



Supplement to  
THE WESTERN AUSTRALIAN  
Government Gazette

Of TUESDAY, 24th JULY, 1877.

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FRIDAY, 27th JULY, 1877.

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Colonial Secretary's Office,  
Perth, 24th July, 1877.

**H**IS Excellency the Governor directs the publication of the following Despatch, with its enclosures, for general information.

A. O'GRADY LEFROY,  
Acting Colonial Secretary.

CIRCULAR.

Downing Street, 16th May, 1877.

SIR,—I enclose a copy of a paper recently presented to Parliament, containing correspondence in regard to Her Majesty's ships visiting the groups of uninhabited islands lying in the track of vessels trading between this country and the Australasian Colonies.

You will see that the Lords Commissioners of the Admiralty are of opinion that great and unjustifiable risks are incurred by the captains of those vessels who persist in making their course in very high latitudes, and I have to request that you will make their Lordships' views as widely known as possible in the Colony under your Government.

I have, &c.,  
CARNARVON.

The Officer Administering the  
Government of Western Australia.

CORRESPONDENCE.

No. 1.

Governor Sir G. F. Bowen, G.C.M.G., to the Earl of Carnarvon.  
(Received May 6, 1876).

Government House, Melbourne,  
March 7, 1876.

My Lord,

At the request of my Responsible Advisers I have the honor to forward, and to recommend to the favorable consideration of your Lordship, and of the Lords Commissioners of the Admiralty, the enclosed ministerial memorandum by Sir James McCulloch.

2. It will be seen that the object of this memorandum is to urge the importance of issuing instructions that "Her Majesty's ships shall visit, whenever practicable, the groups of uninhabited or unfrequented islands which lie, more or less, on the outward and homeward tracks of vessels trading between Great Britain and the Australasian Colonies, in order that relief may be afforded to shipwrecked persons, should such be found thereon."

3. Sir James McCulloch further observes, that the recent "discovery of a number of persons, saved from the missing ship "Strathmore," on the Crozets (in the Southern Indian Ocean), "after six months' privation and suffering, coupled with the fact that at least one other passenger vessel for Australia is "now given up as lost, has invested this subject with fresh and "painful interest."

I have, &c.,  
(Signed) G. F. BOWEN.  
The Right Hon. the Earl of Carnarvon, &c., &c., &c.

Enclosure in No. 1.

MEMORANDUM FOR HIS EXCELLENCY THE GOVERNOR.  
(No. 568.)

Sir James McCulloch has the honor to submit to His Excellency the Governor that it is advisable to communicate at the earliest opportunity with the Right Honorable the Secretary of State for the Colonies, with a view to the issue of instructions to officers commanding Her Majesty's ships to visit, whenever practicable, the groups of uninhabited or unrequented islands which lie, more or less, in the outward and homeward tracks of vessels trading between Great Britain and the Australasian Colonies, in order that relief may be afforded to shipwrecked persons, should such be found thereon.

His Excellency will probably recollect that in 1868, after the rescue of the survivors in the case of the "General Grant," which vessel was wrecked long previously on the Auckland Islands, the Lords Commissioners of the Admiralty were good enough to say, in reply to a letter from the Melbourne Chamber of Commerce, that periodical visits should in future be made by the ships on the Australian Station to the islands in the neighborhood of New Zealand. Whether the directions then given continue to be observed this Government is not aware. In any case, no reference was made at that time to the islands situated between the Cape of Good Hope and Australia, which late events have shown to demand equal attention.

Recent telegraphic intelligence of the discovery of a number of persons, saved from the missing ship "Strathmore," on the "Crozets," after six months' privation and suffering, coupled with the fact that at least one other passenger vessel for Australia is now given up as lost, has invested the subject with fresh and painful interest. Had it been the practice of Her Majesty's ships to examine the "Crozets" and other islands in the Southern Indian Ocean when navigating those waters, it is more than probable that the unfortunate persons alluded to would have been relieved from their distressing position at a much earlier date, and possibly many lives would have been saved.

Sir James McCulloch, therefore, begs to request that His Excellency will be so good as to write to Lord Carnarvon on the subject by the outgoing mail. He feels persuaded that it has only to be brought under the notice of Her Majesty's Government to ensure immediate attention. It is suggested that ships of war should receive orders to make a careful examination of the various islands when sailing in adjacent seas; and that the officers commanding at the nearest naval stations shall cause like examinations to be made by the ships at their disposal as frequently as the exigencies of the service will permit.

Melbourne, March 3, 1876.

JAMES McCULLOCH.

No. 2.

*Colonial Office to Admiralty.*SIR,  
Downing Street, May 15, 1876.

I am directed by the Earl of Carnarvon to transmit to you, for the consideration of the Lords Commissioners of the Admiralty, a copy of a Despatch from the Governor of Victoria, [No. 1], with a ministerial memorandum, urging the importance of issuing instructions to the officers in command of Her Majesty's ships to visit, whenever practicable, the groups of uninhabited or unfrequented islands lying more or less on the outward and homeward tracks of vessels trading between Great Britain and the Australasian Colonies.

I am, &c.,  
(Signed) R. H. MEADE.

The Secretary to the Admiralty.

No. 3.

*Admiralty to Colonial Office.*SIR,  
Admiralty, May 18, 1876.

With reference to your letter of the 15th instant, [No. 2], and the Despatch of the Governor of Victoria, in regard to the importance of Her Majesty's ships visiting, whenever practicable, the groups of uninhabited or unfrequented islands lying, more or less, on the outward and homeward tracks of vessels trading between Great Britain and the Australian Colonies, I am commanded by my Lords Commissioners of the Admiralty to request you will state to the Earl of Carnarvon that their Lordships have already been in communication with the Committee of Lloyd's on this question.

2. I am also to forward, for his Lordship's information, a copy of a letter addressed to the Secretary at Lloyd's on the 10th instant, stating the views of this Board on this subject.

I am, &c.,  
(Signed) ROBERT HALL.

The Under Secretary of State for the Colonies, &amp;c., &amp;c., &amp;c.

SIR,  
Admiralty, May 10, 1876.

With reference to your letter of the 3rd instant, drawing attention to the fact that three first class ships, trading between Great Britain and Australia within the last nine months, are unaccounted for, and requesting that one of Her Majesty's ships should visit from time to time the islands lying in the ordinary track of vessels making the Australian voyage, or that one of the Australian squadron should be despatched on that service, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for information of the committee for managing the affairs at Lloyd's, that with every wish to meet their request, my Lords are unable to give directions for one of Her Majesty's ships on the Australian Station to search the outlying islands, as they are quite beyond the limits of the Australian command.

2. Orders, however, will be given for any vessel proceeding from the Cape of Good Hope to Australia, when possible, to sight the Crozet Islands sufficiently near to examine them.

3. In making this communication my Lords desire me to observe that it has come to their knowledge that ships, in making the passage from this country to Australia, appear to incur very great risk by going too far south, and making the run amongst icebergs and floating ice, and that if this is the general practice their Lordships cannot feel surprised at several vessels being now missing.

4. My Lords further desire me to call attention to the first page of the sixth edition of the "Australia Directory," Vol. I., which directs that, "after rounding the Cape of Good Hope, vessels bound to the south coast of Australia should run down their longitude on or about the parallel of 39° S., where the winds blow almost constantly from some western point, and seldom with more strength than will admit of carrying sail. In a higher latitude the weather is frequently more boisterous and stormy, and sudden changes of wind, with squally wet weather, are almost constantly to be expected, especially in the winter season, and after passing the islands of St. Paul and Amsterdam. Islands of ice have also been encountered in those regions, as was almost fatally proved by Her Majesty's ship 'Guardian' striking against one in latitude 46° or 47° S., and nearly foundering in the beginning of summer."

I am also to draw your attention to the foot note on page 1 of the same work indicated by an asterisk.

5. As an illustration of the above remarks, a chart of the southern hemisphere is herewith transmitted, showing the late tracks of the steamship "St. Blyth." [Printed in H.C. No. 289 of 1876].

I am, &c.,  
(Signed) ROBERT HALL.

The Secretary at Lloyd's.

No. 4.

*The Earl of Carnarvon to Governor Sir G. F. Bowen, G.C.M.G.*SIR,  
Downing Street, May 30, 1876.

I caused to be forwarded, for the consideration of the Lords Commissioners of the Admiralty, a copy of your Despatch of the 7th of March, [No. 1], with the ministerial memorandum which accompanied it, pointing out the desirability of occasional visits on the part of Her Majesty's ships to the groups of uninhabited or unfrequented islands lying more or less in the outward and homeward tracks of vessels trading between Great Britain and the Australian Colonies; and I have the honour to transmit to you, for your information, a copy of a letter, with its enclosures, which has been received from their Lordship's Department in reply. [No. 2].

I have, &c.,  
(Signed) CARNARVON.

Governor Sir G. F. Bowen, G.C.M.G.

No. 5.

*The Marquis of Normanby to the Earl of Carnarvon.*  
(Received January 31, 1877.)My Lord,  
Wellington, December 12, 1876.

I have the honour to bring under your Lordship's notice a "Memorandum" which has been handed to me by my Government, in which they express their hope that Her Majesty's Government may be induced to establish a dépôt of food and clothing on the "Crozet Islands," for the use of any persons who may unfortunately be wrecked there.

2. The recent loss of the "Strathmore," together with the fearful sufferings experienced by the crew and passengers who succeeded in reaching the shore, has naturally attracted much attention to these islands, which, from their position in the direct course of ships trading to New Zealand and Australia, are a constant source of danger to vessels employed in that trade; and in view of the largely increased and still increasing trade between England and these Colonies, it would seem desirable, now that attention has so unfortunately been drawn to the subject, to take some steps which would at any rate alleviate the sufferings of any persons who may in future unfortunately be wrecked upon them.

3. The cost of establishing such a dépôt as that proposed could not be large, while it may be the means of saving many valuable lives.

I have, &c.,  
(Signed) NORMANBY.

The Right Hon. the Earl of Carnarvon, &amp;c. &amp;c. &amp;c.

Enclosure in No. 5.

MEMORANDUM FOR HIS EXCELLENCY.

The Chamber of Commerce at Christchurch recently drew attention to the privations and sufferings of the survivors from the wreck of the "Strathmore" on the Crozet Islands, and suggested that the Home authorities should be urged to place thereon a supply of food and clothing for the relief of castaways.

As these dangerous islets lie in the track of vessels making the voyage from Europe to Australia and New Zealand, there can be no question as to the desirability of taking the precaution to prevent any persons who may hereafter be unfortunately cast ashore there from encountering sufferings such as those to which the survivors from the "Strathmore" were exposed. The Government, therefore, beg that his Excellency will represent this matter for the favorable consideration of the Home Government.

It appears from correspondence between the Lords of the Admiralty and the Committee of Lloyd's with respect to Her Majesty's ships calling at the islands between the Cape of Good Hope and Australia, for the purpose of rescuing persons who may be shipwrecked upon any of them (a copy of which correspondence was laid before the House of Commons, and printed), that my Lords decided to give orders that Her Majesty's ships proceeding from the Cape of Good Hope to Australia shall, in future, when possible, pass the Crozets sufficiently near to examine them.

The Government venture to express a hope that, on the representations made herein being conveyed to the Lords of the Admiralty, they will see fit to supplement the instructions they have already given, by directing that a supply of food and clothing shall be landed on the islands, as promptly as possible, from one of Her Majesty's ships; and that whenever the group is subsequently visited, the dépôt shall be inspected, and the supply renewed as far as may be necessary.

(Signed) H. A. ATKINSON.

Wellington, November 11, 1876.

No. 6.

*Colonial Office to the Admiralty.*SIR,  
Downing Street, February 21, 1877.

With reference to the letter from this Department of the 15th of May last, and to the reply from the Admiralty of the 18th of the same month, [No. 3], in regard to the importance of Her Majesty's ships visiting, whenever practicable, the groups of uninhabited or unfrequented islands lying more or less in the track of vessels trading between this country and the Australasian Colonies, I am directed by the Earl of Carnarvon to transmit to you, to be laid before the Lords Commissioners of the Admiralty, a copy of a Despatch from the Governor of New Zealand, [No. 5], enclosing a memorandum from his Government expressing their hope that the Lords Commissioners will supplement the instructions they have already given upon this subject, by directing that a dépôt of food and clothing be established on the Crozet Islands for the use of any persons who may unfortunately be wrecked there.

Lord Carnarvon desires me to add an expression of his own strong hope that it will be in the power of their Lordships to comply with the suggestion made by the New Zealand Government.

I am, &amp;c.,

(Signed) W. R. MALCOLM.  
The Secretary of the Admiralty.

No. 7.

*Admiralty to Colonial Office.*SIR,  
Admiralty, March 10, 1877.

With reference to your letter of the 21st February last [No. 6], and its enclosures relative to the establishment of a dépôt of food and clothing in the Crozet Islands for the use of any persons who may be shipwrecked there, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Earl of Carnarvon, that great difficulties exist in the way of placing dépôts on these islands, as they are all "iron-bound," and, as a rule, inaccessible. Landing anywhere, even under favourable auspices, is precarious. The weather, as a rule, is extremely boisterous, accompanied with fogs, and there is only one known anchorage in the whole group, and this is a small and open one on the leeward-most island.

2. The group consists of five islands or cluster of islets, the largest of which is about 13 miles in length and seven in breadth, and they occupy an area included in 35 miles of latitude and two degrees of longitude.

3. My Lords desire me here to observe that the "Strathmore" was lost on the northernmost of the group, which appears to be the smallest cluster, so that dépôts on any other of the islands would in the case of that ship have been wholly useless. To place dépôts on each of the islands would, therefore, appear to be the only solution of the proposal recommended, and to do this would involve much risk and a great outlay of time.

4. Their Lordships further consider that it would be very undesirable to carry out the suggestions made in the com-

munications before referred to, as ships can have no possible excuse for nearing the Crozets when making a passage to Australia or New Zealand; and if depôts were provided there it would be tantamount to offering a premium for them to navigate in the neighborhood. There is abundance of ocean room to the northward of these islands, and, in their Lordships' opinion, it is a dereliction of duty in any captain going near them, considering the fogs and tempestuous weather that prevail in their neighborhood; and, further, that in the lower latitude of 40° S., or thereabouts, finer and more favorable winds are found.

5. In conclusion, my Lords would remark that in all the discussion which has been brought about by the lamentable affair of the "Strathmore," the fact that this ship was more than 80 miles out of her reckoning at the time of the wreck appears to have been entirely lost sight of.

I have, &c.,  
(Signed) ROBERT HALL.

The Under Secretary of State,  
Colonial Office.

No. 8.

The Earl of Carnarvon to the Marquis of Normanby.

MY LORD, Downing Street, March 17, 1877.

I have received your Despatch of the 12th of December, [No. 5] enclosing a memorandum from your Ministers expressing their hope that the Lords Commissioners of the Admiralty will, in addition to the orders they have already given, that any of Her Majesty's ships proceeding from the Cape of Good Hope to Australia shall, when possible, sight the Crozet Islands sufficiently near to examine them, issue further instructions that a depôt of food and clothing shall be established on the islands for the use of any persons who may unfortunately be wrecked there.

2. I have been in communication with the Lords Commissioners of the Admiralty upon the subject, and I enclose a copy of the reply I have received from their Lordships [No. 7].

3. From this letter your Ministers will learn that great difficulties exist in complying with their suggestion, owing to the inaccessible nature of the Crozet Islands; and, moreover, that depôts would have to be established on each of the islands, owing to the scattered nature of the group, in order to ensure that persons shipwrecked there would be able to avail themselves of them.

4. But, in addition to these difficulties, their Lordships again point out, as they did in their letter to the Secretary of Lloyd's, dated the 10th of May, 1876, [Vide Enclosure to No. 3] to which your Ministers refer, that the Crozet Islands do not lie in the proper track of vessels trading to Australia and New Zealand, and that great and unjustifiable risks are incurred by those captains who persist in making their course in such high latitudes.

5. The opinions which their Lordships express appear to me to be conclusive, and as it is desirable that their views should be known as widely as possible I propose to lay the correspondence which has passed on the subject before Parliament.

I have, &c.,

The Marquis of Normanby. (Signed) CARNARVON.

No. 9.

Admiralty to Colonial Office.

SIR, Admiralty, March 19, 1877.

With reference to previous correspondence respecting the Crozet Islands, I am commanded by my Lords Commissioners of the Admiralty to send you herewith for the perusal of the Earl of Carnarvon, a letter, dated the 4th January last, from Captain Lindesay Brine, of Her Majesty's ship "Wolverene," reporting his visit to these islands in the South Indian Ocean.

I am, &c.,

The Under Secretary of State for the Colonies. ROBERT HALL.

Enclosure in No. 9.

Report respecting the Crozet Islands, South Indian Ocean.

H.M.S. *Wolverene* at Sea, Lat. 37° 9' S., Long. 150° 57' E., 4th January, 1877.

SIR, I have the honor to submit to you for the information of the Lords Commissioners of the Admiralty the following report of an examination of the Crozet Islands, made in accordance with the directions of their Lordships, to ascertain if there was any appearance of castaways or vessels which may have wrecked there.

2. We left Simons Bay on 18th November, and proceeded to the south until we fell in with the prevailing westerly winds in latitude 38° south, longitude 18° east. We then steered straight for the Crozet Islands until we reached latitude 43° 26' south, longitude 36° 10' east, the islands then being 622 miles distant. We now entered a dense fog which continued with rare intervals of open sky until the morning of the 30th, at which time we had nearly run our estimated distance.

3. We were on the point of heaving to, to wait for the weather to clear, when a sudden lift of mist disclosed for a few minutes the west end of the Twelve Apostles about three miles off on the bow.

4. This point of the island is remarkable for its lofty group of pinnacle rocks closely resembling the Needles. These, although attached by their base to the island, appeared when first seen like sharp jagged peaks arising separately from the sea, and it was the low morning light penetrating between the open spaces that caused them to stand out so clearly; the island itself was not visible. A high rolling sea broke heavily on the weather shore.

5. At about 9 of the forenoon the fog again lifted, and I steamed in for the land to examine the Twelve Apostles (the island on which the *Strathmore* was wrecked), firing guns to attract attention.

6. It was evident that no close observation could be made unless a change took place in the weather, but most fortunately the fog cleared away and was succeeded by two singularly fine and calm days, and we were thus able to examine the shores,

bays, and hill slopes within a distance from which any people or signs of wreck could have been distinctly seen.

7. A small cairn, raised by the survivors from the "*Strathmore*," still exists at a point on the ridge about 300 feet above the sea. A grassy plateau where they were encamped was covered with white albatrosses sitting on their nests, and the rocks were crowded with penguins. Seabirds of various kinds were numerous, attracted by a good stream of fresh water which flows from the hill over the cliff into the sea.

8. After completing the examination of the Twelve Apostles, I steamed across to Hog Island and examined its leeward coast. Here, as at the Twelve Apostles, the valleys and hill sides were dotted with white albatrosses.

The top of this island was covered with snow, and, although it was now the summer of these latitudes, large quantities of snow were still lying in the cleft of the rocks near the shore. The windward or west side of Hog Island is precipitous and much exposed, and I did not see any places where wrecked people could settle, but upon its lee or eastern slope there were several fairly sheltered positions, where the landing would not be difficult. The lower sides of the hills are covered with coarse grass. There are numerous birds and rabbits and several fresh water streams.

9. I now proceeded to Penguin Island, the southern extremity of the Crozet Group. This is a bare precipitous rock about 4½ miles in circumference. I could not see any water here, and very few birds.

This volcanic island appears to be destitute of any means of preserving life, and unfortunately it is, from its position, the most dangerous for vessels proceeding by a great circle route to Australia.

10. The search round the shores of the Windward Islands occupied one day, and the next was employed in a similar manner examining the Eastern Islands.

11. The first visited was Possession Island, the largest and most important of the group. When off Nairne Bay we observed on the beach a hut, several casks, and two boats, one of which seemed to be in fair condition. The sea being smooth and the wind light, I decided to anchor and send in our boats to search the shore, as I thought it probable we should find some record left by people who might have gone there in the hope of meeting a sealing vessel.

12. Upon landing, our interest was immediately excited by the strange sensation of finding ourselves surrounded by animals which evidently had not the slightest fear of men or their guns. Hundreds of seals which were resting on the damp grass bordering on the stream, which at this point enters the sea, made no attempt to escape from us: the albatrosses also would not move from their nests on the ground. These magnificent birds, measuring in several instances 11 feet across the wings, only showed resistance when actually seized, and even then did not seem to have any sense of danger. The bay was alive with birds; we observed the white and sooty albatross, petrels of various kinds, black hens and cape pigeons, numerous gulls, and a few wild ducks, and the rocks were covered with seals and penguins.

13. The hut was about 12 feet long, and contained six sleeping bunks; it was rudely constructed with staves of casks. There was a stove inside on the right of the door ingeniously made out of an old fish kettle; the funnel was formed by a series of small iron hoops nailed together. There was a number of empty casks outside together with other debris belonging to a sealing establishment. There were two whale boats hauled up on the beach; one of these was useless, the other with some slight repairs could be made seaworthy. The name J. A. Brink was cut on the door of the hut. We found no document, or any signs of the bay having been lately visited. The following record was placed in a tin box and secured to the stove in the hut: Her Britannic Majesty's ship "*Wolverene*," 17 guns, visited each island of the Crozet group to ascertain if there were any shipwrecked people on them, and finally called at this bay on the 1st December, 1876, on her way to Perth, Western Australia, from England.

14. We concluded our examination by steaming round and searching the steep and desolate shores of East Island, the last of the group.

15. Soon after leaving the land and while the Crozets were still visible, we passed close to a large iceberg whose height was estimated at 300 feet, and the circumference at the water line about three miles.

16. Judging from my experience, I would submit that merchants vessels should be cautioned against going down to a higher latitude than the 44th parallel; in the stormy latitudes south of this the westerly gales propel a ship through the water at a great speed, and the seas are so high that it would be difficult to check the speed or haul to the wind to clear danger. The Crozets are in a known position and can be avoided by careful navigation, but this is not the case with icebergs; if one of these should happen to be floating in the line of course of a vessel going through the water at a rate of 12 or 13 knots during a fog by day or on a dark night it would not be seen until it was too near to be avoided and destruction would be certain. Icebergs in these southern seas should be considered as representing rocks or shoals in unknown positions. Merchant ships rushing blindly through these dangers run most criminal risks, they play a daring game of chance at which the lives of the passengers and crews are hazarded. It is more than probable that the majority of the ships reported as missing in these seas are missing because wrecked by sudden and violent contact with drifting icebergs.

17. In the event of people being cast away on the Crozets I would recommend that, if possible, they should establish a look out place on the Twelve Apostles; this island is the one which would most probably be sighted by ships, and an object placed or a man standing on the ridge where the "*Strathmore*" cairn is erected would be seen at a great distance.

The north-east point of the Twelve Apostles is by the chart placed in longitude 50° 41' east. Our chronometers placed the point in longitude 50° 36' east. This is assuming the latitude to be correct, as no observations for latitude could be obtained. If our longitude is correct the Twelve Apostles should therefore be placed five miles west of their present position on the chart.

18. Attached to this letter is a copy of the log for the two days that the "*Wolverene*" was examining the Crozet group.

I have, &c.,  
(Signed) LINDESAY BRINE,  
Captain.

Colonial Secretary's Office,  
Perth, 24th July, 1877.

HIS Excellency The Governor directs the publication of the following Abstract of the Revenue and Expenditure of the Colony of Western Australia, for the Quarter ended 30th June, 1877, for general information.

A. O'GRADY LEFROY,  
Acting Colonial Secretary.

Abstract of the Revenue of the Colony of Western Australia, for the Quarter ended June 30th, 1877.

HEADS OF REVENUE.	AMOUNT.		
	£	s.	d.
Customs .....	21056	5	11
Harbor Dues .....	576	9	8
Land Sales .....	1506	5	0
Land Revenue .....	3281	0	6
Rents (exclusive of Land) .....	133	6	0
Transfer Duties .....	134	14	0
Licenses .....	186	7	6
Postages .....	1389	9	6
Commission on Money Orders .....	18	13	1
Telegrams .....	672	2	3
Fines, Forfeitures, and Fees of Court .....	583	7	7
Fees of Office .....	338	19	6
Rottneat Native Penal Farm .....	224	9	1
Sale of Government Property .....	16	11	0
Interest .....	265	0	0
Reimbursements .....	759	16	0
Refunds .....	339	7	4
Miscellaneous Services .....	176	3	6
Special Revenue North District .....	21	5	0
Special Receipts .....	385	4	8
Contributions under Scab Ordinance .....	110	10	3
Penalties under do. ....	7	1	4
	32182	8	8
Commissariat Chest on Account } of Police and Magistracy }	3125	0	0
<b>TOTAL</b> .....	<b>35307</b>	<b>8</b>	<b>8</b>

Audit Office, Perth, July 23rd, 1877.

E. L. COURTHOPE, Auditor-General.

Abstract of the Expenditure of the Colony of Western Australia, for the Quarter ended June 30th, 1877.

HEADS OF SERVICE.	AMOUNT.		
	£	s.	d.
Civil List Schedule G., 33rd Vict., } No 13	1098	9	10
His Excellency The Governor .....	65	6	6
The Legislature .....	212	5	10
Colonial Secretary's Department .....	328	4	2
Treasury .....	127	10	0
Audit Department .....	205	0	0
Registry do. ....	267	10	0
Survey do. ....	1531	2	8
Office of Works .....	353	5	0
Customs Department .....	830	0	10
Postal and Telegraph Department .....	5299	0	2
Harbor and Light do. ....	992	6	6
Administration of Justice .....	2414	2	7
Medical Department .....	1403	11	4
Police do. ....	5704	4	10
Gaols do. ....	1576	12	10
Rottneat Penal Establishment .....	674	16	11
Government Printing Department .....	324	16	6
Inspectors of Sheep .....	233	6	8
Education .....	2153	12	4
Poor House and Charitable Allowances .....	1376	10	11
Immigration .....	400	16	9
Pensions .....	414	15	2
Ecclesiastical Services .....	814	10	0
Works and Buildings .....	1977	16	11
Roads and Bridges .....	3044	10	0
Miscellaneous Services .....	4140	1	11
Aborigines .....	174	15	7
Crown Agents .....	7500	0	0
Refunds .....	167	0	9
<b>TOTAL</b> .....	<b>45806</b>	<b>3</b>	<b>6</b>

Audit Office, Perth, July 23rd, 1877.

E. L. COURTHOPE, Auditor-General.