50 miles distant, or by occasional coaster. The New Timber Company has now its head-quarters in the vicinity. There are large forests of jarrah and other woods to work upon, with the advantage of a good harbour.

**QUINDALUP**, 159 miles S. from Perth and 16 miles from Busselton, is the centre of operations of timber industry, one station alone (Yelverton's) giving employment to over 100 men. It contains a post office and Government school, with average attendance of 15 scholars.

**ROCKINGHAM**, a small post town with money-order, telegraph and savings bank office, on the southern road, 25 miles S. from Perth on the coast. It is the centre of a fine timber country, which supplies jarrah timber in large quantities. A railway constructed at considerable cost from the port to Jarrahdale affords facilities for the shipment of the timber. It is possible that this line may be utilized for passenger traffic. It is of 3 ft. 6 in. gauge, and laid with steel rails. The Jarrahdale Timber Company have their station, mills, &c., here. The mill is worked by a 60-horse power engine, which keeps in motion seven circular saws and two vertical frames, cutting on an average about 23 loads of timber per day, giving employment to about 160 men, 40 horses, 9 bullock teams and a locomotive engine. From £1,400 to £1,500 is paid by the company in wages every month, the workmen earning from 6s. to 16s. per day, according to the nature of the work upon which they are employed, and their own skill. The demand for timber exceeds the supply. Some large shipments have recently been made to India and the colonies by this company, and under the very efficient present management it bids fair to develop into one of the

largest industries in the colony. In 1881 there were loaded 25 vessels with timber, principally for South Australia. Communication is by coasting vessel and weekly overland mail, fare, 11s. Public school (with average attendance of 33). Public services are held in schoolroom. Near here Major Lockyer and his convict party landed in 1826.

**ROEBOURNE**, situated on the NW. coast, on the banks of the Harding river, distant 1,200 miles N. from Perth in a direct line, is the town site of the famous pearl fisheries. It has a post-office, savings bank, Government residency and offices, two hotels, Zeddi's and Cave's, a school (with average attendance of 22), and an Episcopal place of worship. A Court of Quarter Sessions is held here, and there is a Government Resident, with residency building, which will cost £1,904. The houses are built principally of wood, and they suffer much in the heavy gales with which the coast is yearly visited. In March, 1872, every house in the town was levelled to the ground; and on May 7 and 8, 1882, a furious hurricane almost gutted the town. There is now regular monthly steam communication between this town and the southern part of the colony, and on the 26th of October Governor Broome erected the first pole of the electric telegraph to Northampton, which is being extended to Roebourne. Sir Julius Vogel's Indo-European Cable will also connect at Roebourne with the other colonies. A large quantity of wool is exported hence, so much so as to induce a shipping company to provide direct communication with London, to avoid delay occasioned by the hitherto uncertainty of vessels calling from Fremantle and other ports of the colony. There are copper and lead indications in the district, but capital is required to develop these resources. Mines have been opened and worked, but abandoned, owing to want of capital and high price of labour. The lead is said to be rich in silver. The sheep stations here are worked almost entirely by native labour. The district is described as magnificent grass country, with a very hot though not unhealthy climate. Roebourne was first founded by the transfer of the Government settlement from Camden Harbour, he latter place having to be abandoned through the determined hostility of the natives.

**ROTTNEST**, 31° 59' S. lat., 115° 33' E. long., is an island lying about 14 miles westward of Fremantle. It is about 7½ miles in length, by 2½ miles in breadth. The marine residence of the Governor is here, also a native prisoners' establishment and farm, and a juvenile reformatory. The prisoners are principally employed in the manufacture of salt from the lagoons on the east side. A lighthouse is erected on a hill; from it is shown a revolving light, visible 21 miles.

**SERPENTINE**, a post town and money-order station on the river of the same name, 28 miles S. of Perth. Communication by mail coach; fare, 12s. 6d.

**SHARKS BAY**, a post town 500 miles NW. from Perth, on the immense bay of the same name, situated in about 114° E. long. and 26° S. lat. It is a fishing station for pearls. There are few houses here, as most of the fishers live in tents, which they frequently move, to be near the fisheries.

**UPPER SWAN**, a money-order station and post town, with a Government school (average attendance 13), and Protestant Boys' Orphanage Farm (37 inmates), 19 miles from Perth. Inn: Truslove. In the district 3,988 acres of land are under cultivation, principally for hay and green crops. Stock returns for 1883 were 3,039 horses, 5,248 cattle, 13,935 sheep, and 1,066 pigs. Population of district 1,674.

**VASSE**. See BUSSELTON.

**VICTORIA PLAINS**, a post town, with money-order and telegraph office, about 82 miles N. from Perth. The district is said to be the best pastoral one in the colony. The Roman Catholics have a settlement here, a missionary establishment (New Norcia) for the instruction of the aborigines. Hotels: Brown's, Victoria Plains. Public school, with average attendance of 14.

**WANNEROO**, 12 miles N. of Perth, on the Canning River, a post town, with a Government school (closed in 1882). Episcopal services are held in the schoolroom.

**WANERENOOKA**, a money-order station,

296 miles from Perth N. Here is a valuable copper mine, which has been almost or entirely neglected of late years. When first opened the mine was very rich in black oxide that needed little labour to get it to the surface, but the lode was not of a settled character. The mine was discovered in the year 1863, and worked with profitable results by the then proprietor, Dr. Horrocks. About 902 tons of copper were returned, realizing £16,578. The place is in the important district of Northampton. The great mineral wealth of the district will no doubt be rapidly developed with railway extension. There is a Protestant church here, which is common to all denominations.

**WILLIAMS RIVER**, a postal centre, money-order, Government Savings Bank, and telegraph station, 101 miles S.E. from Perth. Communication is by the Albany mail coach; fare, 35s. Inn: Cornwall's. Public school has an average attendance of 23.

**YORK**, 31° 53' 15" S. lat., 116° 47' 15" E. long., a municipal town, with post, telegraph, Government savings bank, and money-order office, 60 miles E. of Perth, with which city it has coach and rail communication *via* Chidlow's Well, and a line of telegraph. A railway to Perth will shortly be completed. This town is the terminus of the projected lines to South Australia *via* Eucla, and to Albany, King George's Sound, *via* Beverley. It is prettily located at the foot of Mount Bakewell, on both sides of the

Avon river (salt), which is spanned by two good bridges. There are two Episcopal churches (Trinity and St. John's), a handsome Roman Catholic church, convent and school, and a Wesleyan chapel. There are also a mechanics' institute, a court-house, and schools (boys, girls and infants), average attendance 92, an assisted school with 54 scholars, and a branch of the Union Bank of Australasia. The York and the Castle are the principal hotels. There is also a temperance hotel (Doncon's). Population of town 757 (census 1881). The population of the district is about 2,600 persons. Nearly half of the area of land under cultivation, 10,734 acres, is occupied by wheat and other cereals. The stock returns in 1883 were 2,358 horses, 1,492 cattle, 136,584 sheep, 3,869 pigs, and 217 goats. The average yield of wheat in this neighbourhood in 1882-3 was 11½ bushels to the acre. The principal supply of sandalwood comes from this district. The temperance movement is very rife here, and has done much to improve the community socially. In this town the *Eastern District Chronicle* is published. Fresh water, in common with the whole of the Eastern district, is scarce here. A Rifle corps has been formed. A line from Guildford to here is now nearly constructed. Horton's coach runs twice a week to and from Chidlow's Well.

**YOUNDEGIN**, a postal receiving station and police station, 95 miles E. of Perth and 35 from York. Extensive agricultural operations are carried on around this district.

## EMIGRATION TO WESTERN AUSTRALIA.

Board of Immigration.—The Colonial Secretary (Chairman), the Commissioner of Crown Lands, William Edward Marmion, Esq., M.L.C., Maitland Brown, Esq., M.L.C., Charles Harper, Esq., William Thorley Loton, Esq., John Henry Monger, Esq., Secretary to the Board, Lieut.-Colonel Angelo; Immigration Depot, Perth.

All inquiries respecting friends or relations in the Colony should be addressed to the Secretary Immigration Board Office, Perth. The Crown Agents for the Colonies act as Emigration Agent for the Colony in London, and all correspondence respecting Emigration business should be addressed "The Emigration Agency of Western Australia, Crown Agents' Office, London, S.W." The sum of £20,000 has been placed to the credit of the Immigration Fund for the purpose of paying the passage of suitable persons.

Any natural born or naturalized subject of Her Majesty, resident in Western Australia, desirous of procuring a free passage from Europe to the said Colony for any emigrant or emigrants of the undermentioned classes, and coming within the following regulations, may, upon the approval of "The Board of Immigration," and subject to the said regulations, effect that object.

**CLASSES ELIGIBLE.**—The classes herein named shall be deemed specially eligible for free passages:—1. Artisans, farmers, agricultural labourers, vine dressers, miners, shepherds, and gardeners, under forty-five years of age (and, if married, their wives and families). 2. Single female domestic servants or widows, not exceeding thirty-five years of age.

**QUALIFICATIONS.**—Eligible nominees. The nominees must be in the habit of working at one of the callings mentioned above, and must in accepting a free passage under these regulations do so with the intention of working in one of these occupations in the colony. They must be sober, industrious, of good moral character, in good health, free from all mental and bodily defects, within the ages specified (excepting when specially approved by the Board), appear physically to be capable of labour, and have been vaccinated or had the small-pox.

**INELIGIBLE CANDIDATES.**—Passages cannot be granted to persons intending to proceed to any other colony than Western Australia; to persons who have previously resided in Western Australia and have returned from thence; to persons in the habitual receipt of parish relief; to children under twelve years of age without their parents, to husbands without their wives, or wives without their husbands (unless in the last three instances, the parents, wife, or husband be in Western Australia), or to single women who have illegitimate children.

Free passages for nominees may upon the approval of the Board be obtained by nominators making application upon the proper forms. In the case of approved applications the Board will take all reasonable steps to provide with as little delay as possible passages for, or to procure the emigrants specified therein.

Each intending emigrant above the age of fifteen years will be required to subscribe a declaration that he will conform to the regulations of the vessel in which he sails, and that he will remain in the Colony for at least twelve months after arrival. Leaving the Colony before the twelve months have elapsed renders the emigrant liable to a fine not exceeding £50 with or

EMIGRATION TO WESTERN AUSTRALIA—*continued.*

without imprisonment for a period not exceeding twelve months; unless the passage money be repaid in the meantime.

Intending emigrants will not be allowed to embark until they have been approved by the Emigration Agent or Agents for Western Australia at the port of embarkation; and any false statement or misrepresentation as to qualification will render them liable to forfeit their passages.

No preparation should, on any account, be made by intending emigrants, either by withdrawing from employment or otherwise, until they have received from the Emigration Agent or Agents for the Colony in London a notification that they have been accepted as candidates for emigration, and have also received notice of the ship in which they are to embark, and of the time and place to join her.

If any intending emigrants fail to attend at the appointed time and place for embarkation, or to proceed in the ship, or are rejected for any of the reasons specified in these regulations, they shall have no claim to a passage by any future ship.

Provisions and medical attendance will be supplied by the ship. Intending emigrants must bring their own clothing, which will be inspected at the port of embarkation by an officer. None will be allowed to embark, unless they provide themselves with a sufficient supply for the voyage. The lowest quantity that can be admitted for each adult is, as follows:—

**OUTFIT, &c.**—For each male over twelve years of age—Six shirts, six pairs of stockings, two warm flannel shirts, two pairs of good boots or shoes, two complete suits of clothing, warm great-coat, four towels, and two pounds of best yellow soap. And for each female over twelve—Six shifts, two flannel petticoats, six pairs of stockings, two pairs of strong boots or shoes, two strong gowns, warm shawl or cloak, four towels, and two pounds of the best yellow soap. But for each child—Nine shirts or shifts, four warm flannel waistcoats, and one warm cloak or outside coat, six pairs of stockings, two pairs of strong shoes, and two complete suits of exterior clothing, are required.

The sum of one pound will have to be paid by or for each intending emigrant over the age of one year, to defray the cost of bedding and mess utensils required for the voyage. Mattresses, bolsters, blankets, sheets, knives, forks, spoons, plates, and mugs will be provided out of the above money deposited. Emigrants therefore need not bring these articles. Each intending emigrant will also have to pay his travelling expenses to the port of embarkation.

Necessary brushes and combs and clothes brushes for cleanliness must also be provided by persons receiving passages, and they must not have less than the outfit set forth in these regulations (but the larger the stock of clothing the better for health and comfort during the voyage, which usually lasts about three months by sailing vessel, or two months by steam vessels, and as the voyagers have to pass through very hot and very cold weather they should be prepared for both; some serge shirts for men and an extra supply of flannel for women and children are strongly recommended).

It is desirable that parties should take out with them the necessary tools of their trade. Bulky agricultural implements however cannot be admitted, on account of their inconvenience, size and weight; neither can furniture be received on board. Feather beds are especially prohibited.

The whole quantity of baggage for each adult person must not measure more than twenty cubic or solid feet nor exceed half a ton in weight. It must be divided into two or three boxes, the contents of which must be closely packed so as to save space in the ship, and the owner's name should be legibly painted thereon. Large packages and extra baggage will not be taken unless paid for, and then only in case there be room in the ship.

Each family will be allowed to take only its own luggage. Any violation of this rule will subject the party to forfeiture of passage.

All emigrants must strictly observe on board the regulations framed, with a view to their health and comfort during the voyage.

**GOVERNMENT IMMIGRATION.—FREE PASSAGES TO NOMINATED IMMIGRANTS.**

The Board of Immigration are prepared to receive Applications from Colonists desirous of obtaining Free Passages for Emigrants from the United Kingdom to this Colony.

All such applications to be made on printed forms, which may be obtained at any Magistrate's Court or Police Station.

In all cases the trade or occupation of the person sought to be introduced must be stated. Applications to be forwarded to the Secretary to the Immigration Board, Colonial Secretary's Office, Perth, not later than 1st February next.

The following are considered to be the most desirable class of Immigrants:—Agricultural labourers, shepherds, blacksmiths, carpenters, masons and bricklayers, brickmakers, gardeners, wheelwrights, sawyers, dairy women, and domestic servants.

The Board of Immigration desire to ascertain, as far as possible, at an early date, the actual number of labourers, &c., required by the Colonists for the ensuing year. This knowledge can only be arrived at by the prompt co-operation of those who may be intending to apply for free

EMIGRATION TO WESTERN AUSTRALIA—*continued.*

passages for their relations or friends from the United Kingdom, or who may otherwise be in want of labourers, &c.

All such persons are accordingly invited to send in applications as above. The applications may be of three classes, as follows:—1. The names and addresses of the Immigrants it is desired to introduce may be given, the trade or occupation, &c., of each proposed Immigrant being stated, as provided in the forms of application. 2. The names of the Immigrants need not be stated, but only the male or female Immigrants required, their trades or callings, &c., and the address of the Agent instructed by the applicant to select the individuals on his behalf. 3. The number of male or female Immigrants required, their trades or occupations, &c., may be stated, but it may be left to the Board to select and nominate through their own Agent.

The Board reserve to themselves the right of accepting or rejecting any nomination.

In case the funds at the disposal of the Board for Immigration purposes should not be sufficient to provide passages for all those nominated, the applications will be taken in the order in which they are received.

MALCOLM FRASER, Chairman of the Board of Immigration.

Perth, Western Australia, 14th November, 1883.

The average rates of wages are about as follows: Ploughmen, 50s. to 60s. per month, with board and lodging; shepherds, £35 to £40 per annum, with rations; carpenters, 7s. to 10s. per day; saddlers, 7s. to 10s.; brewers, 6s. to 8s.; Navvies, 7s.; blacksmiths, 7s. to 10s.; house painters, ditto; wheelwrights, ditto; shoemakers, ditto; bricklayers, ditto; masons, 6s. to 8s.; boatbuilders, 8s. to 10s.; printers, 5s. to 10s.; coachbuilders, 7s. to 10s. per day; single female domestic servants, £15 to £25 a year, with board. Agricultural labourers, £20 to £30 per annum; gardeners, 6s. per day; bullock drivers, £24 per year; cooks, ditto; grooms, £24 to £30; slaughtermen, ditto—all with board and lodging. The cost of erecting a labourer's dwelling is from £20 to £40. Town lodgings for mechanics' families cost about 7s. per week.

PRICES OF PROVISIONS.—Bread, 4d. per 2-pound loaf; bacon, 9d. to 1s. per pound; beer, 4s. per gallon; brandy, 28s. to 30s. per gallon; butter, 1s. 6d. to 2s. per pound; salt butter, 1s. to 1s. 6d. per pound; cheese, 1s. to 1s. 6d. per pound; coffee, 1s. 6d. per pound; eggs, 1s. 6d. to 2s. per dozen; flour 2d. per pound; milk, 6d. per quart; beef, 5d. to 6d. per pound; mutton, 4d. to 9d. per pound; pork, 10d. per pound; oatmeal, 3d. to 6d. per pound; potatoes, 8s. to 12s. per cwt.; rice, 3d. per pound; sago, 3d. to 4d. per pound; sugar, 4½ to 6d. per pound; tea, 2s. to 3s. per pound.

## LAND REGULATIONS OF WESTERN AUSTRALIA.

The regulations under which land can now be purchased or settled upon were proclaimed on October 7th, 1882. They cancel all previous regulations, but do not, of course, affect existing arrangements made by previous Land Acts. Exclusive of the schedules, these regulations comprise 122 clauses.

Clauses 1 to 12 are principally introductory, and treat of the general administration of the regulations.

They authorize the Governor to dispose of the Crown lands, provide for the appointment of a Commissioner of Crown Lands and specify his duties, deal with the form of Crown grants and other instruments, the expenses of survey and management (which are defrayed out of the proceeds of sales), rules for survey, and for the treatment of forfeited lands.

Clauses 13 to 34 contain the regulations respecting Crown grants and public reserves. The charge of preparing every Crown grant is a uniform fee of 20s., and a further fee of 10s. for recording the same. After payment of purchase money and fees, the purchaser receives a permit of occupation, which is afterwards exchanged for the Crown grant.

Clauses 35 to 37 specify the districts into which the Colony is to be divided.

Clause 38 gives the classification of Crown lands.

Clauses 39 to 60 contain the condition and mode of sale of land in fee-simple.

Clauses 61 to 69 deal with Pastoral Lands, Leases, and Licenses.

Clauses 70 to 74 deal with Leases in the Kimberley district.

Clauses 75 to 85 state the general condition of Pastoral leases.

Clauses 86 to 89 deal with poisoned lands.

Clauses 90 to 107 apply to mining; 108 to 109 to alluvial deposits, gems and jewels.

Clauses 110 to 119 contain the timber regulations, and

Clauses 120 to 122 affect commonages, pensioners, and immigrants.

The Colony is divided into five districts—the Central, the Northern, the Central-Eastern, the South-Eastern, and the Kimberley Districts. No protection or Government establishment in the South-Eastern, Central-Eastern, Northern, or Kimberley District will be guaranteed to the public until deemed expedient by the Government.

The lands are classed severally as Town, Suburban, and Rural. Rural includes Mineral and Pastoral lands. All sales of land are publicly notified in the *Government Gazette* twice, and also in one other paper circulating in the district in which the land is situated.

TOWN AND SUBURBAN LANDS.—Town lands in all districts of the Colony and Suburban lands in all districts, except the Kimberley district, are sold by public auction at an upset price to be determined by the Commissioner of Crown Lands and approved by the Governor. Ten per cent. of the purchase money is payable on the fall of the hammer, and the balance within thirty days. Land put up and not sold at auction can afterwards be purchased at the upset price.

Rural lands in all districts of the Colony, and Suburban lands in the Kimberley district, are open for sale

## LAND REGULATIONS OF WESTERN AUSTRALIA—continued.

in fee simple, and may be sold by auction or private contract, as the Governor may direct. The minimum price of Rural lands in fee simple is ten shillings an acre in the Central and Kimberley districts, and five shillings an acre in the other districts of the Colony. The minimum acreage of Rural lands is:—In the Central district forty acres; in the Kimberley district 200 acres; in the other districts 400 acres. Every section of rural land shall be in one block, and if possible a right angled parallelogram.

Rural lands may be taken up for special occupation in sections of not less than 100 acres, at 10s. an acre, upon conditions of deferred payments and improvements, as follows:—

1. The annual fee, to be paid yearly, in advance; the first payment to be made at the time of the granting the application, and to be at the rate of 1s. an acre, or fractional part of an acre.

2. The licensee shall not, during the currency of the license, sub-let, assign, or transfer his or her right, title, and interest therein, except by permission of the Commissioner of Crown Lands, and on payment of a fee of 10s.; and the license shall become absolutely void on the assignment of license, except as above provided.

3. The licensee shall within the term of his license, or before he can claim the grant either by payment or otherwise, enclose the land described in his license with a good and substantial fence, and have cleared and cropped at least one-fourth of the whole area.

4. Upon payment of the last sum due on account of the rent, or at any time during the term, upon payment of the difference between the amount of rent actually paid—such being calculated at the rate of 1s. a year per acre—and the entire sum of 10s. for each acre, the lessee or his representatives, if he or they have fulfilled all the foregoing provisions in regard to improvements, shall be entitled to a Crown grant of the lands licensed.

5. If the aforesaid improvements have not been made before the end of the license, the licensee or his representatives may continue to hold the land at the same annual rental, but no Crown grant will be issued until the improvements have been duly made.

For the encouragement of planting vineyards, orchards, and gardens the Governor may dispose of rural land by private contract in blocks of not less than 10 acres at not less than 10s. per acre.

A Crown grant of 500 acres of land will be given to any person who applies for the purchase in fee simple of land in the Kimberley district, notifying his intention of growing thereon tea, sugar, coffee, rice, tobacco, or any other merchantable tropical, or semi-tropical product, if in any one year he shall have sold not less than £500 worth of such products. A preferential bonus of 1,000 acres will be given to each of the first two persons who shall prove he has effected such sale as aforesaid.

**PASTORAL LANDS.**—The Pastoral Lands are divided into two classes, called 1st Class and 2nd Class. First Class Lands comprise all Crown lands in the Central district within the following boundaries:—“On the south and west by the sea coast; on the north by the Murchison River, and on the east by lines from the summit of Bompas Range, on the great north bend of the said river, through the Wangan Hill and Mount Stirling to the mouth of the Fitzgerald River on the South Coast.”

The Second Class comprises all other lands in the Colony open for lease. In First Class Pastoral Lands Annual Licenses are granted for blocks in not less than 3,000 acres, or leases of not less than 10,000 acres, at an annual rental of £1 per 1,000 acres. The duration of such lease in no case to extend beyond the 31st December, 1887. Second Class Lands in the South-Eastern, Central Eastern, or Northern district are leased in blocks of not less than 20,000 acres, at an annual rental of 5s. per 1,000 acres for each year of the first half of the lease, and 10s. for each year of the remainder of the lease, but the duration of such leases is in no case to extend beyond the 31st December, 1893. A lessee in occupation can claim from the purchaser of any portion of his block fair compensation for improvements, and in the event of his not obtaining a renewal of his lease is entitled to compensation from the succeeding lessee for all improvements, the amount to be determined by arbitration. The occupier of a Second Class pastoral lease may at any time, during the first seven years of his lease, select from his run any land which he desires to hold under an unconditional pre-emptive right to purchase on the following terms:—

1. All unconditional pre-emptive rights to be for the term of the lease, or until purchased sooner.

2. The land to be so selected to be in blocks of not less than 1,000 acres.

3. The rent to be £5 each 1,000 acres, paid in advance annually.

4. All such unconditional pre-emptive rights may be redeemed in fee, on the following terms:—

In the Northern district, if within the first seven years of the lease by payment of five shillings, and during the remainder of the term, of 10s. for each acre redeemed.

In the Central Eastern, and South-Eastern districts, if within the first seven years of the lease, by payment of 2s. 6d., and during the remainder of the term, of 5s. for each acre redeemed.

**KIMBERLEY DISTRICT.**—The price of Rural and Suburban Lands is 10s. an acre. The minimum area of a Rural section is 200 acres. Pastoral Leases of blocks of not less than 50,000 acres, when on a water frontage, nor less than 20,000 when not on a frontage, are granted at an annual rent of 10s. per 1,000 acres, but the duration of such lease in no case to extend beyond the 31st December, 1893.

All leases of lands in the Kimberley district issued prior to 31st December, 1881, shall, notwithstanding any regulation to the contrary, not be liable to forfeiture for non-fulfilment of stocking conditions till 31st December, 1884. All leases issued between 31st December, 1881, and 31st December, 1882, shall not be liable to forfeiture for non-fulfilment of stocking conditions till 31st December, 1885. All leases issued between 31st December, 1882, and 31st December, 1883, shall not be liable to forfeiture for non-fulfilment of stocking conditions till 31st December, 1886. All leases issued between 31st December, 1883, and 31st December, 1884, shall not be liable to forfeiture as aforesaid till 31st December, 1887. All leases issued between 31st December, 1884, and 31st December, 1885, shall not be liable to forfeiture as aforesaid till 31st December, 1887.

Provided always that every pastoral lease in the Kimberley district shall be subject to the condition, whether expressed in the instrument of lease or not, that after the period allowed for stocking, the land comprised therein shall have on it at the rate of at least two head of large stock or twenty sheep, the actual property of the lessee, for every 1,000 acres, and that such proportion of stock and sheep shall not, without the consent of the Governor, be diminished during the said term, and that in default the said lease shall be thereby absolutely and indefeasibly forfeited to the Crown, and such forfeiture shall be forthwith notified in the *Government Gazette*.

Every tenant in the Kimberley district shall make and send yearly, to the officer named by the Governor for such purpose, a return, verified by declaration under the 18th Victoria, No. 12, of all cattle, horses, and sheep, and other stock his property, depasturing on his pastoral land, with a full description thereof, including ownership and brands; and any person knowingly making a false return shall forfeit all his pastoral lands in the district, and be debarred from having any further application approved for such lands.

By new Regulations gazetted in July 18, 1884, it is made compulsory that every pastoral lessee shall be required before the expiration of four years from the commencement of his lease to have in his possession at least one head of large stock or ten head of sheep for every thousand acres, or to pay during the term

LAND REGULATIONS OF WESTERN AUSTRALIA—*continued.*

an additional yearly rent of 10s. per 1,000 acres, but in the event of the leased district not being fully stocked at the end of the four years the leased land is absolutely forfeited.

**POISONED LANDS.**—Land is considered "Poisoned land" when infested with poisonous indigenous plants, so that sheep or cattle cannot be depastured on it without producing fatal effects. Poisonous plants are not considered entirely eradicated until it has been proved to the satisfaction of the Commissioner that such plants have not existed on the land for at least three years previous to the claim for a Crown grant.

A lease of such land may be granted for 21 years, with right of pre-emption, provided that not less than 1,000 acres be taken up, that an annual rental of £1 for every 1,000 acres, and all expenses of survey, etc., are paid, and that the land shall be completely fenced in. On the expiration of the lease and compliance with the conditions, the lessee is entitled to receive a Crown grant of the land on payment of the fees.

Any person may obtain a license to occupy Poisoned Land for 21 years at the annual rent of 2s. 6d. for every 1,000 acres or part.

LAND GRANTS TO IMMIGRANTS have been discontinued.

In 1883 the sales of land were : Town and suburban lots 197, area, 227a. 0r. 13p. ; amount realized, £6,562 8s. 10d. Rural lands, 333 locations, area, 30,522 acres ; amount realized, £11,472 4d. The total received from direct sales being £18,034 12s. 10d. There were received on account of rents from Crown Lands £30,179 11s. 9d.

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## MINING REGULATIONS OF WESTERN AUSTRALIA.

### GOLD MINING.

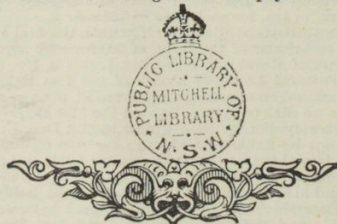
On April 17, 1884, Amended Mining Regulations were issued, empowering the Governor to proclaim any portion of Crown land to be a gold field, and to appoint wardens, who could grant miners' rights to any person upon payment of £1 per year, authorising the holder to search and mine for gold on any waste land upon registering the occupation of the claim with the warden or other duly appointed officer.

Alluvial ordinary claims to comprise an area of 16 + 16 yards for one person ; ordinary river and stream claims to have a frontage of 20 yards on the course of the river or stream, and a depth of 50 yards on both banks ; ordinary quartz claims not to exceed 50 feet in length on the supposed course of the reef by a width not exceeding 400 feet. Any ground taken up for mining and unoccupied and unworked for ten days to be considered as abandoned.

Gold mining leases are granted for areas of not less than one acre, nor exceeding 40 acres, at an annual rent, payable in advance, of five shillings per acre. These leases are liable to cancellation unless duly worked by the proper number of men, or machinery power equal to the men. The leases can be determined by giving three months' notice, and the lessees have power to remove all machinery used on the land.

### MINERALS OTHER THAN GOLD.

Any adult male person may, on application to the Commissioner of Crown Lands, and on payment of a fee of £1, obtain a permit to search for minerals for a period of one year. During the currency of such permit the holder is entitled to remove not more than five tons of ore for the purpose of testing. No person can hold more than one permit at a time. Leases are granted for purposes of mining for any metal or mineral, excepting precious metals, for an area not exceeding 200 acres, nor less than twenty acres, for a term of seven years, at an annual rental of 5s. per acre. A lessee may determine his lease by giving three months' notice in writing. The holder of a lease who shall show to the satisfaction of the Commissioner that he has erected on the land all the plant, buildings, and machinery for the proper working of the mine, shall be entitled to a Crown grant on the payment of £3 per acre.



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