to this elevation a definite topography had been eroded, the igneous rock modifying this considerably, and this topography was elevated or not according to its position. In the course of the elevation, again, the igneous rock modified the lines of break, and after elevation it largely controlled the rate of erosion. Subsequent to this elevation, the agents of erosion, chiefly frost, snow, and ice, on the highlands have moulded the details of the landscape, and some slight faulting has added a few features locally.

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ON THE PLANTING OF THE DUTCH FLAG IN TASMANIA IN 1642.
By CLIVE LORD, F.L.S.,
Director of the Tasmanian Museum.
Plates I.-III. and two Text figures.
(Read 14th June, 1926.)

The exact location of the landing place of Tasman’s carpenter has excited considerable interest of late years. This has been due, mainly, to the erection of the Tasman Memorial, a work which will ever be to the credit of those responsible for it.

The site of the landing has been the subject of several discussions at meetings of the Society, but it was not until the last meeting of the 1925 session that a paper (Halligan, 1925, pp. 195-202) was read on the subject.

Previous to this Gell (1845, pp. 321-328), Walker (1890, pp. 256-284), and Mault (1892, pp. 408-412) had discussed the matter to a certain degree. In January, 1923, Mr. J. Moore-Robinson contributed an article to the daily press upon the subject, and stated his intention of publishing a paper, but this has not appeared.

TASMAN’S ANCHORAGE.

As a prelude to any discussion concerning the site of the landing it is essential to pay attention to the anchorage of the ships.

Gell (1845, p. 326) discussed this question, and considered that he was enabled to “fix the spot with the utmost accuracy.” Walker (1890, p. 278) refers to the anchorage as being to the north-west of Green Island.

In the newspaper article referred to previously (Moore-Robinson, The Mercury, 22nd January, 1923), the anchorage site is given as:

South-east extremity of Maria Island N. 36 E.
North-east corner of Green Island S. 76 E.
Most northerly point of Cape Paul Lamanon S. 84 W.
Centre of pebbly beach, Prince of Wales Bay (the landing place) W.S.W.
Captain Bowerman in a report furnished to the Society states, "I might mention that when on the position that I considered approximately Tasman's anchorage I took the following bearings:—

S.E. extremity of Maria Island N.E. 38° N. (N. 37° E.).
N.E. extremity of Green Island E. x S.S. (S. 76° E.).
Most northerly part of Cape Paul Lamanon W. 4°. (S. 84° W.).

These bearings were read only to the nearest states; "I might mention that when on the position that was considered approximately Tasman's anchorage I took the bearings in case anyone ever wished to check the work the bearings would be handy as a guide. These bearings do not make a good fix on the coast there is not accurately surveyed."

Mr. Moore-Robinson mentions in his article:—"It was found that Tasman's bearings, like his observations, were accurate only in a general sense. He records his variation as being 3 degrees. It may have been 9 degrees." I am unable to find any evidence for this last statement, which appears to be approximately correct. (See also "Isogonic map for the Indian and Pacific Oceans for the epoch 1640," By W. van Beelen.) In addition, other data have to be taken into consideration, including the various charts, which differ in many details, the interpretation of them, as well as the wording of the Journal.

There is one point worthy of mention which the examination of the charts and sketches discloses, namely, that the Zeehaen (2) was anchored nearer to Green Island than the Heemskirk, and as observations were made on both vessels this fact may be of service in the interpretation of several items.

Mr. Halligan (1925) has totally disregarded charts and soundings, and assumed Tasman's anchorage as being well inside Green Island. His reasons for this are unconvincing, especially so when he refers to Tasman's skill as a sailor and the law of storms (page 193). The anchorage shown on the plan accompanying his paper (page 199) would leave the Dutch ships on a lee shore in the event of a northerly breeze, which was to be expected, and, as shown by the Journal, did occur later. It is far more probable that Tasman anchored out beyond Green Island near where Marion did in 1772, and, in fact, all evidence seems to support this view, although, in the absence of a detailed marine survey, the position can be fixed in an approximate manner only.

(1) Apparently Moore, Kennedy and Moore-Robinson's party worked from W偶's translation, but the later translation of Professor Heeres is generally accepted by historical authorities as being the more accurate and complete.

(2) Tasman's ships were (1) the small war yacht Heemskirk (Flag Ship), of 60 tons, and carrying a crew of 60. (2) The Flute Gallego, of 50 tons, and a crew of 50 (Flutes were long, narrow ships, quick sailors of shallow draft, and with a good deal of ship room). Vide Heeres.
THE LOCATION OF THE SITE WHERE TASMAN’S CARPENTER SWAM ASHORE.

In order to arrive at the correct interpretation of the available data concerning the landing place it is necessary to review certain sections of the account given in Tasman’s Journal. Tasman brought his ships to anchor on the evening of the 1st December, 1642. On the following day he sent his pilot major “to a bay situated to the north-west of us” to examine the land, and further gives the distance as “upwards of one mile,” which distance is equal to four English miles. Mr. Halligan (p. 198) claims that had Tasman been anchored east-north-east of Prince of Wales Bay there would have been no bay to the north-west of him, but examining Tasman’s log and chart there can be no doubt that the bay which he referred to was the general direction of the present Marion Bay, the curving beach of which would be situated in a north-westerly direction at a distance of about four miles, and no doubt it was the general direction of the outer bay, and not the inner bay, to which Tasman referred. The boats under the command of the pilot major examined the inner bay and reported on it.

As far as we have record, therefore, the small bay inside “The Narrows” marks the spot where the first white people landed on Tasmanian shores.

The explorers returned to the ship, and, among other matters, stated that the land was inhabited probably by giants, owing to the distance apart certain climbing notches were cut in some of the trees. They had also seen smoke from fires in the distance, and heard a sound like a trumpet or small gong. This latter sound was probably the note of the black Bell-maggie (Strepera fuliginosa), which occurs in this locality, and has a note that has been likened by Gould to the sound of “a hammer on anvil,” and by Littler to that of “a tramway gong.” As regards the giants, there was a fixed idea, antedating even the voyage of Quiros, that the great unknown lands of the south were inhabited by giants.

Coming to Tasman’s description of the doings on the 3rd December, he states that “we went to the south-east side of this bay in the same boats as yesterday.” Gell (1845) considered that the bay referred to was the south-east side of the present Blackman’s Bay. Walker (1890) considered it was the south-east side of the present North Bay. Halligan (1925) is of the same opinion as Walker. The available evidence undoubtedly proves the correctness of Gell’s opinion in this respect. (3)

Throughout Tasman’s account of his stay on the coast his reference to “the bay” may be taken to mean the bay to the north-west of his anchorage, inside of which was a further bay examined by the ship’s boats, the entrance to which may have been in a slightly different position from what it is to-day owing to the shifting nature of the channel through the sandspit. Moreover, Tasman’s references to the rocky soil, etc., agree far better with the land inside “The Narrows” than with the land at the entrance of the lagoon at the lower end of North Bay, where the land is sandy, except on the ridge running out towards Cape Frederick Hendrick, which is of rocky formation. The outstanding piece of evidence, however, is given by the charts themselves, for whilst the outline of the inner bay is given in detail, and most of the creeks running into it are shown, yet the shores of North Bay are shown in outline only, and there is not the slightest trace of the lagoon or its outlet. Had Tasman’s men been ashore at the outlet and examined the lagoon, there is no doubt that they would have left a description of it and shown it on their charts. The locality visited by the boats in the morning has a bearing on the location where the flag was planted, for the same afternoon the boats attempted to return to the place visited in the morning. Similar words occur in Tasman’s Journal as regards the direction of “The Narrows,” everything in Tasman’s Journal and his descriptions can be reconciled with the present topography of the country, but if, on the other hand, the boats had been making for the outlet of the lagoon at the lower end of North Bay, none of Tasman’s statements can be made to agree with the configuration of the coast.

Taking the second case first, if the anchorage as shown on Mr. Halligan’s map is correct and we follow the descriptions given by Tasman, it is clear that he would have been half-way from the anchorage to the entrance to the

(3) On another aspect, it is of interest to note that Gell considered that the true Frederick Henry Bay of Tasman was the small bay now known as Prince of Wales Bay. It is generally accepted that the bay referred to was meant for the inlet now known as Blackman’s Bay, though there is some evidence that Tasman meant the name to cover the outlet as well as the inner bay.
The bay is quite a small inlet, and towards its head there exists a bar of stone upon which from both sides of the bay there run out reefs of stones which serve to form an inner cove to the bay. In rough weather the sea breaks upon this with relentless force. It has been said that the reef was formed by the "bay whalers" in order to make a boat harbour, but there can be no doubt as to its natural formation, although the "bay whalers" may have added to it in some degree. It would need an immense amount of labour to make any material difference to the reef, and in the absence of any direct proof the legend that the "bay whalers" built the reef must be viewed with grave doubts.

The main part of it is most certainly of natural origin, and it is only a small portion of the superstructure which admits of discussion on this point. A change of structure in the rocks is very noticeable here, and may be largely responsible for the shelf-like reef. A fault can be seen plainly at the base of Cape Paul Lamason, particularly on the exposed cliff section on the northern face.

Personally, after an exhaustive examination of all available documents, obtaining opinions from authorities in Europe as to charts, etc., and two extended visits to the site, I am of the opinion that the party who made the original selection for the site of the monument (vide Mercury, 28/1/1923) failed to locate the correct position on the landfall plane of Tasman's carpenter, and also that the position as marked by Mr. Halligan is equally at variance with the evidence.

Considering that the wind was blowing strongly from the north (not from the east as some authorities have stated), there would be a great break on the reef, particularly as, according to certain calculations, the tide was low. (Halligan, p. 202.) Tasman refers to the surf, so that it is extremely unlikely that his boats would have crossed the bar, especially as the northern shore of the bay would be more sheltered. Moreover, the sketch in Tasman's Journal definitely shows the flag on the northern shore of the bay, and the description of the sloping ground agrees far better with this position than with that at the head of the inner cove. It is questionable if there are any traces left of the original trees noted by Tasman, but it is easy to find four stumps in either position. A comparison of a recent survey of the bay with one made over half a century ago shows a fair amount of erosion of the inner northern shore of the bay.
PLANTING OF THE DUTCH FLAG IN TASMANIA IN 1642

Fig. 1.—Outer Cove, Prince of Wales Bay, in Northerly breeze, showing calmer water under lee of Cape Paul Lamanon.

Fig. 2.—The suggested site of the landing on the Northern shore of Prince of Wales Bay.
Fig. 3.—The Reef, Inner Cove, Prince of Wales Bay. Green Island in distance.

Fig. 4.—Looking North across the Bay, showing break on Reef.
Fig. 5.—Prince of Wales Bay, looking South-East. Green Island and Cape Frederick Hendrick in distance.

Fig. 6.—The Entrance to the lagoon, North Bay.

Clive Lord, Photos.
bay, and down among the shingle on the beach just outside the reef remains the enormous stump of a very old eucalypt. If any tree might have a claim as being Tasman's tree, I think that this one might well be considered, for, so far as I can gather from the available evidence, it occurs just at the spot where the carpenter apparently swam ashore. Moreover, it is just as easy to find four stumps here as in the position at the head of the bay, but considering the lapse of time too much reliance should not be placed on trees.

It is of interest to note that Gell (p. 326), in describing the cove now known as Prince of Wales Bay, wrote as follows:—“Nearer its northern than southern extremity the sea has cast up a key of large grey rounded ironstones which interrupts the curve of the beach, and doubtless marks the very spot where the carpenter swam ashore.”

Walker wrote:—“Standing just outside the shingle bar at the entrance to this inner cove it needs no great effort of imagination to call up the scene on that 3rd December, 1642.”

Taking these opinions, together with the sketches in Tasman’s Journal, into consideration, it is difficult to understand how many of the statements made in regard to the landing came to be written.

The discussions in regard to the site have been of value, and should assist in enhancing interest in the early history of our island State. Too much credit cannot be given to those who made the erection of the Tasman Memorial possible, and any criticisms in regard to the interpretation of historical or scientific data are quite apart from the erection of the memorial. It is to be hoped that other memorials will be erected in the near future. The visits of such navigators as Furneaux, Cook, Bligh, D'Entrecasteaux, and Baudin are well worthy of commemoration.
PLANTING OF THE DUTCH FLAG IN TASMANIA IN 1642

EXPLANATION OF PLATES.

PLATE I.

Fig. 1.—Outer Cove, Prince of Wales Bay, in northerly breeze, showing calmer water under lee of Cape Paul Lamanon.

Fig. 2.—The suggested site of the landing on the northern shore of Prince of Wales Bay.

PLATE II.

Fig. 3.—The Reef, inner cove, Prince of Wales Bay. Green Island in distance.

Fig. 4.—Looking North across the Bay, showing break on Reef.

PLATE III.

Fig. 5.—Prince of Wales Bay, looking East. Green Island and Cape Frederick Hendrick in distance.

Fig. 6.—The entrance to the lagoon, North Bay. Cape Bernier and Maria Island in distance.

Clive Lord, Photos.

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NOTES ON THE CONSTITUTIONAL SEPARATION OF TASMANIA FROM NEW SOUTH WALES

(3rd December, 1825).

By

JOHN REYNOLDS.

(Read 9th August, 1926.)

In the year 1824 public opinion in Tasmania first forcibly expressed itself on a political question. The colony had passed the elementary stage of its growth, and a change in the form of government was necessary for its well-being and future development. No longer was it desirable that it should be ruled by a Governor at Sydney, who was possessed of almost autocratic powers. At the very most the Tasmanian Lieutenants-Governors were merely his subordinates, and the colony was feeling the ill-effects arising from the limited scope of local authority.

Fortune favoured the colony in two respects at this period. Firstly, the prominent colonists clearly discerned the nature of their troubles, and were capable of acting together to obtain their removal. Secondly, the British Government recognising that eventually a change in the administration would be necessary, had made provision for effecting it at some future date. The fact that the machinery for the removal of their disabilities had been made, but was placed, as it were, in storage for future use, roused the colonists to action.

After preliminary meetings, a petition was drawn up for presentation to H.M. King George IV. The petitioners prayed that the section of the Act 4 Geo. IV., which provided for the erection of the colony of Van Diemen’s Land completely separated from New South Wales should become effective. Provision in the Act had also been made for the appointment of nominated executive and legislative councils for the government of the colony. The petition was not lengthy, and was signed by over a hundred colonists, including nearly all the leading settlers, merchants, and magistrates. Within the limits of the following paragraph the petitioners confined the main statement of their case.