



THE EARLY HISTORY OF MARIA ISLAND,  
EAST COAST, TASMANIA.

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Plate XIII.

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Historically speaking, the discovery of Tasmania is of recent date, but even so, we lack many details of the early expeditions, and there were probably many early navigators of Australian seas of whom we know nothing. Even in modern days, navigation is not exempt from danger, although all the main routes have been carefully charted, and the advent of steam power has revolutionised the art of seamanship. The early explorers, however, sailed their small vessels along unknown coasts, and amidst uncharted reefs. How many perished we know not, but even of those expeditions that returned a large percentage of their company were lost by the way. Scurvy was responsible for a tremendous death toll, in addition to the other dangers of the voyage. It must also be remembered that the discoveries of many of the early explorers were not made known to the world for many years. Each expedition was working for its own country or company, and in some cases the results of the voyages were carefully guarded for the sake of self interest from a national standpoint. It was not for many years after his death that Tasman's work as an explorer became known, and the details of his stay at Tasmania, and incidentally the discovery of Maria Island, were given to the world.

The exploring ships coming from the west—the more settled portions of the old world—nearly all followed on Tasman's tracks. Making their landfall on the rugged coasts of the south-western portion of Tasmania, or, as it was known of old, as the southern portion of Terra Australis, and then sailing east until they reached the quieter waters of our east coast. Maria Island will always be connected with the early era of discovery, and the more one visits this locality, the greater the desire becomes to gain some knowledge of its early history. This was so in my own case, and what information I have gathered has been incorporated in the present paper in order that others who are interested may have the information available should they desire to take advantage of it.

As far as European navigators are concerned, Maria Island was first sighted on the evening of December 1st, 1642, when Abel Janszoon Tasman sailed up the East Coast and anchored near Green Island, to the south of Marion Bay. This anchorage was about fifteen miles to the southward of Maria Island, which Tasman named. The intrepid Dutch explorer left this anchorage on December 4th, and his chart shows that he sailed up the coast on the ocean side of the island, which he charted as "Maria's Eylandt." (1)

For more than one hundred years the aborigines were undisturbed by visitors from overseas. On March 5th, 1772, however, the ill-fated Marion du Fresne, following on Tasman's charts, anchored his vessels in almost the same locality as where the *Heemskirk* and *Zeehan* had been a century previously. Marion remained for five or six days, during which time there occurred an unfortunate encounter with the natives, in which several of the aborigines were wounded, and at least one killed. Crozet's narrative of the voyage (2) does not give details of their stay, but it is probable that boats from the ships visited the island. (3)

The third European and the first British navigator to sight Maria Island was Furneaux, but he was in error as regards the position of the island, and probably mistook the Maria Island of Tasman for part of "The Schoutens." Captain Cook, in the *Resolution*, and Captain Furneaux, in the *Adventure*, became separated in a storm on the 7th of February, 1773. This was Cook's second voyage to the South Seas, and he sailed to New Zealand, while Furneaux called in at Adventure Bay before rejoining his captain. On the 9th of March, Furneaux sighted Tasmania, or, as it was then called, the south coast of New Holland. He mistook the points, and took the entrance to the present D'Entrecasteaux Channel to be Storm Bay. When he first anchored on the 10th of March, he thought he was near the Frederick Henry Bay of Tasman, and it is this error which led to such subsequent confusion. Furneaux called the bay Adventure Bay, after his ship, and considered Tasman's Frederick Henry Bay to be a few miles north. The present Tasman's Peninsula was called by Furneaux

(1) Tasman, Abel Janszoon.—Journal of a Voyage in 1642 Amsterdam 1898

Maria Island was named after the wife of Anthony Van Diemen, the Governor of Batavia, and not after his daughter, as is often stated.

(2) Crozet's Voyage to Tasmania, New Zealand, etc., 1771-72 Trans. by Ling Roth. Lond. 1891.

(3) See Copies of Marion's Charts. P. and P. Roy. Soc. Tas. 1889.

the Maria Island of Tasman. His description of the anchorage in Adventure Bay is as follows:—

“At seven o'clock in the evening we anchored in “seven fathoms of water, with the small bower, and “moored with the coasting anchor to the westward, “the North point of the Bay N.N.E.  $\frac{1}{2}$  E. (which we “take to be Tasman's Head), and the Easternmost “point (which we named Penguin Island, from a “curious one caught there (4) ) N.E. by E.  $\frac{3}{4}$  E.; the “watering place W.  $\frac{1}{2}$  N.; about one mile from shore “on each side; Maria's Island, which is about five or “six leagues off, shut in with both points; so that you “are quite landlocked in a most spacious harbour.” (5).

Furneaux stayed five days in Adventure Bay, and having completed taking in wood, water, and grass, he set sail. He records passing “Maria's Islands” on the 16th, and the Schoutens Islands on the 17th, and after proceeding further north he stood away to New Zealand. (6) Furneaux's mistakes led to considerable confusion, and even at the present time the result of his investigations may be seen in the misleading nomenclature, which is still in general use.

Captain Cook, during his third voyage in 1777, anchored in Adventure Bay in January of that year. He failed to notice Furneaux's error, as he records bearings from his anchorage in Adventure Bay to the points of “Maria's Island.”

The first detailed examination of the island was made by Captain John Henry Cox, during a voyage in the brig *Mercury*, in 1789 (7). On the 3rd of July he sighted the coast of Tasmania, and at one p.m. was abeam of S.W. Cape (8). At six in the evening the brig was brought to anchor in a deep bay (9), the Mewstone bearing S. by E. A little water was obtained, and signs of the natives were seen. A heavy sea set into the bay on the morning of 5th July, and some difficulty was experienced in weighing the anchor, owing to an accident to the winch, which injured several of the crew. The

(4) “Probably the first record of *Eudyptes chrysolome* (Crested “Penguin).”

(5) Cook's Voyages.

(5a) Cook's Voyages.

(6b) Forster, in describing Furneaux's anchorage in Adventure Bay, states:—“Several islands in the offing to the N.E. along shore were of moderate height, and likewise covered with wood. Tasman probably took them for one great island, which in his charts bears the name Maria's Island.” *A Voyage round the World*, Dublin, 1777.

(7) Cox's voyage was undertaken for motives of discovery, but an examination of the fur trade of the N.W. Coast of America was its ultimate object. The *Mercury* was a copper bottomed vessel of 152 tons, designed and built by Stalkart especially for the voyage.

(8) In 1773 Furneaux had mistaken S.W. Cape for Tasman's South Cape.

(9) Now known as “Cox's Bight.”

cable was eventually cut, and the anchor left behind. At nine the next night the boat was off Tasman's Head, and on the night of the 7th they worked to windward, and imagined they were working into Adventure Bay, where it was proposed to secure wood, and complete taking in water. When day dawned, however, they found that they were farther north than they imagined, and "were among the Maria Islands." At 8 a.m. Cox set out in one of the small boats, and examined the shore to the South West in search of fresh water, but he did not meet with any more success than Marion had. Later he examined Maria Island, and landed in a deep bay, with a fine sandy beach. Cox named this Oyster Bay. He found a small stream of water, and plenty of good wood in the south east corner of the bay, which is situated between the North and South portions of the island, a low sandy neck being the only connecting link at this place. The brig was signalled to, and came to anchor in the bay at 3 p.m. on the 8th of July, 1789. The crew were immediately sent on shore to procure wood and water. They found traces of human inhabitants, as the trees were hollowed out by fire, and great quantities of shells heaped about them. They also noticed roughly constructed huts of bark.

On the 9th smoke was seen on the opposite side of the bay, and an attempt was made to interview the natives. The third mate approached them, alone and unarmed, and although he made every sign of friendship his fancy could suggest, they only mimicked his actions exactly, and laughed heartily, but would not stay. As fast as he advanced they withdrew, and were soon lost in the bush. On the morning of July 10th, the natives were again seen, several standing about a fire, while others were walking in the bush with spears and lighted pieces of wood in their hands. They allowed the seamen to approach, but seemed very timid, although they accepted gifts of biscuits, penknives, etc. This party consisted of 14 or 15 men or women, who were all entirely naked "except one man, who had a necklace of small shells, and some of the women, who had a kind of cloak or bag thrown over their shoulders." Several were observed to be scared, and their bodies daubed with reddish earth <sup>(10)</sup>. Mortimer sums the natives up thus:—"Upon the whole they seemed to us to be a timorous, harmless race of people, and afford a fine picture of human nature in its most rude and uncultivated state."

(10) There is a large outcrop of reddish earth at Bloodstone Point to the north of Long Pt., to the N.W. of Oyster Bay, which might have served the natives of this locality for the usual red ochre with which the aboriginals were so fond of decorating themselves.

Later in the day several of the officers went ashore, and although they found a recently deserted "camp," they did not succeed in interviewing the natives. A number of parrots were noticed, a variety of small birds, and numerous sea fowl—"particularly a large white bird, "sometimes bigger than a swan, with black tips to its "wings, and an enormous sized beak" (11). Most of the birds were very shy, from which fact it was presumed that the natives regularly hunted them.

Although it was the depth of winter (July), the weather was mild and pleasant, the thermometer keeping 51deg.-56deg. during the period the brig was in the bay.

On the 10th, having secured a sufficient stock of wood and water, and being ready for sea, "all hands "were sent on shore to wash their linen and amuse themselves as they thought proper." On the 11th the brig sailed, with a light breeze from the N.N.W., "out of "Oyster Bay by a passage to the southward, opposite to "that by which we came in." (12) (13)

In 1792 Admiral Bruny D'Entrecasteaux, in command of the *Recherche* and *Esperance*, anchored in the channel which he then discovered, and which now bears his name. He returned again in the following year, and while anchored near the centre of the Channel, on February 16th he sent Beaupré, the "engineer geographer," to explore the estuary of the present River Derwent, and also the shore to the Eastward. He was particularly instructed to discover "whether the island of Maria was "really separated from the land of New Holland; for "this had not been sufficiently resolved by Marion, or "even by Captain Cook." On the return of the boats, Beaupré stated that he had seen the channel which separates the island of Maria from the mainland. His charts clearly show the track of the boats and his "Channel" would be the low lying land connecting Forestier's Peninsula, for it must be remembered that Furneaux's error was now bearing fruit, and that the Peninsula was being mistaken for the Maria Island of Tasman. (14)

When Sir John Hayes visited Tasmania in 1793, in the *Duke of Clarence* and the *Duchess*, he did not explore the East Coast, his main surveys being in the Channel and

(11) Pelican.

(12) From an examination of the chart and the wording of this passage it would appear that the *Mercury* sailed up the eastern coast of the island and entered the strait between the island and the mainland at its northern end.

(13) Mortimer, Lieut. G.—Voyage in Brig *Mercury*, commanded by John Henry Cox.

(14) Labillardiere.—Voyage in search of La Perouse.

the Derwent. He probably only saw Maria Island at the time of his departure for New Guinea. <sup>(15)</sup> <sup>(16)</sup>.

Bass and Flinders, in the *Norfolk*, <sup>(17)</sup> during the historic voyage in which they conclusively proved the existence of Bass Straits, were the next to sight the island. After leaving Storm Bay on January 3rd, 1799, they opened up Cape Raoul and Cape Pillar. Flinders states that "These two high columnar Capes are the extreme "points of the land which Captain Furneaux took to be "Maria's Island." <sup>(18)</sup>

After rounding Tasman's Island, the true Maria Island was sighted at 5 p.m., and they hauled in close to the shore, but the squally wind drove them off. The next morning the island appeared as if divided in two. <sup>(19)</sup> At ten o'clock the wind veered round, and they tacked towards the island, but as the day wore on the wind increased, and as it was impossible to get near Maria Island before dark, they bore away to the northward.

The next explorer to visit Tasmania was the French Admiral, Baudin, in command of the *Geographe* and *Naturaliste*. After investigating the Channel, they sent out a boat expedition towards the East, in order to discover if they could sail the ships through the strait between Furneaux's "Maria Island" and the mainland. M. Faure, the "engineer geographer" of the expedition, spent eleven days exploring and charting the coasts. He noted the misplacement of Frederick Henry Bay, and that the "Maria Island" of Furneaux, or the "Isle d'Able Tasman" of D'Entrecasteaux was a peninsula.

On the 17th of February the ships sailed out of the Channel, and about five in the evening of the 18th, anchored in the strait between the mainland and Maria Island.

At daybreak next morning the long boat was sent with orders to circumnavigate Maria Island, to make a chart of its coast, and to ascertain if there was any fresh

(15) Lee—Commodore Sir John Hayes.

(16) The following passage *re* Risdon from Mrs. Lee's book is worth repeating:—"It has often been stated in print that the name originated in Restdown as being the place where the first British settlers under Lieutenant Bowen, R.N., rested after their stormy voyage in 1803, a legend which has come to be regarded as the "truth. Risdon, however, was the second officer of the *Duke of Clarence*."

(17) The *Norfolk* was a small boat of 25 tons, built at Norfolk Island in 1798. She was built and equipped by the settlers in order to provide communication with Sydney. When the boat arrived at Port Jackson, however, Governor Hunter commandeered her for use by Bass and Flinders. In 1808 the majority of the Norfolk islanders were removed to Tasmania, hence the names New Norfolk, Norfolk Plains, etc.

(18) Flinders.—Voyage Terra Australis. Intro. p. cxc.

(19) A very low and narrow sandy neck connects the northern and southern portions of the island.

water. The boat, which was under the command of M. Maurouard, included in its complement, M. Boullanger, geographic engineer, and M. Péron, the naturalist and historian. Skirting along the southern coast, the extremity was named Cape Péron, and the granite outcrop ahead of this the Pyramid. Progressing up the east coast, they charted the point at the southern end of the large bay Cape Maurouard, after the cadet in charge of the boat, who also assisted M. Boullanger in his geographic studies. The bay itself was named Riédlé, in honour of a naturalist of the expedition, who had died at Timor.

The explorers landed at Riédlé Bay about two o'clock, and it was here that Péron found the famous example of the aboriginal tomb. This was a structure of bark, covering the remains of an aboriginal whose body had been cremated.

On the 20th the boat continued its journey, passing the Cape Mistaken of Cox, and rounding the northern cape, which was named Boullanger, after the hydrographer of the expedition. The small island off the north extremity of Maria Island they named Islet du Nord. Along this part of the coast the growth of kelp greatly astonished the explorers, and considerably hampered their progress. On the western side the explorers gave the name Point Lescur <sup>(20)</sup> to the point at the head of Oyster Bay, and Middle Island <sup>(21)</sup> to the island half way between this point and the mainland.

As it was growing dark, the explorers proceeded to land, but at the sight of about thirty aboriginals, they proceeded further into the bay, and landed without being approached. The next day they surveyed Oyster Bay, and were just leaving when the sound of guns from the ship announced the fact that M. Maugé, the surgeon, was dead. <sup>(22)</sup> The boat returned to the ships on the evening of the 21st.

During the following days parties from the ship visited the island, and several interviews with the natives were held. Péron does not seem to have been impressed with the Maria Island tribe. During the time that the exploration of the island was in progress, several other

(20) Now Long Point.

(21) Now McLaughlan's or Lachlan Island.

(22) "The last of my colleagues, M. Maugé, was certainly no more, and his remains had at that moment been committed to the earth. He died the day after we left the ship, universally regretted by all on board both vessels. . . . His body was interred on Isle Maria at the foot of a large *Eucalyptus*, against which a plate of lead was fixed, whereon was inscribed the sad particulars of his death, and the name of Point Maugé was given to the part of the island where the remains of our unfortunate companion are deposited." Péron.



parties had been sent out surveying. The first, under the command of M. Freycinet, Senior, surveyed the coast south of Cape Bernier, which they named. This expedition was absent eight days, and they showed that Frederick Henry Bay was actually situated as shown by Tasman, and that Marion Bay was only a long open bay on the ocean side of the true Frederick Henry Bay, <sup>(23)</sup> the two bays being separated by a long sandy isthmus, the only connection by water being a narrow opening at the south corner. They found that there was no appearance of the Channel shown on the charts of D'Entrecasteaux. Flinders' charts were more correct in showing Tasman's Peninsula, but his location of Frederick Henry Bay was incorrect. The northern peninsula was named Forestier's Peninsula.

The second boat expedition, under the command of M. Freycinet, Junior, was absent three days, and explored the East Coast, from Cape Bernier to Fleurieu Bay. This bay was so named <sup>(24)</sup> by the third expedition, which explored the Schoutens. They found that instead of the five or six islands which had previously been shown on the chart, there was only one, and that what had previously been taken for islands were the high hills of the peninsula, which are separated in several cases by low, sandy necks of land. The peninsula was called Freycinet's Peninsula.

The French devoted some time to the study of the natural history of Maria Island. They particularly remark upon the immense beds of kelp fringing the shores, the great shoals of dolphins and whales, and the "innumerable legions" of seals.

Baudin sailed from his anchorage on the 27th of February. Owing to the unfavourable weather, their progress up the coast was slow, and the ships became separated from one of the ship's boats, which had been sent out exploring near Thouin, or Wineglass Bay. <sup>(25)</sup>

On the 10th of March when bearing towards the straits a small ship was sighted which was on the way to Maria Island to catch seals. This vessel may well be regarded as one of the first of the moderns. The old era of exploration

(23) Unfortunately the true Fredrik Henry Bay of Tasman is now known as Blackman's Bay.

(24) "In honour of the illustrious scholar to whom France and her navy are so much indebted for so many valuable and honourable works." Péron.

(25) This boat later met the British vessel, *Harrington*, Captain Campbell, who supplied them with provisions. They fell in with the *Naturaliste* in Bass Straits, and later rejoined the *Geographe* in Sydney.

The *Geographe* also met an English Brig on the 8th March. She was named the *Endeavour*, having been built at Port Jackson. Her hull was "of the wood of the *Casuarina* and her masts of the *Eucalyptus*."

from a geographical standpoint was past and Commerce was following quickly upon the heels of Discovery. From now onward the island was continually visited by sealing and other vessels, both from the mainland and from the settlement at the Derwent. <sup>(26)</sup>

In the early years of the colony's history Maria Island was mainly used by those engaged in the whaling and sealing industry, and several localities are now pointed out which in the early days were the resort of "bay whalers."

In 1825, however, a new era began. The Government considered that the island would make an excellent convict station, as not only was it a "natural penitentiary" but appeared to be a suitable locality in which to grow flax. Particular attention was being paid to the cultivation of that plant at this time. Accordingly on the 4th of March, 1825, the first vessel sailed from Hobart with a draft of prisoners. The first Commandant was Lieutenant Peter Murdoch of the 35th Regiment, and he held office until the 26th of August, when he was succeeded by T. D. Lord, who had charge of the station for some years following. Among the early officers at the settlement may be mentioned Assistant-Surgeon J. Griffith, Storekeeper T. J. Lempriere, and Principal Overseer R. Dodsworth. The guard was composed of men of the 40th Regiment. The island, however, did not come up to expectations as far as being a natural penitentiary was concerned, for there were numerous escapes. In one instance six men vacated the island by means of a rough raft of bark, etc.

The settlement, which had been named Darlington <sup>(27)</sup> was, however, extended, and several out stations were created. In 1830 a woollen factory was erected for the manufacture of rough cloth. Two years later the cloth was one of the main productions of the station, which, it was considered, was about self-supporting. The cloth production was valued at 8s. per yard, and as on an average 100 yards were woven weekly the value, per annum, was about £2,000. In addition 4,000 pairs of shoes were made each year, which at 5s. per pair added another thousand pounds to the revenue. However, the authorities did not seem satisfied with the station, and soon after the foundation of Port Arthur <sup>(28)</sup> the settlement at Maria Island was vacated. <sup>(29)</sup>

(26) First settlement at the Derwent—September 7th, 1803.

(27) Mr. H. Wright, Librarian of the Mitchell Library, Sydney, to whom I am indebted for certain information in this paper, considers that Darlington was probably named after Governor Darling.

(28) The Port Arthur Settlement was founded in 1831.

(29) Maria Island was vacated as a penal establishment, for the first time, in 1832.

In 1841 Lord Stanley's Probation System came into force and the station was again occupied under the new scheme for dealing with the convict population. The settlement was extended, and in 1845 there were about six hundred prisoners on the island, these being divided into four classes. The main buildings at Darlington, in which the convicts were housed, consisted of six large rooms containing 66 men each, 20 huts of various sizes, capable of holding from 3 to 24 men each and about 100 separate apartments<sup>(30)</sup>. The position at the settlement at this time does not appear to have been at all satisfactory.<sup>(31)</sup>

Among the people exiled to the isle were several of the Maori chiefs who had been concerned in the New Zealand rebellion. At a later date some were allowed to return to their native land, but one at least died on the island, for in the neglected cemetery of the old station may be seen a stone stating that—

Here lie the remains of  
HOHEPA TE UMUROA

a native of Wanganui, New Zealand,  
who died July 9th, 1847.

There are several other interesting epitaphs in this old graveyard, which is situated on the north-western point of the island. The spot is unfortunately much neglected and many of the graves are overgrown with boobialla. At the present rate of progress it will not be many years before all trace is lost, except perhaps for a few of the larger tombstones, of the records of those who died and were buried at the settlement of Darlington in the early days of its history.

On October 29th, 1849, the brig *Swift*, 360 tons, 6 guns, commanded by Captain Aldham, arrived at Hobart from London. She had on board several of the Irish State prisoners. Among the number was Smith O'Brien, and as he refused to accept a ticket-of-leave, Governor Denison, who had visited Darlington in January<sup>(32)</sup>, decided to send him to Maria Island. Here O'Brien apparently tried every means of making a martyr of himself, and his friends devised a plan for his escape. A priest communicated the details to O'Brien<sup>(33)</sup>, and he was ready when the schooner *Victoria* anchored off the coast and sent a boat ashore. Before O'Brien could reach the boat, however, a constable appeared and arrested the boat's crew at the point of his

(30) Boyd to Hampton, 31st Dec., 1845.

(31) Syme.—Nine Years in V.D.L., p. 270.

(32) Denison.—Varieties of Vice-Regal Life, p. 104.

(33) Denison.—Varieties of Vice-Regal Life, p. 144.

musket. O'Brien was so furious at the failure of the plan that he refused to walk back to the station, and had to be carried there by the men who had come to rescue him <sup>(34)</sup>. After this O'Brien <sup>(35)</sup> was transferred to Port Arthur, and eventually he accepted a ticket-of-leave.

Transportation was soon to cease, however, and Darlington was finally vacated as a convict station in 1850.

There is an amusing account <sup>(36)</sup> of how the H.M.S. *Harannah*, unaware that the settlement had been vacated, put in there at Christmas time, 1850, and awaited a welcome due to such a Queen's ship. However, "the tall flag-staff was buntingless, the windmill sailless, the pretty cottages and gardens seemed tenantless, not a drum was heard in the military barracks, and the huge convict buildings seemed minus convicts. At length, through a telescope, was observed one canary coloured biped, in the grey and yellow livery of the doubly and trebly convicted felon. . . . Presently a whaleboat came slowly off and there appeared on the quarter-deck a hawk-eyed and nosed personage about six feet and a half high, who seemed as if he had long lived in indifferent society, for his eyes had a habit of sweeping round his person as though he was in momentary danger of assault. This was an overseer left in charge of the abandoned station with a few prisoners to assist him."

This now brings us to the end of the early period of the island's interesting history and the one with which we will conclude. We have seen how the early romantic era of geographical exploration gave place to commerce as represented by the sealers and "bay whalers." And how when these men had exterminated their stock in trade the island became a home for the reformers of society—and their patients. During the century the island was to witness yet another commercial era due to the activities of Signor Bernacchi's Maria Island Company, but this is beyond the scope of our present investigations. Maria Island will always be of interest, not only from a scientific standpoint owing to its peculiar geological formation, but from the more general fact of its charming scenery and ideal climate. Closely interwoven with the other attractions of the island are the interesting facts relating to its early his-

(34) Denison—*Varieties of Vice-Regal Life*, p. 115.

(35) Some said O'Brien was betrayed. However, the *Victoria* was captured by a boat from the settlement, and the master Ellis was tried at Hobart, and his share of the vessel forfeited. In spite of this he managed to get away with the vessel. Later, some of the Irish prisoners who had reached America met Ellis at San Francisco, and an immediate Lynch law trial took place. The "jury," however, acquitted Ellis on the charge of betraying the plan of escape. Fenton, *History of Tasmania*, p. 216.

(36) Mundy.—*Our Antipodes*, p. 474.

tory. I have been privileged to recall a few of these in the foregoing pages, but there are doubtless many more even more interesting ones which I am not aware of but which will I hope be placed on record by those in possession of them before the records relating to them are forgotten. Sufficient has been written, I think, in order to show what interesting periods of history this island has seen.

#### NOTES ON THE NOMENCLATURE.

CAPE BOULLANGER. This was named after a member of Baudin's expedition, as shown by the following passage :

"En effet à peine on a doublé le cap Nord, qui, du nom de notre ingénieur, été appelé *Cap Boullanger*.  
 " . . . En avant du cap Boullanger, se présente un grosse roche, qui se rattache à l'île Maria par une traînée de récifs dangereux; cette roche est précédé d'un gros îlot granitique, peu élevé, stérile, et qui laisse entre la terre et lui un passage praticable seulement pour le petites embarcations. Nous l'appelâmes *Îlot du Nord*."

On Baudin's Charts (Carte d'une partie de la Côte orientale de la Terre de Diemen dressé par L. Freycinet d'après ses observations et celles de MM. Faure et Boullanger. Février 1802). Cap Boullanger is unmistakably shown as the northern point of Maria Island, thus bearing out the description in the text. On Flinders' Chart (South Coast, sheet 6), "C. Boullanger or Coxcomb Head" appears east of its true location. The present maps issued by the Lands Department show Cape Boullanger as the point near the Bishop and Clerk. This is by no means its correct position, and it should be transferred back to its original place—the extreme north point of Maria Island, opposite the I. du Nord<sup>(37)</sup>. The point where it appears on the present day maps is generally known as "The Bishop and Clerk" after the prominent mountain of that name which projects boldly seawards at this point. This is the "cock's-comb-like" head referred to by Flinders.

By some strange alteration "Coxcomb's Head," which appears upon Flinders' Charts of 1798-9 (published 1814) as a synonym of Cape Boullanger, now appears on the Lands Department's Charts as a synonym of Cape Mistaken. But even this latter Cape has been misplaced, as I shall show later.

CAPE MISTAKEN. So named by Captain John Henry Cox of the Brig *Mercury* in 1789. The name on modern

(37) The I. du Nord is variously called locally "North Id.," "Green Id.," "Rabbit Id.," or "Goat Id."

maps appears too far to the south. Péron refers to this Cape as follows:—

“Après avoir doublé la point Nord de la baie Riédlé, nous vîmes la terre courir à l’E.N.E. jusque par le travers du cap *Mistaken* (ainsi nommé par le Capitaine Cox, qui reconnut *Oyster s Bay* en 1789), “qui forme le point le plus oriental de l’île.”

Upon the present day maps of the Lands Department the most eastern point of the northern portion of Maria Island is designated Ragged Head. The same name is given to a point a mile or so North-West. A few miles to the south of this there is a point marked Cape Mistaken or Cock’s-comb’s Head. (On Flinders’ Charts Coxcomb’s Head appears as a synonym for Cape Boullanger.) There can be no doubt, after an examination of Cox’s and the other early charts, that the name Cape Mistaken was given by Cox to the most eastern point of the island, and that the present position assigned to it on the Lands Department’s maps is incorrect. It must further be remembered that it was after rounding this Cape when Cox discovered he was not working into Adventure Bay that he gave the name Cape Mistaken to this point.

Flinders gives <sup>(38)</sup> details of his observations when coasting along the shores of Maria Id. as follow:—

“At daylight, Maria’s Island appeared to be divided into two, Schouten’s Island was visible, and the principal bearings taken were as follow:

“Tasman’s small island <sup>(39)</sup> ... .. S. 21° W.

“A deep bight in the coast ... .. S. 56 W.

“South Head of Frederik Hendrik’s Bay. S. 72 W.

“Maria’s Island, south part ... .. N. 64° to 43 W.

“ —, north part ... .. N. 39 to 19 W.

“Schouten’s Island ... .. North to N. 5 E.

“The wind shifted to north at ten o’clock, and we

“tacked towards Maria’s Island. At noon the north-

“east extreme, a cock’s-comb-like head was distant four

“or five miles, but the island lying off it in Mr. Cox’s

“chart was not visible nor yet the isthmus which con-

“nects the two parts of the island.

“Observed latitude ... .. 42° 41½” S.

“South Head of Frederik Hendrik’s Bay... S. 40 W.

“Maria’s Island, south part ... .. Clouded.

“ —, north part ... .. S. 82° to N. 64 W.

“Schouten’s Island, dist. 4 leagues. N. 3 W. to 8 E.

(38) Flinders.—Voyage to Terra Australis. Intro. p. cxc.

(39) It must be remembered that until Flinders examined the French and later charts, after his imprisonment at Mauritius, he considered Tasman’s Peninsula was an island.

"We had squally weather in the afternoon, with wind  
 "at north-west; and being unable to get near Maria's  
 "Island before the evening, bore away northward, hav-  
 "ing a fresh breeze at W.S.W."

I have plotted Flinders' position and taken into con- sideration his remark: "At noon the north-east extreme, a  
 "cock's-comb-like head was distant four or five miles," and I do not think that there is the slightest doubt that the headland referred to by Flinders is the prominent projec- tion formed where the Bishop and Clerk mountain abrupt- ly falls to the sea. My personal recollections of the east- ern aspect of the Coast strengthen this opinion. If any further evidence was desired one has to examine Flinders' own charts. On these Cape Boullanger has been moved from the low lying northern point to the massive buttress of the north-eastern promontory, and is marked "C. Boul- langer or Coxcomb's Head."

CAPE MAUROUARD. Named after a member of Baudin's expedition.

"Parvenus à la pointe de l'Est, que nous nommée  
 "*Cap Maurouard*, du nom de l'aspirant recomman-  
 "able qui partageoit alors avec M. Boullanger le soin  
 "des travaux géographiques, nous vîmes la côte se  
 "diriger au N.N.O."

On Baudin's charts (Freycinet's) the location of this Cape is clearly shown as the most eastern point of the southern portion of Maria Island. Flinders also gives it this position. On the Tasmanian Land Department's pre- sent maps the name is given to the northern point of Cray- fish Bay, while the most eastern point of the southern sec- tion of the island is designated Cape Bald.

CAPE PERON. Named after the naturalist and histor- ical of Baudin's expedition.

"Bientôt nous atteignîmes le cap le plus Sud de  
 "cette île, que nos géographes ont nommé *Cap Peron*.  
 "En evant de cette cap, s'élève un rocher granitique  
 "solitaire de 150 à 200 pieds de hauteur, déchiré par  
 "les flots, imitant assez bien, sous ce rapport, un sorte  
 "d'obélisque: il fut nommé *la Pyramide*." (40)

LONG POINT. This is the "Leseur Point" of the French explorers. The designation Long Point first ap- pears on the chart of 1837. Leseur was one of the French artists.

MARIA ISLAND. So named by Tasman in 1642, in hon- our of the wife of Anthony Van Diemen (and not after his daughter as is often stated).

(40) Voyage de Découvertes aux Terres Australes. Vol. 1. p. 263.

**MAUGE POINT.** Named after the surgeon of Baudin's expedition, who was buried on Maria Island at this place. Care must be taken to discriminate between Point Mauge on Maria Island and Monge Bay (now generally spoken of as Pirates Bay) on the outer side of Eaglehawk Neck. Monge Bay was also named by Baudin, but was so called after a French scientist. <sup>(41)</sup>

**OYSTER BAY.** Named by Captain Cox in 1789, who brought the brig *Mercury* to anchor there in order to take in supplies of wood and water. On present day maps the name Oyster Bay is reserved for the Outer Bay and the inner portion designated Shoal Bay (often referred to locally as Chinaman's Bay).

**RIEDLE BAY.** So named by Baudin's expedition in 1802. It was named after one of the naturalists of the expedition, who had died at Timor in 1801.

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(41) Voyage de Découvertes aux Terres Australes. Vol. 1.



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[Since the above paper was read before the Society, the officials of the Lands Department have taken a kindly interest in the question of the nomenclature, and I am glad to note that there is every prospect of the names being restored to their original positions.—C.E.L.]