

29TH JULY, 1901.

PRESENT:—

HIS EXCELLENCY the GOVERNOR (Sir HENRY BLAKE, G.C.M.G.).

Hon. Col. L. F. BROWN, R.E. (Commanding the Troops).

Hon. J. H. STEWART LOCKHART, C.M.G. (Colonial Secretary).

Hon. H. E. POLLOCK, K.C. (Acting Attorney-General).

Hon. Commander R. M. RUMSEY, R.N. (Harbour Master).

Hon. C. Mcl. MESSER (Acting Colonial Treasurer).

Hon. W. CHATHAM (Acting Director of Public Works).

Hon. F. H. MAY, C.M.G. (Captain Superintendent of Police).

Hon. C. P. CHATER, C.M.G.

Hon. T. H. WHITEHEAD.

Hon. J. THURBURN.

Hon. J. J. BELL-IRVING.

Hon. Dr. HO KAI.

Hon. WEI A YUK.

Mr. R. F. JOHNSTON (Acting Clerk of Councils).

COL. BROWN TAKES THE OATH.

Col. L. F. BROWN, R.E. (Commanding the Troops), was sworn in on taking his seat in the Council in the absence on leave of H.E. Major-General Gascoigne.

THE LAW COMMITTEE.

On the proposal of H. E. the GOVERNOR, Hon. J.J. Bell-Irving and Hon. T. H. Whitehead were elected to the Law Committee in place of Mr. Keswick and Mr. Gray.

PAPERS.

The COLONIAL SECRETARY laid on the table a clinical report on malaria by Dr. Bell, Acting Principal Civil Medical Officer, and Mr. G. Stewart (Lieut., I.M.S.), Acting Assistant Superintendent; also a blue-book containing correspondence regarding the sanitary condition of Hongkong, and a memorandum on the petition, dated 25th June. He said—With regard to the blue-book, I may mention that two diagrams have not been completed. The correspondence in the blue-book is complete, and the diagrams will be finished during the next two days, when another edition of the blue-book will be circulated to hon. members.

FINANCIAL.

The COLONIAL SECRETARY laid on the table Financial Minutes Nos. 44 to 47, and moved that they be referred to the Finance Committee.

The ACTING COLONIAL TREASURER seconded, and the motion was carried.

The COLONIAL SECRETARY laid on the table the report of the Finance Committee (No. 7), and moved its adoption.

The ACTING COLONIAL TREASURER seconded, and the motion was carried.

REPORT OF PUBLIC WORKS COMMITTEE.

The ACTING DIRECTOR OF PUBLIC WORKS laid on the table a report of proceedings of the Public Works Committee at a meeting held on 15th July.

QUESTIONS.

The Hon. T. H. WHITEHEAD gave notice of the following questions:—

LAND REGISTRATION IN THE NEW TERRITORY.

Will the Honourable the Colonial Secretary lay upon the Council table a return showing (1) the number of claims to land in the New Territory sent in up to 30th June, 1901, and (2) the number of claims which had been finally disposed of by the Land Court up to that date? Also will the honourable member inform the Council what progress has been made with the survey of the New Territory?

EXPENDITURE AND REVENUE IN THE COLONY'S NEW TERRITORY.

Will the Honourable the Colonial Treasurer lay upon the Council table a statement showing the total expenditure incurred in connection with the New Territory from the date of the lease thereof, viz., 9th June, 1898, to 30th June, 1901, and the total revenue collected from the said New Territory during the same period, the principal items under both heads to be shown separately?

DISCONTENT AMONG THE EUROPEAN MEMBERS OF THE POLICE FORCE AND THE GAOL STAFF.

Has the attention of the Honourable the Captain Superintendent of Police been directed to paragraphs and leaderettes which appeared in the *China Mail* of 23rd, 25th and 26th inst., in the *Telegraph* of 27th and in the *Daily Press* of 24th and 27th idem in respect of discontent among the European members of the police force and the gaol staff, and will the honourable member inform the Council as to the correctness or otherwise of the allegations and statements therein made?

JERRY-BUILDINGS.

Will the Honourable the Director of Public Works lay upon the Council table a statement showing the number of buildings in the Colony which have fallen down from 1st January, 1900, to 30th June, 1901, the names of the owners of said buildings, and the number of deaths caused by the tumbling down of said premises, and will the honourable member state the causes, so far as known, which have contributed to each accident, and, if they have resulted from defective construction, what precautions, if any, have been taken to prevent the erection of such buildings in the future?

NATURALISATION.

The ACTING ATTORNEY-GENERAL moved the first reading of a Bill entitled an Ordinance for the Naturalisation of Siu Yun-fai, *alias* Siu Yun-hang, *alias* Siu Kwok-yeung, *alias* Siu Ku-ming, *alias* Siu Yin-p'ing.

The COLONIAL SECRETARY seconded and the Bill was read a first time.

TRAMWAYS ORDINANCE.

The Hon. C. P. CHATER moved the first reading of a Bill entitled an Ordinance to amend the scope of The Tramways Ordinance, 1883 (No. 6 of 1883), and the Tramways Ordinance Amendment Ordinance, 1883 (No. 18 of 1883).

The HON. J. J. BELL-IRVING seconded, and the motion was carried.

CROWN LEASES.

The ACTING ATTORNEY-GENERAL was to have moved the second reading of the Bill entitled an Ordinance to validate Crown leases heretofore made of foreshore and submerged Lands within the territorial waters of the Colony for reclamation and other purposes and to legalise and facilitate the making of such leases hereafter. In asking leave to discharge the item from the orders of the day, he said—I may mention that various points have been raised in connection with the Bill, and I desire further time to consider those points.

The item was discharged.

REFORMATORY SCHOOLS.

The ACTING ATTORNEY-GENERAL moved the second reading of the Bill entitled An Ordinance to amend and consolidate the law relating to reformatory schools. He said—Hon. members are aware that there has been recently erected in this Colony a building known as the Belilios Reformatory. Before its erection there was only a small building in existence in this Colony, and since this reformatory has been built it seems advisable that we should bring the legislation in this Colony more into line with the legislation in force in England and this Ordinance is based in the main upon the Industrial Schools Bill, which is set forth in Appendix XI to the report to the Home Secretary by the Departmental Committee on Reformatory and Industrial Schools, published in 1896. Although the Ordinance is called a Reformatory Ordinance, the boys qualified for admission belong mostly to the class admitted to industrial schools in England. I may mention, Sir, for the information of this Council that, so far as I am aware, the only point in this bill which is in any way new in principle, is embodied in sub-Section E. of Clause 3 of the Bill. That Section runs as follows:—Upon the recommendation of the Registrar-General, to send a male child, who appears to the Governor to be less than fourteen years of age, to a school in any instance where such child is not and does not appear liable to be brought before a Magistrate for the purpose of being dealt with under the provisions of Section 5 of this Ordinance." The object of this clause is to enable a boy to be sent to a reformatory school even although he may not have rendered himself liable to be dealt with by the magistrate. It seems desirable in certain cases where a male child appears to have no natural guardian or anyone

t o l o o k

after him, that the child should be sent to a reformatory, where no doubt he will be looked after and cared for. With these few observations I beg to move the second reading of the Bill.

The COLONIAL SECRETARY seconded, and the motion was carried.

The Council then went into Committee to consider the Bill clause by clause.

No alterations were made, and on the Council resuming the Bill was read a third time and passed.

NATURALISATION.

The ACTING ATTORNEY-GENERAL moved the second reading of the Bill entitled An Ordinance for the Naturalisation of Lau Yat Ts'ün, *alias* Lau Ng, *alias* Lau Man Kwong, *alias* Lau Ng Wo, *alias* Lau Hok Wai. He said—Hon. members will see from the preamble of this Bill that Mr. Lau Yat Ts'ün has been for the last 34 years one of the managing partners of the Kung Yuen firm, carrying on business as rice-merchants at No. 112, Wing Lok Street, and that he is also a director of the Po On Marine Insurance & Godown Company, Limited. He has continuously resided in this Colony for over 38 years, and has declared his intention of residing here permanently.

The COLONIAL SECRETARY seconded, and the motion was carried.

The Council then considered the Bill in Committee clause by clause, and there being no alterations, on the Council resuming, the Bill was read a third time and passed.

STAMPS AND STAMP DUTY.

The ACTING ATTORNEY-GENERAL moved the second reading of the Bill entitled an Ordinance to amend and consolidate the Laws relating to stamps and stamp duty in the Colony of Hongkong. He said—I think Sir, that hon. members will find the alterations effected by this Bill in the previously existing law clearly stated in the objects and reasons attached to the Bill, but in the main this Bill is an Ordinance to consolidate the previously existing law. The new provisions of the Bill will be found in the last page of the objects and reasons:—The object of sub-Section 1 (a) of clause 18 of the Bill is to introduce certain provisions of the English Legislature into this Colony in order to prevent rich persons who fall seriously ill from conveying away their property, a few days before their death, so as to evade probate duty. A few cases of this kind have recently occurred in this Colony.

The object of sub-Section 1 (b) and 1 (c) of clause 18 of the Bill, which are also founded upon English legislation, is to thwart other possible devices by which probate duty might be evaded.

Sub-Sections (2) and (3) of clause 18 of the Bill have

been introduced for the express purpose of preventing attempts at evasion of probate duty under the plea that valuable consideration has been paid.

Clause 22 of the Bill contains provisions which are entirely new to this Colony, though similar provisions have been in force in England for some years past and have been law in the Straits Settlements ever since the passing of their Ordinance X of 1885. I think that it will be readily conceded that the introduction of such a Clause in this Colony is desirable. The proviso at the end of Clause 22 has been inserted in view of certain special powers which have been conferred upon the Official Administrator, the Colonial Treasurer, and the Captain Superintendent of Police, in certain cases, under the provisions of Sections 14, 19, 62, 63, and 64 of The Probates Ordinance, 3 of 1897.

Article 43 in the Schedule to the Bill makes probate duty payable on a higher scale than heretofore, and assimilates the scale of probate duty which is chargeable in this Colony to that which is charged in the Straits Settlements, except that the value of exempted estates remains fixed at \$250, as it has hitherto been in Hongkong, instead of being altered to \$500. Under our present law contained in Article 31 to the schedule of Ordinance 16 of 1886 as amended by Section 5 of Ordinance 13 of 1894, the probate duty charged is one per cent. where the value of the estate does not exceed \$5,000, and two per cent. where such value exceeds \$5,000; and I think that it will be readily conceded that that rate is a very low one, especially when it is borne in mind that in Great Britain 3 sets of duties are levied, namely—probate duty, legacy or succession duty, and estate duty.

In Great Britain the probate duty *alone* between £100 and £500 (which is roughly equivalent from \$1,000 to \$5,000) is 2 per cent., between £500 and £1,000, 2½ per cent., and above £1,000, 3 per cent.

In connection, Sir, with Clause 22 of the Bill, as I have just pointed out to the Council, that introduces provisions which, so far as this Colony is concerned, are quite novel in character, and it imposes a penalty for anyone not taking out letters of administration before administering the estate of any deceased person. I would suggest, Sir, for the consideration of the Council, that it might be advisable to bring these provisions more particularly to the knowledge of the Chinese by means of proclamations. I am quite sure, from my experience in this Colony, and I think the hon. member on my left will bear me out, that it is not sufficiently appreciated amongst the Chinese that when a man dies in this Colony it is necessary that letters of administration should be taken out to his estate. I remember a rather curious case in which I was concerned a few years ago. In this case it was found out that a Chinaman had forged the name of his dead father to a deed for the sale of property in this

Colony, and I was quite satisfied myself in that case that the forgery was done by the Chinaman in good faith—that is to say, he did not recognise that he was doing anything wrong in signing his father's name to the deed, apparently assuming that all rights and privileges of his father had descended by right to him as son. It is very desirable that the necessary knowledge of the law on the subject should be brought home to the Chinese, and I do not know any better way of doing it than by means of a proclamation. A suitable one could be drafted in the Registrar-General's Department, and it is especially desirable that this course should be adopted for the reason that under the new provision of Clause 22 of the Bill there is a penalty attached in the case of letters of administration not being taken out within a certain time mentioned in Clause 22. With these remarks I beg to move the second reading of the Bill.

The COLONIAL SECRETARY seconded, and the motion was carried.

The ACTING ATTORNEY-GENERAL then moved that the Bill be referred to the Standing Law Committee.

The COLONIAL SECRETARY seconded, and the motion was carried.

THE TRAMWAYS BILL.

The Hon. C. P. CHATER moved the second reading of the Bill entitled An Ordinance for authorising the construction of a tramway within the Colony of Hongkong. He said—In moving the second reading of the Bill, which has already passed its first reading, I may state that this Bill has been the subject of long and careful consideration by the Acting Attorney-General and the Director of Public Works, in close conference with the solicitors of the promoters, and it affords me much satisfaction in bringing it before your Excellency and the hon. members of Council for the second reading. The objects of the Bill are to provide quick, reliable, and cheap means of transportation for passengers through certain portions of Hongkong, and to furnish transport for certain classes of freight along the line of tramway at such times as will not interfere with the passenger traffic. It is proposed to construct the tramways on the overhead trolley system of electric traction, and I may add that it is the intention of the company to follow the very latest plan and to make use of the best materials. With regard to the route it is intended to take, this has been published at length in the papers, and I need hardly therefore go into details on that head. The main line will start from the extreme west of Belcher's Bay and will terminate at Shaukiwan, and the branch line will run from Praya East to the Race-course in Wongneicheong Valley. The Attorney-General and the promoters have been hard at work on this Bill for some time past and all the Sections have been agreed to with the exception of Clauses 11, 14, and 47. With regard to the first, No. 11, sub-Section 3 reads:

—"They shall leave an interval of at least one hundred yards between any two places at which they may open or break up the road, and they shall not without the consent of the Director of Public Works open or break up at any such place a grater length than two hundred yards." The promoters contend this Clause establishes too low a limit of the length of roadway that can be opened up to admit of the rapid construction of the line that it is desirable in all interests to promote. If this limit can be extended from 200, to 600 or 800 yards at one time, it would greatly facilitate the progress of the work. Referring to Clause 14, there is another difference of opinion. The adviser to the Government, the Director of Public Works, urges that, where there is a double track the road should be paved across its entire width, whereas the promoters contend that where there is a double track the road should be paved only in the tracks, and for eighteen inches outside of each rail; in short, that such double track should be treated simply as two single tracks. Coming to the last point of divergence, Clause 47, the Government contend now that the net earnings of the company must be considered the gross earnings less the actual operating expenses, whilst the promoters are of opinion that the net earnings should mean the gross earnings less actual operating expenses and also less the interest on any debentures that there may be on the stock of the Company. It has been arranged, I am given to understand, that these differences are to be thoroughly threshed out between the Secretary of State and the promoters of the enterprise in London. Now, Sir, there is one other little matter which has been pointed out to me by my honourable friend opposite (the Senior Member for the Chinese). It is in Clause No. 49. He points out that the cheap fare of three cents for a Chinese workman to come into town and three cents for him to return would be six cents a day or \$1.80 per month. This sum, added to the rent he would have to pay if living outside the city, would be more than he would have to pay in town, and consequently the overcrowding we are all so anxious to see abolished might not be so materially reduced as we now hope. I feel sure that if this point were brought before the promoters they would feel inclined to still further cheapen workmen's trams. These little differences, to which I have briefly alluded, ought not to be permitted to block the way. Where there are two parties, both anxious that a tramway should be started in the island; the Government, in order to assist in doing away with overcrowding in the Central districts of the city of Victoria; and the promoters, animated by a desire to lose no time in commencing to earn dividends, w i l l v e r y s o o n

arrive at a satisfactory arrangement. When they are arranged and this much-desired means of communication established, it will, I am confident, prove a great boon to the Colony at large and to the poorer classes in particular, as it will enable them to quit the crowded and insanitary localities, and to live in healthier and more airy districts out of town. It will also prove a great convenience to the community in all weathers, and cannot fail to have some influence in promoting the interests of trade by improving the means of communication.

Mr. BELL IRVING seconded.

Mr. CHATER.—It has been suggested by the hon. Attorney-General that the Bill should be sent to the Law Committee.

Dr. HO KAI said he quite agreed with the senior unofficial member who proposed the second reading of the Bill, in the last remark he made especially. The Bill would enable the colony to acquire a tramway, which would be most useful in promoting the welfare of the colony, as it would furnish a cheap means of travelling for the poorer classes, and would enable them to spread themselves out, as it were, thus relieving overcrowding in town. At the same time, unless the question of the fares to be charged to the labouring classes were settled, he could not agree to give the Bill his support. For the information of the Council he would state that for a single bed in the central part of the town a Chinese coolie would have to pay \$1.80 a month, and in Wanchai something like a dollar or a dollar and ten cents, whereas in the Kennedytown district or in Quarry Bay he would only pay about sixty cents. Now, in order to enable this class to spread out of town, it seemed to him it would have to be made worth their while. It was only a matter of arithmetic. Estimating thirty days in the month, three cents twice a day came to \$1.80, and in addition a coolie would have to pay fifty or sixty cents for lodging every night. This represented a sum that he could not afford, and if the bill was to gain the end aimed at, the clause would have to be very carefully considered, and a charge of perhaps not more than one cent made for each journey. As the clause now stood, the existence of the tramway would be a direct encouragement to overcrowd the centre of the town. The promoters would have to be approached to agree to charge something like one cent for each journey before it could be said truly that the Bill would ever benefit the colony. Otherwise it would fulfil only one object: it would afford a means of quick travelling to a certain class of the community who could afford to pay for it, but it would do nothing to spread the population of the colony. In fact, it would have just the opposite tendency, and instead of being a blessing it would be rather a burden on the colony. However, it would not be fair upon the company to have them work for nothing, and it appeared to him that instead of charging five per cent. on the net profits of the earnings of the company, the Government should do away with the royalty altogether in order to procure from the

company a nominal charge in the fares for the labouring classes. With a two-cent fare for the double journey, the cost would only be sixty cents a month, and a working man could thus afford to take lodgings in the extreme east or west of the city, with the probability, further, of being able to save sixty cents by removing from the central portion of the town. A great incentive would thus be provided for the labouring classes to remove out of the town, and that was the first object to be attained. There was another matter to which it was desirable to make reference. Section 49 referred to a minimum night and morning of two cars, but if the labouring classes were charged only a nominal fee, twenty cars would be a more likely minimum. The question of the number of cars to be run and the time of their running should be left to the Governor in Council. The Governor would then be the sole judge as to how many cars would be necessary and at what time they should run. Dr. Ho Kai concluded by saying that he would support the bill through thick and thin if the promoters could meet him on the grounds he had indicated.

Mr. WHITEHEAD—I cordially agree with the remarks that have fallen from Dr. Ho Kai, the hon. member opposite, and I fully concur with him in the desirability for nominal fares for the working classes, at night and in the morning. The number of cars to be run is a matter that could be settled later on. The question of the royalty to be charged by the Government is a matter for the most serious consideration—whether the question of royalty should stand in the way of the granting of cheap fares to the poorer classes. I cordially support the suggestion that there be no royalty at all charged.

H. E. The GOVERNOR said that as the Bill was to be sent to the Law Committee he would take the opportunity now afforded him of saying something with regard to it, and of replying to the various questions that had been raised. Dealing first with paragraph No. 11, his Excellency said its object was to prevent too much space being opened up and great lengths of street made absolutely impassable, thus compelling people to go a long distance round. While, therefore, he thought that 800 yards would be a great distance to have open, he was of opinion that the matter might be referred to the Acting Director of Public Works. It was only desired that there should be certain places where people could be free to pass over, and that could easily be arranged. I f s u c h

places were arranged at short intervals there seemed no reason why there should be an interval of 100 yards between the working sections. There was a mistake in Section 14. In the original Bill he rather thought the proposal was that where two lines approached to within a distance of, say, four feet, that four feet should be concreted at the expense of the company. It was not the intention, he thought, that where one line ran along one side of the street, and another line on the opposite side the whole of the road in the centre should be concreted by the company. The idea was that where a single line became a double line, enclosing a space only sufficient to allow of the passing of the cars, that space should be concreted at the expense of the company. It seemed to him that that ~~was~~ a fair idea. With reference to clause 47, his Excellency said he wished to place himself right regarding it. In the original Bill as drafted the proposal in Section 47 was that the 5 per cent was to be paid upon net profits, and these net profits were defined as the sums of money to be annually applied in payment of dividends or bonuses, or towards a reserve fund. On consideration it was felt that this arrangement did not quite safeguard the public interests, and as a way out of the difficulty his Excellency wrote, after consultation with the Acting Attorney-General, to Mr. Boyle, who represented the promoters here, suggesting that instead of the proviso in the Bill the capital sum to be expended upon the undertaking should be taken as a basis, and that 6 per cent on this sum might be assumed to be the profits on which 5 per cent. should be paid for 35 years. This would get rid of the necessity for accounting and audit. His Excellency further said he pointed out that this was simply a suggestion of a possible solution and that it was by no means certain that the Executive Council would approve of it, and as a matter of fact it was not approved, though Mr. Boyle expressed his intention to recommend its adoption to the Syndicate. The sum mentioned as the cost of the line was \$1,700,000, which would work out to \$5,100 a year or \$425 a month. Now, assuming that ten thousand working people used the trains daily, the royalty would only represent a little over one-tenth of a cent for each passenger. Dealing with Dr. Ho Kai's proposal, His Excellency was of opinion that the giving up of the royalty on the part of the Government would not have any practical effect. As to overcrowding, the Government would not allow it, and the people must go somewhere. If that meant increase of rent, well, it would mean increase of wages as well. However, if the giving up of the royalty was thought likely to be of benefit, he was prepared to give the matter further consideration. (Applause.)

Mr. CHATER, for the information of Dr. Ho Kai, pointed out, with regard to the number of cars to be run, that Section 49 did not necessarily limit the number to two cars. If more were required, they would be run.

COLONIAL SECRETARY—With regard to fare, the section says the fare is not to exceed three cents. That does not necessarily mean that three cents will be charged.

H.E. the GOVERNOR—No.

The second reading of the bill having been agreed to, Mr. CHATER proposed that it be sent to the Law Committee.

Mr. BELL IRVING seconded, and the motion was carried.

The ACTING ATTORNEY-GENERAL suggested that Messrs. Shewan, Tomes & Company, the representatives of the promoters, should be consulted in the matter to ascertain their views on the reducing of fares for the labouring classes if the Government were willing to surrender its royalties.

This suggestion was agreed to.

THE CHARGES OF THE YEAR 1900.

The ACTING COLONIAL TREASURER moved the second reading of the Bill entitled An Ordinance to authorise the appropriation of a supplementary sum of five hundred and fifty-nine thousand nine hundred and ninety-one dollars and seventy-eight cents, to defray the charges of the year 1900.

The COLONIAL SECRETARY seconded, and the motion was carried.

The ACTING COLONIAL TREASURER moved that the Bill be referred to the Finance Committee.

The COLONIAL SECRETARY seconded, and the motion was carried.

The Council then adjourned *sine die*.

FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the COLONIAL SECRETARY presiding.

There were four items for the consideration of the Committee. In the first the Governor recommended the Council to vote a sum of \$4,100 to meet the cost of railing in the openings round the cattle depôts at Kennedytown.

The CHAIRMAN said the recommendation emanated from the Sanitary Board, and to carry it out the sum mentioned was necessary.

The vote was agreed to.

In the next minute the Governor recommended the Council to vote the sum of \$10,000 to meet the estimated cost of two self-inking embossing presses and dies, &c., for a new series of stamps, &c., for the use of the Stamp and Post Offices.

The CHAIRMAN said this matter had been brought to the attention of the Government by the committee appointed to enquire into the question of the salaries of subordinate officials of the Government. The question had been

referred home, with the result that self-inking embossing presses were recommended as most suitable to Hongkong. New dies for stamps were necessary on account of the death of H. M. the Queen.

Mr. MAY—I should like to point out, in regard to the committee that is said to have first suggested this matter, that it was suggested by myself in 1892, and I think some of my predecessors suggested it even before that.

COLONIAL SECRETARY—I do not wish to detract from anyone, but the fact remains that the committee called attention to this matter. I think it will be agreed that this vote is most necessary.

The vote was agreed to.

In the next minute the Governor recommended the Council to vote a sum of \$5,000 to meet the cost to be incurred on account of the erection of a market at Kowloon Point during the current year.

The vote was agreed to,

In the last minute the Governor recommended the Council to vote a sum of \$1,720 in aid of the vote "Watering Streets" to cover the cost of four-water carts and pumps for the use of the Sanitary Department.

The vote was agreed to.

The Committee next considered the Bill entitled an Ordinance to authorise the appropriation of a supplementary sum of five hundred and fifty-nine

thousand nine hundred and ninety-one dollars and seventy-eight cents. to defray the charges of the year 1900.

The various items in the Bill were considered separately, and all were agreed to. They are as follows:—

Governor and Legislature.....	\$4,806.93
Colonial Secretary's Department.....	6,698.02
Audit Department	1,762.53
Treasury.....	4,275.94
Public Works Department.....	6,011.06
Harbour Master's Department	6,681.00
Observatory	3,287.74
Botanical and Afforestation Department.....	2,605.55
Legal Departments.....	10,293.14
Education	5,186.76
Medical Departments	11,119.34
Magistracy	2,514.59
Sanitary Department.....	6,070.01
Transport	2,080.51
Miscellaneous Services	224,592.28
Military Contribution—Contribution towards Defence Works.....	4,800.00
Military Contribution — Expenses of the Volunteers	9,096.33
Public Works Recurrent	18,912.17
Ordinary Expenditure.....	\$330,793.95
Extraordinary Public Works.....	229,197.83
Total Supplementary Votes	\$559,991.78

This was all the business.