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Late Burnside Stock Report.

(Per favor Messrs Donald Reid and Co.)

Fat Cattle—120 yarded. Prime bullocks, £12 2s 6d to £12 10s; medium, £9 to £10 10s; fair, £8 5s to £8 17s 6d; best cows and heifers, £7 7s 6d to £8 17s 6d; medium, £6 17s 6d to £7.

Sheep—1385 penned. Best wethers, 18s to 19s 9d; medium, 16s 6d to 17s 6d; best ewes, 14s 9d to 15s; medium, 12s 3d to 14s 6d.

Lambs—236 penned. Best lambs, 11s to 12s 3d; medium, 8s to 10s.

Pigs—98 forward. There were no suckers. Slips, 12s to 15s; stores, 16s to 23s; porkers, 26s to 35s; baconers, 40s to 43s; heavy pigs, 58s to 76s.

NOTES FROM THE HOUSE.

PROCEEDINGS IN PARLIAMENT.

On Tuesday evening the House went into Committee of Supply for consideration of the Estimates. The first item was a sum of £1879 for the Legislative Council and this gave an opportunity to members to speak on a variety of subjects, that to the ordinary mind seemed to have no connection whatever with the matter, such as land settlement in the North Island, Government debentures, centralisation of education, the purchase of Maori antiquities, the Royal visit expenses, and the volunteer force.

The discussion lasted until 2 a.m. on Wednesday when the vote was passed on the voices.

The House was in an unamiable mood on Wednesday when it threw out nearly every bill that was introduced. The measures that met with this sad fate were School Attendance Bill, School Inspectors Bill, and the Wellington Harbor Board Bill.

Immediately after the House meeting on Thursday afternoon Sir J. G. Ward announced that the Governor had received official intimation that the Coronation would take place on August 9, and he proposed to adjourn Parliament from the previous Thursday night till the afternoon of the following Tuesday. It was intended to have one public holiday throughout the Colony—namely, on Saturday, August 9. A request had been made to have the holiday on Monday instead of Saturday. The Government had fully considered the request, and had come to the conclusion that it was not desirable to change the date. The whole of the demonstrations would take place on the Saturday.

If perseverance would win success Mr Vaile, of Auckland, should long ago have secured a trial for his proposed stage system on the Government Railways. This system, I believe, has been adopted in some Continental country, notably Switzerland, with considerable success, but it is advanced by those opposed to its introduction here that our population is too sparse to secure similar results. There have been few sessions, if any, in which Mr Vaile has not been heard of in connection with this scheme, and the Railways Committee on Thursday afternoon recommended the Government to consider the matter.

Sir J. G. Ward said he recognised Mr Vaile's whole-souled interest in the system he had advocated for so many years, and he (Sir J. G. Ward) had repeatedly stated he would like to see it given a trial on the New Zealand railways. But the difficulty was to face the enormously increased expenditure that would be necessitated to provide fresh railway stock to cope with the enormously increased traffic that must take place under Mr Vaile's stage system. On the 3rd October, 1900, the Government made a reasonable offer to give the system a trial on the Auckland section for 12 months, the stipulation being that a guarantee must be given against loss that was certain to occur, seeing that there would be an enormous reduction in rates under the system. The Government contended it was only fair and just to the rest of the Colony that the people who would obtain the benefits of this reduction should be required to recoup part of the loss at any rate. The Government were still prepared to give effect to the terms of that offer. If the House was prepared to authorise the Minister of Railways to make up the loss out of the consolidated revenue he would act on that authority, but members must take the responsibility for the reduction that would have to be made in other votes.

When the Christchurch Tramways Bill was under discussion, Sir J. G. Ward gave it as his opinion that the tramways in the principal cities ought to be under the control of the State. There were

two strong arguments in support of this proposal. The nationalisation of the tramways would entirely annihilate the rating troubles, and the State would be able to obtain money at a lower rate of interest than municipalities. Municipal bodies were rightly deserving of consideration, and the State could set apart 20 per cent. of the net earnings of tramways to reimburse municipalities for the use of the streets through which the trams would pass.

The introduction of an Imprest Supply Bill for £575,000 on Friday afternoon gave members who had missed their opportunity during the Budget debate to air their views on the financial position of the Colony.

The measure was put through all its stages, and then the adjourned debate on the Loan Bill was resumed.

LOBBY GOSSIP AND NEWS.

The Inspector of Prisons, in the course of his annual report presented to Parliament the other day, states that out of a total of 3630 males and 672 females received during the year, 38 males were of superior education, 3233 males and 588 females were able to read and write, 114 males and 37 females could read only, whilst 245 males and 47 females could neither read nor write.

The revenue of the Public Trust Office for the year ended March 31, 1902, was £42,061, which includes a balance of £16,344 from the previous year. The expenditure was less by £26,628.

The number of old-age pensions in force on March 31, 1902, inclusive of 1055 granted to Maoris, was 12,776, representing a yearly payment of £217,192. During the year, 1694 new pensions were granted, 935 pensioners died, 206 certificates were cancelled, and 182 pensions lapsed through non-application. The total amount paid in respect of pensions during the year was £207,468. The cost of administration was £2535.

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