

SUPPLEMENT TO

The Moonta Herald

AND

NORTHERN TERRITORY GAZETTE.

PORT DARWIN, WEDNESDAY, FEBRUARY 24, 1869.

IN finally taking our leave, we must congratulate our readers on the happy termination of as prosperous and pleasant a voyage as could be desired. The Moonta cast anchor in Port Darwin on Friday, 5th February, 1869, at 3 o'clock p.m.; being the forty-first day since her departure from the Lightship, Port Adelaide. The voyage has been characterized by a singular absence of contrary winds and heavy squalls.

Cape Lewin, the dread of sea-sick landmen, instead of the usual boisterous weather, sent forth a strong fair breeze, which day after day carried the good old craft many miles on her way to her destination.

The latter part of the voyage was somewhat delayed by the light airs and calms peculiar to the tropics, otherwise we should have been able to chronicle our arrival some days earlier.

Early on the morning of the 5th, every one was on the alert to catch the first glimpse of the promised land, and a long dark line on the horizon showed us that our expectations were not doomed to disappointment. As we gradually drew nearer trees became visible, and fire in the distance seemed to show that the natives were already aware of our approach. Point Charles then opened on our view, and in the dim distance could be discerned Point Emery and Talc Head, the projective points and entrance to Port Darwin. A strong and favourable breeze carried us through the opening, and turning to the left we shortly arrived at the anchorage off Fort Point. A small bay on our quarter afforded an easy and convenient landing place, which was speedily made use of by Mr. Goyder, who landed with the Captain, Dr. Peel, and some of the surveyors, and was quickly followed by another boat-load of those anxious once more to stretch their legs on *terra firma*. We must confess to having been agreeably disappointed in our first impressions of Port Darwin; our preconceived ideas were certainly not realized by the panorama presented to our view—our eyes rested

on one of the finest harbours in the world, dotted here and there with wooded islands, small bays, and headlands tapering off into the sea, fringed in some places with mangroves, in others with hills and ravines covered with trees of the most beautiful and luxuriant foliage.

The horses and bullocks were all landed on the Saturday and Monday succeeding our arrival; since our departure two horses and one bullock died on the voyage, one horse was drowned in landing, and one mare and one bullock have breathed their last, leaving as survivors 40 horses and 8 bullocks.

Considerable progress has already been made in the work of the Expedition; Mr. Goyder has made several explorations into the interior by means of boats, and a party has been dispatched under Mr. Mitchell to Fred's Pass, further particulars of which we are enabled to give through the kindness of Mr. Goyder. A landing jetty has also been constructed, a large store is in course of erection, cargo is landed, a road to the interior commenced, and plans already made of the intended townships.

If the same energy is displayed and no unforeseen accident occurs, we may look forward to a speedy completion of the work and a happy return to South Australia.

EXTRACTS FROM MR. GOYDER'S JOURNAL.

“Started with Captain, Doctor, and boat's crew for Talc Head, depth of quartz with plates of mica thickly embedded running from the east side to S.W., stratified rocks, mica schist and micaceous sandstone visible in places on shore, bed dipping at high angles, not the slightest appearance of the country being auriferous. Fresh water was obtained by sinking a few feet on the margin of a swampy hollow at 300 yards inland. The rocks submerged at high tide are covered with a small variety of rock oyster. Country well adapted for construction of roads.

“Started with Captain, Doctor, Mr. A. H. Smith, and boat's crew to examine East Arm, to select site for township. Water perfectly fresh above the bar. Rocky obstructions more numerous than anticipated. Went inland about a mile. Country undulating, with small watercourses. Soil, brown, sandy loam, with nodules of ironstone, boulders of ironstone, quartz, and micaceous sandstone frequently cropping out from the surface. Timber consisting of fan and corkscrew palms, various kinds of eucalypti, a few pines, cotton trees, milkwood, &c. The herbs and grasses of the usual description, *herbiscus indigis*, and other shrubs.

“Left ship, accompanied by Captain, Doctor, Mr. Harvey and others, for South Arm. Ascended to head of navigation to second falls; higher land running to the ranges. Timber—White cedar, and new variety of palm; the land above second falls about 100 feet above bed of stream. Descended, and landed on the east bank—found similar vegetation. At the waterfalls some beautiful varieties of convolvuli, large quantities of iron and paper bark, palms, &c. Very good soil inland.”

MR. MITCHELL'S REPORT.

[To the Surveyor General.]

Sir—I have the honour to report that the route proposed and shown in the accompanying sketch is practicable, being obstructed neither by impassable creeks or swamps, and the drays might travel from Fort Point to Fred's Pass, with the assistance of two or three men, who might in a few hours make any fords that were necessary.

The country on either side of the route is for the most part good soil, well grassed and timbered, and a plentiful supply of water is obtainable in almost every gully by sinking, but the number of fresh water creeks will render well-sinking almost unnecessary for the survey of land on both sides of the route. The country at the bar of the Eastern Arm abounds in rich soil,

but low and swampy in places; it is timbered with stunted trees. The country at Fred's Pass to the westward is hilly, well grassed and timbered, but swampy in places in winter.

The Pass and the surrounding country is well watered by fresh water creeks; and there is building stone in abundance. The Adelaide Plain seems low and clear of scrub, with fine fresh waterholes in places, but is not so well grassed as the country more to the westward.

I have in conclusion to state that the land on both sides of the route is fit for sectional survey, there being fresh water, fine timber, and good building stone to be had almost anywhere.

I have, Sir, &c.,

ALEX. JAS. MITCHELL.

Surveyor, 1st Class.

**LIST OF OFFICERS AND MEN
COMPRISING THE NORTHERN TERRITORY
SURVEY EXPEDITION.**

Leader.—G. W. Goyder.
Surgeon.—Dr. Peel.
Photographer.—Mr. J. Brooks.
Draftsmen.—J. N. O. Bennett, E. S. Berry, A. Ringwood, and W. M. Hardy.
Accountant and Postmaster.—J. M. Lambell.

Botanist.—F. Schultze.
Doctor's Assistant.—W. W. Hoare.
Assistant Photographer.—W. Barlow.

Assistant Botanist.—A. Schultze.
Storekeeper.—H. C. McCallum.
First-Class Surveyors.—A. H. Smith, A. T. Woods, W. Harvey, A. J. Mitchell, G. R. McMinn, and G. R. McLachlan.

Second Class Surveyors.—R. R. Knuckley, J. M. Thomas, N. W. Mills, E. M. Smith, S. King, jun., and D. D. Daly.

Cadets.—C. N. Greene, C. Giles, jun., H. D. Packard, L. S. Brooking, A. L. McKay, T. Bee, C. W. L. Sprigg, J. Aldridge, D. L. Beetson, P. H. Burden, J. F. Roberts, and C. Wells.

Coxwain of "Midge."—James Burton.

Staff.—R. C. Burton, W. Holland, H. Henning, A. Hicks, W. L. Homeyer, F. W. Hood, A. Kennedy, W. Rowe, jun., W. Samson, and E. Tuckwell.

In charge of Stock.—R. Beard and W. Rowe, sen.

Cooks.—D. Douley, A. Gaire, R. Hazerd, C. Laycock, A. McKenzie, C. Spencely, T. Stevens, and N. Smith.

Farrier.—J. W. J. Gepp.
Smith.—T. Sayer.

Gardener.—W. B. Hayes.
Carpenter.—B. Wells.
Chainmen.—J. H. Aldridge, H. S. Bosworth, T. Cherry, H. Cornish, W. Edwards, W. Fisher, M. Houston, A. Lines, W. C. Musgrave, Martin Burke, J. H. Packard, and W. Plaisted.

Axemen.—G. A. Armstrong, J. Austin, G. Bayfield, R. W. Barrow, R. Collard, W. Colbet, W. Dalwood, J. Douglas, G. Deans, J. A. Ewart, M. Francis, W. J. Farrant, D. Frazer, W. Guy, J. Gerald, R. Hinton, R. A. Horn, G. Hughes, W. Houston, D. Heir, H. Irwin, D. Johnston, M. Keiley, H. Kriss, P. Kelley, G. Kersley, J. Landon, C. Lowther, C. Lines, R. J. Loveday, J. McPherson, T. Neate, J. Ryan, E. Ryan, G. Richards, M. Ryan, J. Robinson, J. Ryan, R. R. Stevenson, J. W. Smith, G. G. Walter, and F. Wilson.

Trenchers.—W. Stanborough, W. Gunn, T. S. Horn, P. Healey, J. Lowther, T. Loveday, and A. Warren.

Teamsters.—M. Bennett, C. Fry, R. Haybath, P. Kriss, P. Mulloy, J. Oborn, R. Price, C. J. Palmer, D. Wilson.

Assistant in Store.—J. Nottage.
Well Sinkers.—T. J. Bennett, D. McAulay, E. M. Moyse, T. McIntyre.

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