

1853.



VICTORIA.



STATISTICS.



GIPPS' LAND.



Return to Address.

MR. COLE, 16TH SEPTEMBER, 1853.



LAI'D UPON THE COUNCIL TABLE BY THE COLONIAL SECRETARY,

BY COMMAND OF

HIS EXCELLENCY THE LIEUTENANT GOVERNOR,

AND

ORDERED BY THE COUNCIL TO BE PRINTED,

18th November, 1853.



By Authority:

JOHN FERRES, GOVERNMENT PRINTER, MELBOURNE.

RETURN TO AN ADDRESS

Requesting such Statistics relative to the District of Gipps' Land to the 30th June, 1853, as it may be in the power of the Government to prepare, with relation especially to,—

1. The Population of each portion of the District.
2. The Revenue and Expenditure.
3. The Exports and Imports.
4. The Produce and Stock.
5. The Harbors and Rivers.
6. The Public Buildings and Works
7. The Lands Surveyed, whether Sold or Unsold.
8. The Roads.
9. The Public Departments.
10. A Copy of Memorials and Correspondence relative to the Harbors.

No. 1.

RETURN of the POPULATION in the GIPPS' LAND DISTRICT on the 2nd March, 1851.

Police District.						Males.	Females.	Totals.	
Alberton	...	...	...	...	...	574	330	904
Flooding Creek	...	...	...	...	...	633	252	885
Total Population						...	1207	582	1789

RETURN of the POPULATION of the DISTRICT OF GIPPS' LAND on the 30th June, 1853.

Police District.				Families.	Persons.	Remarks.
Alberton	200	650	As compared with 1851, the Population appears to have decreased.	
Flooding Creek	...	...	80	900
Totals	...	...	280	1550

No. 2.

RETURN of the Amount of REVENUE collected in the District of GIPPS' LAND during the period from 1st July, 1851, to 30th June, 1853.

Head of Revenue.	Collections from 1st July to 31st December, 1851.			Collections from 1st January to 31st Dec. 1852.			Collections from 1st January to 30th June, 1853.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Customs:—												
Duties on Spirits	330	16	9	706	6	10	920	3	7	1957	7	2
Duties on Tobacco	130	14	0	249	0	0	312	0	0	691	14	0
Duties on Wine ... ..	...	...	...	7	4	0	32	17	0	40	1	0
Duties on Tea ... ..	...	...	...	14	6	0	60	7	0	74	13	0
Duties on Coffee ... ..	...	...	...	0	12	9	...	...	...	12	9	...
Ad valorem duties	102	5	4	155	11	2	...	...	...	257	16	6
	563	16	1	1133	0	9	1325	7	7	3022	4	5
Port and Harbor Dues	43	17	6	73	5	0	...	...	...	117	2	6
Pilotage ... ..	...	...	...	239	18	3	194	2	6	434	0	9
Postage:—												
Alberton	31	6	4	55	10	2	22	0	6	108	17	0
Flooding Creek	37	4	4	50	5	7	19	18	1	107	8	0
	68	10	8	105	15	9	41	18	7	216	5	0
Auction Duty ... ..	...	...	...	1	9	4	...	...	...	1	9	4
Assessment on Stock	2	17	6	637	1	1	...	...	...	639	18	7
Licenses:—												
To Auctioneers	2	0	0	...	...	...	7	0	0	9	0	0
To retail Fermented and Spirituous Liquors	55	0	0	218	15	0	250	0	0	523	15	0
Night Licenses and for Billiard Tables ... ..	...	...	...	20	0	0	10	0	0	30	0	0
All other Licenses	2	0	0	1	2	6	...	...	...	3	2	6
	59	0	0	239	17	6	267	0	0	565	17	6
Fines and Forfeitures:—												
Alberton	12	10	0	65	10	0	122	0	0	200	0	0
Flooding Creek	2	0	0	6	15	0	...	...	...	8	15	0
	14	10	0	72	5	0	122	0	0	208	15	0
Fees:—												
Alberton	7	0	8	4	17	6	7	5	4	19	3	6
Flooding Creek	1	2	6	...	...	...	1	1	6	2	4	0
	8	3	2	4	17	6	8	6	10	21	7	6
Passenger Rate ... ..	...	...	...	...	...	...	15	0	0	15	0	0
Proceeds of the sale of Land and Town Allotments:—												
Town Allotments	134	10	0	714	1	0	298	0	0	1146	11	0
Suburban and Country Lands	272	1	11	2193	10	6	3316	0	0	5781	12	5
	406	11	11	2907	11	6	3614	0	0	6928	3	5
Leases and Licenses to occupy Crown Lands	210	10	0	1446	1	0	1207	5	0	2363	16	0
Licenses to cut Timber... ..	2	0	0	5	0	0	16	0	0	23	0	0
	£1379	16	10	6866	2	8	6811	0	6	£15057	0	0

(Signed)

HUGH C. E. CHILDERS.

Audit Office, Melbourne,
31st October, 1853.

No. 2.
RETURN of the Amount of EXPENDITURE for the Public Service in the District of GRIPPS' LAND during the Period from 1st July, 1851, to 30th June, 1853.

Departments.	Expenditure. 1st July to 31st December, 1851.		Expenditure. 1st January to 31st December, 1852.		Expenditure. 1st January to 30th June, 1853.		Totals.		General Total.
	Salaries.		Contingencies.		Salaries.		Contingencies.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Paid from the General Revenue :—									
Customs	368 19 1	6 0 0	859 0 8	2 12 2	528 2 0	8 12 2	1764 13 11		
Post Office—Allowance to Postmasters	...	25 0 0	...	38 15 0	...	45 0 0	108 15 0		
" Conveyance of Mails	...	240 0 0	...	1100 0 0	...	750 0 0	2090 0 0		
Harbor Master	...	...	764 15 0	99 18 10	808 4 8	81 1 9	1754 0 3		
Police Magistrate and Clerk to Bench,									
Alberton	530 2 10	60 17 3	2306 6 2	211 15 9	1841 9 1	165 0 0	4677 18 1		5115 11 1
Clerk to Bench, Flooding Creek	...	...	...	...	...	...	...
General Police Force	...	...	...	...	300 0 0	...	300 0 0		300 0 0
District Magistrate, Flooding Creek, also	62 4 8	107 7 6	164 6 8	254 8 7	...	...	216 11 4		578 7 5
Commissioner of Crown Lands	...	5 2 0	...	...	...	...	...		5 2 0
Detachment of Native Police	...	...	...	...	...	...	...
Coroners	...	...	...	...	...	...	...
Public Works—Repairs to the Bridge at									
Tarraville	...	...	...	...	...	50 0 0	...		208 2 8
Buoys and Moorings	...	...	...	...	...	158 2 8	...		16 8 0
Transport	...	14 0 0	...	...	...	2 8 0	...		37 5 9
Collecting the Census	...	37 5 9	...	...	...	...	...		50 0 0
Education	...	...	...	...	...	...	...		360 5 4
Ecclesiastical	...	...	116 13 4	...	243 12 0	...	...
Paid from Crown Revenue :—									
Survey—Surveying Parties	300 2 0	193 12 0	62 9 8	52 15 0	...	...	362 11 8		1518 16 5
Expenses of Expedition in search of New Line	...	...	...	...	...	...	...
of Road	...	617 17 6	...	232 10 0	...	59 10 3	...		850 7 6
Surveys by Contract	...	8 14 10	748 8 5	48 11 10	...	77 9 7	1063 17 9		1218 14 0
Commissioner of Crown Lands	279 14 0	...	...	26 5 0	...	69 0 0	...		95 5 0
Aborigines—Blankets and Clothing	...	...	...	...	...	...	...
TOTALS	1541 2 7	1315 16 10	5011 19 11	2067 12 2	3827 3 1	1457 12 3	10380 5 7	4841 1 3	15221 6 10

(Signed) HUGH C. E. CHILDERS.

Audit Office,
Melbourne, 31st October, 1853.

No. 3.

An ACCOUNT of the EXPORTS from and IMPORTS into the District of GIPPS' LAND, for the half year ended 30th JUNE, 1853.

EXPORTS.

ARTICLES EXPORTED.	QUANTITY.	VALUE.		
		£.	s.	d.
<i>To New South Wales.</i>				
Machinery	4 cases	117	0	0
Potatoes	1 ton	10	0	0
Sheep Skins	22 bundles, 860 loose	200	0	0
Tallow	5 cwt.	10	0	0
Wool	322,250 lbs.	14,748	0	0
		15,085	0	0
<i>To Van Diemen's Land.</i>				
Butter and Cheese	2 tons 5 cwt.	270	0	0
Leather, unmanufactured	6 cwt.	19	0	0
Live Stock—Cattle... ..	1,617	7,852	0	0
" " Sheep	7,510	3,074	0	0
Provisions—Salted	1 ton	100	0	0
Skins—Cattle	12	4	0	0
" " Sheep	1 bundle and 130 loose	22	0	0
Tallow	4 cwt.	6	0	0
Wool	9,950 lbs.	446	0	0
		11,793	0	0

RECAPITULATION.

New South Wales	15,085
Van Diemen's Land	11,793
TOTAL EXPORTS	£26,878

IMPORTS.

ARTICLES IMPORTED.	QUANTITY.	VALUE.		
		£	s.	d.
<i>From New South Wales.</i>				
Apparel and Slops	6 boxes	73	0	0
Beer and Ale	276 gallons	67	0	0
Carts and Drays	7	140	0	0
Candles... ..	4 boxes	10	0	0
Carriages and materials	1 package	6	0	0
Confectionary and Preserves	2 cases	4	0	0
Drugs and Medicines	1 case	3	0	0
Earthenware	5 packages	20	0	0
Flour	1½ tons	30	0	0
Fruit	2 packages	5	0	0
Furniture	25 packages	88	0	0
Glass	2 boxes	5	0	0
Grain, viz., Maize	40 bushels	10	0	0
" " Rice	2 tons 2 cwt.	44	0	0
Haberdashery and Drapery	14 packages	295	0	0
Hardware and Ironmongery	21 packages	119	0	0
Leather unmanufactured	2 bundles	5	0	0

IMPORTS.—Continued.

ARTICLES IMPORTED.	QUANTITY.	VALUE.		
		£	s.	d.
Leather, Boots and Shoes	8 trunks	150	0	0
Live Stock, Horses	1	20	0	0
Machinery	1 case	10	0	0
Oatmeal and Pearl Barley	1 cask	3	0	0
Oilman's Stores	37 packages	145	0	0
Pipes, Tobacco	2 boxes	6	0	0
Saddlery	9 cases	122	0	0
Salt	7 $\frac{3}{4}$ tons	47	0	0
Soap	34 cwt.	50	0	0
Spirits, viz., Brandy	286 gallons	125	0	0
" Gin	80 gallons	32	10	0
" Rum	723 gallons	255	0	0
Starch and Blue	2 boxes	7	0	0
Stationery	4 packages	20	0	0
Sugar, viz., Raw	10 tons, 15 cwt.	214	0	0
Tarpaulins	4 bales	25	0	0
Tea	2033 lbs.	132	0	0
Tobacco	2280 lbs.	250	12	0
Turpentine	5 gallons	2	0	0
Toys	1 case	5	0	0
Vinegar	20 gallons	3	0	0
Watches and Clocks... .. .	1 case	20	0	0
Wine	396 gallons	172	10	0
Wooden Ware	117 pieces	30	0	0
Woollens	10 bundles	65	0	0
Woolpacks	1 bale	20	0	0
		2855	12	0
<i>From Van Diemen's Land.</i>				
Agricultural Implements	4 packages	15	0	0
Alkali, Soda	2 casks	5	0	0
Apparel and Slops	11 packages	87	10	0
Arms and Ammunition, (Shot)... .. .	7 $\frac{1}{2}$ cwt.	15	10	0
" (Gunpowder)	1 keg	2	10	0
Arrowroot and Sago	2 boxes	6	0	0
Ber and Ale	1852 gallons	362	0	0
Blacking	3 casks	9	0	0
Blankets	2 bales	30	0	0
Candles	6 boxes	16	0	0
Carriages and materials	5 packages	53	0	0
Carts and Drays	3	85	0	0
Colours	3 kegs	3	0	0
Confectionary and Preserves	15 cases	46	10	0
Cordage and Rope	8 coils	19	10	0
Drugs and Medicines	10 cases	63	0	0
Earthenware	11 cases	93	0	0
Flour	21 tons, 16 cwt.	492	0	0
Fruit, viz., Dried	4 boxes	4	0	0
" Green	57 bushels	27	10	0
Furniture	224 packages	899	0	0
Glass	4 boxes	12	0	0
Grain, viz., Oats	242 bushels	142	10	0
" Rice	11 cwt.	10	0	0
" Wheat... .. .	32 bushels	19	0	0
Haberdashery and Drapery	30 packages	1050	10	0
Hardware and Ironmongery	71 packages	223	0	0
Hay	3 tons	49	0	0
Instruments, Musical	2 cases	60	0	0
Iron	21 cwt.	15	0	0
Lead	1 cwt.	1	10	0
Leather, viz., unmanufactured	2 bales	8	0	0
Leather, Boots and Shoes	8 trunks	177	0	0
Lime	32 bushels	5	0	0
Live Stock, viz., Horses	15	140	0	0
Lucifer Matches	1 case	10	0	0

IMPORTS.—Continued.

ARTICLES IMPORTED.	QUANTITY.	VALUE.		
		£	s.	d.
Oatmeal and Pearl Barley	2 casks	5	0	0
Oil, viz., Linseed	25 gallons	6	10	0
„ Black	25 gallons	5	0	0
Oilman's Stores	24 packages	73	0	0
Pepper and Spices	2 bags	6	5	0
Pipes, Tobacco	5 boxes	6	0	0
Pitch Tar and Resin	5 casks	15	0	0
Plants and Seeds	22 packages	27	0	0
Potatoes	10 cwt.	7	0	0
Saddlery	9 cases	117	0	0
Salt	5 tons, 17 cwt.	39	0	0
Soap	59 cwt.	108	0	0
Spirits viz., Brandy... ..	568 gallons	222	0	0
„ Gin	84 gallons	35	0	0
„ Rum	572 gallons	159	0	0
„ Whiskey	68 gallons	29	0	0
Starch and Blue	2 cases	5	0	0
Sugar, viz., Raw	9 tons, 15 cwt.	224	15	0
Tarpaulins	2	10	0	0
Tea	2795 lbs.	157	5	0
Timber, viz., Sawn	750 feet	9	0	0
„ Shingles	12,000	6	0	0
Tinware	8 casks	57	0	0
Tobacco, (Cigars and Snuff)	458 lbs.	40	0	0
Toys	1 case	4	0	0
Turpentine	20 gallons	7	0	0
Vinegar	201 gallons	22	10	0
Wine	261 gallons	93	10	0
Woodenware	8 packages	3	5	0
		5755	10	0

RECAPITULATION.

		£	s.	d.
From New South Wales ... ..	...	2855	12	0
From Van Diemen's Land ... ..	...	5755	10	0
TOTAL IMPORTS ... ..	...	8611	2	0

No. 4.

RETURN of the PRODUCE of the District of GIPPS' LAND, 31st March, 1853.*

District.	Wheat.	Barley.	Oats.	Potatoes.	Barley Hay.
	Bushels.	Bushels.	Bushels.	Tons.	Tons.
Gipps' Land	3057	120	165	31½	79

* This is the latest information procurable.

RETURN of the STOCK in the District of GIPPS' LAND, on 31st December, 1852.*

Police District.	Horses.	Horned Cattle.	Sheep.	Pigs.
Alberton	427	7640	4220	127
Flooding Creek	936	31705	183370	244
TOTALS OF STOCK	1363	39845	187590	371

* This is the latest information procurable.

No. 5.**PRINCIPAL RIVERS, HARBORS AND LAKES.****RIVERS.**

The Tarra and Albert, which take their rise in high ranges to the north of Alberton and enter the sea by several shallow inlets near that township.

The La Trobe river, which takes its rise near Mount Bau Bau and discharges itself into Lake Wellington.

The McAlister, which takes its rise in the Australian Alps and flows into Lake Wellington. The principal tributaries of this river are the Thompson and Cowarr.

The Avon or Dunlop river, which takes its rise near Mount Wellington, a spur of the Australian Alps, and discharges itself into Lake Wellington.

The Mitchell river, which takes its rise in the Australian Alps, and flows into Lake King. The principal tributaries of this river are the Wannangatta, the Moroka, the Dargo and the Wentworth, all of which have their sources in the Australian Alps.

The Taambo river, which takes its rise in the Australian Alps near Lake Omco, and discharges itself into Lake King.

The Snowy river, which takes its rise in the Australian Alps, near the boundary between New South Wales and Victoria, and discharges itself into the sea near Point Ricard.

The Genoa river, which takes its rise in the Australian Alps, and discharges itself into the sea about twelve miles to the westward of Gabo Island.

The Franklin river, a small river which discharges itself into Corner Inlet.

The Tarwin river, which takes its rise near Hoddle's Ranges, and discharges itself into Anderson's Inlet to the eastward of Cape Patterson.

HARBORS.

Port Albert.

Welshpool, at Corner Inlet.

Refuge and Sealers' Cove.

LAKES.

Lakes Wellington, Victoria and King, are a chain of lakes close to the coast which communicate with the sea by a narrow inlet.

Lakes Tyers, Reeves and Denison, are also lakes close to the coast, and communicate with the sea by narrow inlets, and are more properly inlets than lakes.

No. 6.**PUBLIC BUILDINGS AND WORKS IN GIPPS' LAND UP TO 30TH JUNE, 1853.**

Police Office and Lock-up at Alberton.
 Police Office erecting at Tarra Tarra, near Alberton.
 Custom House, Port Albert.

(Signed)

CHARLES J. TYERS,
 Commissioner of Crown Lands,
 Gipps' Land.

No building has been erected by this Department in Gipps' Land.

(Signed)

JAMES BALMAIN,
 Acting Colonial Architect.

No. 7.**RETURN OF ALL LANDS SURVEYED, WHETHER SOLD OR UNSOLD, IN THE DISTRICT OF GIPPS' LAND, TO THE 30TH JUNE, 1853.**

PARISH OR LOCALITY.	SOLD.						UNSOLD.					
	Town.		Suburban.		Country.		Town.		Suburban.		Country.	
	A.	R. P.	A.	R. P.	A.	R. P.	A.	R. P.	A.	R. P.	A.	R. P.
Alberton	24	2 0	.	.	.	.	48	0 0	.	.	.	.
Sale	66	0 10	.	.	.	.	56	3 20	.	.	.	.
Tarraville	21	0 0	.	.	.	.	14	0 0	.	.	.	.
Stratford	1	2 0	.	.	.	.	51	2 0	.	.	.	.
Welshpool	12	2 0	82	0 0	.	.	15	0 0	135	2 0	.	.
Tarra Tarra, west of Tarra River . . . . .	.	.	537	1 0	.	.	.	.	372	0 0	.	.
Tarra Tarra, east of Tarra River . . . . .	.	.	265	3 0	.	.	.	.	149	0 0	.	.
Yarram Yarram . . . . .	.	.	.	.	534	0 0	.	.	.	.	303	1 0
Woranga . . . . .	.	.	.	.	2935	1 0	.	.	.	.	3010	3 0
TOTAL	125	2 10	885	0 0	3469	1 0	185	1 20	656	2 0	3314	0 0

(Signed)

For the Surveyor General,
WILLIAM H. BUCKLEY.

Surveyor General's Office,
 Melbourne, 15th September, 1853.

No. 8.**THE ROADS.**

Up to 30th June, 1853, no works had been executed by the Central Road Board in Gipps' Land.

(Signed)

FRANCIS MURPHY,
 President of the Central Road Board.

RETURN FROM THE SURVEYOR GENERAL.

No Roads have been as yet formed in this District, but the following have been surveyed :—
 From Alberton to Sale, about fifty miles.
 From Sale towards Melbourne, fifty miles.
 From Sale towards Stratford, about fourteen miles.
 From Stratford to Tom's Creek, about twenty miles.
 From Tom's Creek to Tambo River, about forty-five miles.
 From Tambo River to boundary between New South Wales and Victoria, about one hundred miles.
 From Alberton to Welshpool, old road, eighteen miles.
 From Alberton to Welshpool, new road, fifteen miles.
 From McLennan's Straits to Tom's Creek, fifteen miles.
 From McLennan's Straits to Lake King, thirty-five miles.

No. 9.

PUBLIC DEPARTMENTS IN GIPPS' LAND.

1. Petty Sessions at Alberton.
2. Petty Sessions at Sale.
3. Customs.
4. Crown Lands.
5. Registrars of Births Deaths and Marriages at Alberton and Sale
6. Post Offices at Alberton and Sale.
7. Pilot at Port Albert.

(Signed)

CHARLES J. TYERS,
Commissioner of Crown Lands

No. 10.

COPY OF A MEMORIAL AND CORRESPONDENCE RELATIVE TO THE HARBORS.
WELSHPOOL.

Police Office, Alberton.
5th April, 1853.

Sir,

I do myself the honor to represent to you for the information of His Excellency the Lieutenant Governor, that there appears to be a strong desire on the part of some persons in this neighbourhood, and also amongst others in Melbourne, to erect Steam Saw Mills behind and in the immediate neighbourhood of Welshpool, and also on the Steep Bank River, which empties itself into Corner Basin on the north side, if the channels leading to both places were properly surveyed and buoyed down, and some accommodation in the shape of jetties, were provided for shipping timber, &c.

His Excellency is aware that the late Mr. Dobson, of Alberton, made a kind of survey of the Welshpool channel, and it is believed of the Steep Bank channel also, but as he was not a marine surveyor, and as the slight beacons that he erected (thin saplings) are fast disappearing, it would seem in the circumstances to be most desirable that these channels should be at once surveyed and buoyed down by a Marine Surveyor, *quite unconnected with local interests.*

I have the honor to suggest whether it might not be advisable for the Government to avail itself of the services of Lieutenant Edgar Slade, of the Royal Navy, the Sub-Inspector of Police for Gipps' Land, who has abundance of time on his hands, a boat and crew at command, &c., to survey and buoy down these channels. I may add that Mr. Slade is anxious to undertake the work, and from his experience in this branch of his profession, I have no doubt, would acquit himself well.

Probably no better argument for an immediate survey, &c., need be adduced than the very high price in Melbourne of timber for building purposes, which competing saw mills would no doubt, speedily reduce.

I may add in conclusion, that I am assured by persons who know the forests around Welshpool and on the banks of the Steep Bank River, producing white and blue gum and stringy bark of great sizes, that to these localities Melbourne must look for the best and cheapest supply of timber for house building and other purposes.

(Signed)

I have, &c.,
ANDREW McCRAE,
Police Magistrate, Alberton.

The Honorable the Colonial Secretary,
&c., &c., &c.,
Melbourne.

Colonial Secretary's Office,
Melbourne, 23rd April, 1853.

SIR,

I have the honor to acknowledge the receipt of your letter of the 5th instant, suggesting for the consideration of the Lieutenant Governor, the propriety of having the channels leading to Welshpool and the Steep Bank, or more properly the Franklin River (so named by His Excellency some years since), surveyed and buoyed down by a Marine Surveyor.

I am directed in reply to state that His Excellency has no objection to this work being undertaken by Lieutenant Edgar Slade, whom you recommend, upon the distinct understanding that the duties of his office as Sub-Inspector of Police, are not thereby interfered with or neglected.

(Signed)

L. GILLES, A.C.S.

The Police Magistrate,
Alberton.

THE POLICE MAGISTRATE, ALBERTON, TO THE HONORABLE THE COLONIAL SECRETARY,
RESPECTING THE SURVEYING AND BUOYING OFF THE CHANNEL LEADING TO THE
FRANKLIN RIVER AND WELSHPOOL.

Police Office, Alberton,
6th June, 1853.

SIR,

I have the honor to acknowledge the receipt of your letter of the 23rd April, upon this subject, in which you state that His Excellency has no objection to this work being undertaken by Lieutenant Edgar Slade, upon the distinct understanding that the duties of his office as Sub-Inspector of Police, are not thereby interfered with or neglected.

In answer, I regret to be obliged to inform you that having communicated with Mr. Slade, I find the difficulties in the way of the proposed survey cannot be surmounted without interference with his duties as Sub-Inspector of Police.

I have the honor to be, &c.,
(Signed) ANDREW McCRAE.

Colonial Secretary's Office,
Melbourne, 29th June, 1853.

SIR,

In acknowledging the receipt of your letter of the 6th instant, respecting the surveying and buoying of the channels leading to the Franklin River and Welshpool, and informing me that Lieutenant Edgar Slade cannot undertake this work without seriously interfering with his duties as Sub-Inspector of Police, I do myself the honor to inform you by direction of His Excellency the Lieutenant Governor, that there is no provision on the Estimates at present for the payment of a Marine Surveyor for the work in question, but the Auditor General has been instructed to provide the necessary amount on the next Estimates.

I have, &c.,
(Signed) W. LONSDALE.

The Police Magistrate,
Alberton.

Police Office, Alberton,
14th July, 1853.

SIR,

I do myself the honor to acknowledge the receipt of your letter of the 29th ultimo, respecting the surveying and buoying off the channels leading to the Franklin River and Welshpool, and informing me that it is the intention of His Excellency the Lieutenant Governor to make provision in the estimates for the payment of a Marine Surveyor for the work in question.

Previously to receiving this letter I had received a communication from Mr. Edward Thomas Newton of Alberton, storekeeper, of which the enclosed is a copy, calling my attention to the depressed state of this District occasioned as he states, and as I believe, almost entirely by the port known as Port Albert being the property of a private firm, further showing the necessity for immediate steps being taken for the relief of the country, and pointing out means calculated to effect this desirable object.

In submitting this letter for the consideration of His Excellency the Lieutenant Governor it is proper that I should mention that with the exception of the unanimity of the settlers of Gipps' Land at this time on the subject of opening up the country, I believe that Mr. Newton's statements are consistent with the facts of the case, and that, had he gone more into detail, he could have shown that this fine district, although within four and twenty hours' sail of Melbourne, labors under more and greater disadvantages than probably any other portion of the Colony.

The sale here of Crown Lands which it is believed His Excellency has now in contemplation, will no doubt be a great boon, that is, if simultaneously, or with as little delay as possible, measures are taken to enable the inhabitants to turn the same to the best account, and probably no better could be devised than those desired by Mr. Newton, viz., the buoying off the channels and preparing the new port for the reception of shipping by the erection of a jetty, &c., and by making the road and the bridges thereon to connect the port with the interior.

His Excellency is aware that there is but one pilot (who is also acting harbor master for Port Albert), it would therefore be necessary to make provision for a pilot and boat's crew for the new port also.

For the other portion of the work, the roads and bridges, which it is presumed would be undertaken by the Commissioners, there are people on the spot, I understand, quite competent and willing to contract immediately.

While upon the subject of the state of Gipps' Land, I would submit an addition to the measures recommended above,—the transmission of the mail by steamer twice a week. The overland route, His Excellency is aware, is a difficult one at all times, occupying even in the summer season, when the roads are comparatively good, five and a half days, whereas, the mail sent by steamer would reach Alberton in about twenty-four hours in summer; and the average passage, taking both seasons, would probably not exceed two days.

For the conveyance of the mail to and from Alberton and Sale I have no doubt that a reasonable contract might be made here.

I have ventured to suggest sending the mail by steamer, as the sum that the Government would probably be inclined to give for its conveyance would, with passengers, &c., be a sufficient inducement, it is believed, to the owners of a suitable vessel to undertake the contract. The member for Gipps' Land could give His Excellency every information upon this subject.

(Signed)

I have, &c.,

ANDREW McCRAE.

The Honorable
The Colonial Secretary,
Melbourne.

Alberton, 12th July, 1853.

SIR,

Referring you to our conversation respecting the new port, permit me now on behalf of myself and others who take a warm interest in the welfare of this district to make a few observations in connexion therewith.

2. That the squatters here, along with the rest of the inhabitants, are anxious for the complete establishment of the new port, I need only remind you of a memorial forwarded to His Excellency Sir Charles Fitz Roy before Victoria became a separate province, praying for the formation of a Free Port, which memorial was signed by upwards of one hundred of the settlers and other residents. Latterly also the public manifestations on the same behalf have been general and frequent, and have been so far successful as to have induced the Government to form Welshpool, and to sell township and suburban ground here to the value of £869; but which, nevertheless, will remain as now of little or no advantage to us, if further steps are not taken by them to form the roads and bridges and buoy off the channels.

3. In a memorial addressed to the Road Board, dated Melbourne, 16th May, 1853, and signed by several residents here, and by persons in Melbourne having landed property at Welshpool, Alberton, and elsewhere in this District, the necessity for immediately opening the free port of Welshpool to the Gipps' Land public was insisted upon respectfully for several reasons, viz. :—

“That the township of Welshpool is situated in close proximity to a deep navigable channel available to the largest ships.

“That prior to the sale of allotments there (upwards of eighteen months back), an excellent line of road was marked out by the Government Surveyor, as also a place on the River Albert for a bridge. That the want of means of communication formed a great obstacle to the complete development of an extensive timber trade between this and Melbourne, alike ruinous to the interests of both places; forests of the finest timber for every purpose of ship and house building, abounding in all parts of the Inlet, and between Alberton and Welshpool, much of the country also between these two places, being of excellent quality for agricultural operations.

“That Gipps' Land has hitherto had no port to ship stock or other produce from, but the Stockyard Point, a place entirely in the hands of a mercantile firm, and that such port is only navigable for small vessels; the insurance on ships bound thither being strictly limited to 8 feet 6 inches draught.”

4. In addition to the above, I may remark, that the timber trade between Melbourne and Van Diemen's Land has increased to an enormous extent, the value of which at this moment cannot be estimated at less than £150,000 annually, the greater part of which sum would be kept in the pockets of our own colonists if measures were taken to make our resources known to the public; besides which the harbor of Welshpool possesses facilities for ship building worthy the serious consideration of our Government, facilities and advantages which I believe will not elsewhere be found on any part of the entire coast-range of Victoria.

5. It is the opinion of many persons here that dangerous and bad as the channels to the Stockyard have always been, they are still further shoaling, from the occasional shifting of sand and mud banks. This may in some measure account for the numerous strandings of ships, both at the mouth of the harbor and its interior channels, the only passage now left being through the Sylvanus Channel, the old one over the Bar having shifted or filled up.

6. As regards the distance of Welshpool from other portions of the District, it will, I think, be found that by crossing the Tarra Rivulet, at a joint where formerly stood Collins' Bridge (which the maps will better explain), and proceeding through John Orr's survey, to Alberton, and thence by Dawson's line, the road from the interior will not be more than four or five miles further than it is to the Stockyard Point, whilst much bad ground would by this route, be avoided.

7. It must then, I submit, be evident that a Port with such facilities for the navigation of ships of burthen, as Welshpool, will be of incalculable benefit to the country, when properly buoyed off and made known. It will enable us to receive immigration direct from the Mother Country, long so much required; will open out the magnificent forests of timber on the shores of the Inlet, thereby benefiting the province generally and by affording a place where live stock can be supplied and got to sea immediately without risk of detention from westerly winds or shallow channels; will cause competition amongst owners of vessels in the cattle trade, reduce the present high rates of freight, and by shortening the voyage to Hobart Town, and thus causing stock to arrive in that market in better condition than heretofore, prove of great pecuniary advantage to the settlers at large.

(Signed)

I have, &c.,

C. T. NEWTON.

To A. M. McCrae, Esq.,
Police Magistrate, Alberton.
C.—No. 20, d.

REPORT OF THE SURVEYOR GENERAL.

I have received authority to employ a land surveyor in Gipps' Land. With regard to the marine survey of the channel leading to Franklin River and Welshpool, I think it would be advisable to despatch one of the Government vessels to this locality with the necessary buoys, beacons, sinkers, &c., and employ her in the surveying and marking off the course of the channel.

With respect to the officer in charge of the vessel and survey, I understand there are two gentlemen now in the service of this Government well qualified for the work, but they are under the orders of the Chief Commissioner of Police; but I have but little doubt that Mr. Mitchell would sanction any arrangement by which either of the gentlemen, Lieutenants Pascoe or Slade, could undertake this survey without their present duties being neglected. Mr. Slade is on the spot. I would advise that the officer employed should receive the salary and allowance of a surveyor, £600 and £200 with table whilst afloat.

(Signed)

ANDREW CLARKE.

10th August, 1853.

CORRESPONDENCE RELATING TO PORT ALBERT AND SHALLOW INLET.

Port Albert, Gipps' Land,
3rd October, 1852.To C. J. TYERS, Esq.,
Commissioner Crown Lands,
District of Gipps' Land.

SIR,

We the undersigned Stockholders of Gipps' Land, beg leave to apply for permission to erect a Stockyard for the purpose of shipping stock on the North Head of Shallow Inlet.

It has been represented to us by the masters of vessels trading to this Port, that the present entrance to Port Albert has become highly dangerous from the direction of the channel having so much altered, and from the accumulation of sand banks on the Bar, and at the same time that a good entrance and safe anchorage exist at Shallow Inlet, about six miles north of the present entrance. Having examined the approach to that Port from the inland country, and finding nothing to prevent stock from being driven direct to the proposed shipping place, we beg leave to apply for permission to erect a yard, trusting at the same time that His Excellency the Lieutenant Governor will be pleased to devote a sufficient sum to defray the expense and reserve the whole of the shipping point for public uses.

Edward Crooke
John King
G. D. Endley
Norman R. Macleod
Arthur King
Robert Thompson
R. E. Cunningham
W. Odell RaymondF. Taylor
James Macfarlen
Jno. W. Lovell
William Montgomery
F. Desailly
Augustus Goringe
D. Ballantine
Geo. P. Desailly

[COPY.]

Colonial Secretary's Office,
Melbourne, 11th December, 1852.

SIR,

I am directed by His Excellency the Lieutenant Governor to acknowledge the receipt of a Petition forwarded by you, from certain Stockholders resident in Gipps' Land, asking permission to erect a stockyard for shipping stock at Shallow Point.

His Excellency, prior to giving a definite reply to the petitioners, has instructed me to enquire if you could nominate any competent person in your district to undertake the survey of the Port in question.

(Signed)

I have, &c., &c.,
L. GILLES,
For the Colonial Secretary.The Crown Commissioner,
Gipps' Land.

[COPY.]

Commissioner Crown Lands' Office,
Gipps' Land, 27th December, 1852.

SIR,

In reply to your letter of the 11th instant, enquiring if I could nominate any competent person in my district to undertake the survey of the new port at Shallow Inlet, I have the honor to state my opinion that there is not a person at present in Gipps' Land competent to perform that work with any degree of accuracy, but I have reason to believe that Mr. Moore, the Sub-Collector of Customs (formerly in command of the *Prince George*, Revenue Cutter), and the Harbor Master and Pilot of Port Albert, Mr. Fermanagh, could survey it sufficiently to report upon its capabilities.

(Signed)

I have, &c., &c.,
CHARLES J. TYERS.

The Honorable the Colonial Secretary.

[COPY.]

Colonial Secretary's Office,
Melbourne, 8th January, 1853.

SIR,

I have the honor to acknowledge the receipt of your letter of the 27th ultimo, respecting the survey of the new port at Shallow Inlet.

In reply, I am directed to request that you will have the goodness to convey to the Sub-Collector of Customs and the Harbor Master of Port Albert, his Excellency's wish that they should survey the port in question, and report upon its capabilities if they can contrive to do so without interruption to their ordinary duties.

Mr. Moore.
Mr. Fermanagh.

(Signed)

I have, &c., &c.,
L. GILLES,
For the Colonial Secretary.The Commissioner of Crown Lands,
Gipps' Land.

[COPY.]

Gipps' Land,
11th April, 1853.

SIR,

I beg leave to draw your attention to a letter addressed to the Crown Lands' Commissioner of this District, in October, 1852, requesting permission to erect a stockyard at Shallow Inlet, for the purpose of shipping stock to Hobart Town, and to which no answer has been yet received.

On applying to Mr. Tyers, the Commissioner for the District, he informed me that some time since he reported to the Government on the subject, but has not received the necessary instructions to grant a license. I therefore beg leave to request your consideration of this subject, as much public inconvenience and loss are felt by the settlers of this District, in being compelled to use a bad Harbor when a good one is close at hand.

The masters of vessels trading to this Port have a great cause of complaint that the settlers are neglectful in failing to open up a better shipping place and consequently charge a high freight to make up for the detentions they are constantly subjected to.

In the first letter to the Commissioner, and which he says has been forwarded to your office, it is requested that His Excellency the Governor will be pleased to devote a sufficient sum to defray the expense, and reserve the whole of the Point for public uses. If the expense of erecting the yard is any hindrance to the permission of occupying the Point being granted, I am requested by the parties who signed the first letter, to waive the claim to the expense being borne by the Government, and only now request that the Crown Lands' Commissioner be instructed to give the proper authority to the gentlemen signing the requisition to erect the shipping yard on the point of land in question for public uses, the whole expense of which they are content to bear rather than submit to further delay.

It is further requested that you will understand that the reason for urging the execution of this affair is that the winter is fast approaching, and as soon as the country becomes soft from the rains, it is impossible to draw the necessary timber for the erection of the yard.

(Signed)

I have, &c., &c.,
JOHN KING.To the Honorable the Colonial Secretary,
Melbourne.

[COPY.]

Colonial Secretary's Office,
Melbourne, 26th April, 1853.

SIR,

I have the honor to acknowledge the receipt of your letter of the 11th instant, drawing attention to a former communication, addressed in the month of October last, by the stockholders in Gipps' Land, to the Commissioner of Crown Lands for that District.

In reply, I have the honor to state that this correspondence to which you allude, had reference chiefly to the survey of Shallow Inlet, and by the Commissioner's report to Government at the time, there was no competent person then available who could undertake this work, some allusion was however, also made to the erection of a fenced yard at the expense of Government without giving any further particulars, and as this appeared to be contingent upon the survey of the port, nothing further was in consequence then written about it.

As, however, it now appears that the stockholders of Gipps' Land desire to have a stockyard constructed at this place, it is requested that some more defined explanation may be given with regard to its site, and the quantity of ground required to be enclosed to enable His Excellency the Lieutenant Governor to decide upon the application.

(Signed)

I have, &c.,
W. LONSDALE.John King, Esq.,
Gipps' Land.

[COPY.]

Colonial Secretary's Office,
Melbourne, 27th April, 1853.

SIR,

John King, Esq.

I have the honor to inform you that a letter has been received at this office from the gentleman named in the margin, in which he adverts to a correspondence which took place during the month of last October, and subsequently between the stockholders in Gipps' Land, yourself, and this office, on the subject of the survey of Shallow Inlet, and construction of a stockyard for shipping cattle.

The erection of the stockyard was at the time supposed to be contingent upon the survey of the port, and as this was impracticable from the absence of any competent surveyor, no directions were issued respecting the former.

As the gentlemen referred to now wish the stockyard to be erected without delay, I have to request that you will have the goodness to ascertain more particularly what they require, and report for the Lieutenant Governor's information, whether compliance with their wishes in this case would be likely to prove in any degree prejudicial to the general interests of the community.

I have, &c.,

(Signed)

W. LONSDALE.

The Commissioner of Crown Lands,
Gipps' Land.

[COPY.]

Commissioner of Crown Lands' Department,
29th June, 1853.

SIR,

Referring to your letter of 27th April, 1853,—4834, on the subject of Mr. King's application for permission to erect a stockyard at Shallow Inlet to facilitate the shipping of cattle, I have the honor to state that having put myself in communication with that gentleman, in accordance with your instructions I have learned that the request is now simply confined to permission to make use of about an acre of land on the sea beach (consisting chiefly I believe, of sand hummocks), and erect thereon the requisite yards and fences. The memorialists having withdrawn their application for Government aid in the hope that there will be no obstacle in the way of their commencing the work without further delay.

I have, &c., &c.,

(Signed)

CHARLES J. TYERS.

The Honorable the Colonial Secretary.

[COPY.]

Colonial Secretary's Office,
Melbourne, 27th July, 1853.

SIR,

Referring to your minute of the 20th instant on a letter from the Commissioner of Crown Lands, Gipps' Land, respecting an application made by Mr. King, for permission to make use of about an acre of land on the sea beach at Shallow Inlet, I have the honor to inform you that His Excellency the Lieutenant Governor has been pleased to authorize the occupancy of the land in question for the purpose proposed.

I have, &c.,

(Signed)

L. GILLES.

The Surveyor General.

ESTIMATED AREA AND BOUNDARIES OF THE DISTRICT OF GIPPS' LAND.

Estimated area 14,426 square miles, or 9,232,640 acres, bounded on the south and east by the sea from Cape Patterson to Cape Howe, on the north by a line running in a north-westerly direction from Cape Howe to the nearest tributary of the Murray, and the Australian Alps, and on the west by the Alps and a line south to Cape Patterson.

POLICE DISTRICTS.

1st. ALBERTON—That part of the Gipps' Land District south of Merriman's Creek, bounded on the north by that Creek and a line west from its head to the western boundary of the District.

2nd. SALE—That part of the Gipps' Land District north-east of Merriman's Creek, and bounded on the south by that Creek and a line west from its head to the western boundary of the District.