

## THE DISCOVERY AND SETTLEMENT OF PORT MACKAY, QUEENSLAND.

### CHAPTER I.

#### THE EARLY DISCOVERIES ON THE EAST COAST OF AUSTRALIA, 1770—1844.

The discovery of the East Coast of Australia, where Port Mackay is situated, was the achievement of the great navigator, Captain James Cook, R.N., F.R.S. After completing his arduous duties on the coast of North America,\* he was chosen as the Commander of the Expedition destined to observe the transit of Venus at Tahiti, one of the Society Islands. This Island, which is believed to have been discovered by Quiros, in 1606, had been discovered independently by Capt. Wallis in the "Dolphin," in 1767. Cook started from the River Thames on the 21st July, 1768, in H.M. barque the "Endeavour," going out via the Cape of Good Hope. On completing his work at the Society Islands, he circumnavigated New Zealand and arrived off the coast of Australia at a place he named Point Hicks, after his first lieutenant, who discovered it on the 19th April, 1770. Then he discovered Botany Bay, where he stayed several days, and on the 6th May he started on his ever memorable journey of discovery up the coast. On the 29th May he anchored in Thirsty Sound, which he so named on account of the crew's inability to find fresh water there, and on May 31st he anchored in Broadsound. He passed and named Cape Palmerston, after Henry, Viscount Palmerston, Lord of the Admiralty and on the 1st June was due east of Cape Hillsborough, which he so named after the Earl of Hillsborough, who was First Secretary of State for the Colonies, and President of the Board of Trade, when the "Endeavour" sailed.† Of the aspect of the country here he says: "The Main Land is here pretty much diversified with Mountains, Hills, plains and Vallies, and seem'd to be tollerably Cloathed with Wood and Verdure. These Islands [the Cumberland Islands] which lay Parrallel with the coast, and from 5 to 8 or 9 Leagues off, are of Various Extent, both for height and circuit; hardly any Exceeds 5 Leagues in Circuit are very small. Besides the chain of Islands, which lay at a distance from the coast, there are other Small Ones laying under the Land. Some few smokes were seen on the Main land." On the 3rd June he was obliged to anchor in a bay, which he named Repulse Bay, as he found by the tides there was no further passage there to the N.W.; he then rounded Cape Conway, so named after General H. S. Conway, who was Secretary of State

\* See Arthur Kitson's *Capt. James Cook*, London, 1907.

† See Admiral Wharton's *Capt. Cook's Journal*, London, 1893.

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1765-68, and on the 4th steered through Whitsunday Passage.\* Of the Passage Cook writes: "Our Depth of water in running thro' was between 25 & 20 fathoms; everywhere good anchorage; indeed the whole passage is one Continued safe Harbour, besides a Number of small Bays and Coves on each side, where ships may lay as it were in a Bason: at least so it appear'd to me, for I did not wait to Examine it . . . . The land, both on the Main and Islands, especially the former, is Tolerably high, and distinguished by Hills and Vallies, which are diversified with Woods and Lawns that looked green and pleasant. On a Sandy Beach upon one of the Islands we saw 2 people and a Canoe, with an outrigger, which appeared to be both Larger and differently built to any we have seen upon the Coast. . . . This passage I have named Whitsunday's Passage, as it was discover'd on the day the Church commem-

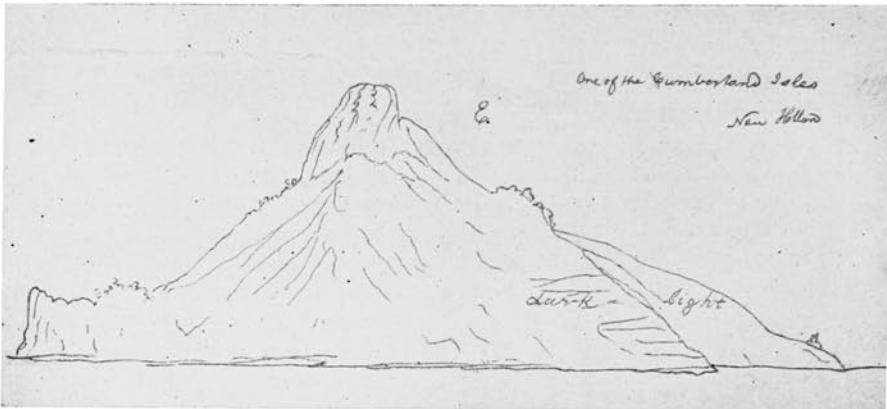


Fig. 1.—LI. Island Cumberland Group. From a Sketch taken by one of the artists on board the "Endeavour." In the British Museum this sketch is included in Buchan's collection; but Buchan died 17 April, 1769, at Tahiti, twelve months before Cook was off the East Coast of New Holland. The sketch is probably by John Reynolds.

orates that Festival, and the Isles which form it Cumberland Isles, in honour of H.R.H. the Duke of Cumberland after Hy. Fredk. Duke of Cumberland, a younger brother of George III." He also named Cape Gloucester after Wm. Hy. Duke Duke of Glo'ster & Edinburgh, another younger brother of the same King. Then he passed northward, away from what is now known as the Mackay district, and although he made two more voyages of discovery he did not revisit this coast.

Cook left many inlets and islands unsurveyed, but it must be remembered his survey was a first one, and the wonder is that considering the innumerable shoals, rocks, &c., he had to contend against, he managed so well as he did, both as regards the accuracy and general excellence of his surveys and his successful navigation of this and other seas.†

\* This Passage is quite the equal in beauty of the Bocus so justly belauded by Chas. Kingsley in *Westward Ho!* I have passed through both Straits during daylight in fine weather.—H.L.R.

† Admiral Wharton, himself a distinguished hydrographer, eulogises Cook's work in the highest terms, and Prof. Dr. Carl E. Meinicke speaks of "the usual care and thoroughness" with which Cook did his surveys. (*Die Inseln des Stillen Oceans*, Leipzig, 2nd Ed., 1888.)

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The discovery of Botany Bay by Capt. Cook led very quickly to the first European settlements in Australia (1788), and these in turn, together with the increasing desire to make further discoveries, was the cause of the continued navigation of these Seas. But apart from adventurous sailors of whose doings there are no records, or of the surveyors specially employed, there were others who sailed up the coast and added a pathetic touch to the rough life of those times. On or about May, 1791, the time expired convict, Wm. Bryant, and his wife Mary with their two children, one an infant at the breast, Jas. Cox, Wm. Allen, Nath. Lilly, Jas. Martin, Sam Bird, Sam Brown and Wm. Morton, all convicts, passed up the coast from Port Jackson, Sydney, to Timor in a boat 22ft. long. At Timor some of them died; one was drowned at Sunda; the rest were handed over to the British authorities, carried to England, and sentenced at Newgate to complete their sentences.

In 1793 the "Hormazeer," Captain Wm. Brampton, bound from Norfolk Island to Bombay, passed up the coast, incidentally discovered the Brampton Shoals, and lost part of a boat's crew, killed by the natives on Darnley's Island. She was accompanied by the "Chesterfield," Captain Mathew B. Alt. In 1798 the ship "Eliza," Captain Swain, went up the coast, following somewhat the track of the brig "Deptford," Capt. Campbell, which in 1797 struck on a reef near long. 151° in almost the same latitude as that of Cape Palmerston. According to the Log of the "Lady Nelson," 6th Oct., Campbell and Swain laid down this reef two degrees off the nearest land instead of twenty miles. Naturally as this route to China and the East Indies became better known the sailings along the coast increased annually with the augmenting immigrant population, but the next voyage of historical importance was that of Capt. Matthew Flinders, R.N., a man of whom all Australians ought to be proud. He was grandfather\* of Prof. Flinders Petrie, F.R.S., the Egyptologist, and was born at Spalding, Lincolnshire, England, in 1774. He had served under Captain Bligh in the "Providence" in 1791, and had come out to Australia the first time with Vice-Admiral Hunter, on his second voyage in 1795.

Capt. Flinders, who had already explored the East Coast of Australia as far north as Hervey's Bay, left Sydney on the 22nd July, 1802, on a voyage of discovery in H.M. Sloop "Investigator," accompanied by the "Lady Nelson." In his quest was also included the finding of any clue which would lead to the discovery of the fate of the missing Expedition of La Perouse. On the 4th August he discovered Port Curtis† which he so named after Sir Roger Curtis, the Commandant at the Cape of Good Hope, who had taken a lively interest in Flinders' work and had been of considerable assistance to him. On the 9th September he located Mount Funnel and so named it "from its form." On the 28th Sept. he writes "we steered for the north-easter-most of the Northumberland Islands, which I intended to visit in the way to Torres Straits. These are no otherwise marked by Capt. Cook, than as a single piece of land indistinctly seen, of three leagues in extent; but I had already described from Mount Westall and Pier Head a cluster of islands, forming a distinct portion of this archipelago; and in honour of the noble house to which Northumberland gives the

\* Through his only child Anne.

† Mr. J. P. Hogan, M.P., in his *Gladstone [Port Curtis] Colony*, Lond., 1898, p. 3, quotes Cardinal Moran as identifying Port Curtis as the spot where Quiros landed in Australia in 1606! Needless to say Quiros never got nearer to this part of Australia than the New Hebrides. The Island Espiritu Santo of this group is generally considered by geographers to have been discovered by that navigator.

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title of Duke, I named them Percy Islands." Of No. 2 Percy Isle, the largest of them, being about thirteen miles in circumference with a greater elevation of perhaps a thousand feet, Flinders says: "The surface of the island is either sandy or stony, or both, with a small proportion of vegetable soil intermixed. It is generally

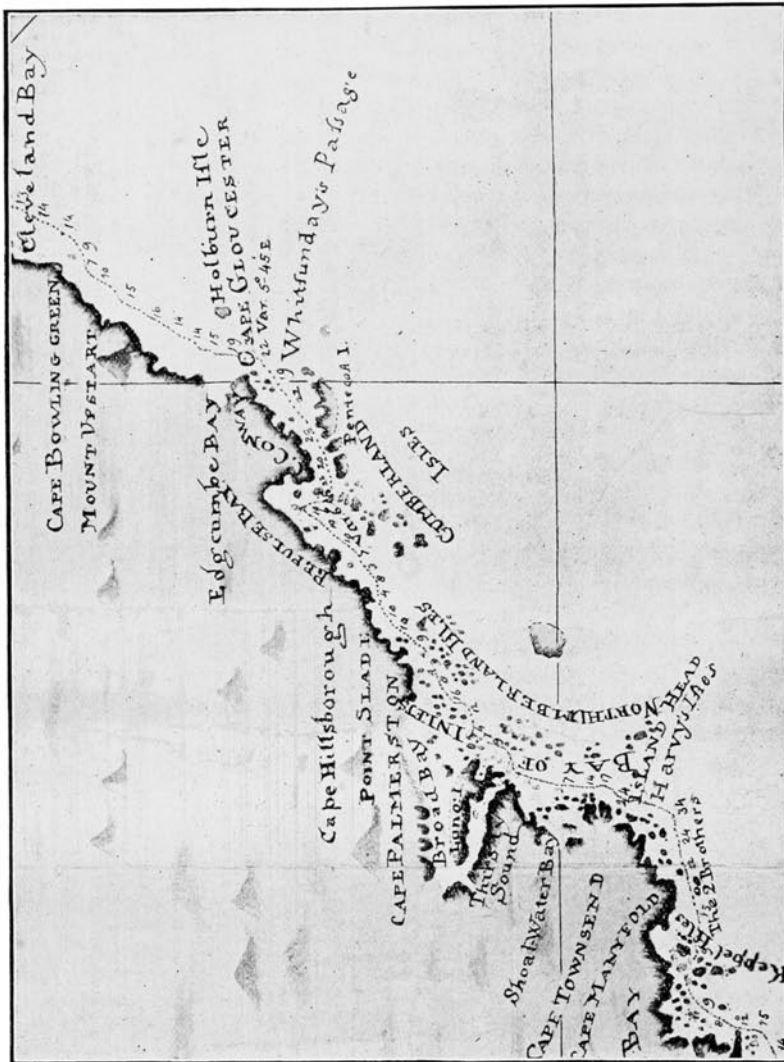


Fig. 2.—Facsimile of Captain Cook's Rough Chart of Part of the East Coast of New Holland. British Museum.

covered with grass and wood; and some of the valleys round the basin might be made to produce vegetables, especially one in which there was a small run, and several holes of fresh water. The principal wood is the *Eucalyptus*, or Gum tree, but it is not large; small cabbage palms grow in the gullies, and also a species of

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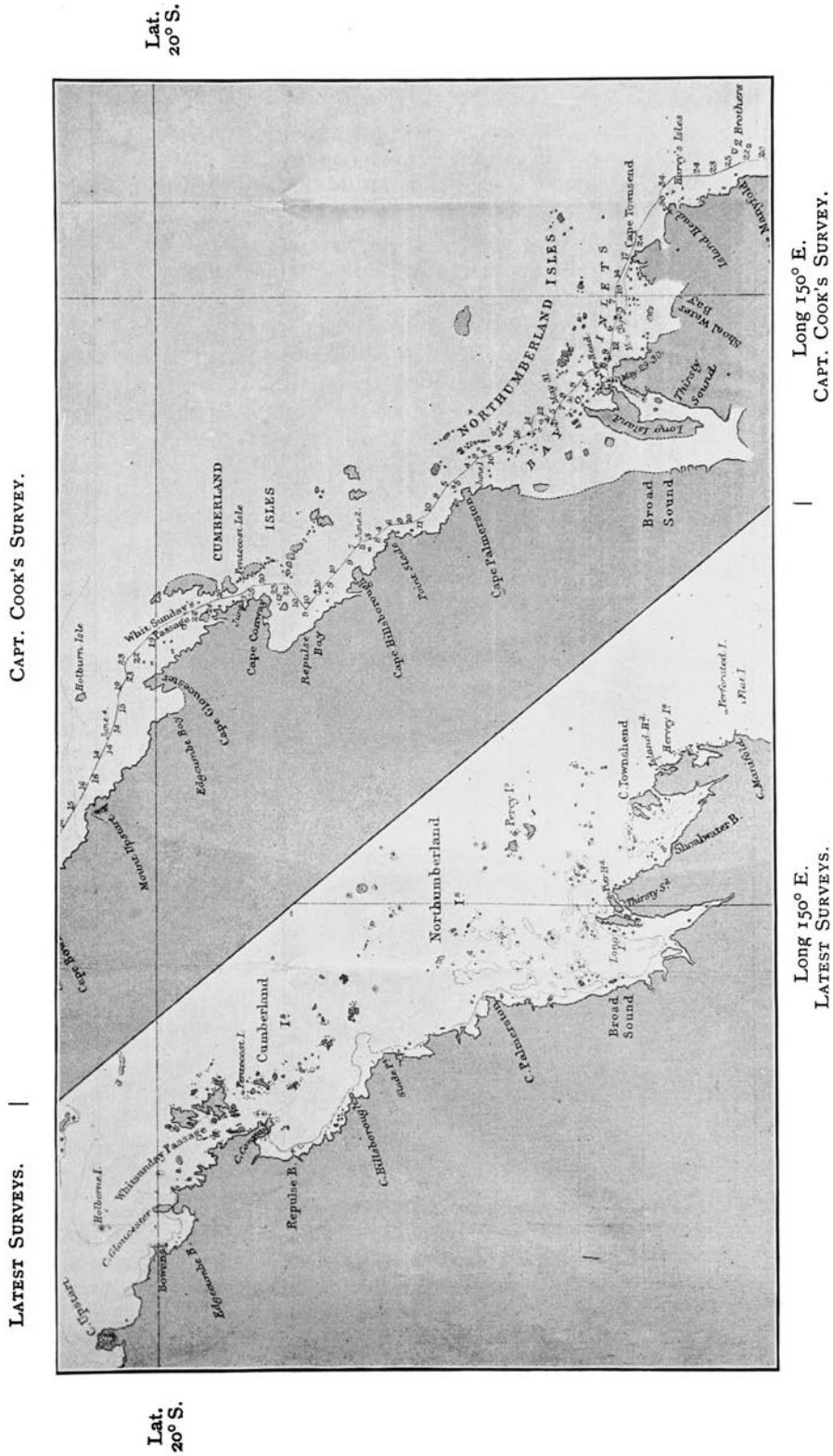


Fig. 3.—Two Charts of the Queensland Coast covering the Mackay District, to show the general accuracy of Capt. Cook's Surveys. Reproduced, by permission of Elliott Stock, from Admiral Wharton's Edition of Capt. Cook's Journal during his First Voyage round the World. London (Elliott Stock) 1893.

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Fig tree, which bears its fruit on the stem, instead of the ends of the branches; and Pines are scattered in the most rocky places." No inhabitants were seen upon any of the Percy Islands, but there were deserted fire places upon all. The Indians probably come over from the mainland at certain times to take turtle, in which they must be more dexterous than we were, for although many turtle were seen in the water, and we watched the beaches at night, not one was caught. There are no kangaroos upon the Percy Isles; nor did we see any useful birds. The large bats, or vampyres, common to this country, and called flying foxes at Port Jackson, were often found hanging by the claws, with their heads downward, under the shady tops of the palm trees; and one solitary eel of a good size was caught on clearing out the pool where our water casks had been first intended to fill. Pines, fresh water and fish will be some inducement to visit the Percy Isles; as perhaps may be the hump-backed whales, of which a considerable number was seen in the vicinity. . . . A wet dock might be made of the basin without other trouble or expense than a little deepening of the narrow entrance, and throwing a pair of gates across; and were the mud to be cleared out the basin would contain fifteen or twenty sail of merchant ships with great ease." The basin referred to is situated in the channel between No. 2 and the western pine islets. On the 16th October Flinders landed on the Cumberland Islands, and on the 18th of the same month the "Lady Nelson" returned to Port Jackson and Flinders continued his investigations northward. He then circumnavigated Australia and returned to Port Jackson on the 9th June, 1803.

With the "Lady Nelson" was sent back the naturalist, Robert Brown, much to his regret and our disappointment, for in so far as our present enquiry extends he had only landed at one each of the Northumberland and Cumberland Isles. When he was returned to Sydney he wrote to Sir Chas. Greville expressing his dissatisfaction as follows, 7 Aug., 1703: "Capt. Flinders who does not rate the importance of such collections [Flora, seeds, &c.] very high thought I suppose he did enough in affording me opportunities of landing at our different anchorages; the trouble of ordering boxes to be made [&c., &c., &c.] he does not seem to have reckoned on. I would rather attribute his conduct to his total inexperience in such matters than to any other cause." A search amongst the letters of Brown to Sir Jos. Banks, P.R.S., does not throw any further light on the matter.

On the 10th August Flinders started home as a passenger in the sloop "Porpoise," Lieut. Fowler of the "Investigator" in command. They were accompanied by the "Cato," Capt. John Park, and the East Indiaman "Bridgewater," Captain E. H. Palmer. On the 17th of August the "Porpoise" and "Cato" were wrecked—the "Bridgewater" sailing away without offering to help in any way. The wrecked crews got on to a sandbank, a cutter was manned and in it Flinders sailed south for succour. On the 7th October Flinders was back at Wreck Reef\* and Cato Bank in the schooner "Cumberland," 29 tons, built at

\* Wreck Reef Bank is thus described by Flinders:—"It is about twenty miles long, and from a quarter, to one mile and a half in breadth; and consists of many distinct patches of different magnitudes, the six principal of which are from four to eight or ten miles in circuit. They are separated by channels of one mile to near a league in width; and in the two eastmost I found from eight to ten fathoms, and nothing to prevent a ship passing through in a case of necessity. Four of the six larger patches have each a sandbank near the middle, which do not appear to have been lately covered by the tide; and they were now more or less frequented by sea birds, such as Noddies,

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Port Jackson, accompanied by the ship "Rolla," Capt. Rob. Cumming, and the schooner "Francis," Capt. Jas. Aiken. The last named returned with some passengers and stores to Sydney, the "Rolla" went on to China, and the "Cumberland" proceeded home via Torres Straits, but, with her commander, passengers and crew, were made prisoners at the Mauritius. So ended Flinders' career as an explorer of the very highest ability. He was the first to suggest the name of "Australia," for the island continent which up to then had not been honoured with a collective title.

In 1812 Captain Cripps in the brig "Cyclops" passed up the coast from Port Jackson to Bengal. He took the inner route, *i.e.*, the route inside the Great Barrier Reef. He made the land at Buzzard's Bay and then followed Cook's tracks, and must therefore have sailed close along the Mackay Coast. In this year the Frederic Reef was discovered by a ship of that name; here the "Queen Charlotte" was wrecked in 1825 (?).

Three years later, on April 19th, 1815, Lieut. Jeffries in H.M. Brig "Kangaroo" sailed from Port Jackson, bound to Ceylon, with a detachment of troops. Having thick weather as Wreck Reef was approached, rendering it unpleasant to run for the narrow channels of the Barrier Reefs, the passage inside of the Great Barrier Reefs, was therefore pursued. On April 28th the brig rounded Break Sea-Spit, and filled up her water at Port Bowen,† where she was detained several days by a gale of wind. From here the track of Captain Cook was followed, as nearly as possible, inside of Northumberland and Cumberland Islands, through Whitsunday Passage. In July of this year the "Indefatigable" passed up, taking the outer route, being accompanied by the "Cochin," a small ship and a brig. In this year also the "Lady Elliott," a merchant ship, got into low water at Shoal Point.

In 1817, Captain Brodie, in the "Alert," passed up on his way from Port Jackson to Calcutta. Some twelve months later, in September, 1818, the ships "Claudine," Captain J. Welch, and "Mary," Captain Ormond, sailed past, bound from Port Jackson to Batavia, and discovered what has since been known as the Claudine Entrance in the Great Barrier Reef. About three months previous to this, on the 21st June, 1818, Captain R. Carns discovered Carns or Mid-day Reef, in the ship "Neptune," from Port Jackson, bound to Calcutta. In July of this year, Captain Bell, of the "Minerva," passed up on the way to India.

In 1819 a Capt. Howard, from Tasmania, had freighted the "Frederick"‡ and the "Wellington" with sheep and cattle for the Isle of France (Mauritius), a market

Boobies, Tropic, and Man-of-War birds, Gamuts, and perhaps some others. Of these four banks, two lie to the west and one to the east of that near which our ship struck; but the eastern bank is the most considerable, and most frequented by birds. Turtle also land there occasionally, and this bank was not improperly called Bird Islet, being now covered with coarse grass, some shrubs, and a soil to which the birds are every day making an increase . . . Besides sea birds of the species already mentioned they procured many thousand eggs; and also four turtle, of which one weighed 459 pounds, and contained so many eggs, that Lieutenant Fowler's journal says: 'no less than 1940, large and small, were counted.'" The position of Wreck Reef Bank is Latitude 22° 11' 23" S. Longitude 155° 18' 50,"5 E.

† Discovered by Flinders in August, 1802, and so named by him in compliment to Capt. Jas. Bowen, of the Navy, and not to be confounded with Bowen, Port Denison, discovered by Sinclair and Gordon in 1859.

‡ One is inclined to ask whether this was the vessel that discovered the Frederick Reef, in 1812. There was another "Frederic," of this convicts got possession in 1834 and sailed in her to South America.

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which then offered large profits. After some delay they reached the Northumberland Islands off which the stock all died from want of room and influence of climate. Unwilling to proceed without cargo, the Captain\* detained the vessels for spars. On proceeding she was wrecked off Clack Island, Cape Melville, and twenty-two of the crew were drowned; but the chief officer, one woman and a boy reached the "Wellington." Going on to Timor and thence to Batavia the Captain died, the crew dispersed, "the vessel was taken under charge by the Orphan Chamber, her register being lost and her owners unknown." In August of this year (1819) the "Baring," Captain Lamb, from Port Jackson to India, sailed up the coast.

On the 3rd June of the same year, Lieut. Phillip Parker King, son of Governor King, watered on No. 1 Percy Islands. He began his Survey where Flinders left off (*Colonial Corr. N. S. Wales, Vol. 95*). On the 5th of the month he and his crew kept the King of England's (William IV.) birthday there. "Tracks of natives, but not of recent date, were noticed. In our walks over the hills we saw abundance of quails, but no animals were observed; very few sea birds frequented the beaches, perhaps on account of the contiguity of the barrier reefs, upon which they can much more plentifully procure their food. On the hills, which are very rocky, the grass grew luxuriantly, although the soil is shallow and poor; but in the gullies Mr. Cunningham found some good loamy ground, in which he sowed a few peach stones, which would doubtless thrive were it not for the fires of the natives. We saw very few pine trees that exceeded forty feet in height, and the cones were not yet formed. Mr. Cunningham remarked a great similarity between the botanical productions of this part and of the north coast, although there is a difference in latitude of 10°." They passed the Beverley group the same night, and after being becalmed were at Point Slade on the 7th June, rounded Cape Hillsborough, and anchored in Repulse Bay. Of Cape Hillsborough, King remarks:—"The country in the vicinity, and particularly to the southward of the Cape, is rocky and mountainous; but the lower grounds are verdant, well clothed with timber; and, judging from the numerous fires along the coast, it must be very populous; the islands near it are rocky and very barren, but many of them being wooded with pine have a picturesque appearance." On the 8th June, 1819, he named the Repulse Isles, describing them as follows:—"These islets are furnished with a very poor and shallow soil. On the sides of the hills we noticed a species of *Xanthorrhœa*, remarkable for its stunted growth and for the curly habit of its leaves. Pumice stone was found at the foot of the hills, washed up, perhaps, by the tide; and on the beach was an European ashen oar. Under the projecting rocks several firing and sleeping places were observed, which had been recently occupied by natives." On the 9th June he rounded Cape Conway and tells us this Cape "is formed by steep rocky hills, rising to the height of nearly 800 feet above the sea; the sides of which were so steep, and so impenetrably covered by a thick underwood, that we could not accomplish its ascent; we were therefore obliged to confine our observations to the beach. Tracks of natives were observed, and either a wrecked or worn out canoe, made of bark, was lying near the ruins of two or three bark huts." In writing to Governor Goulbourn, King mentions with some pride "At Endeavour river I remained a fortnight occupying the very place that Capt. Cook used when he was there in 1770." Continuing his circumnavigation of Australia, King got back to Port Jackson on 12th January, 1820. His vessel was the

\* This was not Captain Howard, who had already been wrecked on Cape Barren. West's *History of Tasmania*, I. p. 75.



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teak cutter, the “Mermaid,” of 84 tons burthen. This voyage was his second one of importance.

King then made a third voyage, this time passing the Percy Isles on the 23—24 July, 1820, naming Mount Dryander, after Jonas Dryander, a celebrated Swedish naturalist, lately deceased, the height of which he placed at 4566 feet.\* In his Sailing Directions King remarks as follows on Mount Dryander. “At the back of Point Slade there is a high mountainous range extending without interruption to the westward of Mount Upstart. In latitude  $21^{\circ}1\frac{1}{2}$  and longitude  $148^{\circ}36\frac{3}{4}$  is a high rounded summit, which is visible at a distance of twenty leagues; between this range, which is at a distance of from five to seven leagues from the sea, and the coast, are several ridges gradually lowering in altitude as they approach the shore. In the neighbourhood of Repulse Bay, this mountainous range recedes, and has a considerable track of low land at its base, which is possibly a rich country; from the height of the hills it must be well watered.” The Cumberland Islands King describes as all high and rocky, “they are covered on their windward or south-east sides with stunted timber and pine trees; but the leeward sides, being sheltered from the wind, are generally well clothed with grass and timber.” He does not speak well of the timber on this occasion, as being too knotty, but as we shall see directly, he changed his opinion of it later on. King then circumnavigated Australia once more, arriving at Port Jackson on the 9th December, 1820. However by the beginning of June, 1821, he was again off this coast. This fourth voyage was made in the 170 ton teak brig, the “Bathurst,” so re-named by Governor Macquarie, and on this occasion he was accompanied part of the way by the “Dick” and “San Antonio” merchantmen on their way to Batavia.

Of Percy Island No. 2, where he anchored on the 10th June, he says:—“This Island, like No. 1, which we visited in 1819, appears to be principally of quartzose formation. The soil is sandy, and affords but little nourishment to the stunted trees with which it is furnished. In the more barren and rocky parts the pine was abundant, but not growing to any great size. The ‘Dick’s’ people cut down and embarked several logs; on examination they were thought to be useless; but from subsequent experience, they proved to be far from deserving such contempt, for during the voyage we made two pole-top gallant masts of it; which, although very full of knots, were as tough as any spar I ever saw; and carried a press of sail longer than would be trusted on many masts. These trees are very abundant on the Cumberland and Northumberland Islands, but do not attain any large size; being seldom higher than 50 or 60 feet, or of a greater diameter than from 12 to 18 inches. Among a variety of birds, several black cockatoos and a pheasant cuckoo were seen. The beaches were frequented by gulls, terns, and oyster catchers; and an egret was noticed of a slate coloured plumage, with a small ruff upon its head. The seine was hauled upon the beach; but the only fish caught were two very large sting-rays; one of which measured 12 feet across; as it was too unwieldy to take on board, we had no means of weighing it; but the liver nearly filled a small pork barrel. It is very probable that our bad success may be attributed to the presence of these fish, for on board the ‘Dick’ several snappers were caught with the hook and line.”

In these voyages King discovered rocks on the route at Northumberland and Percy Groups which had not been marked by Cook. At Shoal Point, where Cook

\* On the Queensland maps of to-day the height is given as 2690 feet.

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had touched on a sandbank and the "Lady Elliott" in 1815 had got into very shoal water, King made special investigations; but as the "Mermaid" passed within three miles of the Point and could not discover any signs of shoaler water, King thought their sandbank must be farther out. King was also of opinion that there might be communication by water between Edgcombe Bay and Repulse Bay, but in this matter later investigations proved that Cook was correct and King was wrong.

In May, 1820, the ships "Claudine," Captain Welch, above referred to, and the "Marquis of Hastings" passed up, and in July, 1822, the "Mary Ann," Captain Warrington, accompanied by the "Almoreh" and "Richmond," are also recorded as having passed the Mackay Coast. Kenn's Reef, which appears to belong to the group of the Cato, Wreck, Carn, etc., was discovered by Capt. Alex. Shand on his passage from Port Jackson to Torres Strait on April 3rd, 1824. In 1825, the "Lalla Rookh," Capt. Hugh Steward, from Port Macquarie with convicts, made her appearance in these waters. It must not be supposed that the vessels chosen for mention were the only ones which went up the coast during the period under review. The vessels named are mostly those which have either discovered some new shoal, reef or island,\* or which have some historical interest attached to their doings. Others no doubt followed earlier more or less in Cook's track, but the records have yet to be found.

The next survey of importance in these waters was that of Capt. J. Lort Stokes, R.N., in command of H.M.S. Beagle. The Beagle was a 10 gun brig of the old type of boats for those days, commonly known as "coffins," but she proved an excellent ship and had already been used for exploring and surveying purposes under Capt. R. Fitzroy on two voyages, in the former of which she had carried Chas. Darwin round the world. She had also been commanded by Capt. P. P. King, above referred to. On 22nd June, 1839, Capt. Stokes reports that "from Port Bowen we steered to pass between No. 1 and No. 2 of the Northumberland Isles, in order that we might lay down their outlines correctly, and also determine the positions of some small islets lying on the S.W. side of No. 1. The most remarkable land in sight in the morning was Mount Westall, named by Flinders after the talented artist who accompanied him, and which forms the highest part of the eastern shore of Shoal Water Bay. The soundings during the night were very regular, only varying from 30 to 33 fathoms with a soft, muddy bottom, mixed occasionally with which the lead brought up small stones. The summit of No. 1 of the Northumberland Isles forms a remarkable peak 720 feet high; a sandy bay on the west side promised good anchorage, and on its south-east and northern sides were some high detached rocks. The heights of the other parts of the group vary from two to six hundred feet. The crests of the western isles are covered with pine trees, which give them a curious jagged appearance. In the afternoon we passed in 34 fathoms, four miles from the eastern side of the Percy Isles, which enabled us to add their eastern extremity in the chart. The main land falling so much back soon after passing Port Bowen, we could form no idea of its character, but certainly what we had seen did not leave a favourable impression of its apparent fertility. Captains Flinders and King, having given a description of the Percy Isles, it will not be necessary for me to say anything about them, further than they are composed of a trap-like compound with an aspect of serpentine, and that either on them or the Northumberland Isles

\* See Horsburgh's India Directory, 2 vols., London, 1827, for a detailed account of their voyages and discoveries, etc.