

Queensland



Parliamentary Debates
[Hansard]

Legislative Council

TUESDAY, 10 APRIL 1866

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THE
PARLIAMENTARY DEBATES

DURING THE
FOURTH SESSION OF THE SECOND PARLIAMENT OF THE COLONY
OF QUEENSLAND, AUSTRALIA,

APPOINTED TO MEET

AT BRISBANE, ON THE TENTH DAY OF APRIL, IN THE TWENTY-NINTH YEAR OF THE REIGN OF HER
MAJESTY QUEEN VICTORIA, ANNOQUE DOMINI 1866.

LEGISLATIVE COUNCIL.

Tuesday, 10 April, 1866.

Meeting of Parliament.—Vice-regal Speech.—Hon. W. Landsborough.—Opening of Roads Bill.—Address in Reply to Opening Speech.

MEETING OF PARLIAMENT.

The Parliament, which had been prorogued successively from the 14th September, 1865, to the 11th January, 1866, thence to the 27th March, 1866, and thence to the 10th April, 1866, met this day for the despatch of business. The honorable the President and members of the Council assembled in the Council Chamber at noon, pursuant to the proclamation of His Excellency the Governor, and the proclamation was read by the Clerk of the House.

VICE-REGAL SPEECH.

His Excellency the Governor came down to the House in state, and having taken his seat on the dais, the Usher of the Black Rod was directed to request the attendance of Mr. Speaker and the honorable members of the Legislative Assembly.

The Honorable the Speaker and the members of the Legislative Assembly being present, and honorable members of both Houses being seated,

His EXCELLENCY was pleased to deliver the following Speech :—

“HONORABLE GENTLEMEN OF THE LEGISLATIVE COUNCIL, AND GENTLEMEN OF THE HOUSE OF ASSEMBLY—

“1. It is with much satisfaction that, after another year of continued progress, I again meet you in Parliament.

“2. Papers having reference to our Colonial Defences will be laid before you. I recommend you to appoint a joint committee

of both Houses to inquire and report in what manner the general protection of Queensland can be best secured. A similar course was recently adopted in the neighboring colonies.

“3. The stream of Immigration still continues to flow fast into this Colony. Queensland presents a wide field for a portion of the industrial population of the mother country; but it has become a matter of grave doubt whether the practical working of the system under which our Immigration has been carried on for some time past will realize all the beneficial effects anticipated from it. The numbers that are now landed on our shores from the ports, not only of the United Kingdom, but also of Continental Europe, are likely soon to bring about financial and social results which appear to my constitutional advisers to demand your immediate and earnest attention.

“4. The Northern and Southern Railways have been pushed on with all the energy that the Government has had at command. Although it is not in my power to announce to you that any portion of the Southern Line beyond Bigge's Camp is as yet open for traffic, I have to state that a few weeks more of ordinary weather will see that line extended and open as far as to Gatton; while it is anticipated that before the close of this session it will have reached the point at which the ascent of the Main Range commences. The success which has hitherto attended the working of the first section affords an ample guarantee of still greater reproductive results as our Railways progress towards the interior.

“5. In pursuance of the authority granted by you during the last session, a Steam

Postal Service through Torres' Straits has been initiated, in the first instance, at the sole cost of Queensland. It is hoped that the neighboring colonies, and also the Government of Netherlands India, will contribute to the permanent support of an undertaking which connects Australia with India, China, and the Dutch settlements in the Eastern Archipelago. Papers relating to this service will be laid before you, and your advice will be again required upon the entire question.

"6. Among the more important measures which will be presented for your consideration, will be Bills to consolidate and amend the laws relating to the Alienation of Crown Lands;—and those affecting Real Property and Partnership;—to regulate the mode of procedure in Opening New Roads;—to provide for the relief of Occupants of Crown Lands in the northern frontier districts;—and to amend the Brisbane Water Works Act. Other measures of importance will be introduced during the course of the session.

"GENTLEMEN OF THE HOUSE OF ASSEMBLY—

"7. The Estimates for the coming year will be laid before you without delay. The revenue of the Colony continues steadily to increase. The returns of the first quarter of 1866 exceeded those of the first quarter of the previous year by 16·40 per cent.; and the prospect presents itself that we shall be enabled to commence the year 1867 with ways and means considerably in excess of the estimated expenditure. Some portion of this gratifying prospect is due to the amended tariff;—some portion also to the re-assessment of the Crown Lands;—while a large addition to the revenue may shortly be anticipated from the proceeds of the railways. You will not be invited to grant the necessary authority for raising any fresh loan, except for the completion of those reproductive public works which have already received your sanction.

"8. The rapidly increasing cost of the several departments renders the Government desirous to seek your advice and assistance in determining whether reductions in the number, combined with improvements in the organization, of the Civil Service, may not secure at once greater economy and greater efficiency.

"HONORABLE GENTLEMEN AND GENTLEMEN—

"9. A severe and protracted drought, which has afflicted the neighboring colonies

also, appears to be the main cause of the temporary depression under which many of the principal interests of Queensland are suffering at the present moment. It is consolatory, however, to find from the Official Statistics, that the revenue of 1865 exceeded that of 1864 by 25·6 per cent.; while the population of last year surpassed that of the previous year by 19·52 per cent. You will observe with peculiar satisfaction that the export of cotton from Queensland in 1865 was three times greater than the export of that staple in 1864. There has been, moreover, a large increase in the export of wool and other pastoral produce, as also of gold; while several sugar plantations have been formed during the last twelve months, with a fair prospect of success. Again, the official returns fully confirm the anticipations which I expressed when I last addressed you. During the six years which have elapsed since the establishment of this Colony, our European population has been augmented nearly four-fold, while our revenue and our trade have been more than trebled;—the other chief elements of prosperity have advanced in almost equal proportion; and pastoral settlement has been extended over an area at least four times larger than the area of the United Kingdom. I earnestly hope that all classes of this community will unite in thanksgiving to Almighty God for the manifold blessings already vouchsafed to the energy and industry of our people; and in humble prayer for the removal of the calamity by which we are now afflicted."

After His Excellency the Governor and Mr. Speaker, with the members of the Lower House, had retired, the Council adjourned until four o'clock this day, at which hour the House resumed.

HONORABLE W. LANDSBOROUGH.

The Hon. the PRESIDENT acquainted honorable members of the Council that, during the recess, he had received a communication from the Private Secretary to His Excellency the Governor, informing him that William Landsborough, Esquire, had resigned his seat in the Legislative Council of Queensland.

OPENING OF ROADS BILL.

The Hon. the POSTMASTER-GENERAL presented, *pro forma*, "A Bill to facilitate the opening of roads in the colony of Queensland, and to amend the laws relating thereto."

The Bill was read a first time.

ADDRESS IN REPLY TO THE OPENING SPEECH.

The Hon. the PRESIDENT having read the Speech of His Excellency the Governor on

the opening of the present session of Parliament, a select committee was appointed to prepare an Address in reply.

The committee retired, and after a few minutes brought up the following Address, which was read by the Clerk of the House:—

“ To His Excellency Sir GEORGE FERGUSON BOWEN, Knight Grand Cross of the Most Distinguished Order of St. Michael and St. George, Captain-General and Governor-in-Chief of the Colony of Queensland and its Dependencies, and Vice-Admiral of the same, &c., &c., &c.”

“ MAY IT PLEASE YOUR EXCELLENCY—

“ 1. We, Her Majesty's loyal and dutiful subjects, the members of the Legislative Council in Parliament assembled, desire to assure your Excellency of our continued loyalty and affection to the person and Government of our gracious Sovereign, and to thank your Excellency for the Speech with which you have been pleased to open the present session.

“ 2. We are pleased to receive your Excellency's assurance that the subject of the Defences of the Colony will be a matter of inquiry before a joint committee of the two Houses.

“ 3. We observe with regret that defects have manifested themselves in the working of the Immigration system. The connection subsisting between the alienation of the Crown Lands and the introduction of immigrants, which has hitherto contributed in a remarkable degree to our prosperity, will still, we trust, be the means of supplying us with an enterprising and industrious population. The whole question shall receive our most anxious consideration; with a view to supply the remedies suggested by experience.

“ 4. We learn with pleasure that the returns from that portion of the Southern Railway which has been open for traffic are of a satisfactory nature, and that the construction of the Northern and Southern lines of Railway is being carried on with vigor, and with a due regard to the public requirements.

“ 5. We shall anxiously await the result of the experimental Mail Service through Torres' Strait, in the hope that the Governments of Netherlands India may co-operate with the Governments of the Australian colonies in establishing a permanent service, by a route affording remarkable facilities to the inhabitants of Queensland for securing

safe and rapid communication with Europe, India, China, and the Islands of the Eastern Archipelago.

“ 6. The consolidation and amendment of the laws relating to the alienation of Crown Lands, together with the other measures which your Excellency proposes to lay before Parliament, shall receive our most careful attention.

“ 7. In conclusion, we learn with satisfaction that, in spite of the dry season which has already seriously affected our agricultural and mining interests, the essential elements of prosperity are abundant. We unite with your Excellency in the expression of a fervent hope that the blessing of Providence may attend us in all our undertakings.”

The Hon. J. PANTON, in moving the adoption of the Address, said he did so with some diffidence, being a new member; but he, nevertheless, did so the more readily, as he perfectly agreed with the tenor both of the Speech and of the Address. He considered the time had arrived when a full inquiry should be made into the whole question of the defences of the colony, in order especially that they should not stand alone amongst the other colonies in the consideration of a question of such grave importance. He thought that during the present session of Parliament this question should be dealt with in a way that would be to the credit of the colony. The third paragraph in the Address related to the subject of immigration. The existing system of immigration was one that required to be carried out with great carefulness. The question of immigration was one of the utmost importance to all young colonies; but any system required to be carried out in a way that would secure due attention to the wants and the interests of the colony. The great question which he considered should secure their serious attention was the land question. It was one of vital importance to the colony, and it was one that ran parallel with the question of immigration. He had no doubt this question would also be dealt with in the same spirit of earnestness and sincerity as the other, and so as to secure the bringing of proper persons to this colony. The subject of railways, to which His Excellency also alluded in his Speech, was one that had been for some time before the country, and he was glad to find that the railway works were to be prosecuted with vigor. He was glad to find that in a short time the Southern and Western line would be opened as far as Gatton. Every day the colony sustained a loss in consequence of the line extending only to Bigge's Camp, as it was too short to secure the traffic of the interior. He was glad to find that the subject would receive such attention as would secure its early

extension. The next question to which he had to allude, was that of the experimental mail service by Torres' Straits, which he was proud to think this young colony of Queensland had been the first to attempt, though, in his own recollection, it was a quarter of a century since such a route was proposed. He hoped, and believed, the Government would receive the support, not only of the Government of Netherlands India, but also of the other Australian colonies; and that particularly the Government of the colony of New South Wales would join heartily hand in hand with this colony in continuing the service. His Excellency also referred in his Speech to the drought of the past summer. He thought they must all join in deploring the severe drought under which they had been and were still suffering. He hoped that, under the blessing of God, they would soon be relieved from the calamity. He also hoped that the colony, which had suffered much in its material interests from the protracted drought, would soon get over it. With reference to the question of the growth of cotton, alluded to in His Excellency's Speech, that was a question with which he was familiar. He believed that the cultivation of cotton in this colony would go hand in hand with the pastoral interest in promoting the welfare of the colony. He might say, confidently, that it was within his own knowledge that such was likely to be the case. The production of cotton on a large scale in this colony would be a source of great satisfaction, not only to the inhabitants of this colony, but also to the inhabitants of the United Kingdom. He could not doubt either that this would become a great sugar producing colony; and he hoped that those by whom that industry had been initiated would find their enterprise result very beneficially to themselves. With these observations, he moved the adoption of the Address, as read.

The Hon. J. GIBBON seconded the motion. He quite agreed with, he said, and endorsed, every thing that had been stated by his honorable friend the mover of the Address. He was quite aware that at present things were at rather an awkward pass by reason of the drought and other causes; but he had every confidence in the substantial wealth and resources of the colony; and he sincerely hoped that in a short time the colony would recover its former prosperous condition. He quite agreed, also, with his honorable friend, that the establishment of an independent mail service by way of Batavia was a very spirited undertaking on the part of the Government of so young a colony, and he sincerely hoped the Government would meet with that measure of support they had a right to expect from the Governments of the other colonies.

The Hon. H. B. FITZ said he did not rise to oppose the adoption of the Address, but to make a few remarks on the subjects

referred to in His Excellency's Opening Speech. Before doing so, however, he thought it would not be out of place to welcome the honorable the Postmaster-General to the position he held in the Legislative Council. He hoped the honorable gentleman would find the atmosphere of the Council much cooler and clearer than that of the Legislative Assembly. He could assure the honorable gentleman that any measures he might introduce into the Council on the part of the Government, would receive his support, so long as those measures were for the public good; but if measures were introduced which were for the benefit of one class, or the injury of another, he trusted there would be an amount of opposition to them which even the present Government did not calculate on. He had no doubt that things would go on very comfortably so far as the present Government were concerned, for Scotchmen were noted as famous for sticking to each other. So far, therefore, as cabinet arrangements were concerned, he had no doubt that things would go on pleasantly enough; but he gravely suspected that the squatting interests, in which he was most concerned, would not be so well attended to as he could wish by the representative of the Government in the Council. Still he thought the honorable gentleman representing the Government, and other honorable gentlemen, would be able to get along together very well; and he had no doubt the honorable gentleman would find his duties in that chamber less onerous than in the other branch of the Legislature. Referring to the Address, which he believed they were entitled to regard as an indication of the policy of the Government with respect to the various topics touched upon in it, he expressed a hope that the railways alluded to in the fourth paragraph were in that advanced state in which they were represented to be; but, for his own part, he must say he had a doubt as to the satisfactory position of the railways, for he thought the railway affairs were in a state requiring inquiry. Indeed, he believed that eventually it would be found that the railways in the colony would prove a failure, and he thought that any honorable gentleman who had travelled on the Southern and Western Railway must admit that it was one of the roughest he had ever travelled on, and that the bumping of the carriages was as great almost as that of a stage coach on an ordinary road. He was not himself an engineer, and could not account for the vertical motion and bumping, but he had conversed on the subject with some of the most clever professional railway engineers, some of whom had been employed on the railways in Victoria, and they had informed him that the vertical motion and bumping was owing to the sleepers being too far apart, the rails too light, and the carriages too heavy. The sleepers were three feet apart, the rails were only 40 lbs. weight to the yard, and the car-

riages were 11 tons 2 cwt. each. Now, he found in other railways that the sleepers were only three feet apart, that the rails were 75 lbs. to the yard, and that the carriages were only 4 tons 6 cwt. each. This jolting and bumping was not experienced in crossing the iron bridges, which proved that the inconvenience was owing to the causes he had mentioned. Such being the case, he maintained that the railways were not in that satisfactory state they were led to believe them to be in by His Excellency's Speech. Then there was the dispute with Messrs. Peto, Brassey, and Betts. There was much he thought in that dispute that ought to be inquired into. The firm of Peto, Brassey, and Betts, was one of the most eminent in the world; so eminent, that it had recently taken contracts from the Russian Government to the amount of £420,000,000. Now it was, he maintained, a dangerous thing for the Government to take the step they had taken in regard to those men. He thought it was a dangerous thing for the Government to take steps with regard to that firm, the effect of which might be to drive them out of the colony. He believed that that firm was prepared to make all the railways in the colony that might be projected, and to take debentures in return payable twenty years hence. In other words, the firm was prepared to make our railways and take in payment debentures redeemable twenty years hence and bearing interest at six per cent. Such being the case, he thought that a most unwarrantable obstruction had been shewn to the firm of Messrs. Peto, Brassey, and Co., in the matter of the railway works; however, he trusted that the difficulty between the Government and the firm might yet be arranged, so that those important contractors might not be driven from the colony. At present they were in this position, that they did not know what they were paying for their railways, and would not be in a position to know it until they found out that they could not sell their debentures. It was a public matter, and indeed notoriously public, that the one great cause of obstruction arose out of the immense number of sleepers that had been rejected. He understood that of 8,589 sleepers only two were accepted. Now, that was a very serious matter. He admitted, however, that if there were good grounds for rejecting the sleepers, it was only right that they should be rejected. The contractors, he understood, entered into a sub-contract for the supply of sleepers, and it was well known to every honorable gentleman that all colonial timber shrunk, more or less. Now the contractors called for sleepers of the length of five feet one inch, so as to allow for shrinking. It seemed that some of them shrunk half-an-inch; but if the sleepers were five feet and half-an-inch in length he did not think they should have been rejected, as so slight a difference could not be of any conse-

quence. However, such was the nature of some of the obstructions that had been offered to the firm of Messrs. Peto, Brassey, and Betts, in the carrying on of the railway works. As to the expense, there was no doubt they were paying more for the construction of the line than any of them had the most remote idea of. With regard to the purchase of plant, he found from statistical returns, which were furnished the other day by the Commissioner of Railways in New South Wales, that in that colony they were paying only one per cent. commission for the purchase of materials for the permanent way, and two and a half on rolling stock; in Victoria they paid two per cent. on rails, and three per cent. on bridge works and locomotives; and in Adelaide they paid two per cent. on all materials. In this colony, however, they paid five per cent. to Sir Charles Fox on all materials supplied. Therefore, in the matter of the purchase of plant alone, they were wasting a great amount of money. There was no doubt that as eminent men as Sir Charles Fox, and men of equal engineering skill, could be found in England, who would give their services in purchasing plant for a much less per centage, and be delighted to have the opportunity. But he could give another illustration of the expensive way in which the works were being carried out. There was the Ipswich station, for instance, which cost a sum of £15,000, while quite as good a building of brick, with a goods shed three times the size of the present one, could have been erected for £5,600. For those reasons he contended that the railway works were not being carried out in a satisfactory manner, and he, therefore, trusted that an inquiry by a joint committee of both Houses would take place into the whole matter; and he felt certain that if such an inquiry took place, and the proper evidence was brought forward, the House and the country would have their eyes opened. He should say no more on the subject of railways, but would now turn to the land question. He saw by the Speech of His Excellency that they were to have a new land measure introduced; and he trusted the Government, in preparing such a measure, would take into careful consideration the absurd working of the present measure—the Agricultural Reserves Act. It was only a few weeks ago that a selection of lands was appointed to take place on the Downs. The lands were opened for selection in the town of Warwick. The police magistrate of the district went down to Warwick, not for the purpose of opening the court, but to see who were there for the selection of lands. He referred to this to shew to honorable gentlemen the absurd working of the Act. The police magistrate found sixty or seventy persons collected at the court-house, some of whom had slept there all night. The magistrate remarked to them that it was useless to go on with the selection there, and asked

them into the court-house for the purpose. He then allowed the parties to make the selections by lot, which was done by the numbers being written on cards, which cards were placed in a hat and then drawn. Well, the person who drew number twelve, which he believed was the best allotment, and which had a good water frontage, had the right of taking up the three adjoining allotments under lease at sixpence an acre. Another person who desired to have the contiguous allotments, offered the successful selector four pounds an acre for their use, which offer was refused. Now that shewed how much the Government lost by the system pursued. For his own part, he was in favor of a system of deferred payments; and he felt satisfied that such a system would work satisfactorily. The present system, provided for under the Agricultural Reserves Act, had worked very unsatisfactorily. If a person were allowed to take up land under a system of deferred payments, without the condition of occupation or any similar obligation, but had only to pay down at the sale twenty-five per cent. of the purchase money, he would go to work on some of the neighboring stations, and earn sufficient to enable him to pay the balance and six per cent. on the purchase money. The purchasers, if working men, would then have an inducement to economise their money, in order to be able to complete their purchase. He trusted that the views he had expressed would be borne in mind by honorable members when they came to consider any amendment that might be proposed in the Agricultural Reserves Act, which he believed had been a complete failure.

The Hon. W. H. YALDWYN said he did not agree with the Speech in all its details, but, nevertheless, approved of it as a whole. He thought the House should not at present go into the discussion of the several matters referred to in the Speech, but wait until measures relating to them were brought forward.

The Hon. the POSTMASTER-GENERAL said that before the motion was put, he should like to say a few words in explanation of what had fallen from the honorable gentleman opposite, Mr. Fitz. He desired, however, in the first place, to assure honorable gentlemen of his acceptance of their congratulations on his appointment to a seat in that House in the like cordial spirit in which those congratulations had been expressed by the honorable gentleman, Mr. Fitz. He also desired to assure honorable gentlemen that he should be most happy to contribute, as far as lay in his power, to the good government of the country. In regard to the observations of the honorable gentleman, Mr. Fitz, as to the railways, he could inform him that the Government were quite aware it was of the utmost importance that an inquiry should be made into the whole subject, and he had no doubt that the utmost

opportunity would be given to permit of the fullest information being given. He could only say, that the Minister of the Crown, in whose department this matter particularly lay, had given it his best attention; and that there was no desire on the part of the Government, or on the part of the honorable the Minister for Lands and Works, to throw any material difficulties in the way of Messrs. Peto, Brassey, and Co. On the contrary, the Government were anxious to retain the services of that firm, and at present negotiations were going on which he hoped would result favorably to the speedy carrying out of the railways, and not be unfavorable to the firm the honorable gentleman alluded to. More than that, he could not at present say on the subject, farther than to reiterate that the Government were desirous to retain the services of Messrs. Peto, Brassey, and Co., and their agent, Mr. Willcox, so long as they found their services were valuable. No doubt it was a matter of notoriety that disagreements had occurred between Mr. Willcox and Mr. Fitzgibbon. Those were fully understood by the honorable the Minister for Lands and Works, who was at the present time taking steps to enable him to come to a better judgment on the matter, by obtaining information and advice, not only from scientific and practical men, but from men who were thoroughly conversant with the usual way of conducting disputes as to railway works. Such being the state of the case, and as the honorable the Minister for Lands and Works was about to take the advice of gentlemen of experience, he hoped the explanation he had given to honorable gentlemen would be satisfactory. He desired to refrain at present from alluding to his position in that House, as the circumstances which had led to changes in the Government would be fully explained in the other branch of the Legislature on the following day, by the honorable gentleman at the head of the Government. On that account he would not further allude to those changes. The honorable gentleman, Mr. Fitz, had also made some remarks with respect to the alienation of Crown lands. The Government were aware that irregular proceedings took place at Warwick on the occasion alluded to; but he was not aware that they were owing to any action on the part of the police magistrate. He understood that those irregular proceedings were attributable to the local land agent; and, as he was the person considered to be blamable, he had been either suspended from office or dismissed. It was to be hoped that similar proceedings would not again occur, either in the same district or in any other. As to the general policy of the new land measure, he did not think it would be expected that he should allude to it at present; but of this much he might assure honorable gentlemen, that the Government had no desire to legislate for any class interests whatever, but for the country at large—for all classes must

merit, and ought to receive, consideration by the Government and the Legislature in dealing with so important a question. Of course it was not to be expected that any land measure could be final, and in a new country, whose circumstances were so rapidly changing as those of this colony were, it would be absurd to suppose that any land Act would not require to be changed from time to time. The object of the proposed new land Bill would be to consolidate and amend the present law; but as honorable gentleman would have an opportunity of considering the measure, he would not farther detain the House.

The Hon. E. I. C. BROWN also congratulated the honorable the Postmaster-General on his appointment to a seat in that House; and said, he thought with the honorable gentleman, Mr. Fitz, that they might find peculiar cause of congratulation in the appointment; for he believed, with him, that there were great abuses in their present railway system, and as the honorable the Postmaster-General in the other branch of the Legislature opposed the present system, they might feel perfectly satisfied that, now he was a member of the Ministry, he would be no party to the hiding of abuses, but would be willing to remedy all abuses that might be discovered to exist. They could not but expect that the honorable gentleman had joined the Government for the purpose of doing the best in his power for the good of the country; and, as he had formerly taken so active a part in exposing abuses, they could not suppose that he would now take any part in hiding them. As to the Speech of His Excellency, he should have been better pleased if it had breathed a greater spirit of economy; and, for his own part, referring back to the subject of railways, instead of seeing the railway works carried on with greater vigor, as he did not see they were in a position to carry them on, he would have preferred to see them stopped altogether. As to the fifth clause of the Speech, which referred to the experimental mail service by way of Torres' Straits, he, for his part, thoroughly disagreed with it. This colony, of all others, should not have gone into such a project, because it was not in a position to afford it. He believed that every trip the vessel made cost the colony £5,000, which was altogether in excess of the value of the advantages derived from the service. The colony was not in a position to make such extravagant experiments. He should have been glad to have found in the Address, in reply to the Speech, a paragraph urging on the Government, if the Governments of the other colonies did not co-operate with them in carrying on the service to abandon it altogether. It was no matter of secrecy that the financial position of the colony was not now a good one. It was well known that it was far from being a good one, and, therefore, they ought not to go into such expensive experiments.

The Address was then adopted.

The Hon. the POSTMASTER-GENERAL moved, —That the Address, as adopted, be presented to His Excellency the Governor, by the honorable the President, the mover, and the seconder, and such other members of the House as might be present at two o'clock on the following day.

The motion was agreed to, and the House adjourned till next day at three o'clock.