

## TRAFFIC.

21° GEO. V., No. XX.

No. 20 of 1930.

### AN ACT to amend the Traffic Act, 1919-1926.

[Assented to 11th December, 1930.]

**B**E it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of Western Australia, in this present Parliament assembled, and by the authority of the same, as follows:—

1. This Act may be cited as the *Traffic Act Amendment Act, 1930*, and shall be read as one with the Traffic Act, 1919-1926, as consolidated and printed in the Appendix to the Sessional Volume of the Statutes for the year 1929-30, hereinafter referred to as the principal Act, and shall come into operation on a day to be fixed by proclamation.

Short title and commencement.

2. Section two of the principal Act is amended by inserting after the words "Fourth Schedule—Width of Tires" the words "Fifth Schedule—Additional License Fees on Certain Roads."

Amendment of s. 2.

3. Section five of the principal Act is hereby amended by the addition of a subsection, as follows:—

Amendment of s. 5.

(5.) Any person who has at any time, after the coming into operation of this Act, committed an offence against this section for which he has not been prosecuted shall be liable to pay to the local authority the license fee which he might have been ordered to pay on conviction of such offence, and such fee shall be recoverable in any court of competent jurisdiction.

4. Section ten of the principal Act is amended by inserting at the beginning thereof the words "subject to Section 10a next following."

Amendment of s. 10.

New section.

5. A section is inserted after section ten of the principal Act, as follows:—

10a. (1.) Until the thirty-first day of December, one thousand nine hundred and thirty-two, but subject as hereinafter provided, every person using any vehicle, mentioned in Part II. of the Fifth Schedule, for the carriage of goods, which term does not include personal effects or articles of domestic use or requirement, upon any road mentioned in Part I. of the Fifth Schedule to this Act shall pay the additional license fees set out in Part II. of the said schedule.

Provided that this section shall not apply to vehicles used—

- (a) for carrying the produce of farms or forests or farming requisites or requisites for the production of timber between any farm or forest and the railway station or town nearest to such farm or forest;
- (b) for carrying grain in a vehicle owned by the producer of such grain to a flour mill for the purpose of being gristed, milled or treated, and carrying from such mill flour, meal, bran, pollard or offal received in exchange for such grain for use on the farm where the grain was produced;
- (c) solely for carrying livestock, poultry, fruit, vegetables, dairy produce or other perishable commodities from the place where they are produced to any other place, and for carrying on the return journey any farmers' requisites for domestic use or for use in producing the commodities named herein, and not intended for sale;
- (d) principally for carrying the ore from mines and mining requisites within any prescribed mining district;
- (e) principally for carrying produce and goods between the station property of any person engaged in the pastoral industry between such property and the railway station or town nearest to such property;
- (f) by the Crown or a local authority for its own purposes:

Provided also, that in exceptional cases the Minister may exempt the owner of a particular vehicle from liability to pay the prescribed additional license fee, either wholly or partially, to such extent as the Minister in the circumstances shall think reasonable.

Additional fees to be paid for certain vehicles used on roads in Fifth Schedule.

(2.) The Governor may by regulation add additional roads to Part I. of the said Fifth Schedule, and by regulation at any time remove therefrom any road added thereto as aforesaid.

(3.) The additional license fee prescribed in Part II. of the Fifth Schedule shall be a debt due to the Minister, and shall be payable to the Commissioner of Police, or to any other person authorised by the Minister to receive the same from the licensee, and shall be recoverable by action in any court of competent jurisdiction.

(4.) No vehicle to which this section applies shall be used on any road mentioned in Part I. of the Fifth Schedule until the additional license fee prescribed in Part II. of the said schedule has been paid, and a receipt for such payment has been endorsed on the license by the Commissioner of Police or by a person authorised by the Minister to receive such additional license fee and endorse such receipt.

Penalty: Fifty pounds.

(5.) On a conviction for an offence under the next preceding subsection, the court shall order the defendant to pay the additional license fee which should have been paid, in addition to the penalty imposed, and such order may be enforced as if the amount of such additional fee was a penalty imposed on the defendant.

(6.) All additional license fees received by the Minister under this section shall be paid by him to the credit of a special account at the Treasury, and be applied, firstly, in payment of the cost of collection and administration, and secondly, towards the maintenance, repair, and improvement of the roads mentioned in Part I. of the Fifth Schedule, as the Minister shall think fit.

(7.) The warrant of the Minister shall be sufficient authority to the Treasurer to make any payment provided for by this section.

(8.) For the purposes of this section, subject as in this section previously provided, the term "goods" means chattels of every kind capable of physical transport, but does not include live animals or chattels when the same are being conveyed to or from agricultural shows for show purposes.

Insertion of this  
schedule.

6. Subject to section ten A a schedule is added to the principal Act, as follows:—

### FIFTH SCHEDULE.

#### PART I.

The following are the roads to which the provisions of Section 10a shall apply:—

1. Perth-Bunbury Road.
2. Bunbury-Bridgetown Road.
3. Perth-Albany Road.
4. Albany-Denmark Road.
5. Perth-Cranbrook Road, *via* Northam and York.
6. Perth-Merredin Road.
7. Northam-Merredin Road, *via* Goomalling, Dowerin, Wyal-  
katchem and Kununoppin.
8. Perth-Wiluna Road.
9. Perth-Geraldton Road.
10. Clackline-Miling Road.
11. Northam-Mullewa Road.
12. Geraldton-Mullewa Road.
13. Geraldton-Northampton Road.

as more particularly described hereunder:—

#### PERTH-BUNBURY ROAD.

##### ROUTE 1.

That portion of the Armadale-Pemberton Road, as described in the *Government Gazette* of Western Australia of the 17/6/1927, 6/7/1928, and 23/11/1928, commencing at the Southern boundary of the Metropolitan Area and extending to a point 6 miles North-East of Picton Junction as shown on Plan M.R.B., W.A., 1030.

#### BUNBURY-BRIDGETOWN ROAD.

##### ROUTE 2.

That portion of the Armadale-Pemberton Road commencing at a point 6 miles South of Picton Junction and extending to Boyanup as described in the *Government Gazette* of Western Australia of 24/8/1928, and as shown on Plan M.R.B., W.A., 1030; thence passing through the Capel, Preston, Balingup, and Greenbushes Road Districts as follows:—

##### *Capel Road District.*

That portion of a public road, as shown on Lands Department Lithograph 411D/40, commencing at the boundary between the Capel and Dardanup Road Districts at the most Southerly corner of Wellington Location 322; thence South-Westerly along Bridge Street to Preston Road; thence Southerly along the said Preston Road to the Southern boundary of the Townsite of Boyanup; thence Southerly and South-Easterly through Wellington Location 54 to the North-Western corner of Location 478; thence South-Easterly along the South-Western boundary of said Location 478 to its Southern corner on the boundary between the Capel and Preston Road Districts, as shown on Plan M.R.B., W.A., 1030.

##### *Preston Road District.*

That portion of a public road, as shown on Lands Department Lithographs 411D/40 and 414A/40, commencing at the most Southerly corner of Wellington

Location 478 on the boundary between the Capel and Preston Road Districts; thence South-Easterly following the Eastern boundary of the Bunbury-Bridgetown Railway Reserve to a point about 10 chains East of the Western boundary of Location 279; thence Southerly crossing the aforesaid railway to its Western side; thence South-Easterly generally following the said Bunbury-Bridgetown Railway Reserve on its Western side for a distance of 3 miles, approximately, to the North-Western corner of Reserve 12518; thence Southerly along the Western boundary of said Reserve 12518 and Location 2789 to the South-Western corner of said Location 2789; thence Easterly generally along the Southern boundary of Location 2789 aforesaid to the Western boundary of the Bunbury-Bridgetown Railway Reserve; thence North-Easterly crossing the said Railway Reserve to its Eastern side; thence South-Easterly, Easterly, and South-Easterly following the aforesaid Railway Reserve on its Eastern side for a distance of  $2\frac{3}{4}$  miles to the Western boundary of Location 396; thence South-Easterly generally passing through the said Location 396 and Locations 218 and 441 to the North-Eastern corner of the Donnybrook Station Yard; thence South-Easterly, Easterly, and South-Easterly following the Bunbury-Bridgetown Railway Reserve generally, along its Eastern side to the South-West corner of Lot 176 in the Donnybrook Townsite Extension; thence Southerly crossing the aforesaid Railway Reserve to its Western side; thence South-Easterly and Southerly to the Southern boundary of the Townsite of Donnybrook; thence South-Easterly generally along Road No. 51 for a distance of  $6\frac{1}{4}$  miles, approximately, to the South-Eastern corner of Location 1055 on the boundary between the Preston and Balingup Road Districts, as shown on Plan M.R.B., W.A., 1030.

#### *Balingup Road District.*

That portion of a public road, as shown on Lands Department Lithographs 414A/40, 414D/40, and 414C/40, commencing at the South-Eastern corner of Wellington Location 1055, on the boundary between the Preston and Balingup Road Districts; thence South-Easterly along the Eastern boundary of the following:—Location 3693, Lot 8 of the Townsite of Newlands, Location 2923, part of Pastoral Lease 3921/93, and Locations 2917 and 2184 to the 35-mile peg; thence South-Easterly through part of Pastoral Lease 3921/93 aforesaid, and Location 2233 to the Northern boundary of the Townsite of Kirup; thence South-Easterly passing through the said Townsite along the Western boundaries of Lots 72 and 73, Reserve 15023, Lot 57, and Lots 47 to 43 inclusive, to the South-Western corner of said Lot 43; thence South-Easterly along the Western side of the Bunbury-Bridgetown Railway Reserve for a distance of six chains, approximately, crossing the said railway at this point in a South-Easterly direction to its Eastern side; thence along the main Donnybrook to Bridgetown road, as shown on the Townsite of Kirup Lithograph, to the South-Western corner of Reserve 7703; thence South-Easterly, crossing the Eastern boundary of the aforesaid Townsite and continuing to the most Western corner of Reserve 15703; thence South-Easterly along the South-Western boundary of said Reserve 15703 and the Southern boundary of Location 1034 to its South-Eastern corner; thence South-Easterly generally, along Road No. 51, and passing through the Townsite of Balingup and continuing along the said Road No. 51, to the boundary between the Balingup and Greenbushes Road Districts at the North-Eastern corner of Location 6367, as shown on Plan M.R.B., W.A., 1030.

#### *Greenbushes Road District.*

That portion of Road No. 51, as shown on Lands Department Lithographs 414C/40 and 439B/40, commencing at the boundary between the Balingup and Greenbushes Road Districts at the North-Eastern corner of Location 6367; thence South-Easterly generally, following the said Road No. 51 to a point 8 miles North-West of Bridgetown, as shown on Plan M.R.B., W.A., 1030.

### PERTH-ALBANY ROAD.

#### ROUTE 3.

That portion of the Perth-Albany Road between the Southern boundary of the Metropolitan Area and the 244-mile peg on the Perth-Albany Road, as described in the *Government Gazette* of Western Australia of 17/6/1927, 24/6/1927, and as shown on Plan M.R.B., W.A., 1030.

## ALBANY-DENMARK ROAD.

## ROUTE 4.

That portion of the Albany-Denmark Road as described in the *Government Gazette* of Western Australia of 17/6/1927 and 11/10/1929, commencing at a point 8 miles West of Albany and extending to a point 8 miles East of Denmark, as shown on Plan M.R.B., W.A., 1030.

## PERTH-CRANBROOK ROAD, via NORTHAM AND YORK.

## ROUTE 5.

That portion of the Midland Junction-Merredin Road commencing at the Eastern boundary of the Metropolitan Area and extending as described in the *Government Gazette* of Western Australia of 2/3/1928 and 27/7/1928 to a point 8 miles West of Northam, recommencing at a point 8 miles South of Northam, on the Northam-York-Cranbrook Road; thence South-Easterly along Road No. 31 to a point 8 miles North of York, recommencing at a point 8 miles South of York on the Northam-York-Cranbrook Road; thence Southerly generally along the said Northam-York-Cranbrook Road as described in the *Government Gazette* of Western Australia of 16/9/1927 to a point 8 miles North of Narrogin; commencing again at a point 8 miles South of Narrogin on the Western side of the Narrogin-Cranbrook Railway Reserve; thence Southerly along the Western side of the said Railway Reserve to the most Northern angle of Location 6041, leaving the aforesaid Railway Reserve at this point; thence Southerly along the Western boundary of Locations 6040, 4145, 2797, 2798, 10562, 10541, 9364, and 1681 to the South-Western corner of said Location 1681; thence Easterly along the Northern boundary of Reserve 8098; thence crossing the Arthur River and continuing Easterly to the Western side of the Narrogin-Cranbrook Railway Reserve; thence South-Easterly and Southerly following the said Railway Reserve on its Western side to a point 8 miles North of Wagin; commencing again at a point 8 miles South of Wagin on the Western side of the Narrogin-Cranbrook Railway Reserve thence South-Easterly along the Western side of the said Railway Reserve to the Northern boundary of the Boyerine Townsite Reserve; thence South-Easterly passing through the said Boyerine Townsite Reserve to Brazier Road; thence South-Easterly and Southerly along Brazier Road to Onslow Road; thence South-Easterly along Road No. 1819 to the North-Western corner of Location 480; thence Easterly to the North-Eastern corner of Location 4207; thence South-Easterly to the South-Eastern corner of Reserve 6650; thence Easterly to the Western side of the Narrogin-Cranbrook Railway Reserve; thence South-Easterly, generally, following the Western side of the said Railway Reserve to the Northern boundary of the Townsite of Peringillup; thence South-Westerly along Road No. 7060 to the Southern boundary of the said Townsite Reserve; thence South-Westerly and South-Easterly rejoining the Western side of the Narrogin Railway Reserve at the South-Eastern corner of Location 2512; thence South-Easterly along the Western side of the said Railway Reserve to North Terrace within the Townsite of Tambellup; thence Easterly crossing the aforesaid Railway Reserve to its Eastern side; thence Southerly along Norrish Street to Henry Street; thence along Henry Street to its junction with Road No. 863; thence South-Easterly along said Road No. 863 and Road No. 1294 to the junction with Road No. 3736; thence Southerly along said Road No. 3736 to Road No. 2611; thence South-Easterly along said Road No. 2611 to the South-Western corner of Location 613; crossing the Narrogin-Cranbrook Railway Reserve at this point to its Western side; thence South-Westerly generally, along the Western side of the said Railway Reserve to the Southern boundary of the Townsite of Pootenup, leaving the aforesaid Railway Reserve at this point; thence Westerly and Southerly along Road No. 215 to the Western boundary of the Narrogin-Cranbrook Railway Reserve; thence South-Westerly along the Western boundary of the said Railway Reserve to the North-Eastern boundary of the Cranbrook Townsite Reserve; thence South-Westerly passing through the said Townsite Reserve and along Road No. 792 to the Perth-Albany Road as shown on Plan M.R.B., W.A., 1030.

## PERTH-MERREDIN ROAD.

## ROUTE 6.

That portion of the Midland Junction-Merredin Road as described in the *Government Gazette* of Western Australia of 2/3/1928, 27/7/1928, 12/10/1928, and 20/12/1929, commencing at the Eastern boundary of the Metropolitan Area and extending to a point 8 miles West of Northam, recommencing at a point 8 miles East of Northam and extending to a point 8 miles West of Merredin, as shown on Plan M.R.B., W.A., 1030.

NORTHAM-MERREDIN ROAD, via GOOMALLING, DOWERIN,  
WYALKATCHEM AND KUNUNOPPIN.

## ROUTE 7.

That portion of the Quelquelling Road commencing at a point 8 miles from Northam at the most Eastern corner of Location 2039; thence North-Easterly along the South-Eastern boundary of Locations 17731, 2064 and 7061 to the South-Eastern corner of said Location 7061; thence North-Easterly through Location 701 to the North-Western corner of Location 2131; thence North-Easterly along the North-Western boundary of Locations 20591, 2237, 2286 and 17485 to the most Western corner of Reserve 13755; thence North-Easterly along the South-Eastern boundary of Location 18131 to the Western boundary of Reserve 737; thence North-Easterly passing through said Reserve 737 to its North-Eastern corner; thence North-Easterly along part of the North-Western boundary of Location 18132 to its North-Eastern corner; thence North-Easterly along part of the North-Western boundary of, and through Location 2597 to its North-Eastern boundary; thence North-Easterly crossing a public road and passing through part of Location 3239 to its North-Western boundary; thence North-Easterly along part of the North-Western boundary of said Location 3239 to its North-Eastern corner; thence North-Easterly and Northerly along the North-Western boundary of Locations 3584, 2356 and 2354 to the most Western angle of Location 2800; thence as described in the *Government Gazette* of Western Australia of 13/9/1929; thence North-Westerly along Throssel Street to the Southern boundary of the Northam-Pithara Railway Reserve; thence North-Westerly crossing the said Railway Reserve to join Main Street on its Northern side; thence North-Easterly along Main Street to the North-Eastern corner of the aforesaid Townsite Reserve; thence North-Easterly along the North-Western boundary of Location 1545 to the Western side of the aforesaid Railway Reserve; thence North-Easterly crossing the said Railway Reserve to its Eastern side; thence North-Easterly along the North-Western boundary of Location 3309 to the junction with Road No. 1803 at the South-Western corner of Location 1076; thence Easterly to the Southern end of Berring Siding; thence Easterly, North-Easterly, and Northerly to Nambuling Siding; thence North-Easterly along the Goomalling-Merredin Railway Reserve to Dowerin; thence North-Easterly, generally, along the Southern side of the said Railway Reserve to Minnivale; thence South-Easterly passing through the Minnivale Townsite Reserve to its South-Eastern corner; thence Easterly for 4 miles to the South-Eastern corner of Location 8942; thence Northerly to the Southern side of the aforesaid Railway Reserve; thence Easterly along the Southern side of the said Railway Reserve to Benjaberring Siding; thence Southerly along Road No. 3944 to its junction with Road No. 2769; thence Easterly along said Road No. 2769 for a distance of  $9\frac{1}{4}$  miles to the North-West corner of Reserve 689A; thence South-Easterly, Southerly and Easterly to Korrelocking and crossing the Goomalling-Merredin Railway Reserve to its Southern side; thence Easterly along the Southern side of the said Railway Reserve to Nembudding; thence North-Easterly, Easterly, and South-Easterly along the said Railway Reserve to Nukarni; thence North-Easterly and Easterly along Road No. 4677 to the North-Eastern corner of Location 15175; thence South-Easterly to a point 8 miles North of Merredin as shown on Plan, M.R.B., W.A., 1030.

## PERTH-WILUNA ROAD.

## ROUTE 8.

That portion of the Midland Junction-Meekatharra Road as described in the *Government Gazette* of Western Australia of 22/10/1926 and 17/6/1927, commencing at the Northern boundary of the Metropolitan Area and extending

to the Southern boundary of the Chittering Road District; thence North-Westerly along Road 14 through Location 1352 to the intersection with Road 4345 near the 35-mile peg; thence North-Easterly along an Undeclared Road through said Location 1352 and Reserve 209 to the South-Eastern corner of Location 761; thence North-Easterly along Road 15 shown on said Lithograph 28/80 to the North-Eastern corner of Reserve 2302; thence Northerly and North-Easterly through Location 1371 to the intersection with Road 1394; thence Northerly through said Location 1371 to the South-Eastern corner of Reserve 42; thence North-Easterly to the intersection with Road 1650; thence North-Easterly and North-Westerly to the intersection with Road 5365; thence North-Easterly and Easterly to the intersection with Road 4780; thence North-Easterly along Road 4472 shown on Lands Department Lithograph 31/80 to the North-Eastern corner of Location 324; thence Northerly along Road 67 shown on said Lithograph 31/80, over the Bindoon Hill to the intersection with Road 4995; thence Northerly to the intersection with Road 1262; thence Northerly and North-Easterly to the Northern boundary of Location 791; thence as described in the *Government Gazette* of 21/6/1929 and 13/9/1929; thence Northerly generally along Road No. 67 to its junction with Road No. 3407; thence North-Westerly to Welbing; thence North-Westerly for a distance of 8 miles to the Southern boundary of Location 2472; thence Northerly and North-Westerly to the junction with Road No. 3682; thence North-Easterly generally along said Road No. 3682 for a distance of 18 miles to the North-Western corner of Reserve 12140; thence Easterly for a distance of  $1\frac{1}{2}$  miles to the North-Western corner of Location 3056; thence North-Easterly to Pithara; thence Northerly along the Pithara-Wubin Railway Reserve to Wubin; thence North-Easterly for a distance of 14 miles to the Eastern boundary of Location 4449, at the Rabbit-proof Fence; thence North-Easterly and North-Westerly for a distance of  $5\frac{1}{2}$  miles, approximately, to the Southern boundary of Location 410; thence North-Easterly for a distance of 15 miles to the junction with a surveyed road; thence North-Easterly and Northerly along the said surveyed road as shown on Lands Department Original Plans 4122, 4121, 4120, 3792, 3793, 3794, 3573, and 3574 to Hepburn Street within the Townsite of Mount Magnet; thence Northerly along Hepburn Street to its junction with Road No. 1809; thence Northerly, generally, along said Road No. 1809 to its junction with Road No. 993; thence Easterly crossing the Mount Magnet-Meekatharra Railway Reserve to Lennouville; thence Northerly generally along the Eastern side of the Mount Magnet-Meekatharra Railway Reserve to the Townsite of Austin; thence North-Easterly generally along Road No. 8103 for a distance of  $3\frac{1}{2}$  miles; thence North-Easterly and Northerly joining Road No. 3456 at the North-Eastern corner of Reserve 11772; thence North-Westerly along Road No. 3456 for a distance of  $2\frac{1}{2}$  miles; thence North-Westerly crossing the aforesaid Railway Reserve at the Southern end of Day Dawn Station Yard and continuing to Heffernan Street; thence North-Easterly passing along Heffernan Street and Road No. 1327 to Austin Street within the Cue Townsite; thence North-Easterly along Austin Street to Road No. 845; thence North-Easterly along said Road No. 845 to Nallan, crossing the Mount Magnet-Meekatharra Railway Reserve at this point to its Eastern side; thence North-Easterly along the Eastern side of the said Railway Reserve for 5 miles approximately, crossing the aforesaid Railway Reserve to its Western side at this point; thence North-Easterly along the Western side of the Mount Magnet-Meekatharra Railway Reserve to the 302-mile peg on the said railway; thence as described in the *Government Gazette* of 17/1/1930 to the 313-mile peg crossing the aforesaid Railway Reserve to its Eastern side at this point; thence North-Easterly to Meekatharra; thence Easterly generally along Road No. 7583 to a point 8 miles West of Wiluna, as shown on Plan M.R.B., W.A., 1030.

#### PERTH-GERALDTON ROAD.

##### ROUTE 9.

That portion of the Midland Junction-Meekatharra Road as described in the *Government Gazette* of Western Australia of 22/10/1926 and 17/6/1927, commencing at the Northern boundary of the Metropolitan Area and extending to the Southern boundary of the Chittering Road District; thence North-Westerly along Road No. 14 through Location 1352 to the intersection with Road No. 4345 near the 35-mile peg; thence North-Easterly through said Location 1352 and Reserve 209 to the South-Eastern corner of Location 761; thence North-Easterly



along Road No. 15 as shown on said Lithograph 28/80 to the North-Eastern corner of Reserve 2302; thence Northerly and North-Easterly through Location 1371 to the intersection with Road No. 1394; thence Northerly through said Location 1371 to the South-Eastern corner of Reserve 42; thence North-Easterly to the intersection with Road No. 1650; thence North-Easterly and North-Westerly to the intersection with Road No. 5365; thence North-Easterly and Easterly to the intersection with Road No. 813, 2½ miles South-West of Bindoon Hill; thence Westerly along said Road No. 813 to the junction with Road No. 4856; thence Northerly along said Road No. 4856 to the junction with Road No. 1262; thence Easterly along said Road No. 1262 to the junction with Road No. 2062; thence Northerly generally along said Road No. 2062 and Road No. 2446 to the Townsite of Mogumber, crossing the Midland Railway Reserve to its Western side at this point; thence Northerly along Road No. 2447 to the Townsite of Koojan, crossing the said Railway Reserve to its Eastern side at this point; thence Northerly along Road No. 2446 to a Railway Crossing at the Southern boundary of the Moora Railway Yard; thence Westerly crossing the aforesaid Railway Reserve to Padbury Street; thence Northerly along the Moora-Geraldton Road as described in the *Government Gazette* of Western Australia of 3/1/1930; thence Northerly generally, along Road No. 2447 to the junction with Road No. 1836 about half a mile North of Watheroo Townsite Reserve; thence Easterly along said Road No. 1836 to the junction with Road No. 7932; thence North-Westerly along said Road No. 7932 to the junction with Road No. 7481 on the Western boundary of Location 2364; thence Northerly generally along said Road No. 7481 to the South-Eastern corner of Location 3129; thence Northerly along Road No. 2475 to a Railway crossing at a point on the Eastern boundary of Location 3735, crossing the Midland Railway Reserve to its Eastern side at this point to meet Road No. 7487; thence North-Easterly and Northerly generally along said Road No. 7487 to the junction with Road No. 3605; thence Westerly along said Road No. 3605 to the Eastern side of the aforesaid Railway Reserve; thence Northerly to the North-Western corner of Location 385; thence Northerly and North-Westerly passing through Location 1274 to its Northern boundary; thence North-Westerly for a distance of five miles along the Western side of the telegraph line; thence Westerly to the Eastern side of the Midland Railway Reserve; thence North-Westerly along the Eastern side of the said Railway Reserve rejoining the road on the Western side of the aforesaid telegraph line at the 183¼-mile peg; thence North-Westerly generally to the peg at 190¼ miles; thence Westerly to the Eastern side of the aforesaid Railway Reserve; thence North-Westerly along the Eastern side of the Midland Railway Reserve to the Southern end of the Three Springs Station Yard, crossing the said Railway Reserve to its Western side at this point; thence North-Westerly along the Western side of the aforesaid Railway Reserve to the North-Eastern corner of Lot 3, Kadathinni Agricultural Area; thence Westerly along the Southern boundary of Lot 1, Kadathinni Agricultural Area, to the South-Eastern corner of Location 3461; thence North-Westerly for a distance of five miles to the most Northerly angle of Location 6850; thence Northerly along the Eastern boundary of Location 1489 to a Railway Crossing; thence Northerly crossing the Midland Railway Reserve to its Eastern side at this point; thence Northerly and North-Westerly along Road No. 2131 to the Southern end of the Arrino Station Yard; thence Easterly crossing the said Railway Reserve to its Western side; thence North-Westerly along the Western side of the aforesaid Railway Reserve to the South-Eastern corner of Location 3056; thence North-Westerly along Road No. 8423 to the North-Eastern corner of Lot 106, Yandanooka Estate; thence North-Westerly through Yandanooka Townsite Reserve and along the North-Eastern boundary of Location 2883 to the South-Eastern corner of Location 3018 crossing the Midland Railway Reserve to its Eastern side at this point; thence Northerly and North-Westerly along Road No. 2289 to the junction with Road No. 2836 within the Mingenew Hill Townsite Reserve; thence Westerly and Southerly along said Road No. 2836 to the junction with Road No. 950 on Western boundary of the said Mingenew Hill Townsite Reserve; thence Westerly and South-Westerly along Road No. 950 to the junction with Road No. 1236 within Location 553; thence South-Easterly along said Road No. 1236 to the junction with Road No. 217 within Location 2107; thence South-Westerly, Westerly, and North-Westerly along said Road No. 217 to the junction with Road No. 1151 on the Western boundary of Location 2440; thence North-Westerly along said Road No. 1151 crossing the Irwin River and continuing to the South-Eastern corner of Location 2304; thence Westerly along the Southern boundary and Northerly along the Western boundary of said Location 2304 to the junction with Road No. 1101 at the North-Western corner of aforesaid Location 2304; thence South-

Westerly, North-Westerly, and Westerly along the said Road No. 1101 and Road No. 1102 to the junction with Church Street at the South-Eastern corner of Lot 1 within the Townsite of Dongara; thence North-Westerly along Road No. 176 to the North-Western corner of Location 1714; thence North-Westerly along a surveyed road to the junction with Road No. 71 on the South-Western boundary of Location 1244; thence North-Westerly along said Road No. 71 to the intersection with Wakeford Street; thence Westerly through Location 2579 to meet Company Road; thence North-Westerly along Company Road to its junction with Padbury Road; thence North-Easterly along Padbury Road to its junction with Road No. 71; thence North-Westerly along said Road No. 71 and Roads No. 317 and 69 to the most Southern angle of Location 1035 as shown on Plan M.R.B., W.A., 1030.

### CLACKLINE-MILING ROAD.

#### ROUTE 10.

That portion of the Clackline-Miling Road as shown on Lands Department Lithographs 27/80, 32/80, and 57/80, commencing at the most Southerly corner of Location 764, approximately 8 miles North-West of Clackline; thence Northerly through said Location 764 to join the Eastern side of the Clackline-Piawaning Railway Reserve near the 61 mile peg; thence North-Easterly crossing the said Railway Reserve to its Western side; thence in a Northerly direction to join the Western side of aforesaid Railway Reserve at Lloyd crossing; thence North-Easterly crossing said Railway Reserve and continuing to the junction with Road No. 106; thence North-Westerly along said Road No. 106 and Road No. 1147 to the junction with Road No. 146; thence North-Westerly and North-Easterly along said Road No. 146 to the junction with Road No. 5309 on the South-Western boundary of the Townsite of Bejoording; thence North-Easterly along Third Road to the junction with Seventh Road; thence North-Westerly along the said Seventh Road to the junction with Tenth Road; thence North-Easterly along the said Tenth Road to the junction with Road No. 1155 at the North-Eastern boundary of the Townsite of Bejoording; thence North-Easterly, North-Westerly, North-Easterly and North-Westerly along said Road No. 1155 to the junction with Lindsay Road on the boundary between the Victoria Plains and the Toodyay Road Districts; thence Easterly and Northerly, generally, along Roads No. 1463 and 2148 to the junction with Road No. 3314; thence North-Westerly, generally, along said Road No. 3314 to the South-Western corner of Location 15017; thence Northerly to the junction with Road No. 4789; thence Northerly, generally, along said Road No. 4789, and Roads No. 6488, 7066, and 7064 to the junction with Road No. 5766; thence Westerly along said Road No. 5766 to Carani Siding; thence Northerly along the Eastern side of the Clackline-Miling Railway Reserve to Piawaning; thence Northerly following the said Railway Reserve to a point 8 miles South of Miling, as shown on Plan, M.R.B., W.A., 1030.

### NORTHAM-MULLEWA ROAD.

#### ROUTE 11.

##### *Northam Road District.*

That portion of the Quelquelling Road commencing at a point 8 miles from Northam at the most Eastern corner of Location 2039; thence North-Easterly along the South-Eastern boundary of Locations 17731, 2064 and 7061 to the South-Eastern corner of said Location 7031; thence North-Easterly through Location 701 to the North-Western corner of Location 2131; thence North-Easterly along the North-Western boundary of Locations 20591, 2287, 2286 and 17485 to the most Western corner of Reserve 13755, on the boundary between the Northam and Goomalling Road Districts as shown on Plan, M.R.B., W.A., 1030.

##### *Goomalling Road District.*

That portion of a public road as shown on Lands Department Lithograph 27/80 commencing at the most Western corner of Reserve 13755, on the boundary between the Northam and Goomalling Road Districts; thence North-Easterly along the South-Eastern boundary of Location 18131 to the Western boundary of Reserve 737; thence North-Easterly passing through said Reserve 737 to its North-Eastern corner; thence North-Easterly along part of the North-Western boundary of Location 18132 to its North-Eastern corner; thence North-Easterly along part of the North-Western boundary of, and through Location 2597 to its North-Eastern boundary; thence North-Easterly crossing a public road and passing through part of Location 3239 to its North-Western

boundary; thence North-Easterly along part of the North-Western boundary of said Location 3239 to its North-Eastern corner; thence North-Easterly and Northerly along the North-Western boundary of Locations 3584, 2356 and 2354 to the most Western angle of Location 2800; thence as described in the *Government Gazette* of Western Australia of 13/9/1929; thence North-Westerly along Throssel Street to the Southern boundary of the Northam-Pithara Railway Reserve; thence North-Westerly crossing the said Railway Reserve to join Main Street on its Northern side; thence North-Easterly along Main Street to the North-Eastern corner of the aforesaid Townsite Reserve; thence North-Easterly along the North-Western boundary of Location 1545 to the Western side of the aforesaid Railway Reserve; thence North-Easterly crossing the said Railway Reserve to its Eastern side; thence North-Easterly along the North-Western boundary of Location 3309 to the junction with Road No. 1803 at the South-Western corner of Location 1076; thence North-Westerly along said Road No. 1803 to the Southern boundary of Location 21592; thence North-Easterly along the South-Eastern boundary of said Location 21592 to the Western boundary of Location 18992; thence North-Easterly and North-Westerly passing through the said Location 18992 to its North-Western boundary; thence in a Northerly direction passing through Location 2590 to the South-Eastern angle of Location 2421; thence North-Easterly generally, along Road No. 1803 aforesaid to the South-Eastern boundary of Location 6375; thence North-Easterly through said Location 6375 to the South-Eastern boundary of Location 5925; thence North-Westerly along the Eastern boundary of the Northam-Pithara Railway Reserve and through said Location 5925 to the South-Eastern corner of Location 4547; thence North-Westerly along the North-Eastern boundary of said Location 4547 and Location 20677 to the South-Eastern angle of Location 5097; thence North-Westerly along the Eastern boundary of the said Location 5097 to its North-Eastern corner; thence North-Westerly along the Western boundary of Location 13104 to its junction with the Eastern boundary of the Northam-Pithara Railway Reserve; thence in a Northerly direction along the Eastern boundary of said Railway Reserve to the Easternmost angle of Reserve 15992; thence North-Westerly and North-Easterly along part of the Eastern boundary of Location 6329 to the North-Western corner of Location 5390; thence North-Westerly along the Western boundary of Locations 9904, 6437, 6382, 6436 and 4237 to the North-Western angle of said Location 4237; thence North-Easterly along the Western boundary of Location 6518 to the South-Western corner of Location 3003, on the boundary between the Goomalling and Wongan-Ballidu Road Districts, as shown on Plan, M.R.B., W.A., 1030.

*Wongan-Ballidu Road District.*

That portion of a public road as shown on Lands Department Lithographs 57/80 and 64/80, commencing at the South-Western corner of Avon Location 3003, on the boundary between the Goomalling and Wongan-Ballidu Road Districts; thence North-Westerly following the Western boundary of said Location 3003 to its North-Western corner; thence North-Easterly passing through Location 4176 to the Western boundary of Location 1077; thence North-Westerly along part of the Western boundary of said Location 1077 to its North-Western corner; thence North-Westerly crossing the Goomalling-Pithara Railway Reserve to its Western side; thence Northerly passing through said Location 4176 to the South-Western corner of the Kalguddering Station Yard; thence North-Westerly along the Western boundary of Location 8262 to the Western boundary of the said Goomalling-Pithara Railway Reserve; thence Northerly crossing the said Railway Reserve to its Eastern side; thence North-Westerly along the Western boundary of Locations 18228, 11648, and 8250, to the junction with Road No. 5616; thence North-Westerly along the said Road 5616 to the Southern boundary of the Wongan Hills Townsite Reserve; thence North-Westerly and Northerly along the Western boundary of Lots 168 and 169 to the most Northern angle of said Lot 169; thence North-Westerly to Coomer Street, within the Townsite of Goomalling; thence North-Westerly along Coomer and Ganzer Street to Quinlan Street; thence South-Westerly along Quinlan Street to Fenton Street; thence North-Westerly along Fenton Street to the North-Western corner of Lot 95; thence Westerly crossing the said Goomalling-Pithara Railway to its Western side and continuing to the Western boundary of the said Wongan Hills Townsite Reserve; thence Northerly along the Western boundary of the said Townsite Reserve to its North-Western corner; thence Northerly passing through part of Reserve 16418 to the Western boundary of the said Railway Reserve; thence Northerly crossing the said Railway Reserve to its Eastern side; thence Northerly and North-Easterly continuing through the said Reserve 16418 to its Northern boundary; thence North-Easterly, through and along part of the Northern boundary of Reserve 18672 to the junction with Road No. 6567; thence Northerly and North-Easterly along said Road No. 6567 to the South-Western corner of Location 2207; thence Northerly parallel and adjacent to the said Goomalling-Pithara Railway Reserve and passing through the Townsite of Kondut to the Northern boundary of Reserve 15286; thence Westerly crossing the said Railway Reserve to its Western

side ; thence Northerly and North-Westerly generally along said Road No. 6567, and Road No. 6041 to the Southern boundary of Reserve 16272, on the boundary between the Wongan-Ballidu and Dalwallinu Road Districts as shown on Plan, M.R.B., W.A., 1030.

*Dalwallinu Road District.*

That portion of Road No. 6041 as shown on Lands Department Lithograph 64/80 commencing at the Southern boundary of Reserve 16272 on the boundary between the Wongan-Ballidu and Dalwallinu Road Districts ; thence North-Westerly generally along said Road No. 6041 to its junction with the Midland Junction-Meekatharra Road on the Western boundary of Melbourne Location 1543.

Also that portion of a public road as shown on Lands Department Lithograph 89/80 leaving the Midland Junction-Meekatharra Road at the South-Western corner of Nugadong Agricultural Area Lot 117 ; thence North-Westerly along the Eastern side of the Wubin-Perenjori Railway Reserve to the South-Western corner of Location 7677 ; thence South-Westerly crossing the said Railway Reserve to its Western side ; thence North-Westerly along the Eastern boundary of Location 7785 to its North-Eastern corner ; thence North-Westerly and Northerly through Locations 8519 and 5774 to the South-Eastern corner of Location 7866 ; thence Northerly along part of the Eastern boundary of the said Location 7866 to the intersection with the Western boundary of the Wubin-Perenjori Railway Reserve ; thence North-Easterly crossing the said Railway Reserve to its Eastern side ; thence Northerly and North-Westerly along the Eastern boundary of said Railway Reserve to the North-Western corner of Location 3654 on the boundary between the Dalwallinu and the Perenjori Road Districts as shown on Plan, M.R.B., W.A., 1030.

*Perenjori-Morawa and Mullewa Road Districts.*

That portion of a public road as shown on Lands Department Lithographs 89/80, 96/80, 95/80, and 122/80 commencing at the North-Western corner of Location 3654 on the boundary between the Dalwallinu and the Perenjori Road Districts ; thence North-Westerly along the Eastern boundary of the Wubin-Perenjori Railway Reserve to a crossing about midway on the Western boundary of Location 6393, crossing the said Railway Reserve to its Western side at this point ; thence North-Westerly along the Western side of the said Railway Reserve to the South-Eastern corner of Location 6878 ; thence North-Westerly along the Eastern boundary of said Location 6878 to its North-Eastern corner ; thence North-Westerly along the Western side of the said Railway Reserve to the 110 mile peg within Location 5671 ; thence North-Easterly across said Railway Reserve to its Eastern side ; thence North-Westerly, Northerly, North-Westerly, and Northerly along the Eastern side of said Railway Reserve to the Southernmost angle of Location 6760 ; thence Northerly and North-Westerly along the North-Eastern boundary of said Location 6760 and Location 6762 to the junction with the Wubin-Perenjori Railway Reserve at the Northern angle of said Location 6762 ; thence North-Westerly along the Eastern boundary of said Railway Reserve to a Railway Crossing on the Western boundary of Location 6758 and crossing the said Railway Reserve to its Western side at this point ; thence North-Westerly along the Western boundary of Location 6757 to the Southernmost angle of Location 4178 ; thence along the South-Western boundary of said Location 4178 to its Westernmost angle ; thence North-Westerly along part of the Eastern boundary of Location 6756 and Reserves 14060 and 16759 to the North-Eastern corner of said Reserve 16759 ; thence North-Westerly through Location 6460 to the Southern boundary of the Bunjil Townsite Reserve ; thence North-Westerly to the junction with the Eastern boundary of the Wubin-Perenjori Railway Reserve at the North-Western corner of the Bunjil Station Yard ; thence North-Westerly along the Western boundary of the Wubin-Perenjori Railway Reserve to the South-Eastern corner of Location 4169 ; thence Easterly crossing the said Railway Reserve to its Eastern side ; thence Northerly generally along the Eastern side of the said Railway Reserve to the Southern boundary of the Townsite of Perenjori ; thence North-Westerly along Fowler Street to the junction with Road No. 5240 ; thence North-Westerly and Westerly along said Road No. 5240 to the North-Western corner of Location 7746 ; thence North-Westerly passing through Locations 7807, 5477, and 5476 to the South-Western corner of Location 7583 ; thence North-Westerly along the Western boundary of said Location 7583 and through Locations 5471, 5472, and 5470 to the South-Western corner of the Townsite of Bowgada ; thence North-Westerly as described in the *Government Gazette* of Western Australia of 17/6/1927 to a point 8 miles South-East of Mullewa as shown on Plan, M.R.B., W.A., 1030.

## GERALDTON-MULLEWA ROAD.

## ROUTE 12.

That portion of Road No. 353 commencing at a point 8 miles East of Geraldton; thence Easterly along said Road No. 353 to its most Easterly point; thence North-Easterly along the Northern boundary of the Geraldton-Mullewa Railway Reserve for a distance of 14 miles, crossing the said Railway Reserve at this point to its Southern side; thence Easterly to the Greenough River; thence North-Easterly joining Road No. 354 on the Southern side of the said Railway Reserve at a point  $9\frac{1}{2}$  miles West of Indarra Siding; thence North-Easterly along the Southern side of the aforesaid Railway Reserve to a point 8 miles West of Mullewa as shown on Plan, M.R.B., W.A., 1030.

## GERALDTON-NORTHAMPTON ROAD.

## ROUTE 13.

That portion of Road No. 1977 commencing at a point 8 miles North of Geraldton; thence Northerly along said Road No. 1977 to its junction with Road No. 1646, 8 miles South of Northampton, as shown on Plan No. M.R.B., W.A., 1030.

Provided that for the purposes of this schedule any portions of any of the roads named in this Part which are situate within the Metropolitan Area prescribed under this Act shall not be included in such roads.

## PART II.

Subject to section ten A in the case of vehicles used for carriage of goods upon the roads mentioned in Part I. of this Schedule, additional license fees shall be payable as follows:—

- (a) In respect of a motor or steam wagon, an additional fee of 7s. 6d. per power-load-weight, exclusive of the license fee prescribed and payable in respect of such vehicle under the Third Schedule;
- (b) In respect of a trailer used with a motor or steam wagon, an additional fee equal in amount to three times the license fee prescribed and payable in respect of such trailer under the Third Schedule, exclusive of such last-mentioned license fee.

2. Such additional license fees shall, in the case of licenses in force at the date of coming into operation of this schedule, be apportioned so that the amount payable shall bear to the additional fees prescribed by this schedule the same ratio as the unexpired portion of the term of the license worked to the nearest month bears to the whole term of such license; and in the case of licenses granted after the commencement of this schedule, the said additional license fees shall be apportioned so that if and according as a license is granted in the financial year on or after the first day of the fourth month, but before the first day of the seventh month, or on or after the first day of the seventh month but before the first day of the tenth month, or on or after the first day of the tenth month, the licensee shall be required to pay only three-quarters, or one-half, or one-quarter, as the case may be, of the prescribed additional license fee.

7. Section eleven of the principal Act is repealed, and a new section is inserted in lieu thereof, as follows:—

Amendment of  
s. 11.

11. If, and according as the term of an annual license granted under this part in respect of a vehicle not previously licensed shall commence in the financial year on or after the first day of the fourth month, but before

the first day of the seventh month, or on or after the first day of the seventh month but before the first day of the tenth month, or on or after the first day of the tenth month, the licensee shall, except in so far as it may be otherwise prescribed, pay only three-quarters, or one-half, or one-quarter, as the case may be, of the prescribed fee for such license.

Amendment of  
s. 13.

8. Section thirteen of the principal Act is amended—
- (a) by inserting at the beginning of subsection (1) the words “subject to section 10a but otherwise”;
  - (b) by inserting at the beginning of subsection (2) the words “subject to section 10a”;
  - (c) by deleting the words “that portion of Railway Road abutting on the Karrakatta Cemetery” from paragraph (b) of Subsection (2);
  - (d) by substituting for the words “East Street, along East Street to the York Road (No. 28),” in paragraph (b) of subsection (2), the words “Meadow Street, along Meadow Street to Swan Street, along Swan Street to Terrace Road, along Terrace Road to York Road (No. 28), along York Road (No. 28)”;
  - (e) by substituting for the figures “760,” in the said paragraph (b), the figures “780.”

9. The principal Act is amended by inserting after section eighteen new sections, as follows:—

Provision for registra-  
tion of licensed  
vehicles.

18A. (1.) Every licensing authority shall keep a register of vehicle licenses, and enter therein as prescribed particulars of every vehicle license issued by such authority; and shall upon payment of the prescribed fee issue to every applicant for a vehicle license a certificate of such registration of such license.

(2.) A certificate of registration shall have effect only whilst the license in respect of which it is issued remains in operation.

(3.) Every owner of a licensed vehicle shall at all times whilst the license for such vehicle remains in operation affix and keep affixed to the vehicle the certificate of registration issued to him under this section by such means in such manner and in such place in the vehicle as may be prescribed.

18B. Any person who drives or causes or permits to be driven upon any road a vehicle— Offences.

- (a) not having the proper certificate of registration as required by section eighteen A of this Act, affixed there to; or
- (b) not having such certificate of registration properly affixed thereto; or
- (c) having such certificate of registration obscured so that the same is not clearly visible; or
- (d) having such certificate of registration obliterated by any material; or
- (e) having such certificate of registration so damaged that the same is not completely and distinctly visible,

shall be guilty of an offence under this Act.

Penalty: Twenty pounds.

10. Section twenty of the principal Act is amended by adding a subsection, as follows:— Amendment of s. 20.

(5.) Any person aggrieved by the refusal of the Commissioner of Police or any member of the police force acting with his authority to grant and issue to such person an annual license under this section may, subject to regulations, appeal against such refusal to the resident magistrate exercising jurisdiction under the Local Courts Act, 1904-1921, in the district in which such license was applied for and refused, and such resident magistrate shall, by virtue of this section but subject to section twenty-eight of this Act, have jurisdiction to hear and determine such appeal, and to make such order in relation thereto as he may think fit; and any such order shall be final and conclusive and binding upon all parties concerned.

11. Section twenty-seven of the principal Act is repealed, and a new section is inserted in lieu thereof, as follows:— Amendment of s. 27.

27. (1.) Any person who, when driving or attempting to drive, or when in charge of a motor vehicle in motion on a road, or when in charge of a horse or other animal or drove of animals on a road, is under the influence of drink or drugs to such an extent as to be incapable of having proper control of the vehicle or the horse or other animal or drove of animals, shall be guilty of an offence under this Act.

(2.) Such person may be apprehended without warrant by any member of the police force or an inspector, and charged with such offence, and the vehicle, or the horse or other animal or drove of animals may be driven or conveyed to and detained at any police station or other place of security pending the hearing of the charge against such person.

(3.) Such person, upon conviction for such offence, shall be liable to a penalty of fifty pounds, or to imprisonment with or without hard labour for three months.

Amendment of  
s. 42.

12. Section forty-two of the principal Act is amended—

(a) by inserting after paragraph (a) of subsection (1) a paragraph, as follows:—

(a1) that prescribed routes shall be classified as “continuous routes” in cases where it appears that a continuous service is necessary for the benefit of the travelling public, and as “non-continuous routes” in cases where it appears that such a continuous service is not so necessary;

(b) by adding at the end of paragraph (b) of subsection (1) the words “and that such timetables, in so far as they relate to continuous routes, shall make provision for one or more omnibuses running continuously on the route to which the particular timetable relates.”

Amendment of s. 44.

13. Section forty-four of the principal Act is amended by inserting, after the word “fees,” in line three, the words “save and except additional license fees provided for by section 10a of this Act.”

Amendment of s. 53.

14. Section fifty-three of the principal Act is amended by substituting for the word “fifty” the words “one hundred,” and for the words “three months” the words “one year.”

Amendment of  
s. 60.

15. Section sixty of the principal Act is amended—

(a) by inserting the words “or certificate of registration” after the words “number plate” wherever such words appear in the said section;

(b) by inserting in paragraph (g) after the word “license” where it appears a second time in line two of the said paragraph, the words “or a certificate of registration or any article resembling a certificate of registration.”



16. The Second Schedule to the principal Act is amended, as follows:— Amendment of  
Second Schedule.

- (a) by adding to the description of "Trailer" the words "but includes a semi-trailer";
- (b) insert after "Trailer," in the column headed "Vehicle," the word "Semi-trailer" and opposite such last-mentioned word, in the column headed "Description," the words following:—"A vehicle drawn by another vehicle, but so constructed and by partial superimposition attached to the vehicle drawing the same in such a manner as to cause a substantial part of the weight of the trailer to be borne by the vehicle drawing the same."

17. Part I. of the Third Schedule to the principal Act is amended, as follows:— Amendment of  
Third Schedule.

- (a) delete the words "For a trailer, 10s. per ton per wheel on the weight of trailer, plus declared maximum load" where the same appear in the item "For a locomotive or traction engine;" and
- (b) insert in lieu thereof words and figures, as follows:—  
—"As from and including the first day of January, 1931, for a trailer or semi-trailer:—

	£	s.	d.
Up to 1 ton 5 cwts., including the weight of the trailer or semi-trailer, plus declared maximum load .. .. .	4	0	0
Exceeding 1 ton 5 cwts., but not exceeding 2 tons ..	6	0	0
"  2 tons, but not exceeding 3 tons ..	9	10	0
"  3 tons, but not exceeding 4 tons ..	13	10	0
"  4 tons, but not exceeding 5 tons ..	18	0	0
"  5 tons, but not exceeding 6 tons ..	23	0	0
"  6 tons, but not exceeding 7 tons ..	28	10	0
"  7 tons, but not exceeding 8 tons ..	34	10	0
"  8 tons, but not exceeding 9 tons ..	41	0	0
"  9 tons, but not exceeding 10 tons ..	48	0	0
For every additional ton .. .. .	4	0	0

Provided that only one half of the prescribed fee shall be payable for a trailer or semi-trailer which is used or intended to be used exclusively on roads outside the South-West Land Division of the State.

Amendment of  
Third Schedule.

18. (1.) Part I. of the Third Schedule to the principal Act is amended—

by deleting the item commencing with the words “all motor vehicles” and ending with the words “an additional 20 per cent. of the above fees”; and the item commencing with the words “all motor vehicles” and ending with the words “an additional 40 per cent. of the above fees”; and by inserting in lieu thereof items as follows:—

“as from and including the first day of January, 1931, all motor vehicles (other than motor omnibuses), and all wagons or engines fitted with solid rubber tyres, to be charged an additional 40 per cent. of the above fees.”

“as from and including the first day of January, 1931, all motor vehicles (other than motor omnibuses), and all wagons or engines fitted with metal tyres, to be charged an additional 80 per cent. of the above fees.”

(2.) Part II. of the Third Schedule to the principal Act is amended—

(a) by deleting the words “as from and including the first day of January, 1925,” in line one;

(b) by substituting “£4” for “£2,” in paragraph (a) of clause (1);

(c) by substituting “£3” for “£1 10s.,” in paragraph (b) of clause (1);

(d) by adding at the end of clause (1) the words “when the omnibus is used on a continuous route, and one-half of the said rates respectively, when the omnibus is used on a non-continuous route”;

(e) by inserting, immediately after clause (2), a new clause, as follows:—

(3.) If a motor omnibus is used in a prescribed route outside the metropolitan area, prescribed as aforesaid, an additional fee of £1 10s. shall be payable;

(f) by omitting the first paragraph after clause (2) beginning with the words “such additional license fees” and ending with the words “additional

fee''; and inserting in lieu thereof a paragraph as follows:—

Such additional license fees shall be apportioned so that, if and according as the license is granted in the financial year on or after the first day of the fourth month but before the first day of the seventh month, or on or after the first day of the seventh month but before the first day of the tenth month, or on or after the first day of the tenth month, the licensee shall be required to pay only three-quarters, or one-half, or one-quarter, as the case may be, of the prescribed additional fee;

- (g) by omitting the second paragraph after clause (2) beginning with the words "the amount" and ending with the word "jurisdiction"; and by inserting in lieu thereof a paragraph, as follows:—

The amount of the additional license fees provided for by clauses (1) and (2) shall be a debt due to the Minister and payable for him to the Commissioner of Police, and the additional license fee provided for by clause (3) shall be a debt due to the local authority in whose district the prescribed route is situate; and such fees shall be recoverable by the Minister or the local authority, as the case may be, by action in any court of competent jurisdiction.

19. The principal Act and amendments, including this Act, may be cited as the *Traffic Act, 1919-1930.*

Citation of principal Act and amendments.