



Government Gazette

OF

WESTERN AUSTRALIA.

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No. 51.]

PERTH: FRIDAY, NOVEMBER 13.

[1925.]

Metropolitan Water Supply, Sewerage, and Drainage Act, 1909.

Wungong Brook Catchment Area.

PROCLAMATION

WESTERN AUSTRALIA, } By His Excellency Colonel Sir William
TO WIT. } Robert Campion, Knight Commander
of the Most Distinguished Order of
St. Michael and St. George, D.S.O.,
Governor in and over the State of
Western Australia and its Depend-
encies in the Commonwealth of Aus-
tralia.

[L.S.]

M.W.S. 1195/23.

WHEREAS by "The Metropolitan Water Supply, Sewerage, and Drainage Act, 1909," it is provided that the Governor may by Proclamation constitute and define the boundaries of any Water Reserve or Catchment Area for the purposes of the said Act, and may vest such Reserve or Catchment Area in the Minister: And whereas the Governor did by Proclamation dated 16th day of August, 1923, and published in the *Government Gazette* of 17th day of August, 1923, constitute and define the area annexed to the said Proclamation a Water Reserve, and vested the said Reserve in the Minister of Water Supply, Sewerage, and Drainage: And whereas it is desirable that the said Proclamation be repealed and a fresh Proclamation be substituted therefor: Now therefore I, the said Governor, with the advice and consent of the Executive Council, do hereby repeal the Proclamation of the 16th day of August, 1923, and hereby constitute the area described in the schedule hereto, with the boundaries as therein defined, a Catchment Area for the purposes of "The Metropolitan Water Supply, Sewerage, and Drainage Act, 1909," and do hereby vest the said Catchment Area in the Minister of Water Supply, Sewerage, and Drainage.

The Schedule.

Commencing at the Gauging Weir on Wungong Brook and proceeding in a North-Easterly direction through Canning Locations 387, 517, Crown land, and across Road No. 2285 to a point about 13 chains from said Road No. 2285; thence North-Westerly across Road No. 2284, through Crown land to a point on the boundary of the Narrogin Brook Catchment Area in Location 483; thence North-Easterly along the said boundary to its junction with the boundary of the Churchman Brook

Catchment Area; thence generally South-Easterly along the South boundary of Churchman Brook Catchment Area to its junction with Canning River Catchment Area and continuing along the West boundary of Canning River Catchment Area to its junction with the Serpentine River Water Reserve near Mt. Randall; thence generally Westerly and North-Westerly along the North boundary of the Serpentine River Water Reserve to a point about 18 chains South of Lease 3825/93; thence generally North-Westerly through said Lease 3825/93, across Road No. 2047, through Reserve 17603 and Location 462 to the South-East corner of Location 144; thence North-Easterly through Locations 140 and 618 to the point of commencement, as shown in blue on Plan M.W.S., S., & D.D., W.A., No. 4450.

Given under my hand and the Public Seal of the said State, at Perth, this fifth day of November, 1925.

By His Excellency's Command,
ALEX. McCALLUM,
Minister of Water Supply, Sewerage, and Drainage.
GOD SAVE THE KING !!!

Metropolitan Water Supply, Sewerage, and Drainage Act, 1909.

Canning River Catchment Area.

PROCLAMATION

WESTERN AUSTRALIA, } By His Excellency Colonel Sir William
TO WIT. } Robert Campion, Knight Commander
of the Most Distinguished Order of
St. Michael and St. George, D.S.O.,
Governor in and over the State of
Western Australia and its Depend-
encies in the Commonwealth of Aus-
tralia.

[L.S.]

M.W.S. 291/23.

WHEREAS by "The Metropolitan Water Supply, Sewerage, and Drainage Act, 1909," it is provided that the Governor may by Proclamation constitute and define the boundaries of any Water Reserve or Catchment Area for the purposes of the said Act, and may vest such Reserve or Catchment Area in the Minister: And whereas the Governor did by Proclamations dated the 28th day of July, 1915—Canning Reservoir Water Reserve—and 16th day of August, 1923—Kangaroo Gully Water Reserve—and published in the *Government*

Gazettes of the 6th day of August, 1915, and 17th day of August, 1923, respectively, constitute and define the areas described in the Schedules annexed to the said Proclamations Water Reserves, and vested the said Reserves in the Minister of Water Supply, Sewerage, and Drainage: And whereas it is desirable that a portion of the Canning Reservoir Water Reserve and the whole of the Kangaroo Gully Water Reserve should in conjunction be proclaimed a Catchment Area, and a fresh Proclamation and schedule be issued therefor: Now, therefore I, the said Governor, with the advice and consent of the Executive Council, do hereby constitute the area described in the schedule hereto, with the boundaries as therein defined, a Catchment Area for the purposes of "The Metropolitan Water Supply, Sewerage, and Drainage Act, 1909," and do hereby vest the said Catchment Area in the Minister of Water Supply, Sewerage, and Drainage.

The Schedule.

Commencing at No. 2 Dam Site on Canning River in Canning Location 558 and proceeding in a North-Easterly direction across Road 183 to a point in Location 575; thence generally Easterly through said Location 575 and Crown land to Road No. 6202; thence generally North-Easterly through Location 572, Crown land, and Location 380 to a point on the boundary of Kangaroo Gully Water Reserve; thence generally North-Westerly along the said boundary to its junction with the boundary of Victoria Reservoir Catchment Area; thence generally North-Easterly and Northerly along the said boundary and adjoining the Victoria Reservoir Catchment Area to its junction with the boundary of the Goldfields Catchment Area; thence generally South-Easterly along the said boundary of the Kangaroo Gully Water Reserve and the Goldfields Catchment Area to its junction with the Canning Reservoir Water Reserve; thence following the said boundary of the Canning Reservoir Water Reserve and adjoining part of the Goldfields Catchment Area to its junction with the Serpentine Water Reserve; thence generally North-Westerly along the said boundary of the Canning Reservoir Water Reserve and adjoining the Serpentine Water Reserve, Wungong Brook Catchment Area, and part of the Churchman Brook Catchment Area; thence generally Northerly through Crown land, Canning Locations 33 and 287 to the point of commencement, as coloured blue on Plan M.W.S., S., & D.D., W.A., No. 4449.

Given under my hand and the Public Seal of the said State, at Perth, this fifth day of November, 1925.

By His Excellency's Command,

ALEX. McCALLUM,

Minister of Water Supply, Sewerage, and Drainage.

GOD SAVE THE KING !!!

PROCLAMATION

(under 60 Vict., No. 22, Sec. 6)

WESTERN AUSTRALIA, } By His Excellency Colonel Sir William
TO WIT. } Robert Campion, Knight Commander
of the Most Distinguished Order of
St. Michael and St. George, D.S.O.,
Governor in and over the State of
Western Australia and its Depend-
encies in the Commonwealth of Aus-
tralia.
W. R. CAMPION,
Governor.
[L.S.]

Corr. 1243/25.

WHEREAS by "The Transfer of Land Act, 1893, Amendment Act, 1896" (60 Vict., No. 22), the Governor is empowered, by proclamation in the *Government Gazette*, to revest in His Majesty, as of his former estate, all or any lands whereof His Majesty may become the registered proprietor: And whereas His Majesty is now the registered proprietor of Roebourne Lots 134, 135, 146, and 147, and Cossack Lots 139 and 140, registered in the Office of Titles in Volume 445, Folio 76, and Volume 445, Folio 75, respectively: Now therefore I, the said Governor, with the advice and consent of the Executive Council, do by this Proclamation revest in His Majesty, his heirs and successors, Roebourne Lots 134, 135, 146, and 147, and Cossack Lots 139 and 140 aforesaid, as of his former estate.

Given under my hand and the Public Seal of the said State, at Perth, this fifth day of November, 1925.

By His Excellency's Command,

W. C. ANGWIN,

Minister for Lands.

GOD SAVE THE KING !!!

PROCLAMATION

(under 60 Vict., No. 22, Sec. 6)

WESTERN AUSTRALIA, } By His Excellency Colonel Sir William
TO WIT. } Robert Campion, Knight Commander
of the Most Distinguished Order of
St. Michael and St. George, D.S.O.,
Governor in and over the State of
Western Australia and its Depend-
encies in the Commonwealth of Aus-
tralia.
W. R. CAMPION,
Governor.
[L.S.]

Corr. 2672/91.

WHEREAS by "The Transfer of Land Act, 1893, Amendment Act, 1896" (60 Vict., No. 22), the Governor is empowered, by proclamation in the *Government Gazette*, to revest in His Majesty, as of his former estate, all or any lands whereof His Majesty may become the registered proprietor: And whereas His Majesty is now the registered proprietor of that portion of Wellington Location 2482 registered in the Office of Titles in Volume 796, Folio 27: Now therefore I, the said Governor, with the advice and consent of the Executive Council, do by this Proclamation revest in His Majesty, his heirs and successors, that portion of Wellington Location 2482 aforesaid, as of his former estate.

Given under my hand and the Public Seal of the said State, at Perth, this fifth day of November, 1925.

By His Excellency's Command,

W. C. ANGWIN,

Minister for Lands.

GOD SAVE THE KING !!!

Bank Holidays at Carnarvon, Bunbury, and Whole State.

PROCLAMATION

WESTERN AUSTRALIA, } By His Excellency Colonel Sir William
TO WIT. } Robert Campion, Knight Commander
of the Most Distinguished Order of
St. Michael and St. George, D.S.O.,
Governor in and over the State of
Western Australia and its Depend-
encies in the Commonwealth of Aus-
tralia.
W. R. CAMPION,
Governor.
[L.S.]

IN pursuance of the provisions contained in the fifth section of "The Bank Holidays Act, 1884," I, the Governor of the said State, do by this my Proclamation appoint special days to be observed as Bank Holidays as follows:—

Date and Town.

Tuesday, 24th November, 1925—Carnarvon.

Thursday, 26th November, 1925—Bunbury.

Friday, 27th November, 1925—Carnarvon.

Monday, 28th December, 1925—Whole State.

Saturday, 2nd January, 1926—Whole State.

Given under my hand and the Public Seal of the said State, at Perth, this 2nd day of November, 1925.

By His Excellency's Command,

J. M. DREW,

Chief Secretary.

GOD SAVE THE KING !!!

AT a Meeting of the Executive Council, held in the Executive Council Chambers, at Perth, the fifth day of November, 1925, the following Orders in Council were authorised to be issued:—

The State Children Act, 1907-21.

ORDER IN COUNCIL.

572/20.

WHEREAS by Section 19 (2) of "The State Children Act, 1907-21," it is provided that the Governor may appoint such persons, male or female, as he may think fit, to be members of any particular Children's Court, and may determine the respective seniorities of such members: Now, therefore, His Excellency the Governor, by and with the advice and consent of the Executive Council, doth hereby appoint the persons named in the Schedule hereto to be Members of the Children's Court at the place mentioned.

Schedule.

Lake Grace—Sylvester Robert West, J.P., and Arthur Frederick Bishop, J.P.

L. E. SHAPCOTT,

Clerk of the Council.

*The Road Districts Act, 1919.**Mount Margaret, Lawlers, Wiluna, and Menzies Road Districts.**Alteration of Boundaries.*

ORDER IN COUNCIL.

P.W. 1252/25.

WHEREAS under the provisions of "The Road Districts Act, 1919," the Governor may by Order in Council, sever any portion of a Road District and annex it to an existing Road District: And whereas it is desirable to sever portions of the Lawlers, Wiluna, and Menzies Road Districts and annex them to the Mount Margaret Road District: Now, therefore, His Excellency the Governor, by and with the advice of the Executive Council, under the provisions of the said Act, and all other powers enabling him in this behalf, doth hereby sever those portions of the Lawlers, Wiluna, and Menzies Road Districts, as described in Schedules "A," "B," and "C" hereto, and annex them to the Mount Margaret Road District.

(Sgd.) L. E. SHAPCOTT,
Clerk of the Council.

Schedule "A."

*Mount Margaret Road District.**Transfer of Territory from the Lawlers Road District.*

All that piece of land bounded by lines commencing on the present boundary of the Lawlers Road District at its intersection with the production North of the East boundary of Pastoral Lease 2992/97, and extending East and South along part of said present boundary to a North boundary of Pastoral Lease 958/97; thence Westward and Northward along part of said North boundary of Pastoral Lease 958/97 and an East and part of the Northernmost boundary of same, the East boundaries of Pastoral Leases 996/97 and 2992/97 and their production North to the starting point.

Also the whole of Pastoral Lease 978/97.

Schedule "B."

Transfer of Territory from the Wiluna Road District.

All that piece of land bounded on the Northward by part of an East and West line passing through the summit of Mount Falconer (on Lands and Surveys Plan 53/300) from its intersection with a North and South line passing through Survey Mark J.H.R. 80 to the present East boundary of the Wiluna Road District.

On the Eastward, Southward, and Westward by parts of the present district boundaries to the starting point.

Schedule "C."

*Mount Margaret Road District.**Transfer of Territory from the Menzies Road District.*

All that piece of land, being Pastoral Leases 3400/97 and 2663/97, bounded by lines commencing at the North-West corner of the former lease and extending along its North and East and part of its South boundary, the East, South, and West boundaries of Pastoral Lease 2663/97, and the West boundary of Pastoral Lease 3400/97 aforesaid to the starting point.

The Land Act, 1898.

ORDER IN COUNCIL.

Corr. No. 3680/24.

WHEREAS by Section 42 of "The Land Act, 1898," it is made lawful for the Governor to direct that any Reserve shall vest in and be held by any Municipality, Road Board, or other person or persons to be named in the order, in trust for any of the purposes set forth in Section 39 of the said Act, or for the like or other public purposes to be specified in such order: And whereas it is deemed expedient that Reserve No. 18839, at Balmanup, should vest in and be held by George Crombie Shaw, Benjamin Charles Miles, Sidney Alfred Borne, in trust for the purpose of Agricultural Hall Site: Now, therefore, His Excellency the Governor, by and with the advice and consent of the Executive Council, doth hereby direct that the before-mentioned Reserve shall vest in and be held by George Crombie Shaw, Benjamin Charles Miles, and Sidney Alfred Borne, in trust for the purpose aforesaid; subject, nevertheless, to the powers reserved to him by Section 41 of the said Act.

L. E. SHAPCOTT,
Clerk of the Council.

The Land Act, 1898.

ORDER IN COUNCIL.

Corr. No. 13471/00.

WHEREAS by Section 42 of "The Land Act, 1898," it is made lawful for the Governor to direct that any Reserve shall vest in and be held by any Municipality, Road Board, or other person or persons to be named in the order, in trust for any of the purposes set forth in Section 39 of the said Act, or for the like or other public purposes to be specified in such order: And whereas it is deemed expedient that Reserves Nos. 6038 (Coolup A.A. Lots 82 and 224), 7567 (Coolup A.A. Lot 251), should vest in and be held by Murray Road Board, in trust for the purposes of Recreation and Agricultural Hall Site respectively: Now, therefore, His Excellency the Governor, by and with the advice and consent of the Executive Council, doth hereby direct that the before-mentioned Reserve shall vest in and be held by Murray Road Board in trust for the purposes aforesaid; subject, nevertheless, to the powers reserved to him by Section 41 of the said Act.

L. E. SHAPCOTT,
Clerk of the Council.

AT a Meeting of the Executive Council, held in the Executive Council Chamber, at Perth, on the 11th day of November, 1925, the following Orders in Council were authorised to be issued:—

The Forests Act, 1918.

ORDER IN COUNCIL.

Corr. No. F. 1417/24; L. & S. 6849/24.

WHEREAS by "The Forests Act, 1918," it is provided that the Governor may by an Order in Council dedicate any Crown lands as a State Forest within the meaning and for the purpose of that Act: Now, therefore, His Excellency the Governor, with the advice and consent of the Executive Council, doth hereby dedicate the Crown lands described in Schedule hereto as a State Forest, No. 11, within the meaning and for the purpose of "The Forests Act, 1918."

Schedule.

State Forest No. 11.

Bounded by lines starting at the North-West corner of Wellington Location 2524 and extending 180deg. 1min., 2,600 links and 89deg. 29min., 3,895 links along its West and South boundaries; thence 179deg. 28min., 1,077.5 links and 89deg. 28min., 1,810.4 links along parts of the West and South boundaries of Location 3332; thence 179deg. 27min., 1,466.6 links along part of the West boundary of Location 1083; thence 269deg. 27min., 2,415 links, 179deg. 27min., 4,150 links, 89deg. 27min., 2,413 links and 359deg. 27min., 987.5 links along the North, the West, the South, and part of the East boundaries of Location 2526; thence 89deg. 28min., 2,289 links along the South boundary of Location 1083 aforesaid; thence 179deg. 28min., 842.8 links along part of the West boundary of Location 1043; thence 269deg. 59min., 290 links, 179deg. 59min., 2,001 links and 89deg. 59min., 5,346.5 links along part of the North, the West, and the South boundaries of Location 2525 and part of the South boundary of Reserve No. 12139; thence 180 deg., 4,991.8 links along the West boundaries of Locations 3612 and 2055; thence 270deg., about 5,380 links, 180deg., about 7,500 links, and 90deg. 5min., about 10,800 links along part of the North, the West, and the South boundaries of Reserve No. 17114 and part of the South boundary of Noggerup Townsite; thence 216deg. 20min., 5,501.7 links and 193deg. 7min., 5,200.9 links along the Western boundaries of Locations 2655 and 2662; thence 90deg., 3,011.6 links, 13deg. 7min., 4,001.3 links, and 36deg. 24min., 5,605.2 links along the latter location's South and Eastern boundaries and the Eastern boundary of Location 2655 aforesaid to its East corner; thence Easterly along the Southern side of a one-chain road on the Southern side of the Donnybrook-Kojonup Railway Reserve to a Western boundary of Location 3713; thence 179deg. 39min., about 9,090 links along part of a Western boundary of said location, the whole of Location 3715 and part of that of 3716; thence 269deg. 57min., 12,788 links and 179deg. 57min., 1,400 links along the North and part of the West boundaries of Location 2693; thence West about 2,850 links; thence North about 7,600 links and West about 23,800 links along parts of the East and North boundaries of Timber Lease No. 291/113 to the East boundary of Location 1457; thence 359deg. 58min. along part of said boundary and part of that of Location 2486 to the

South-West corner of Location 1456; thence 89deg. 58 min., 4,000 links, 359deg. 58min., 1,101 links and 269 deg. 58min., 4,000 links along said location's South, East, and North boundaries; thence 359deg. 58min., 1,288.6 links to the South boundary of Location 2228; thence 89deg. 58min., 157.4 links, 359deg. 58min., 5,004 links and 270deg. 0min., 327.1 links along part of the South, the East, and one of the North boundaries of the said location; thence 359deg. 57min., 3,999.4 links and 269deg. 57min., 3,335 links along part of the East boundary of Location 2227 and the East and North boundaries of Location 1905; thence 359deg. 58min., 13,051.6 links along part of the East boundary of Location 3335 and the whole of that of Location 3292; thence 89deg. 56min., 1,153 links and 359deg. 56min., 351 links along parts of the South and East boundaries of Preston Agricultural Area Lot 305, and thence 89 deg. 59min., 16,567.8 links to the starting point, and on the inner part by and exclusive of Location 2033, part of Reserve No. 11512 and Roads Nos. 358 and 5011.

(Sgd.) L. E. SHAPCOTT,
Clerk of the Council.

The Forests Act, 1918.

ORDER IN COUNCIL.

Forests File 1088/25.

WHEREAS by "The Forests Act, 1918," it is provided that the Governor may, by an Order in Council, declare any Crown lands as Timber Reserves within the meaning and for the purpose of that Act: Now, therefore, His Excellency the Governor, with the advice and consent of the Executive Council, doth hereby declare the Crown lands described in the Schedule hereto a Timber Reserve (No. 65/25) within the meaning and for the purpose of "The Forests Act, 1918."

Schedule.

Timber Reserve 65/25.

The area (containing about 150 acres) bounded by lines starting from the South-Eastern side of Road No. 308, being the road from Augusta and Daradup to Nanup, at the angle post situate South 2,840.8 links and West 1,765.1 links from angle post No. A17 on said road, and extending 132deg. 16min., 2,661.9 links; 42 deg. 16min., 5,000 links and 312deg. 16min., 3,166.4 links to said South-Eastern side of road and along it South-Westerly as surveyed and shown on O.P. B. 575 to the starting point. (Area, 150 acres.)

(Sgd.) L. E. SHAPCOTT,
Clerk of the Council.

JUSTICES OF THE PEACE.

Premier's Department,
Perth, 13th November, 1925.

HIS Excellency the Governor in Executive Council has been pleased to approve of the appointment of—

Andrew Henry Mead, Esq., of East Rockingham, as a Justice of the Peace for the Fremantle Magisterial District.

William Wanhop, Esq., of East Fremantle, as a Justice of the Peace for the Fremantle Magisterial District.

L. E. SHAPCOTT,
Secretary, Premier's Department.

Executive Council Chamber,
Perth, 5th November, 1925.

HIS Excellency the Governor in Executive Council has been pleased, in exercise of the power conferred by Section 7 of "The Electric Lighting Act, 1892," to make the following Regulations.

L. E. SHAPCOTT,
Clerk of the Council.

THE ELECTRIC LIGHTING ACT, 1892.

Regulations for the Toodyay Road District.

1. These Regulations shall be restricted to and apply only within the area of the Toodyay Road District.

2. If undertakers within the meaning of Section two of "The Electric Lighting Act, 1892," supplying electricity under license from or contract with the Toodyay Road Board shall—

- (a) Neglect or fail at any time to give a regular and efficient supply of electricity to all persons, companies, and corporations entitled thereto under such license or contract; or
- (b) Neglect or fail to fully and completely carry out any term of the license or contract.

and, in either case, any such neglect or failure continues for two hours in any period of twenty-four hours, then the undertakers shall, for each such neglect or failure, be liable to a penalty of not less than twenty-five pounds or more than fifty pounds.

3. If the said undertakers neglect or fail to fully and completely carry out any term or terms of the license from or contract with the Toodyay Road Board, and the Government Electrical Engineer shall certify in writing that the works of the undertakers are not sufficiently equipped, maintained, or worked so as to carry out the terms of the license or contract, or that the undertakers are not performing their duties in relation to the supply of electricity, then the Governor may, by Order in Council published in the *Gazette*, cancel the license or contract, and the same shall, as from the date of the publication of the Order in Council, be cancelled accordingly, without prejudice to any liability or penalty theretofore incurred by or imposed upon the undertakers.

4. "Undertakers" includes the Toodyay Electrical Works, Limited, or other the company or person supplying electricity under license from or contract with the Toodyay Road Board.

"Works" has the same meaning as in the Act.

THE GOVERNMENT SAVINGS BANK.

The Treasury,
Perth, 4th November, 1925.

Treasury No. 1572/21.

IT is hereby published, for general information, that Mrs. G. G. Hall has been appointed agent of the Government Savings Bank at Boddington, *vice* A. W. Townsend, resigned.

GOVERNMENT TENDER BOARD.

The Treasury,
Perth, 6th November, 1925.

Treasury No. 2116/25.

IT is hereby published, for general information, that His Excellency the Governor in Executive Council has been pleased to approve of the following exemption from Tender Board Regulation No. 41:—

Approve that the Wyndham Meat Works be granted exemption from Tender Board Regulation 41 in connection with their purchases of hessian, stockinet, and tinplates, and that the General Manager of the Works be authorised to negotiate direct and purchase his supplies in this direction in the most favourable markets, provided that papers dealing with all such transactions are submitted to the Tender Board periodically.

THE AUDIT ACT, 1904.

The Treasury,
Perth, 9th November, 1925.

Treasury No. 1223/20.

IT is hereby published, for general information, that the following officers have been appointed Receivers of Revenue for the Forestry Department:—Richard Chapman Mackay, Bridgetown; Charles Herbert Turner, Dwellingup; William Donovan, Busselton; Robert Leslie Bickerton, Margaret River; Louis N. Weston, Collie; John Ernest Watson, Ludlow (*vice* D. H. Perry); Robert F. Drew, Wonnerup (*vice* F. Thomas); H. E. Thurkle, Broome (*vice* H. W. Townsend); G. S. Bishop, Roebourne (*vice* L. Rodoreda); Harold Charles, Derby (*vice* E. Mudge); A. H. Buckland, Wyndham (*vice* J. Donaldson); Henry Clifford, Albany; Alfred Sears, Nannup; George Wallie Marshall Nunn, Kalgoorlie; Alexander Potts, Leonora; Joseph Campbell Usher, Yarloop; Alan Ross Sharp, Mundaring Weir; R. Maslen, Metropolitan.

Also, the following appointments of Receivers of Revenue are hereby cancelled:—P. H. Head, Head Office; W. A. Ross, Mundaring Weir; F. Thomas, Wonnerup; Frank Doust, Kelmseott; F. M. C. Shock, Manjimup; D. McVicar, Perth; J. Peel, Albany.

The Treasury,
Perth, 10th November, 1925.

Treasury No. 104/23.
IT is hereby published, for general information, that His Excellency the Governor in Executive Council has been pleased to approve, under the provisions of "The Audit Act, 1904," and Regulations thereunder, of the appointment of Mr. T. J. Davis as Certifying Officer for the Agricultural Bank and Industries Assistance Board, at Northam, during the absence of A. Henderson.

S. J. RANDELL,
Under Treasurer.

Crown Law Department,
Perth, 12th November, 1925.

HIS Excellency the Governor in Executive Council has appointed Earle Brent Arney as a Clerk of Arraigus and Associate to the Hon. Mr. Justice Draper, as from the 9th November, 1925, and has cancelled the appointment of John Henry Chalk as from the same date.

HIS Excellency the Governor in Executive Council has approved of the undermentioned appointments:—

James Simpson as Acting Clerk of the Local Court and Acting Clerk to Magistrates, Collie, during the absence on leave of A. Frappell.

Edward John Jacob as Acting Clerk of the Local Court and Acting Clerk to Magistrates, Fremantle, during the absence on leave of S. G. Jeffery.

Abraham Thomas as Acting Clerk of the Local Court and Acting Clerk to Magistrates, Geraldton; also Acting Clerk of the Victoria Court of Session, during the absence on leave of R. J. P. Rees.

Edwin Philip Foreman as Acting Clerk of the Local Court and Acting Clerk to Magistrates, Midland Junction, during the absence on leave of D. S. Halliday.

Constable John J. Ryan as Acting Clerk of the Local Court and Acting Clerk to Magistrates, Pingelly, *vice* Constable E. J. Tierney, transferred.

James Simpson as Acting Electoral Registrar for the Collie Electoral District during the absence on leave of A. Frappell.

E. McGinn as Acting Electoral Registrar for the North-East and South Provinces, and the Kalgoorlie, Kanowna, Boulder, Brownhill-Ivanhoe, and Hannans Electoral Districts, during the absence on leave of M. A. Sanders.

Edwin Summerhayes, of Perth, as a Sworn-Valuator under "The Transfer of Land Act, 1893."

William Duncan Toy, of Perth, as a Sworn Valuator under "The Transfer of Land Act, 1893."

THE Honourable Minister for Justice has approved of the undermentioned appointments and cancellations of appointments of Postal Vote Officers, under Section 89 of "The Electoral Act, 1907."

APPOINTMENTS.

Albany District.

Kalgau River, Mt. Barker—Hunt, Arthur.

Kimberley District.

Lulingui—Moore, William Douglas.

Myroodah—Stewart, James S.

Yilgarn District.

Ravensthorpe—Hogg, Edgar John R.

CANCELLATIONS.

Kimberley District.

Wyndham—Turnbull, W. A.

Roebourne District.

Winning Pool—Meagher, F. J.

Yilgarn District.

Ravensthorpe—Williams, C.

H. G. HAMPTON,
Under Secretary for Law.

APPOINTMENTS AND RESIGNATION.

Chief Secretary's Department,
Perth, 9th November, 1925.

HIS Excellency the Governor in Council has been pleased to appoint—

M.P.H. 62/25.—Dr. W. Bruce Fry to be District Medical Officer and Public Vaccinator at East Kirup, from the 5th October, 1925.

1577/19.—J. H. G. Taylor to be Acting Chairman of the Fremantle Harbour Trust Commissioners, during the absence of the Chairman (T. Carter), for a period of two weeks, from the 23rd October, 1925.

And to accept the resignation of—

M.P.H. 62/25.—Dr. H. E. Clarke as District Medical Officer and Public Vaccinator, East Kirup, from the 30th September, 1925.

THE STATE CHILDREN ACT, 1907-21.

1281/21.

HIS Excellency the Governor in Council has been pleased to approve, under Section 19 of "The State Children Act, 1907-21," of the establishment of a Children's Court at the place mentioned in the first column hereunder, and to declare that such Children's Court shall have jurisdiction within the area named in the second column hereunder opposite the name of the place in which such Court is to be held as set out in the first column:—

Column 1. Place.	Column 2. Area.
Lake Grace.—Katanning Magisterial District.	G. DIBDIN, Acting Under Secretary.

Office of Public Service Commissioner,
Perth, 12th November, 1925.

HIS Excellency the Governor in Executive Council has approved of the following appointments:—

Ex. Co. 3079.

E. G. Turnbull, Investigating Engineer and Assistant to the Engineer for Railway Construction, Department of Public Works and Water Supply, to be Investigating Engineer (Engineer-in-Chief's Office), at a salary of £552 per annum, as from 1st November, 1925.

Ex. Co. 2971; P.S.C. 610/24.

Nancy Joan Mills, under Section 28 of the Public Service Act, to be Junior Clerk, Shorthandwriting and Typing, at a salary of £72 per annum, as from 15th April, 1925.

Ex. Co. 2971; P.S.C. 569/24.

Lionel Keith McGregor, under Section 28 of the Public Service Act, to be Junior Clerk, Government Savings Bank, Treasury Department, at a salary of £72 per annum, as from 12th March, 1925.

Ex. Co. 2971; P.S.C. 60/25.

Laura Georgina Thompson, under Section 28 of the Public Service Act, to be Junior Clerk, Shorthandwriting and Typing, Agricultural Bank and Industries Assistance Board, at a salary of £72 per annum, as from 1st April, 1925.

Ex. Co. 2971; P.S.C. 70/25.

Phyllis Edna Jobson, under Section 28 of the Public Service Act, to be Junior Clerk, Shorthand-writing and Typing, Land Titles Office, Crown Law Department, at a salary of £72 per annum, as from 15th April, 1925.

Ex. Co. 2971; P.S.C. 78/24.

Arthur Lawson O'Brien, under Section 28 of the Public Service Act, to be Junior Clerk, Registration Branch, Mines Department, at a salary of £72 per annum, as from 16th April, 1925.

Ex. Co. 3079; P.S.C. 763/24.

Arthur Marcus Cook, under Section 28 of the Public Service Act, to be Junior Clerk, at a salary of £108 per annum, as from 1st April, 1925.

Ex. Co. 3079; P.S.C. 77/25.

Maurice Cullity, under Section 29 of the Public Service Act, to be Agricultural Adviser, Department of Agriculture, at a salary of £252 per annum, as from 1st February, 1925.

G. W. SIMPSON,
Public Service Commissioner.

VACANCIES IN THE PUBLIC SERVICE.

Department.	Position.	Salary.	Date returnable.
Crown Law	Clerk of Police Court, Perth	£324—£408 ...	14th November, 1925.
Chief Secretary's (State Children)	Clerk (Maintenance)	£252—£288 ...	14th November, 1925.
Education	Inspector	£552—£672 ...	14th November, 1925.
Forests	Examiner (Mill Returns District Offices, etc.)*	£300—£360 ...	21st November, 1925.
Agricultural Bank	Clerk in charge of Office, Katanning	£300—£360 ...	21st November, 1925.
Metropolitan Water Supply	Clerk Assistant (Records) ...	£264—£288 ...	21st November, 1925.

*Duties will necessitate continuous travelling throughout South-West to Forest Offices and Timber Mills generally. Commuted travelling allowance—£110 per annum.

Applications are called under Section 38 of "The Public Service Act, 1904," and are to be addressed to the Public Service Commissioner, and should be made on the prescribed form, obtainable from the offices of the various Permanent Heads of Departments.

G. W. SIMPSON,
Public Service Commissioner.

RESERVES.

Department of Lands and Surveys,
Perth, 12th November, 1925.

HIS Excellency the Governor in Executive Council has been pleased to set apart, as Public Reserves, the land described in the Schedule below for the purposes therein set forth:—

1845/24.
ABBA RIVER.—No. 18628 (School Site).—Lot No. 9. (10 acres.) (Diagram 40792; Plan, Abba River.) (The previous notice respecting this Reserve is hereby cancelled.)
4926/25.

DARKAN.—No. 19034 (Common).—Lot No. 181. (About 53a. 1r. 13p.) (Plan, Darkan.)
5748/24.

HAY (Groups 11 and 58).—No. 19045 (School Site).—Location No. 1793. (5a. 0r. 2p.) (Diagram 49047; Plan 452C/40, D3.)
5368/25.

MUNTADGIN.—No. 19047 (Agricultural Hall Site).—Lot No. 30. (0a. 1r. 0p.) (Plan, Muntadgin.)
9150/09.

NARROGIN.—No. 19049 (Church Site—Roman Catholic).—Lots Nos. 509 and 802. (0a. 2r. 24p.) (Reserve 12659 is hereby cancelled.)
5198/25.

DENMARK.—No. 19050 (Soldiers' Memorial Site).—Lot No. 205. (0a. 0r. 20.1p.) (Plan, Denmark.)

AMENDMENT OF AREA AND BOUNDARIES OF RESERVE.

HIS Excellency the Governor in Executive Council has been pleased to approve of the Area and Boundaries of the following Reserve being amended as described in the Schedule below, for the purpose therein set forth; the Area and Boundaries previously published in the *Government Gazette* being hereby cancelled:—

7462/23.
ONSLow.—No. 18943 (Residency and Hospital).—Lot 263 as surveyed and shown on Diagram 44082. (5a. 0r. 31p.) (Plan, Onslow.)

C. G. MORRIS,
Under Secretary for Lands.

MUNDIJONG TOWNSITE.

Amendment of Boundaries.

File No. 3773/12.

HIS Excellency the Governor in Executive Council has been pleased to approve, under Section 7 of "The Land Act, 1898," of the boundaries of Mundijong Townsite being extended to include the area bounded on the North by the South boundary of Cockburn Sound Location 389, on the East by the West boundary of Location 408, on the South by the North boundary of Mundijong Lot 139, and on the West by the East boundary of Location 492. Reserve 7125 is hereby amended to exclude such area.

NEW TOWNSITE ON THE NAREMBEEN-MERREDIN RAILWAY—"WADDERIN."

Corr. 5340/24.

HIS Excellency the Governor in Executive Council has been pleased to approve of the area described hereunder being classified as "Town and Suburban," and set apart to form a Townsite at the 286 miles 44 chains post on the Narembreen-Merredin Railway, hereafter to be known and distinguished as "Wadderin":—Bounded by lines starting from the South-Easternmost corner of Avon Location 18167, and extending 0deg. 4min. 77 chains 56.2 links; thence 90deg. 4min. 25 chains 10.7 links; thence 180deg. 4min. 3 chains 43.8 links; thence 110deg. 41min. 55 chains 34.3 links; thence 200deg. 41min. 58 chains 38.4 links; thence 270deg. 4min. 56 chains 33.7 links to the starting point. (O.P. 3211; Plan 5/80, C3.)

NEW TOWNSITE, MUNTADGIN, ON THE NAREMBEEN-MERREDIN RAILWAY.

Corr. 6602/24.

HIS Excellency the Governor in Executive Council has been pleased to classify the area described hereunder as Town and Suburban, and set apart to form a Townsite at the 305 mile 34 chain post on the Narembreen-Merredin Railway, hereafter to be known and distinguished as "Muntadgin":—Bounded by lines starting from the South-Easternmost corner of Avon Location 18267, and extending 359deg. 52min. 59 chains .2 links; thence 89 deg. 51min. 60 chains 1.5 links; thence 179deg. 52min. 80 chains 4.1 links; thence 269deg. 52min. 60 chains 1 link; thence 359deg. 52min. 21 chains .6 links to the starting point. (Diagram 42952; Plan 5/80, D1.)

THE CEMETERIES ACT, 1897.

Closed Fremantle Cemetery, Skinner Street.

Corr. No. 1136/25.

HIS Excellency the Governor in Executive Council has been pleased to approve, under the provisions of the above Act, of the following amendment to the scale of charges under the By-laws for the management of the Closed Skinner Street Cemetery, in lieu of those previously published in connection with exhumations:—

All work to be done entirely by the Board.		
For each adult exhumation, including casket, removal, and reinterment	£	s. d.
	..	.. 3 10 0
Each additional body from same grave—		
Adult	..	.. 0 10 0
Child	..	.. 0 5 0
For each exhumation (child), including casket, removal, and reinterment		
	..	.. 1 10 0
Each additional child from same grave	..	.. 0 5 0
Extra caskets, each	..	.. 0 5 0
Where remains are to be interred in separate graves at new Cemetery—		
Each extra grave opened	..	.. 0 10 0
Where remains have been interred under twenty years, extra fee for exhumation		
	..	.. 0 7 6
This scale of charges was approved at a meeting of the Cemetery Board held 15th October, 1925.		

THE PARKS AND RESERVES ACT, 1895.

Nyabing Recreation Reserve.

Corres. No. 558/21.

HIS Excellency the Governor in Executive Council has been pleased to appoint, under the provisions of the above Act, the Kent Road Board as a Board to control and manage the Nyabing Sports and Recreation Ground (Reserve 17930), and to change the purpose of the said Reserve, under Section 7 of "The Land Act, 1898," from "Racecourse" to "Sports and Recreation Ground."

Appointment of Board—Burracoppin Recreation Ground.

Corres. 432/20.

HIS Excellency the Governor in Executive Council has been pleased to appoint, under the above Act, Messrs. J. B. Gebert, B. Willis, G. Jarvis, W. S. Johnson, and C. H. Ogden as a Board to control and manage Reserve 18745, at Burracoppin, for Recreation purposes.

THE BUSH FIRES ACT, 1902.

Alteration of Prohibited Period in portion of Williams Road Board District.

Department of Lands and Surveys,

Corres. 4676/25. Perth, 11th November, 1925.

HIS Excellency the Governor in Executive Council has been pleased to declare, under Section 5 of the above Act, that it shall be unlawful to set fire to the bush in that portion of the Williams Road District lying Southward of Southern side of the Collie-Narrogin Railway Reserve to Josbury Siding, the South side of Josbury Road to its intersection with the Quindanning Road, the South side of the Quindanning Road to Marling, the Eastern side of the Marling Road to the South-East corner of Location 10713 and a West line to the Western boundary of the District, during the period from 1st November, 1925, to 14th February, 1926 (in lieu of 1st November-28th February, as previously gazetted).

FORFEITURES.

THE undermentioned Leases have been cancelled under Section 138 of "The Land Act, 1898," for non-payment of rent to 30th June, 1925:—

Name, District, Lease No., Area, Rent, Corr. No.
Hurley, M. E. M., Dwellingup (124), 1837/153c (5a. 0r. 5p.), 18s.; 8973/13.

THE undermentioned Leases have been cancelled under Section 137a:—

Bennett, G. W., Yilgarn (595), 40537/55 (1,000a. 1r. 35p.), abandoned; 4400/23.
Dunkerley, Enoch, Sussex (847), 12423/74 (160a.), non-compliance with conditions; 3344/09.
Millar, Arthur, and Iffa, H. A. H., Nelson (part 4042), 762/57 (1a. 2r. 0p.), non-compliance with conditions; 4438/12.
Iffa, H. A. H., Nelson (part 4042), 18390/74 (160a.), non-compliance with conditions; 4437/12.
Millar, Arthur, Nelson (part 4042), 18389/74 (160a.), non-compliance with conditions; 4436/12.
Parker, Joseph, Kojonup (part 6129), 17769/74 (160 acres), non-compliance with conditions; 14320/11.
Cornford, John, Kojonup (part 6129), 17765/74 (160 acres), non-compliance with conditions; 14385/11.
Sears, P. B., Knowsley (A.A. 3), 8211/55 (145 acres), non-compliance with conditions; 13559/03.
Sears, P. B., Knowsley (A.A. 103), 3513/55 (100a.), non-compliance with conditions; 4755/02.
Wilson, A. J., Avon (19177 and 19179), 19388/68 (2,184a.), abandoned; 3218/25.
Wilson, A. J., Avon (24112), 24622/74 (160 acres), abandoned; 3566/25.
Burnham, D. E., Yilgarn (724), 40576/55 (997a. 2r. 15p.), non-compliance with conditions; 6064/23.
Pooley, William, Esperance (583), 41094/55 (840a.), non-compliance with conditions; 4899/24.
Pooley, William, Esperance (1277), 24238/74 (160a.), non-compliance with conditions; 4900/24.
Blanning, Lizzie, Murray (1028), 1843/60 (13a. 0r. 32p.), abandoned; 5066/21.
Carpenter, Walter, Canning (782), 1877/60 (25a. 0r. 28p.), non-compliance with conditions; 3609/22.
Gull, A. W., and Strutton, A. R., Victoria, 3785/93 (about 63,000 acres), non-compliance with conditions; 6096/21.

Summers, William, Swan (2239), 10919/68 (160a.), non-compliance with conditions; 3672/18.
Johnson, Manuel, Roe (90), 41272/55 (1,332a. 2r. 31p.) abandoned; 6728/24.
Johnson, Manuel, Roe (740), 24445/74 (160a.), abandoned; 1172/25.
Pike, E. W., Avon (12236), 14918/68 (840a. 2r. 28p.), non-compliance with conditions; 8996/19.
Pike, E. W., Avon (22599), 22526/74 (160a.), non-compliance with conditions; 4156/21.
Pike, H. N., Williams (11286), 18190/68 (632a.), non-compliance with conditions; 5523/23.
Rattigan, William, Avon (19291), 18988/68 (3,848a.), abandoned; 1085/25.
Rattigan, Peter, Avon (19986), 18193/74 (160a.), abandoned; 2384/12.
Teasdale, Frederick, Avon (18639), 16857/68 (2,448a.), non-compliance with conditions; 885/23.
Teasdale, Frederick, Avon (21767), 23508/74 (160a.), non-compliance with conditions; 886/23.
Teasdale, Frederick, Avon (18640), 16946/68 (1,131a.), non-compliance with conditions; 4005/23.
Williams, J. G. S., North-West, 3341/96 (80,000a.), abandoned; 5951/21.
Grow, H. E., Upper Capel (3625), 20/1552 (4a. 1r. 33p.), abandoned; 2566/20.

C. G. MORRIS,
Under Secretary for Lands.

BRIDGETOWN LAND AGENCY.

*Sussex Land District.**Lots open for Leasing for Business and Residential Purposes.*

Corr. 5078/25.

IT is hereby notified, for general information, that two (2) one acre Lots are available for leasing for business or residential purposes, under Section 152 of "The Land Act, 1898."

Leases to be granted for a period of five (5) years, at an annual rental of two (£2) pounds each. The cost of survey fee (three (£3) pounds for each Lot) must be lodged with application.

The Lots will be available on and after Wednesday, 25th November, 1925, and applications may be lodged at the office of the Government Land Agent, Bridgetown, on or before that date.

All applications received prior to that date will be deemed to have been received on that date, and, in the event of there being more than one application for the same block, the application to be granted will be determined by the Land Board.

These Lots are situated at the junction of the road along the East side of the Margaret-Augusta Railway with Road No. 3446, and have a frontage to the South side of the later of 240 and 260 links respectively. (Plan 413D/40, B4.)

TOWN LOTS OPEN FOR SALE UNDER THE DISCHARGED SOLDIERS' SETTLEMENT REGULATIONS.

Northam Land Agency.

IT is hereby notified, for general information, that the undermentioned Lots will be open for sale on and after Wednesday, the 25th November, 1925, under the regulations for granting Town Lots to Discharged Soldiers, as published in the *Government Gazette* of the 19th September, 1919, at the following upset prices:—

Corr. No., Town, Lot No., Upset price, Conditions.
12147/11—MERREDIN, 439 (0a. 1r. 0p.), £25; 469 (0a. 1r. 21.7p.), £18. Town.

Applications for these lots should be lodged at the Northam Land Office on or before the date specified, and in the event of more than one application being received on or before that date the Land Board will allocate the Lot.

ERRATUM.

Road No. 7401.

Department of Lands and Surveys,

Corr. No. 1244/10. Perth, 13th November, 1925.

IN notice appearing in the *Government Gazette* of the 31st July, 1925, page 1352, for "8 acres 0 roods 6 perches," read "7 acres 3 roods 34 perches."

C. G. MORRIS,
Under Secretary for Lands.

ERRATUM NOTICE.

Corr. 4104/24.

IN the schedule to the Proclamation appearing in the *Government Gazette* on the 6th November last, page 2208, revesting certain Kalgoorlie lots in His Majesty, for "Lot R. 593" read "Lot 593," and for "Lot 1191" read "Lot R. 1191."

LOTS OPEN FOR SALE.

Department of Lands and Surveys,
Perth, 12th November, 1925.

IT is hereby notified, for general information, that the undermentioned lots are now open for sale, under the conditions specified, by public auction, as provided by "The Land Act, 1898," at the following upset prices:—

Applications to be lodged at Albany.

26/99.—MT. BARKER (Town), 86, 314 (Oa. 2r. 9.7p. each), £20 each.

Applications to be lodged at Northam.

11224/02.—GOOMALLING (Town), 169 (Oa. 1r. 11p.), £25. Reserve 13391 (E.S.) is hereby reduced.

6602/24.—MUNTADGIN (Town), 1 and 16 (Oa. 0r. 39.1p.), 7 (Oa. 1r. 0p.), £25 each; 8 (Oa. 0r. 39.1p.), £30; 2, 4 to 6 inclusive, 11, 12, 14, 15 (Oa. 1r. 0p. each), 17, 24, 25, 32 (Oa. 0r. 39.1p. each), £20 each; 18 to 22 inclusive, 26 to 29 inclusive, 31 (Oa. 1r. 0p. each), £15 each. Lot 7 shall be sold subject to the conditions that the owner of the store (which is erected thereon), if unsuccessful in the purchase of the lot, shall have 30 days from date of sale in which to remove such store. Lots 3, 9, 10, 13, and 23 are excepted from sale as Reserve No. 19048.

5340/24.—WADDERIN (Town), 37, 52, 60, 61 (Oa. 0r. 39p. each), 42, 43 (Oa. 1r. 0p. each), £25 each; 38 to 40, 47 to 51, 59, 62, 63 (Oa. 1r. 0p. each), 53, 68 (Oa. 0r. 39p. each), £20 each; 54, 56 to 58, 65 to 67 (Oa. 1r. 0p. each), £15 each; 44 (Oa. 0r. 39p.), £30; Suburban for Cultivation, 33 (5 acres), £20; 34 (5 acres), £15; 35, 36 (5 acres each), £10 each. Lots 41, 45, 46, 55, and 64 are hereby set apart as Reserve No. 19046 for Public Utility.

Applications to be lodged at Perth.

11357/06.—WANNERU (Town), 77 and 78 (Oa. 1r. 0p. each), £10 each.

Applications to be lodged at Katanning.

3487/16.—NYABING (Town), 26 (Oa. 1r. 0p.), £20.

Applications to be lodged at Geraldton.

6417/03.—ARRINO (Town), 111 and 110 (Oa. 1r. 6p. each), 107 (Oa. 1r. 5.5p.), £10 each; 65 (13a. 2r. 20p.), Suburban for Cultivation, £35. Subject to the payment, within 30 days of sale, of the value of improvements (if any), at the Minister's valuation, which shall be final and binding on the purchaser.

793/13.—LATHAM (Town), 11 (Oa. 1r. 0p.), £20; 18 (Oa. 1r. 0p.), £15. Subject to the payment to the Government, within 30 days of sale, of the value of improvements (if any), at the Minister's valuation, which shall be final and binding on the purchaser.

Applications to be lodged at Kalgoorlie.

9288/2.—BOULDER (Town), 1597 (Oa. 0r. 39.9p.), £12. Subject to the payment of £175 for improvements, to the Government at the sale on the fall of the hammer.

4386/00.—KALGOORLIE (Town), 696 (Oa. 1r. 0p.), £12. Subject to the payment of £200 for improvements, to the Government, at the sale, on the fall of the hammer.

Plans showing the arrangement of the lots referred to are now obtainable at this office and the offices of the various Government Land Agents.

C. G. MORRIS,
Under Secretary for Lands.

AMENDMENT OF BY-LAW—KARRAKATTA CEMETERY.

Corres. 8074/96.

HIS Excellency the Governor in Executive Council has been pleased to approve of By-law No. 11, relating to the control and management of the Karrakatta Cemetery, being amended to read as follows:—

(11.) The hours for burial shall be as follows:—

Week days from 8 a.m. to 4.15 p.m.

Sundays from 2 p.m. to 4.15 p.m.

And no funeral shall be allowed to take place, nor any coffin allowed to enter the Cemetery at any other hour except by written permission of the Trustees.

LAND OPEN FOR PASTORAL LEASING.

Under Part X. of "The Land Act, 1898."

IT is hereby notified that the land described hereunder will be available for general selection under Part X. of "The Land Act, 1898," and its amendments, on and after the date specified:—

OPEN WEDNESDAY, 18th NOVEMBER, 1925

KALGOORLIE LAND AGENCY.

Eastern Division.

Edjudina District (three miles North-East of Mt. Ballona).

Corr. No. 1304/25. (Plan 34/300.)

That portion of land comprising about 98,000 acres, bounded by lines starting from a point about 250 chains West of the North-East corner of Pastoral Lease 3316/79; thence North about 950 chains; thence East to South-West corner of 2809/97; thence South-Eastward along shore of lake to North boundary of 3161/97; thence West to its North-West corner; thence South along its West boundary about 1,250 chains; thence West about 600 chains; thence North and West along East and North boundaries of 3316/97 to starting point; being A. G. Heppingstone's cancelled application.

*Eastern Division.**Hampton District.*

Corres. 3553/24. (Plans 34/300 and 73/80.)

That land comprising about 20,000 acres, being area excised by amendment from G. A. Cooper's Pastoral Lease 3316/97.

PERTH LAND AGENCY.

*Eastern Division.**Nabberu District.*

Corres. 2605/25. (Plan 61/300.)

That portion of unsurveyed land comprising about 100,000 acres, bounded on the North, South, East, and West by Pastoral Leases 3376/97, 3365/97, part of 3288/97, 3280/97, and 3311/97; being E. C. Collins' cancelled application.

North-West Division.

Erivilla District, near Mount Beasley.

Corres. 6189/23. (Plan 72/300.)

That portion of unsurveyed land comprising about 69,500 acres, subject to appraisal; being surrendered portion of Pastoral Lease 3467/96 in the name of J. C. Matthews.

SOUTHERN CROSS LAND AGENCY.

*Eastern Division.**Yilgarn District.*

Corres. 3934/25. (Plan 36/300.)

That portion of unsurveyed land comprising about 102,400 acres, bounded by lines running East from 112 M.P. on Rabbit-proof Fence about 640 chains; thence South about 1,600 chains, and on South and West by lines parallel and equal. (Ex. Reserve 13571); being Knapp and Halls' cancelled application.

OPEN WEDNESDAY, 25th NOVEMBER, 1925.

PERTH LAND AGENCY.

*North-West Division.**Lyons District.*

Corres. 618/25. (Plan 73/300.)

That land comprising about 30,000 acres. Subject to payment of £84 for existing improvements; being C. D. Metcalfe's cancelled application.

Eastern Division.

Kaluwiri District, about 30 miles East of Sandstone.

Corr. 3510/18. (Plan 53/300.)

That portion of unsurveyed land, comprising about 43,540 acres; being cancelled Pastoral Lease 2797/97 in names of Messrs. Brooks.

*Eastern Division.
Nabberu District.*

Corr. 6844/24. (Plan 61/300.)

That portion of unsurveyed land, comprising about 20,000 acres, bounded on the North by the Southern boundary of Pastoral Lease 3300/97 and a line running South along the East boundary of 3064/97 about 146 chains; and by opposite parallel and equal lines; being L. W. Gare's cancelled application.

Eastern Division.

Kaluwiri District, about eight miles South of Mt. Keith.

Corr. 8000/20. (Plan 53/300.)

That unsurveyed land, comprising about 20,000 acres; being W. A. Snell's cancelled Pastoral Lease 3024/97.

North-West Division.

Lyndon District, North-East of Wandagee Station.

3513/16. (Plans 77 and 94/300.)

That portion of unsurveyed land, containing about 61,500 acres; being F. Eades' forfeited Lease 1791/96.

OPEN WEDNESDAY, 2nd DECEMBER, 1925.

PERTH LAND AGENCY.

North-West Division.

Murchison District, South of Coburn Station.

4982/25. (Plans 56 and 57/300.)

That portion of unsurveyed land, containing about 313,000 acres; being R. S. Solomon's cancelled application.

SOUTHERN CROSS LAND AGENCY.

Eastern Division.

Yilgarn District, East of Jackson.

Corr. 6674/24. (Plans 24 and 35/300.)

That portion of unsurveyed land, containing about 217,655 acres; being O. G. Symons's forfeited Lease 3353/97.

C. G. MORRIS,
Under Secretary for Lands.

LAND OPEN FOR SELECTION.

IT is hereby notified, for general information, that the areas scheduled hereunder will be available for selection under "The Land Act, 1898," and its amendments, on and after the dates set out in the schedules.

The areas marked "A" shall be open for selection by the special classes of selectors hereinafter named in the following order of preference:—

- (1) Under "The Discharged Soldiers' Settlement Act, 1918," by "Discharged Soldiers" within the meaning of paragraphs (a), (b), and (c) of the interpretation of the term in Section 3 of that Act, and "Dependants" within the meaning of that term in the said section.
- (2) Under "The Land Act, 1898," by ex-British Soldiers who were on active service in the late war.
- (3) Under "The Land Act, 1898," by Munition Workers in the late war.
- (4) Under "The Land Act, 1898," by ordinary selectors.

(In the event of an applicant other than a Discharged Soldier under subparagraph (1) obtaining a block within a Repurchased Estate, the term of the lease and conditions of payment will be subject to re-adjustment in accordance with the provisions of "The Agricultural Lands Purchase Act, 1909.")

The areas marked "B" are not subject to such order of preference.

The areas marked thus * are open under Part VI.

Applications must be lodged at the Local Land Office for the district in which the land is situated, and should be lodged on or before the date specified.

All applications lodged on or before such date will be treated as having been received on the closing day, and if there are more applicants than one for any block the application to be granted will be determined by the Land Board, except in cases where it is already determined by the order of preference set out above

under "A." Should any lands remain unselected such will continue available until applied for or otherwise dealt with.

If a Land Board sitting becomes necessary, the applicants for the blocks will be duly notified of the date, time, and place of the meeting of the Board, and there shall be an interval of at least three days between the closing date and the sitting of the Board.

If an applicant wishes to appear before the Land Board in person he may apply to the Head Office or to the Clerk in Charge of any of the District or Branch Land Offices for a certificate to the Railway Department which, on presentation at the nearest Railway Station, will entitle him to a Return Ticket, at Excursion Rates, to the place where the Board will sit, available for seven days from the date of issue.

The selector of a Homestead Farm from any location available under Part VIII. must take the balance thereof, if any, under Conditional Purchase.

The prices quoted hereunder (exclusive of the value of improvements, if any, and survey fees, and land acquired by the Crown under "The Agricultural Lands Purchase Act, 1909," or otherwise for settlement) are reduced by one-half to Discharged A.I.F. Soldiers only.

SCHEDULE.

OPEN WEDNESDAY, 18th NOVEMBER, 1925.

ALBANY LAND AGENCY.

"B."

Plantagenet District (about three miles West of Pt. Henry).

Corr. No. 323/87.

Open under Part V. (Section 60). (Plan 451/80, D4.)

That part of Reserve 1189, containing about 3 acres, bounded on the North by Location 940 and on the South by a traverse 15 to 20 links from the Northern bank of the creek; subject to survey, classification, and pricing, and to the payment of the value of improvements if selected by other than the owner of same. Reserve 1189 (Water and Stopping Place) is hereby reduced.

"B."

Plantagenet District (about eight miles North-East of Carbarup Siding).

Corr. No. 1778/24.

Open under Parts V., VI., and VIII. (Plan 445/80, C3.)

Locations 4012 and 4013, comprising 1,410 acres 0 roods 25 perches, at 4s. 9d. per acre (classifications, page 47 of 3353/20 and page 6 of 3363/20); being G. J. Hill's cancelled Lease 17929/68.

BEVERLEY LAND AGENCY.

"B."

Avon District (about 11 miles North of Bulyee Siding).

Corr. No. 8176/19.

Open under Parts V., VI., and VIII. (Plan 343B/40, F2.)

Location No.	Area.	Price per acre.	Remarks.
15816	a. r. p. 842 3 39	} Subject to re-pricing and payment for improvements.	Classification p. 17 of 8176/19. Classification p. 5 of 6588/22. Classification p. 3 of 6867/21.
23474	1,360 1 9		
21964	640 0 37		

Being L. M. P. Bowron's forfeited Leases 11578/68, 16807/68, and 15325/68. Agricultural Bank advance not guaranteed.

"B."

Avon District (about 12 miles West of Babakin).

Corr. No. 3625/25.

Open under Parts V., VI., and VIII. (Plans 344/80 C1, and 4/80, C4.)

Location 18452, containing 1,160 acres 0 roods 34 perches, at 8s. per acre (classification, page 4 of 371/11); being F. Anthony's cancelled application.

"B."

Avon District (near Jubuk Station).

Corr. No. 1548/23.

Open under Parts V., VI., and VIII. (Plan 344/80, B4 & 3.)

Locations 17376 and 24524, comprising 500 acres, at 6s. 3d. per acre (classification, page 24 of 1548/23. (Location 24524 is Homestead Farm portion of Location 17376, to be selected therewith); being cancelled Leases 16744/68 and 23455/74 in the name of E. H. S. Calder.

BRIDGETOWN LAND AGENCY.

"B."

Kojonup District (about four miles South of Kulikup).

Corr. No. 682/24.

Open under Parts V., VI., and VIII. (Plan 438/80, F1.)

Location 6558, comprising 325 acres 2 roods 0 perches, at 7s. 3d. per acre (classification, page 3 of 7761/19); being J. E. Reeves' cancelled Lease 17600/68.

GERALDTON LAND AGENCY.

"B."

Victoria District (about five miles South-East of Yuna).

Corr. No. 1170/25.

Open under Parts V., VI., and VIII. (Plan 160C/40, E4.)

That portion of land comprising about 1,400 acres, bounded by lines starting from the South-West corner of Location 6746 and running West about 58 chains, thence South about 135 chains, thence East to the South-West corner of Location 6796, thence North and West along Locations 6796 and 6746 to starting point; subject to survey, classification, and pricing, and payment of survey fee in advance; being K. V. Adams' cancelled applications.

"B."

Victoria District (about nine miles East of Weld Siding).

Corr. No. 2759/25.

Open under Parts V., VI., and VIII. (Plan 160/80, C2.)

Locations 4573 and 4574, comprising 1,999 acres; subject to pricing (classification, pages 114 and 115 of 10755/09); being cancelled application in the name of M. Frizzall.

NARROGIN LAND AGENCY.

"B."

Williams District (adjoining Yillimining).

Corr. No. 13025/11.

Open under Parts V., VI., and VIII. (Plan 385B/40, E1 & 2.)

The area, containing about 50 acres, bounded on the East by the West boundary of Yillimining Townsite, on the North by the Narrogin-Wickepin Railway Reserve, on the West by Location 12533, and on the South by a one-chain road; subject to survey, classification, and pricing.

"B."

Williams District.

Corr. No. 8773/13.

Open under Parts V., VI., and VIII. (Plan 384B/40, E.F1.)

The 10-chain strip of vacant Crown lands West of Congelin lately temporarily reserved in connection with the Dwarda-Narrogin Railway (old route); subject to survey, classification, and pricing.

"B."

Williams District (about 10 miles North of Beenong).

Corr. No. 1750/25.

Open under Parts V., VI., and VIII. (Plan 387/80, C1.)

Locations 13216 and 14135, comprising about 1,180 acres; subject to survey, classification, and pricing, and payment of survey fee in advance if required. (Location 14135 is Homestead Farm portion of 13216, to be selected therewith); being T. C. Webb's cancelled application.

NORTHAM LAND AGENCY.

Melbourne District.

Corr. No. 2139/25.

Open under Part V. (Plan 32/80, B1.)

The land contained within the closed road along a South-East and a North-East boundary of Melbourne Location 1311 and a North-East boundary of Location 1765, together with the land contained within the closed road along the North-East boundary of Location 1353 and a North-East and a North-West boundary of Location 1765, at 15s. per acre.

This land is available only to holders of land abutting thereon.

The Crown Grant of this land will not be issued before those of adjoining blocks in the same name.

"B."

Avon District (about six miles South of Burran Rock Townsite).

Corr. No. 3585/25.

Open under Parts V., VI., and VIII. (Plan 34/80, D & E4.)

The area, containing about 3,900 acres (including Location 12170), bounded on the North by Locations 11355, 11356, 11357, and 11159, on the South by Locations 12152, 12168, 12169, 12190, and 23000, on the East by Locations 11085 and 11082, and on the West by a road along the East boundary of Location 12151 (excluding Location 22818); subject to survey, classification, and pricing.

"B."

Avon District (about two miles North-East of Koonadgin).

Corr. No. 1504/24.

Open under Parts V., VI., and VIII. (Plan 24/80, D3.)

Locations 20784 and 20785, containing 1,559 acres, at 8s. 6d. per acre (classifications, pages 56 and 55 of 8295/13, Vol. 1, and page 12 of 1504/24); being H. Hale's forfeited Lease 17847/68.

"B."

Avon District (about five miles East of Youndegin).

Corr. No. 5177/22.

Open under Parts V., VI., and VIII. (Plan 3B/40, E1.)

Location 22967, comprising 514 acres 3 roods 3 perches, at 6s. 6d. per acre (classification, page 4 of 5177/22); being H. J. Green's cancelled Lease 17288/68.

"B."

Avon District (about six miles North of Nangeenan).

Corr. No. 1608/25.

Open under Parts V., VI., and VIII. (Plan 25/80, F1.)

Location 15597, comprising 819 acres, at 6s. per acre (classification, page 16 of 2315/19); being W. A. Parry's cancelled application.

"B."

Avon District (about three miles East of Korbel).

Corr. No. 3222/23.

Open under Parts V., VI., and VIII. (Plans 25/80, F4, 24/80, A4.)

Location 17081, comprising 988 acres, at 8s. per acre (classification, page 6 of 3222/23); being H. Clew's cancelled Lease 17283/68.

"B."

Avon District (about 2½ miles West of Tandagin Siding).

Corr. No. 3245/25.

Open under Parts V., VI., and VIII. (Plan 24/80, C4.)

Locations 19113 and 25549, comprising 971 acres, at 8s. per acre (classification, page 3 of 5067/23); subject to the right of resumption by the Government for railway or other public purposes. (Location 25549 is Homestead Farm portion of Location 19113, to be selected therewith); being A. N. Dring's cancelled application.

"B."

Avon District (about seven miles South of Gabbin).

Corr. No. 3575/25.

Open under Parts V., VI., and VIII. (Plan 55/80, A & B 3 & 4.)

Locations 15658, 14290, and 14291, comprising 2,853 acres, at 5s. per acre (classification, page 9 of 2388/24); being F. Anthony's cancelled application.

“B.”
Avon District (about three miles North-West of Bruoe Rock).
Corr. No. 3574/25.
Open under Parts V., VI., and VIII. (Plan 4/80, E & F 1 & 2.)
Location 16950, comprising 996 acres; subject to pricing and Agricultural Bank indebtedness of £170 (classification, page 48 of 3714/10); being F. Anthony’s cancelled application.

“B.”
Ninghan District (about eight miles West of Koorda).
Corr. No. 235/25.
Open under Parts V., VI., and VIII. (Plan 56/80, D2.)
Location 2283, comprising about 1,200 acres; subject to survey (part of original Location 212), at 7s. per acre (classification, page 5 of 235/25); being E. W. Finn’s cancelled application.

“B.”
Ninghan District (about six miles North of Gabbin).
Corr. No. 2481/25.
Open under Parts V., VI., and VIII. (Plan 55/80, A1.)
Location 1570, comprising 990 acres; subject to re-pricing; all sandalwood reserved to the Crown; being C. F. Hardiman’s cancelled application.

“B.”
Ninghan District (about eight miles West of Koorda).
Corr. No. 1332/24.
Open under Parts V., VI., and VIII. (Plan 56/80, D2.)
Location 693, comprising 987 acres, at 6s. 9d. per acre (classification, page 5 of 1332/24); subject to Agricultural Bank mortgage, £100; being G. W. Firms’ cancelled application.

“B.”
Ninghan District (about 12 miles North-West of Koorda).
Corr. No. 2623/25.
Open under Parts V., VI., and VIII. (Plan 56/80, C & D2.)
That land, comprising about 360 acres, bounded on the North by Locations 1868 and 228 and on the East by Location 516, and on the South and West by opposite equal lines; subject to survey, classification, and pricing; being W. P. Downie’s cancelled application.

“B.”
Avon District (about eight miles South of Minnivale).
Corr. No. 957/20.
Open under Parts V., VI., and VIII. (Plan 33/80, C3.)
Location 16026, comprising 383½ acres, at 7s. 6d. per acre (classification, page 7 of 3476/10); being G. M. Fitzsimons’ cancelled Lease 11984/68.

“B.”
Avon District (about seven miles West of Gramphorne).
Corr. No. 3576/25.
Open under Parts V., VI., and VIII. (Plan 5/80, B & C1.)
Locations 18050, 18051, and 24635, comprising 1,973 acres, at 6s. per acre (if selected together) (classification, page 14 of 3938/23). (Location 24635 is Homestead Farm portion of Location 18051, to be selected therewith); being F. Anthony’s cancelled application.

PERTH LAND AGENCY.

“B.”

Victoria District (about nine miles West of Marchagee).
Corr. No. 792/20.
Open under Parts V., VI., and VIII. (Plan 90/80, B2 & 3.)

Location No.	Area.	Price per acre.	Remarks.
7160	a. r. p. 846 3 28	£ s. d. 0 4 9	Classification p. 4 of 792/20.
7350	587 2 16		

Being J. E. J. Cameron’s forfeited Lease 13190/68.

“B.”
Jandakot Agricultural Area District (five miles South of Jandakot).
Corr. No. 3389/18.
Open under Parts V., VI., and VIII. (Plan 341A/40, B2.)
Location 202, comprising 123 acres; subject to classification and pricing; subject to Agricultural Bank mortgage of £70 12s. 11d. to 31/12/24; being E. Tangney’s cancelled Lease 21290/74.

“B.”
Swan District (about 17 miles West of Wannamal).
Corr. No. 7195/19.
Open under Parts V., VI., and VIII. (Plan 31/80, A2.)
Location 2464, comprising 100 acres, at 7s. per acre (classification, page 20 of 7195/19) being J. Minchin’s cancelled Lease 11396/68.

SOUTHERN CROSS LAND AGENCY.

“B.”

Jilbadji District (about three to six miles South of Parker’s Road).
Corr. No. 880/25.
Open under Parts V. and VI. (Plan 36/80, B & C4, Parker’s Road.)

Location No.	Area.	Price per acre.	Remarks.
63	a. r. p. 1,263 2 2	£ s. d. 0 8 6	Classification p. 16 of 5001/22.
320	1,259 3 38	0 6 6	Classification p. 48 of 5001/22.

Subject to timber, sandalwood, and prospecting conditions in this district.
The maximum advance on any approved holding is £625, on a basis of 50 per cent. of value of improvements effected. No application will be approved unless the applicant satisfies the Land Board that he can develop and crop his holding with this assistance; being cancelled Leases 41325/55 and 41114/55 in the names of Feast and Wieland and C. H. Wood. Agricultural Bank has refused a loan on Location 63.

WAGIN LAND AGENCY.

“B.”

Williams District (about six miles from Tincurrin).
Corr. No. 3469/25.
Open under Parts V., VI., and VIII. (Plan 386D/40, B & C3.)

Location No.	Area.	Price per acre.	Remarks.
10233	a. r. p. 100 0 8	£ s. d. 0 8 0	Classification p. 3 of 6481/19.
10232	100 0 10	0 8 9	Classification p. 3 of 6482/19.
10234	353 1 5	0 8 3	Classification p. 3 of 6483/19.
13236	about 347 0 0	}	Subject to survey, classification and pricing.
13248	150 0 0		

Being L. C. C. Cable’s cancelled application.
“B.”
Williams District (about 18 miles South of Moul-yinning).
Corr. No. 1768/25.
Open under Parts V., VI., and VIII. (Plan 408/80, D4.)
Location 13219, comprising about 160 acres, being portion of original Location 9010; subject to survey, classification, and pricing, and payment of survey fee in advance; Agricultural Bank advance not guaranteed; being O. S. Livsey’s cancelled application.

OPEN WEDNESDAY, 25th NOVEMBER, 1925.

ALBANY LAND AGENCY.

“B.”

Nelson District (about 34 miles West of Cranbrook).
Corr. No. 2561/17.
Open under Parts V., VI., and VIII. (Plan 444/80, A1.)
Location 331, comprising 159 acres 3 roods 38 perches; subject to classification and pricing and limitation of area in this district; being cancelled Homestead Farm 21313/74 in name of F. K. Ross.

“B.”
Plantagenet District (about two miles South-West and 2½ miles West of Young’s Siding).
Corr. No. 3313/21.
Open under Part V. (Plan 456B/40, F1.)
Location 2564, comprising 59 acres, at 16s. per acre (classification, page 17 of 13692/03, Vol. 3), Location 2538, comprising 29 acres 3 roods 10 perches; subject to pricing; being J. H. Blake’s cancelled Lease 38849/55 and G. Rowling’s Lease 34432/55.

BEVERLEY LAND AGENCY.
“B.”

Avon District (10 miles North-West of Bilbarin).
Corr. No. 4250/25.
Open under Parts V., VI., and VIII. (Plan 344/80, B & C1.)
Location 9747, comprising 839 acres 3 roods 27 perches, at 9s. per acre (classification, page 4 of 371/11), and Location 23798, comprising about 3,160 acres; subject to survey, classification, pricing, and payment of full survey fee with application; being R. Finkelstein’s cancelled application.

“B.”
Avon District (13 miles North of Jubuk).
Corr. No. 4261/25.
Open under Parts V., VI., and VIII. (Plan 344/80, B1.)
Location 23741, comprising about 420 acres; subject to classification, pricing, survey, and payment of survey fee in advance; being L. Johnson’s cancelled application.

BRIDGETOWN LAND AGENCY.
“B.”

Nelson District (about two miles South-East of Hester).
Corr. No. 3657/23.
Open under Part V. (Plan 439B/40, F1.)
The area, containing about 1 acre, bounded by lines commencing at the West corner of Location 9848, and extending about 3 chains along the North-West boundary of the said location, thence West about 3 chains, thence South-West about 3 chains to the North boundary of Location 7900, thence along the latter to the starting point; subject to survey, classification, and pricing.

“B.”
Wellington District (near Preston).
Corr. No. 2672/91.
Open under Part V., Section 57. (Plan 414B/40.)
The area, containing 3 acres, bounded by lines starting from South-West corner of Wellington Location 585, and extending North along its West boundary for a distance of 7 chains 88 links, thence West 4 chains, South 5 chains, East 1 chain, South 3 chains 79 links, thence Eastward along the North side of Road 745 to the starting point.
This land is available for selection by adjoining holders only, at a price of £1 13s. 4d. per acre, including survey fee.
Reserve 1908 is hereby cancelled.

“B.”
Kojonup District (about six miles South of Narlingup).
Corr. No. 582/25.
Open under Parts V., VI., and VIII. (Plan 438/80, F1.)

Location No.	Area.	Price per acre.	Remarks.
	a. r. p.	£ s. d.	
8015 ...	500 3 33	0 7 6	Reducible to 5s. and 5s. 9d. per acre respectively if poison be eradicated and land stocked within five years. Classification, p. 6, 582/25.
4031 ...	201 2 0	0 12 6	
8010 ...	160 0 0		
			Classification, p. 3, 2544/23.

Location 8010 is the unsurveyed portion of Location 4031, to be selected therewith; being James E. Reeves’ forfeited Leases 19124/68, 40301/55, and 23576/74.

“B.”
Nelson District (about three miles North of Eulin Siding).
Corr. No. 3270/24.
Open under Parts V., VI., and VIII. (Plan 415C/40, E3.)
Location 2618, containing 624 acres, at 4s. per acre (classification, page 4, 764/20); being C. Draper’s forfeited Lease 18383/68.

ESPERANCE LAND AGENCY.
“B.”

Fitzgerald District (about nine miles West of Grass Patch).
Corr. No. 1101/23.
Open under Parts V., VI., and VIII. (Plan 402/80, A1.)
Locations 325 and 785, containing 1,000 acres 0 rood 17 perches, at 9s. per acre (classification, page 15, 5187/21); subject to special conditions governing Agricultural Bank advances as may be granted (Location 785 is the unsurveyed portion of Location 325, to be selected therewith); being F. G. Haddon’s forfeited Leases 39906/55 and 23281/74.

“B.”
Fitzgerald District (about two miles West of Dowak).
Corr. No. 2766/25.
Open under Parts V., VI., and VIII. (Plan 392/80, B1.)
Locations 504 and 729, comprising 988 acres 2 roods 32 perches, at 11s. per acre (classification, page 46 of 70/22) (Location 729 is Homestead Farm portion of Location 504, to be selected therewith); subject to the conditions applying to selection in this district; being E. G. McCorkill’s cancelled application.

“B.”
Fitzgerald District (from six to eight miles East of Dowak).
Corr. No. 365/23.
Open under Parts V., VI., and VIII. (Plan 392/80, Sheet 14.)

Location No.	Area.	Price per acre.	Remarks.
	a. r. p.	£ s. d.	
530 ...	998 1 9	0 11 0	Classification p. 11 of 4898/22.
531 ...	999 1 31	0 11 0	Classification p. 12 of 4898/22.
535 ...	997 3 0	0 11 0	Classification p. 16 of 4898/22.

Subject to conditions governing Agricultural Bank advance as may be granted. Location 535 is subject to payment of Agricultural Bank principal, £248 6s. 11d., plus interest to date; being Harring, Adair, and Carter’s cancelled applications. Subject to tank site resumption if necessary.

“B.”
Fitzgerald District (about nine miles East of Grass Patch).
Corr. No. 3966/22
Open under Parts V., VI., and VIII. (Plan 402/80, D & E1)
Locations 345 and 702, comprising 861 acres 3 roods 3 perches, at 10s. 3d. per acre (classification, page 11 of 5490/21); subject to conditions applying to selection in this district. (Location 702 is Homestead Farm portion of Location 345, to be selected therewith); being B. W. Peek’s cancelled Leases 39328/56 and 22828/74.

“B.”
Esperance District (about eight miles West of Treslove).
Corr. No. 5637/22.
Open under Parts V., VI., and VIII. (Plan 402/80, A.B2 & 3, Sheet 3.)
Locations 872 and 944, containing 837 acres 3 roods 11 perches, at 8s. 3d. per acre (classification, page 13, 5186/21); subject to special conditions governing Agricultural Bank advances as may be granted. (Lot 944 is the unsurveyed Homestead Farm portion of Location 872, to be selected therewith; being E. H. Doust’s forfeited Leases 39472/55 and 22934/74.

GERALDTON LAND AGENCY.

"B."

Victoria District (about eight miles South-West of Three Springs).

Corr. No. 1582/11.

Open under Parts V., VI., and VIII. (Plan 94/80, F1 & 2.)

Location 5921, containing 160 acres, at 6s. per acre (classification, page 7 of 1582/11); subject to an Agricultural Bank mortgage; being W. J. Connolly's cancelled Homestead Farm 16396/74.

"B."

Victoria District (about seven miles North-East of Bowgada).

Corr. No. 5069/24.

Open under Parts V., VI., and VIII. (Plan 122/80, E & F2.)

Location 8113, comprising 778 acres 0 roods 24 perches, at 5s. 9d. per acre (classification, page 17 of 5069/24); subject to pastoral lessee's claim for improvements; being S. C. Leonard's cancelled application.

"B."

Victoria District (about eight miles East of Perenjori).

Corr. No. 2697/25.

Open under Parts V., VI., and VIII. (Plans 121 & 122/80, A.F3.)

Locations 7264 and 7266, containing 2,951 acres 1 rood and 15 perches and 2,540 acres 2 roods 5 perches respectively; subject to classification and pricing, and conditions governing selection within Pastoral Leases in South-West Division; being Thos. W. Johnston's cancelled application.

NARROGIN LAND AGENCY.

"B."

Williams district (about half-mile South-West of Dardadine).

Corr. No. 5069/22.

Open under Parts V., VI., and VIII. (Plan 410B/40, E.F1.)

Locations 9973 and 12779, containing 454 acres, at 8s. per acre, reducible to 3s. 3d. per acre if poison be eradicated and land stocked within five years (classification, page 58, 2764/10). (Location 12779 is the unsurveyed portion of Location 9973, to be selected therewith); being J. V. Seabrook's forfeited Leases 16141/68 and 23008/74.

"B."

Wickepin A.A. District (about eight miles East of Popanyinning).

Corr. No. 535/24.

Open under Parts V., VI., and VIII. (Plan 378C/40, D3.)

Lot 151, comprising 165 acres 3 roods 15 perches, at 9s. 6d. per acre, reducible to 4s. if poison be eradicated and stocked within five years (classification, page 3, 535/24); all sandalwood is reserved to the Crown; being S. E. Walton's cancelled Lease 17689/68.

NORTHAM LAND AGENCY.

"B."

Avon District (about three miles North of Binjarrabin Rock).

Corr. No. 706/02.

Open under Parts V., VI., and VIII. (Plan 35/80, C3.)

The area, containing about 2,200 acres, situated North of Location 13958, South of Locations 23049 and 13968, East of Locations 13960 and 13969, and West of the Rabbit-proof Fence Reserve; subject to survey, classification, and pricing.

"B."

Avon District (about four miles South-West of Dulbellington).

Corr. No. 4756/20.

Open under Parts V., VI., and VIII. (Plan 3D/40, C4.)

Location 17717, comprising 133 acres, at 7s. per acre (classification, page 6 of 1260/18); being A. J. Grover's cancelled Lease 12760/68.

"B."

Avon District (about two to six miles North of Wyola).

Corr. No. 1982/25.

Open under Parts V., VI., and VIII. (Plan 26C/40, D.E3.)

Locations 9279, 17823, 20638, 17822, and 17599, containing 4,814 acres 3 roods 35 perches; subject to pricing (classification, page 10, 1982/25); being N. E. W. Hocking's forfeited Lease 19116/68.

"B."

Avon District (five miles East of Jura).

Corr. No. 3421/25.

Open under Parts V., VI., and VIII. (Plan 5/80, A1.)

Location 19326, comprising 2,068 acres, at 6s. per acre (classification, page 1 of 810/13); being F. Anthony's cancelled application.

"B."

Roe District (18 miles East of Narembeen).

Corr. No. 267/23.

Open under Parts V., VI., and VIII. (Plan 5/80, E4.)

Locations 206 and 230, comprising 999 acres 2 roods 35 perches, at 9s. per acre (classification, page 37 of 2178/22); no Agricultural Bank assistance is guaranteed, nor construction of a railway to serve these blocks. (Location 230 is the unsurveyed portion of Location 206, and must be selected therewith); being K. Abbott's cancelled Leases 39926/55 and 23291/74.

"B."

Avon District (about nine miles South-East of Yelbeni).

Corr. No. 2005/25.

Open under Parts V., VI., and VIII. (Plan 34/80, B3.)

Locations 20506 and 24487, containing 1,000 acres 1 rood 32 perches, at 6s. per acre (classification, page 19, 2892/17). (Location 24487 is the unsurveyed portion of Location 20506, to be selected therewith); being F. W. Horn's forfeited Leases 19113/68 and 24502/74.

"B."

Avon District (about two miles North-East of Yoting).

Corr. No. 3141/11.

Open under Parts V., VI., and VIII. (Plan 4/80, A3.)

Location 18140, containing 1,435 acres 1 rood 26 perches, at 7s. per acre (classification, page 7, 3141/11); subject to payment of Agricultural Bank indebtedness (£466 18s. 4d.) to June last; being R. E. Neale's forfeited Lease 6616/68.

"B."

Avon District (about seven miles South-East of Korrelocking).

Corr. No. 2597/25.

Open under Parts V., VI., and VIII. (Plan 33/80, F3 & 4.)

Location 24763, comprising about 1,000 acres; subject to survey, classification, and pricing, and payment of survey fee in advance; being W. H. Tilbrook's cancelled application.

"B."

Victoria District (about five miles South-East of Maya).

Corr. No. 4922/25.

Open under Parts V., VI., and VIII. (Plan 89/80, U & B1.)

Locations 5566 and 7586, containing 1,000 acres, at 9s. 3d. per acre (classification, page 9 of 14190/10). 7586 is Homestead Farm portion of Location 5566, to be selected therewith; being F. Anthony's cancelled application.

"B."

Avon District (about eight miles West of Wogarl).

Corr. No. 1535/24.

Open under Parts V., VI., and VIII. (Plan 5/80, B2.)

Location 18333, containing 997 acres, at 6s. per acre (classification, page 16, 12062/11); being G. R. Whiteley's forfeited Lease 17990/68.

“B.”
Ninghan and Avon Districts (about 20 miles North-West of Dukin and 12 miles East of Wongan Hills).
Corr. No. 2851/25.
Open under Parts V., VI., and VIII. (Plans 56/80, A.B2, 57/80, F3.)

Location No.	Area.	Price per acre.	Remarks.
Ninghan—	acres.	£ s. d.	
1718 ...	955	0 8 0	Classification, p. 15, 3262/13, 56/80.
1724 ...	1,199	0 6 9	Classification, p. 20, 3262/13, 56/80.
Avon—			
20164 ...	1,480	0 8 0	Classification, p. 9, 3262/13, 57/80.

Being Bell’s, Watson & Carter’s cancelled applications.

SOUTHERN CROSS LAND AGENCY.

“B.”
Jilbadji District (about four miles South of Walgoolan).
Corr. No. 6101/23.
Open under Parts V. and VI. (Plan 24/80, D1.)
Location 232, containing 998 acres 2 roods 5 perches, at 10s. per acre (classification, page 32, 6101/23); subject to mining and timber conditions and right of Government to resume for railway or other public purposes without compensation, except for value of improvements so resumed; being R. McLaren’s forfeited Lease 40971/55.

“B.”
Jilbadji District (adjoining Noongar Townsite).
Corr. No. 353/24.
Open under Parts V. and VI. (Plan 36/80, B4.)
That portion of unsurveyed land, containing about 1,000 acres, bounded by lines starting from a point contiguous to Eastern Goldfields Railway on South in alignment with Eastern boundary of Yilgarn Location 730, thence Southward about 125 chains, Westward about 80 chains, thence Northward to Southern boundary of Noongar Townsite, thence Eastward bearing along Noongar Townsite boundary and railway to starting point; subject to survey, pricing, and payment of full or partial fee if called upon and conditions re removal of timber; being Jno. L. Knapp’s cancelled application.

“B.”
Yilgarn District (about 12 miles East of Bullfinch).
Corr. No. 5635/24.
Open under Parts V. and VI. (Plan 53/80, E4.)
Locations 540 and 539, containing 999 acres 1 rood 23 perches and 999 acres 3 roods 6 perches, at 9s. and 8s. 6d. per acre respectively (classification, pages 31 and 30 of 6470/22); subject to mining and timber conditions governing selection in this district.
The maximum advance on any approved holding is £625, on a basis of 50 per cent. of value of improvements effected. No application will be approved unless the applicant satisfies the Land Board that he can develop and crop his holding with this assistance; being A. J. Mell’s forfeited Leases 41183/55 and M. Claney’s cancelled application.

WAGIN LAND AGENCY.

“B.”
Williams District (about five miles South-East of Jarring).
Corr. No. 4258/53.
Open under Parts V., VI., and VIII. (Plans 387/80, B4, 407/80, B1.)
Location 13276, comprising about 1,200 acres; subject to survey, classification, pricing, and payment of full survey fee with application; being H. J. Coad’s cancelled application.

OPEN WEDNESDAY, 2nd DECEMBER, 1925.

ALBANY LAND AGENCY.

“B.”
Plantagenet District (about nine miles South-West of Narrikup).
Corr. No. 6571/14.
Open under Parts V., VI., and VIII. (Plan 451/80, A3.)
Locations 1953 and 2689, containing 260¼ acres; subject to classification and pricing; being L. M. Williams’s cancelled application.

“B.”
Torbay A.A. District (about two miles South-East from Torbay Townsite).

Corr. No. 1893/22.
Open under Parts V., VI., and VIII. (Plan 457A/40 West, B1, Torbay A.A. Lots.)
Lot 69, containing 23 acres 2 roods 7 perches, at £10 2s. 6d. per acre (classification, page 83 of 12218/00); subject to right of Government to enter upon the land for purpose of construction and maintenance of drains free of compensation and controlling use of water either for irrigation or drainage. The Government will not be responsible for the construction of occupation crossings over drains where required by selectors; being F. V. and C. T. Hortin’s forfeited Lease 39316/55.

BRIDGETOWN LAND AGENCY.

“B.”
Nelson District (about five miles South-West of Pemberton).
Corr. No. 2777/21.
Open under Parts V., VI., and VIII. (Plan 442C/40, D3.)
Locations 8179 and 8181, containing 97 acres 1 rood 8 perches and 89 acres 1 rood 10 perches, at 16s. and 16s. 6d. per acre respectively (classification, pages 6 and 8 of 1039/20); available to persons who hold no other land, and subject to reservation to Crown of growing karri timber, also conditions governing selection within State Sawmilling Permits; being H. A. and L. Dodd’s forfeited Leases 22745/74 and 22900/74.

“B.”
Nelson District (about 10 miles North-East of Nannup).
Corr. No. 5874/22.
Open under Parts V. and VIII. (Plan 439A/40 North, C1.)
Locations 6849 and 8304, containing 159 acres 2 roods 39 perches and 162 acres 3 roods 37 perches; the former priced at 14s. 6d. per acre and the latter subject to re-pricing (classification, page 30, 138/15); subject to special conditions governing Conditional Purchase selection within Sawmilling Permits and conditions respecting limitation of area as applying to this district; being W. I. Sheppard’s forfeited Leases 39673/55 and 38693/55.

“B.”
Nelson District (about 13 miles South-East of Mayanup).
Corr. No. 3606/23.
Open under Parts V., VI., and VIII. (Plan 438/80, D3.)
That area of land bounded by lines and starting from South-East corner of Location 9834 and the prolongation Southward of its Eastern boundary about 26 chains, thence Westward about 18 chains, Southward about 20 chains, Westward about 50 chains, Northward about 38 chains, Eastward about 28 chains, thence Northward about 10 chains, thence Eastward along South boundary of Location 9834 to starting point; being portion of land comprised in R. Ladham’s application excluded by survey. Area about 200 acres; subject to survey, classification, and pricing.

“B.”
Nelson District (about two miles South-West of Yanmah).

Corr. No. 6550/23.
Open under Parts V., VI., and VIII. (Plan 439C/40, D4.)
Location 9176, containing 126 acres 2 roods 26 perches, at 14s. per acre (classification, page 12, 1522/22); available to persons who hold no other land; subject to Crown’s right to remove marketable timber, and conditions governing selection within Sawmilling Permits and Pastoral Leases in South-West Division; being A. E. Hodgson’s forfeited Lease 23772/74.

BUNBURY LAND AGENCY.
WELLINGTON DISTRICT—DARDANUP ESTATE.

Plan—Dardanup Repurchased Estate, near Dardanup Station.

Corr. No. 4018/23.
Open under Part V., Section 55, of "The Land Act, 1898," as modified by "The Agricultural Lands Purchase Act, 1909."

Lot No.	Area.	Price per acre including improvements.	Purchase Money	Discharged Soldiers.			Half-yearly instalment (civilians) over 30 years terms, at 6 per cent.
				First half-year's interest capitalised.	Half-yearly instalment over 4½ years' interest payable at 6 per cent.	Half-yearly instalment for balance of term 25 years, including interest at 6 per cent.	
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
8	70 0 29	9 0 0	631 12 8	650 11 8	19 10 4	25 5 9	22 3 2

This block will only be approved in favour of the applicant who satisfies the Land Board that he possesses the necessary experience to successfully develop and work the holding. No applicant will be permitted to hold more than one block except by special approval of Minister. The Government reserves the right to enter upon the land to construct and maintain drains free of compensation, and any bridges required for drains must be constructed at selector's own expense; being G. Verden's forfeited lease 20/2116.

"B."

Wellington District (about two miles West of Collicardiff).

Corr. No. 5080/23.
Open under Part V. (Plan 411C/40, F3.)
The area, containing about 5½ acres, situated West of Location 2953, North of Location 1569, and East of Road No. 826; subject to pricing.

"B."

Wellington District (about six miles South of Delayney Pool).

Corr. No. 5912/24.
Open under Parts V., VI., and VIII. (Plan 410A/40, B2.)

The area, containing about 160 acres, bounded on the West by a tramway and on the East and South by lines commencing at a point on the South side of such tramway situate about nine chains West and about 60 chains South from the South-East corner of Location 2090, and extending South-Westward about 40 chains and West about 45 chains to the Eastern side of the tramway aforesaid; subject to survey, classification, and pricing, and to the conditions governing the selection of land within Pastoral Leases within the South-West Division of the State. The cost of survey fee (£10 10s.) to be lodged with application.

ESPERANCE LAND AGENCY.

"B."

Fitzgerald District (four to 15 miles North-East of Dowak).

Corr. No. 5608/25.
Open under Parts V. and VI. (Plans 392/80, B, C, D1; 371/80, B, C, D4.)

Location No.	Area.	Price per acre.	Remarks.
	a. r. p.	£ s. d.	
995	1,092 1 32	0 9 9	
996	1,092 2 20	0 8 3	
997	1,092 2 9	0 8 9	
998	1,093 1 0	0 8 6	
999	1,093 2 9	0 8 6	
1000	1,092 3 25	0 8 0	
1001	1,093 0 38	0 8 0	
1002	1,093 3 18	0 8 3	
1003	1,093 2 33	0 9 0	
1004	1,093 3 1	0 9 0	
1005	1,093 3 24	0 9 0	
1006	1,094 3 5	0 9 9	
1007	1,093 2 18	0 10 0	
1008	1,092 2 18	0 9 6	
1009	1,093 3 1	0 9 6	
1010	1,093 2 25	0 9 9	
1011	1,093 3 3	0 8 0	
1012	1,093 0 7	0 7 6	
1013	1,093 0 15	0 6 6	
1014	1,093 2 24	0 8 6	
1015	1,093 1 12	0 9 9	
1016	1,093 1 2	0 10 0	
1017	1,093 2 30	0 10 0	
1018	1,126 0 24	0 10 0	
1019	1,061 1 28	0 8 6	
1020	1,094 1 37	0 4 6	
1021	1,093 0 15	0 8 9	
1022	1,092 3 13	0 7 9	
1023	1,092 0 36	0 8 9	
1024	1,091 2 36	0 6 6	
1025	1,092 1 25	0 8 6	
1026	1,092 3 21	0 8 0	
1027	1,094 0 5	0 8 6	
1028	1,093 2 8	0 9 6	
1029	1,094 0 9	0 8 0	
1030	1,093 2 1	0 10 0	

Subject to the conditions respecting land in this District. Plans showing these locations will be available shortly.

"B."

Esperance District (about four miles North-West of Treslove).

Corr. No. 5035/24.
Open under Parts V., VI., and VIII. (Plan 402/80, B2.)

Locations 430 and 1280, comprising 1,000 acres; subject to classification and pricing and conditions applying to selection in this district. (Location 1280 is the unsurveyed portion of Location 430, to be selected therewith); being A. Bullock's cancelled Leases 41126/55 and 24272/74.

KATANNING LAND AGENCY.

"B."

Kojonup District (adjoining Moornaming).

Corr. No. 12900/10.
Open under Parts V., VI., and VIII. (Plan 417/80, E1.)

Location 6391, containing about 160 acres; subject to survey, classification, and pricing, and to the excision of any land required for water reserve and catchment.

Also the area lately temporarily reserved, containing about 500 acres, bounded on the South by Location 6146, on the East by Location 6391, Moornaming Townsite, and Location 5703, and on the North and West by lines extending West and South from the North-West corner of Location 6391 to the North-West corner of Location 6146; subject to survey, classification, and pricing.

"B."

Plantagenet District (about three miles from Tambellup).

Corr. No. 3263/18.
Open under Parts V., VI., and VIII. (Plan 436A/40, A.B2.)

Location 3902, containing 148¼ acres, at 5s. 6d. per acre (classification, page 7, 3263/18) (ex improvements if any); being A. E. Chamberlain's forfeited Lease 11840/68.

NARROGIN LAND AGENCY.

"B."

Avon District (about 15 miles North-West of Gnarnming).

Corr. No. 2821/25.
Open under Parts V., VI., and VIII. (Plan 377/80, D1.)

Location No.	Area.	Price per acre.	Remarks.
	acres.	£ s. d.	
19800, 23773	about 841	} 0 4 6	Classification p. 11 of 2821/25.
19769	about 861		
23772	160		

Location 23772 is portion of Location 19769, to be selected therewith. Location 23773 is portion of Location 19800, to be selected therewith; being Petter and McCarthy's cancelled application.

“B.”
Avon District (about 10 miles from Bullaring).
Corr. No. 5380/23.
Open under Parts V., VI., and VIII. (Plan 377/80, D1.)
Locations 19796 and 23602, containing 1,293 acres 3 roods 23 perches, at 6s. per acre (classification, page 16, 10807/12). (Location 23602 is unsurveyed portion of Location 19796, to be selected therewith); being B. G. Pidgeon’s forfeited Leases 17233/68 and 23698/74.

NORTHAM LAND AGENCY.
Avon (Kwolyin A.A.) District (about five miles North of Kwolyin Hill).
Corr. No. 9155/10.
Open under Parts V. and VI. (Plan 4/80, B1.)
Reserve 12991, containing 2 acres, at 10s. per acre,

excluding survey fee. Available only to holder of adjoining land. Reserve 12991 (School Site) is hereby cancelled.

“B.”
Avon District (about two miles South-East of Durakoppin Well).
Corr. No. 5181/25.
Open under Parts V., VI., and VIII. (Plan 25/80, B1.)
That part of Location 18417, containing about 700 acres, bounded by lines commencing at its South-East corner and extending West about 70 chains, thence North about 100 chains, thence East and South to the starting point; subject to survey, classification, and pricing, and to the Government retaining the right to resume free any land required for railways, townsite, etc. The cost of survey (£21) must be lodged with application.

PERTH LAND AGENCY.

SWAN DISTRICT—HERNE HILL ESTATE.

(Plan—Herne Hill Repurchased Estate.)
Corr. No. 1066/20.
Open under Part V., Section 55, of “The Land Act, 1898,” as modified by “The Agricultural Lands Purchase Act 1909,” and Section 10 of “The Discharged Soldiers Settlement Act, 1918.”

Lot No.	Area.	Price per acre including improvements.	Purchase Money	Discharged Soldiers.			Half-yearly instalment (civilians) over 30 years terms, at 6 per cent.
				First half-year's interest capitalised.	Four and a-half years' interest payable at 6 per cent, half-yearly instalment.	Half-yearly instalment for balance of term 25 years.	
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2913	18 2 13	28 15 0	534 4 0	550 4 6	17 0 0	22 0 3	18 14 10

Subject to payment of Agricultural Bank indebtedness to 30th June, 1925, of £741 16s. 5d.; being J. H. Cole’s forfeited lease 20/1487.

SWAN DISTRICT—PYRTON REPURCHASED ESTATE.

(Plan—Pyrtan Estate, about two miles North of Guildford.)
Corr. No. 6912/20.
Open under Part V., Section 55, of “The Land Act, 1898,” as modified by “The Agricultural Lands Purchase Act, 1909,” and Section 10 of “The Discharged Soldiers Settlement Act, 1918.”

Lot No.	Area.	Price per acre including improvements.	Purchase Money	Discharged Soldiers.			Civilians.
				First half-year's interest capitalised.	Four and a-half years' interest payable half-yearly, at 6 per cent.	Half-yearly instalments for balance of term 25 years.	Half-yearly instalment (to be paid by civilian applicants) over 30 years, at 6 per cent.
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2989	18 3 2	14 5 0	267 7 4	275 7 9	8 5 3	10 14 1	18 6 8
2990	18 2 21	13 14 0	255 5 0	262 18 2	7 17 9	10 4 5	

There is also an additional charge for improvements of £62 15s. 9d., which is payable over 25 years in half-yearly instalments of £2 11s. 3d., including interest. Subject to payment of Agricultural Bank indebtedness to 30th June, 1925, of £695 8s. 11d.; being A. Allan’s forfeited lease 20/1707.

PERTH LAND AGENCY.

SWAN DISTRICT—PYRTON REPURCHASED ESTATE.

Corr. No. 80/23.

(Plan—Pyrtou Estate.)

Open under Part V., Section 55, of "The Land Act, 1898," as modified by "The Agricultural Lands Purchase Act, 1909."

Lot No.	Area.	Price per acre, including improvements.	Purchase money, including interest.	Four and a half years' interest, payable at 6 per cent. annual instalment.	Annual instalment for balance of term.	Yearly instalment (civilians) over 30 years terms, at 6 per cent.
	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2981 ...	14 1 34	43 0 0	640 10 11	38 8 8	49 16 0	43 12 10

Subject to payment of Agricultural Bank principal. £78 19s. 5d., to 30th June, 1925. Being J. N. West's forfeited lease 20/2006.

NORTHAM LAND AGENCY.

"B."

Avon District (about five miles East of Durokoppin Well).

Corr. No. 9984/11.

Open under Parts V., VI., and VIII. (Plan 25/80, Cl.)

Location 19163, containing 500 acres, and the area containing about 800 acres situated East of same, West of the stock route, and South of Location 18239; subject to survey, classification, and pricing, and to the Government retaining the right to resume free any land required for railway, townsites, etc. The cost of survey (£22 10s.) must be lodged with application.

"B."

Ninghan District (about five miles North-East of Jibberding).

Corr. No. 2795/25.

Open under Parts V., VI., and VIII. (Plan 89/80, Fl.)

The area, containing about 470 acres, bounded by lines commencing at the North corner of Location 530 and extending East and South to the North-East corner of the said location, thence North-West to the starting point; subject to survey, classification, and pricing. The cost of survey (£18) to be lodged with application.

"B."

Ninghan District (near Mungan Gabby).

Corr. No. 5202/25.

Open under Parts V., VI., and VIII. (Plan 55/80, B & Cl.)

The area, containing about 5,100 acres, bounded by lines starting from the South-East corner of Location 2135 and extending South about 74 chains and East about 34 chains to the left side of Road No. 7070, thence South along the latter to the North-East corner of Location 722, thence along the North boundary of Location 722, the East and North boundaries of Location 2336, the East and North boundaries of Location 423, the North boundary of Location 422, the East and part of the North boundaries of Location 451, thence along the East boundary of Location 624 for about 46 chains, thence East to the West boundary of Location 2153, thence along the West and part of the South boundary of Location 2153, the West and South boundaries of Location 2134, and the South boundary of Location 2135 to the starting point; subject to survey, classification, and pricing.

"B."

Ninghan District (eight miles North-West of Koorda, three miles North-East of Koorda).

Corr. No. 3428/25.

Open under Parts V., VI., and VIII. (Plan 56/80, F2, El.)

Location No.	Area.	Price per acre.	Remarks.
	a. r. p.	£ s. d.	
1037 ...	about 820a.	...	Subject to survey and pricing. Classifications p. 6 of 3295/25 and p. 3 of 12294/10.
1043 ...	about 2,500a.	...	

Being H. Sugden's cancelled applications.

"B."

Avon District (about five miles West of Gilgering).

Corr. No. 8629/08.

Open under Parts V., VI., and VIII. (Plan 2c/40, D4.)

Location 12701, containing 25 acres 0 roods 20 perches; subject to classification and pricing, and payment for improvements; being H. Gunn's forfeited Lease 21134/55.

"B."

Ninghan District (about 20 miles North-West and North-East of Narkal).

Corr. No. 2959/25.

Open under Parts V., VI., and VIII. (Plans 65/80, D3, 66/80, A.B2.)

Location No.	Area.	Price per acre.	Remarks.
	a. r. p.	£ s. d.	
1233 ...	997 0 0	0 7 0	Classification p. 23 of 4230/12, 65/80 D3.
1240 ...	980 0 0	0 8 0	
2068 ...	965 0 0	0 8 0	Classification p. 16 of 4230/12, 65/80 D3.
1231 ...	917 0 0	...	Classification p. 25 of 4230/12, 65/80 D3.
1248 ...	1,000 0 0	...	Subject to re-classification; 65/80 E3.
1391 ...	936 0 0	...	Subject to re-pricing; 65/80 D4.
1226 ...	763 0 0	0 10 0	Subject to re-classification; 65/80 D2.
2302 ...	827 0 0	} 0 9 6	Classification p. 22 of 9152/12, 66/80 A2.
1463 ...	160 0 0		Classification p. 21 of 9152/12, 66/80 A2.
1464 ...			
882 ...			

Location 882 is portion of Location 1464, to be selected therewith. Location 2302 is portion of Location 1226, to be selected therewith. Location 2068 is portion of Location 1240, to be selected therewith. No Agricultural Bank advance guaranteed, but Government reserves the right to resume for public purposes free of compensation; being E. A. Bradshaw, J. Sayers, T. W. Hartley, W. Wallis, and A. V. Artois's cancelled applications and Charles Cowan's forfeited Leases 12902/56, 39626/55, and 23035/74.

"B."

Avon District (about seven miles North-East of Koonadgin Siding).

Corr. No. 4232/24.

Open under Parts V., VI., and VIII. (Plan 24/80, D2.)

Location No.	Area.	Price per acre.	Remarks.
	a. r. p.	£ s. d.	
20776 ...	864 2 11	} ...	Subject to classification and pricing.
20777 ...	571 0 36		
24714 ...	160 0 0		
24713 ...	160 0 0		

(Locations 24713 and 24714 are unsurveyed portions of Location 20777, to be selected therewith); being Tyler and Davies' forfeited Leases 18722/68, 24357/74, and 24358/74.

“B.”
Avon District (about 15 miles North-West of Cowcowing).
Corr. No. 6848/24.
Open under Parts V., VI., and VIII. (Plan 56/80, C3.)
Location 13759, containing 389 acres; subject to classification, pricing, and Agricultural Bank indebtedness. Also Locations 12711 and 12923, containing 692 acres; subject to pricing; being G. I. S. Addis’s cancelled application.

“B.”
Avon District (eight miles East of Konnongorring).
Corr. No. 1052/25.
Open under Parts V., VI., and VIII. (Plan 32B/40, F1.)
Locations 18437 and 20968, containing 2,417 acres; subject to pricing (classification, pages 4 and 5, 1052/25); being Charles Henry Willmott’s cancelled application.

“B.”
Avon District (about 12 miles South of Dowerin).
Corr. No. 2675/24.
Open under Parts V., VI., and VIII. (Plan 33/80, B4.)
Location 24728, containing about 3,000 acres; subject to survey, classification, pricing, and payment of full survey fee with application; being R. Davenport’s cancelled application.

“B.”
Ninghan District (about one to three miles North-East of Gabbin).
Corr. No. 1818/20.
Open under Parts V., VI., and VIII. (Plan 55/80, A & B2.)

Location No.	Area.	Price per acre.			Remarks.
		a.	r.	p.	
1580	...	819	0	0	Subject to classification and pricing. Classification p. 8 of 1567/25.
1576	...	871	0	0	
1577	...	644	0	0	

Agricultural Bank advance refused to Location 1577; being cancelled Lease 12534/68 and application in names of Pike and N. C. Weir.

“B.”
Avon District (about two miles North-East of Barbalin).
Corr. No. 4552/25.
Open under Parts V., VI., and VIII. (Plan 55/80, F3.)
Location 15342, containing 1,815 acres, at 5s. per acre (classification, page 20, 6765/09, Vol. 1); being Edward Smith’s cancelled application.

PERTH LAND AGENCY.

“B.”
Avon District (about 30 miles East of Serpentine).
Corr. No. 781/25.
Open under Parts V., VI., and VIII. (Plan 342D/40, C3.)

Location No.	Area.	Price per acre.			Remarks.
		a.	r.	p.	
17322	...	160	0	0	Classifications 7070/21 and 7113/21.
17323, 17950	...	260	0	0	
17951	...	160	0	0	

The Government does not guarantee Agricultural Bank advance nor railway; being J. H. Russell’s forfeited Lease 18947/68.

SOUTHERN CROSS LAND AGENCY.

“B.”
Jilbadji District (near Walgoolan).
Corr. No. 4924/25.
Open under Parts V. and VI. (Plan 24/80, D & E1.)
The area, containing about 8,300 acres, bounded by lines starting from the South corner of Location 14 and extending Eastward (passing along the South-East boundary of Location 14) for about 340 chains, thence South-Eastward along the Yerbillon State Forest boundary for about 160 chains, thence South about 150 chains, thence West to the South-East corner of Location 116, thence along the East and North boundaries of Location 116 and Northward along the Eastern side of a one-chain road to the starting point; subject to survey, classification, and pricing, and to the timber and mining conditions respecting the selection of land in this district; also to the right of the Crown to resume free of all cost a strip of land embracing the standard width of 1½ chains on either side of any railway line which it may be found necessary to construct at any time. The full cost of survey to be lodged with application.

“B.”
Yilgarn District (near Yorkrakine Rocks).
Corr. No. 4154/22.
Open under Parts V. and VI. (Plan 35/80, E & F 2 & 3.)
The area, containing about 10,800 acres, situated South of Locations 294 and 295, West of Location 296 and a track extending from the South-West corner of Location 296 to the North-East corner of Reserve 1432, East of Locations 291 and 261, and bounded on the South by lines starting from the South-East corner of Location 261, and extending East along the North boundary of Location 160, the West, North, and East boundaries of Location 288, the North boundaries of Locations 158 and 157, thence along the East boundary of Location 157 for about 96 chains to a track, thence along said track to the South-West corner of Reserve 1432, thence along the West and North boundaries of the said reserve; subject to survey, classification, and pricing, and to the mining conditions respecting land in this district. The prescribed cost of survey to be lodged with applications.

“B.”
Yilgarn District (about 10 miles North-East of Southern Cross).
Corr. No. 6064/23.
Open under Parts V. and VI. (Plan Southern Cross, Sheet 4, 24/300, 36/80.)
Location 724, containing 997 acres 2 roods 15 perches, at 10s. per acre (classification, page 25, 1103/23); subject to mining and timber conditions governing selection of land in this district. The maximum advance on any approved holding is £625, on a basis of 50 per cent. of value of improvements effected. No application will be approved unless the applicant satisfies the Land Board that he can develop and crop his holding with this assistance; subject to payment for existing improvements; being D. Burnham’s forfeited Lease 40576/55.

WAGIN LAND AGENCY.

“B.”
Williams District (12 miles South-East of Dumbleyung).
Corr. No. 6700/24.
Open under Parts V., VI., and VIII. (Plans 408D/40, 408/80, C.D3.)
Locations 13173 and 11595, containing about 2,600 acres; subject to repricing and payment of full survey fee with application (classification, page 6, 6700/24); being Jas. W. H. Love’s cancelled application.

“B.”
Williams District (about 11 miles from Kukerin).
Corr. No. 1384/24.
Open under Parts V., VI., and VIII. (Plan 407/80, A1.)
Locations 13041 and 13042, containing 600 acres, at 6s. 6d. per acre, reducible to 2s. 9d. per acre if poison be eradicated and land stocked within five years (classification, page 8, 1384/24); subject to payment for improvements. (Location 13042 is unsurveyed portion of Location 13041, to be selected therewith); being A. Broadwith’s forfeited Leases 18408/68 and 24217/74.

“B.”
Williams District.
Corr. No. 17831/10.
Open under Parts V., VI., and VIII. (Plan 387/80, B4.)
That part of Jarring Townsite, containing about 550 acres, bounded on the South and West respectively by lines commencing at a point on the North boundary of Location 10794 situate about 80 chains from its East corner and extending East to the shore of Lake Grace and North-North-East to the Railway Reserve, and on the North by the said Railway Reserve; subject to survey, classification, and pricing. The boundaries of Jarring Townsite are hereby amended to exclude this area.

OPEN WEDNESDAY, 9th DECEMBER, 1925.
ESPERANCE LAND AGENCY.

“B.”
Esperance District (about 12 miles North-West of Scaddan).
Corr. No. 4139/24.
Open under Parts V., VI., and VIII. (Plan 402/80, A3.)
Locations 874 and 1275, containing 1,199 acres 2 roods 1 perch, at 11s. per acre (classification, page 15, 5186/21). (Location 1275 is the unsurveyed portion of Location 874, to be selected therewith); subject to special conditions governing Agricultural Bank advances as may be granted; being D. J. Scanlon’s forfeited Leases 41072/55, 13044/56, and 24207/74.

“B.”

Esperance District (adjoining Scaddan).

Corr. No. 15162/11, Vol. 2.

Open under Parts V., VI., and VIII. (Plan 402/80, C4.)

Location 447, comprising 729 acres; subject to pricing and to the conditions respecting land in this district (classification, page 9 of 6953/10).

OPEN WEDNESDAY, 16th DECEMBER 1925.

ESPERANCE LAND AGENCY.

“B.”

Esperance District (about nine miles West-North-West from Scaddan).

Corr. No. 4899/24.

Open under Parts V., VI., and VIII. (Plan 402/80, B3.)

Locations 583 and 1277, containing 1,000 acres; subject to pricing and to special conditions governing Agricultural Bank advances as may be granted (classification, page 13, 11125/11); being Wm. Pooley's forfeited Leases 41094/55 and 24238/74. (Location 1277 is the unsurveyed Homestead Farm portion of Location 583, to be selected therewith.)

“B.”

Fitzgerald District (about 7-9 miles East of Red Lake).

Corr. No. 3932/25.

Open under Parts V., VI., and VIII. (Plan 392/80, E4.)

Location No.	Area.	Price per acre.	Remarks.
292	a. r. p.	£ s. d.	
†803	1,000 2 16	0 11 0	Classification p. 4 of 6194/21.
403	836 3 26	0 11 0	Classification p. 8 of 6194/21.
†790			

†Homestead Farm portions of preceding locations, to be selected therewith. Subject to conditions applying to selection in this district; no Agricultural Bank advance on Location 292; being W. C. Bunyan's cancelled application and W. Clarke's cancelled Leases 41357/55 and 24479/74.

C. G. MORRIS,
Under Secretary for Lands.

GOVERNMENT LAND SALES.

THE undermentioned allotments of land will be offered for sale, at public auction, on the dates and at the places specified below:—

BRIDGETOWN.

18th November, 1925, at 10.30 a.m., at the District Lands Office—

Pemberton—Town Lots 8, 17, 24, 1r. each, £25 each; 3, 4, 7, 9, 18 to 23, 25, 32, 1r. each, £20 each; 10, 14, 26, 30, 31, 1r. each, £15 each.

ALBANY.

19th November, 1925, at 2.30 p.m., at the District Lands Office—

Denmark—*672, 673, 674, 5a. each, £11 each; 675, 5a., £12.
Mount Barker—*266, 7a. 3r. 5p., £16.

PERTH.

20th November, 1925, at 11 a.m., at the Lands and Surveys Department—

Daglish Lots 89, 25.6p., £100; 90 to 94, 25.7p. each, £100 each; 95, 24.8p., £100; 49 to 54, 24.4p. each, £50 each; 55, 23.5p., £50.

South Nedlands Lots 52, 1r., £55; 53, 1r. 1p., £55; 70 to 74, 1r. each, £70 each; 201, 1r. 2p., £60; 214, 1r. 2p., £70; 202, 203, 1r. each, £60 each; 212, 213, 1r. each, £70 each.

Kalamundda—Town, 334, 2r. 12.1p., £40.

MERREDIN.

25th November, 1925, at 5 p.m., at the Road Board Hall—

Merredin—Town, 261 to 263 inclusive, 32p. each, £25 each; 265 to 267 inclusive, 32p. each, £25 each; 268, 35 1/10p., £30; 270 to 273 inclusive, 277, 278, 1r. 1 1/2p. each, £25 each; 279, 1r. 1 1/2p., £30; 305, 308, 309, 1r. each, £15 each; 313, 318, 319, 320, 1r. 1 1/2p. each, £15 each; 312, 1r. 1 1/2p., £20; 433, 434, 436 to 438 inclusive, 1r. each, £22 each; 440, 1r. 8p., £22; 442 to 448 inclusive, 1r. each, £22 each; 470 to 472 inclusive, 1r. each, £18 each.

Noongar—Town, 17, 24, 25, 32, 39 1/10p. each, £15 each; 18 to 20, 22, 23, 26 to 30, 1r. each, £12 each; 1, 9, 16, 39 1/10p. each, £12 each; 3 to 6, 10, 11, 13 to 15, 1r. each, £10 each.

Walgoolan—*31, 5a., £20; 32, 5a., £20; 33, 4a. 1r. 25 7/10p., £12; 34, 4a. 0r. 10 8/10p., £12; 35, 4a. 0r. 39 5/10p., £15.

ESPERANCE.

28th November, 1925, at 11 a.m., at the District Lands Office—

Red Lake—Town, 9, 39.1p., £30; 10, 1r., £25; 23, 39.1p., £16.

WAGIN.

1st December, 1925, at 11 a.m., at the District Lands Office—

Kukerin—Town, 33, 1r., £20.

BUSSELTON.

2nd December, 1925, at 3 p.m., at the District Lands Office—

Margaret—*36, 14a. 1r. 6p., £15.

KATANNING.

3rd December, 1925, at 11 a.m., at the District Lands Office—

Kojonup—*44, 8a. 0r. 10p., £16.
Muradup—*561 and 77, 2a. 1r. 4 3/10p., £15.

NARROGIN.

3rd December, 1925, at 12 noon, at the District Lands Office—

Dudinin—Town, 7, 1r., £30.

*Suburban for cultivation.

‡Subject to the payment of £1 5s. for improvements, at the time of sale.

§Subject to payment for improvements at the time of sale, at the Minister's valuation, which shall be final and binding on the purchaser.

The purchaser will have the option of taking, in lieu of a grant of the fee simple, a lease under the Regulations at the scheduled capital value nearest the upset price for the term of 99 years, on payment of a premium equal to the amount of his bid in excess of the upset price.

All improvements on the land offered for sale are the property of the Crown, and shall be paid for as the Minister may direct, whose valuation shall be final and binding on the purchaser.

Plans and further particulars of these sales may be obtained at this office. Land sold to a depth of 200 feet below the natural surface, except in mining districts, where it is granted to a depth of 40 feet only.

C. G. MORRIS,
Under Secretary for Lands.

THE ROAD DISTRICTS ACT, 1919.

Department of Lands and Surveys,
Perth, 13th November, 1925.

IT is hereby declared that the undermentioned lands have been set apart, taken, or resumed under Section 17 of “The Public Works Act, 1902,” for the purpose of new roads, that is to say:—

Beverley.

8503/08.

No. 3346: Regazettal of deviation to agree with survey.—A strip of land, one chain wide, its Western side leaving the South-Western side of the present road 7 chains 61.5 links from the Eastern corner of Beverley Agricultural Area Lot 61, and extending Southward (as shown Diagram 47415) through the said lot to a surveyed road along its South-Eastern boundary.

0 acres 3r. 27p. being resumed from Beverley A.A. Lot 61. (Plan 342B/40, F1.)

Collie.

13141/11.

No. 4252: Extension of.—A strip of land, one chain wide, leaving the termination of the present road on the South boundary of Pastoral Lease 3765/93, and extending Northward through the said Pastoral Lease, and to and along the Western boundary of Wellington Location 3729 to its North-West corner; thence in a Northerly and North-Westerly direction to and through Pastoral Lease 3812/93 (crossing the Collie River about 40 chains South from the South boundary of Location 1891) to a surveyed road passing through Location 1892; thence following said surveyed road through Location 1892 and along part of its North-East boundary to Road No. 3509. (Plans 410D/40, A4, 415A/40, A1.)

Capel.

2312/15.

No. 5387: Extension of.—A strip of land, one chain wide, leaving the termination of the present road at the South-Western corner of Capel Lot 18, and extending South-Westward along part of the North-Western side of the Capel Station Yard to its Western corner; thence Southward along the Western end of the Station Yard for a distance of two chains.

About 1 acre 3r. 18p. being resumed from Leschenault Location 46. (Plan 413B/40, Capel.)

Plantagenet.

1232/25.

No. 7347: Regazetted to agree with survey.—A strip of land, one chain wide (widening at its junction with Road No. 2089), leaving Oatlands Road at the South-Eastern corner of Mt. Barker Lot 125, and extending North as surveyed along the East boundary of said Lot 125 and the East boundaries of Lots 126, 127, 128, 129, 260, and 259 to the North-East corner of the last-mentioned lot; thence continuing North (as shown Diagram 49051) along part of the East boundary of Reserve 5306 and part of the West boundary of Plantagenet Location 18 to join Road No. 2089.

5 acres 0r. 35p. being resumed from Plantagenet Location 18. (Plans Mr. Barker, 445/80, B4.)

Carnamah.

5299/22.

No. 7446.—A strip of land, one chain wide, leaving a surveyed road at the South-West corner of Lot M1023 of Victoria Location 1935, and extending North (as shown Diagram 49751) along the West boundary of the said lot to a surveyed road at its North-West corner.

14 acres 2r. 16p. being resumed from Victoria Location 1935. (Plan 95/80, B1.)

No. 7447.—A strip of land, one chain wide, leaving a surveyed road at the South-West corner of Inering Estate Lot 8, and extending North (as shown Diagram 49752) along the West boundary of the said lot and a West boundary of Lot 4 to a surveyed road passing through the latter.

7 acres 1r. 6p. being resumed from Inering Estate Lot 8.

7 acres 0r. 24p. being resumed from Inering Estate Lot 4. (Plan 95/80, C1.)

Bruce Rock.

4931/24.

No. 7448.—A strip of land, one chain wide, leaving a surveyed two-chain road at the North-East corner of Avon Location 15884, and extending South (as shown Diagram 48773) along the East boundary of the said location and the East boundary of Location 24617 to a surveyed road at the South-East corner of the latter.

5 acres 3r. 11p. being resumed from Avon Location 15884.

5 acres 0r. 14p. being resumed from Avon Location 24617. (Plans 4/80, F4, 344/80, F1.)

Capel.

2312/15.

No. 7449.—A strip of land, one chain wide, leaving Road No. 705 at the South-Eastern corner of Sussex Location 967, and extending as surveyed West along the South boundary of the said lot to its South-West corner; thence North and South-Westward along the West boundary of Location 967, and along the South-Eastern side of the Capel Station Yard Reserve to its Southern corner; thence North-Westward along the West-

ern end of the Station Yard Reserve for a distance of one chain.

About 1 acre 1r. 26p. being resumed from Leschenault Location 46. (Plans Capel, 413B/40.)

Harvey.

6770/24.

No. 7450.—A strip of land, one chain wide, leaving a surveyed road near the South-West corner of Wellington Location 2096, and extending Northward (as shown Diagram 49762) through the said location to a South boundary of Location 2746.

$\frac{1}{4}$ acres 0r. 4p. being resumed from Wellington Location 2096. (Plan 383C/40, D3, 4.)

Plans and more particular descriptions of the lands so set apart, taken, or resumed may be inspected at the Department of Lands and Surveys, Perth.

By order of His Excellency the Governor,

W. C. ANGWIN,
Minister for Lands.

APPOINTMENT.

Department of Mines,

Perth, 11th November, 1925.

1783/25.
HIS Excellency the Governor in Executive Council has been pleased to appoint Charles Edward Forbes as Acting Mining Registrar of Kalgoorlie, East Coolgardie Goldfield, during the absence on leave of the Mining Registrar; to date from the 16th day of November, 1925.

M. J. CALANCHINI,
Under Secretary for Mines.

THE MINING ACT, 1904.

Department of Mines,

Perth, 11th November, 1925.

1197/24.
HIS Excellency the Governor in Executive Council has approved the cancellation of the right granted to Edward Richards and William Baynham under the provisions of Section 276 of "The Mining Act, 1904," to occupy portion of Temporary Reserve N. 194H, situated at Kundip, Phillips River Goldfield.

M. F. TROY,
Minister for Mines.

THE MINING ACT, 1904

(Regulation 163).

Warden's Office, Ravensthorpe,
30th October, 1925.

TAKE notice that it is the intention of the Warden of the Goldfield mentioned hereunder on the date mentioned, to issue out of the Warden's Court an order authorising the cancellation of registration of the under-mentioned Mining Tenements in accordance with Regulation 163 of "The Mining Act, 1904." An order may issue in the absence of the registered holder, but should he desire to object to such order he must, before the date mentioned, lodge at the Warden's Office an objection containing the grounds of such objection, and, on the date mentioned, the Warden will proceed to hear and determine the same, in accordance with the evidence then submitted.

(Sgd.) T. Y. A. LANG,
Warden.

To be heard at the Warden's Court, Ravensthorpe, on Saturday, the twelfth day of December, 1925.

PHILLIPS RIVER GOLDFIELD.

Nature of Holding, No. of Area, Name of Registered Holder, Address, Reason for Resumption.

Machinery Area.

6—Reynolds, Henry, 93 Adelaide Terrace, Perth; Scott, William Henry, Kundip. Non-payment of rent.

Tailings Area.

3—Reynolds, Henry, 93 Adelaide Terrace, Perth; Scott, William Henry, Kundip. Non-payment of rent.

Market Garden Area.

23—Simpson, William; Kundip. Non-payment of rent.

THE MINING ACT, 1904.

Department of Mines,
Perth, 11th November, 1925.

IT is hereby notified that, in accordance with the provisions of "The Mining Act, 1904," His Excellency the Governor in Executive Council has been pleased to deal with the undermentioned Gold Mining Leases and Applications for Leases as shown below.

M. J. CALANCHINI,
Under Secretary for Mines.

Gold Mining Leases.

The undermentioned Applications for Gold Mining Leases were approved, subject to survey:—

Goldfield.	District.	No. of Application.
Broad Arrow ... ..	... ..	*1938w
Murchison	Mt Magnet	1219m
Peak Hill ... ..	... ..	494r

The undermentioned Applications for Gold Mining Leases were refused:—

Goldfield.	District.	No. of Application.	Name of Lease.	Name of Applicant.
Yilgarn	(Private Property) ...	6pp	Wireless	McKenzie, John ; Barr, Alick ;
		7pp	Wireless South ...	O'Neil, John Peter Do. do.

The surrender of the undermentioned Gold Mining Lease was accepted:—

Goldfield.	District.	No. of Lease.	Name of Lease.	Lessees.
Yalgoo	978	Luck at Last	Nevill, John Lawrence, Manuel, Henry William

* Conditionally.

THE MINING ACT, 1904
(Regulation 163).

Warden's Office, Southern Cross,
30th October, 1925.

TAKE notice that it is the intention of the Warden of the Goldfield mentioned hereunder, on the date mentioned, to issue out of the Warden's Court an order authorising the cancellation of registration of the undermentioned Mining Tenements in accordance with Regulation 163 of "The Mining Act, 1904." An order may issue in the absence of the registered holder, but should he desire to object to such order he must, before the date mentioned, lodge at the Warden's Office an objection containing the grounds of such objection, and, on the date mentioned, the Warden will proceed to hear and determine the same, in accordance with the evidence then submitted.

(Sgd.) T. Y. A. LANG,
Warden.

To be heard at the Warden's Court, Southern Cross, on Friday, the fourth day of December, 1925.

YILGARN GOLDFIELD.

Nature of Holding, No. of Area, Name of Registered Holder, Address, and Reason for Resumption.

Prospecting Areas.

- 1434—Jackson, George Henry; Palace Hotel, Southern Cross. Non-compliance with labour conditions.
1436—Claffey, John; 25 Commercial Bank Chambers, King William Street, Adelaide, S.A. Non-compliance with labour conditions.
1437—Spinks, George; c/o W. A. Kingsborough, Royal Exchange, Adelaide, S.A. Non-compliance with labour conditions.
1438—Collins, Jennima; 52 Queen Street, Fremantle. Non-compliance with labour conditions.

- 1468—Milner, Phillip; c/o J. Claffey, 25 Commercial Bank Chambers, King William Street, Adelaide, S.A. Non-compliance with labour conditions.
1469—McManus, Vera; York Hotel, Kalgoorlie. Non-compliance with labour conditions.
1470—Ellis, Robert Henry; 52 Queen Street, Fremantle. Non-compliance with labour conditions.
1471—Cahill, Edward Stanislaw; Denny, James Arthur; Southern Cross. Non-compliance with labour conditions.
1432—Malklin, James; Southern Cross. Non-compliance with labour conditions.

TENDERS ACCEPTED.

Department of Public Works and Labour,
Perth, 12th November, 1925.

THE following list of Tenders, recently accepted, is published for general information:—

Date of Acceptance, Name of Contractor, Description of Contract, and Amount.

- 9/11/25—R. W. Davies: Bilbarin—New School (6984), £535 5s. 5d.
9/11/25—H. Blomfield: Meuzies Hospital—Conversion of Residency (6983), £188.
10/11/25—G. H. Fairbanks: Carlisle School—Additional Classroom (6961), £817 19s. 5d.

By order of The Honourable the Minister for Public Works and Labour.

C. A. MUNT,
Under Secretary for Public Works and Labour.

TENDERS FOR PUBLIC WORKS.

Date of Notice.	Nature of Work.	Date and time for Closing.	Where and when Conditions of Contract, etc., to be seen.
1925.		1925.	
Oct. 29	Ashfield School and Quarters—Renovations (6997)	(Noon on Tuesday) 17th November ...	Contractors' Room, Perth, P.W.D. Office, York, and Court House, Narrogin, on and after 3rd November, 1925.
Oct. 29	Group 74 (Gnarabup)—School (6998)	17th November ...	Contractors' Room, Perth, and Court Houses, Bunbury and Busselton, on and after 3rd November, 1925.
Oct. 29	Ejanding School (6999)	17th November ...	Contractors' Room, Perth, P.W.D. Office, York, and Court Houses, Northam and Merredin, on and after 3rd November, 1925.
Oct. 29	Richmond School—Additions (7000)	17th November ...	Contractors' Room, Perth, and Court House, Fremantle, on and after 3rd November, 1925.
Oct. 29	Morowa Townsite—New School (7001)	17th November ...	Contractors' Room, Perth, and P.W.D. Office, Geraldton, on and after 3rd November, 1925.
Nov. 5	Gnowangerup School Additions—Removal from Albany	24th November ...	Contractors' Room, Perth, P.W.D. Office, Katanning, and Court House, Albany, on and after 10th November, 1925.
Nov. 5	Group 113 (Denmark) School—Removal from Porongorup Road (7003)	24th November ...	Contractors' Room, Perth, P.W.D. Office, Katanning, Court House, Albany, and Police Station, Denmark, on and after 10th November, 1925.
Nov. 5	Baker's Hill School Quarters—Renovations (7004)	24th November ...	Contractors' Room, Perth, and Court Houses, Midland Junction and Northam, on and after 10th November, 1925.
Nov. 5	Maida Vale School—Removal to another site (7005)	24th November ...	Contractors' Room, Perth, and Court House, Midland Junction, on and after 10th November, 1925.
Nov. 5	Perth-Children's Receiving Home Additions (7006)	24th November ...	Contractors' Room, Perth, on and after 10th November, 1925.
Nov. 10	Commonwealth and State Road Grant—Geerallying South Road, No. 40F, Bridge over Williams River and Approaches—Stone Crossing and Roadworks Contract (7008)	1st December ...	Contractors' Room, Perth, and the Office of the Narrogin Roads Board, on and after 17th November, 1925.
Nov. 12	Busselton School—Manual Training Room (7009)	1st December ...	Contractors' Room, Perth, and Court Houses, Bunbury and Busselton, on and after 17th November, 1925.
Nov. 12	East Denmark School—Teacher's Quarters (7010)	1st December ...	Contractors' Room, Perth, P.W.D. Office, Katanning, Court House, Albany, and Police Station, Denmark, on and after 17th November, 1925.
Nov. 12	Burtville Miners' Institute—Purchase and Removal (7011)	1st December ...	Contractors' Room, Perth, and Court Houses, Kalgoorlie and Laverton, on and after 17th November, 1925.
Nov. 12	Broomehill School Quarters—Additions (7012)	1st December ...	Contractors' Room, Perth, P.W.D. Office, Katanning, and Court House, Albany, on and after 17th November, 1925.
Nov. 12	Wongan Hills Farm—Manager's Residence (7013)	1st December ...	Contractors' Room, Perth, Court House, Northam, and Goomalling Police Station, on and after 17th November, 1925.

Tenders, which must be accompanied by a Schedule of quantities together with the prescribed deposit, are to be addressed to "The Hon. the Minister for Works and Labour," and marked "Tender," and will be received at the Public Works Office, Perth. The lowest or any tender will not necessarily be accepted.

C. A. MUNT,
Under Secretary for Works and Labour.

THE ROAD DISTRICTS ACT, 1919.

*Bassendean and Bayswater Road Districts—Alteration of Boundaries.**Notice of Intention.*

Department of Works and Labour,
P.W. 247/24. Perth, 15th October, 1925.

IT is hereby notified, for general information, that it is the intention of His Excellency the Governor, under the provisions of "The Road Districts Act, 1919," to sever that portion of the Bayswater Road District, as described in the Schedule hereto, and annex it to the Bassendean Road District.

Plan showing the proposed alteration may be seen at the Local Government Office, Department of Works and Labour, Perth.

(Sgd.) C. A. MUNT,
Under Secretary for Works and Labour.

*Schedule.**Bassendean Road District.**Transfer of territory from the Bayswater Road District.*

All that piece of land bounded by lines commencing on the present District boundary at the South-West corner of Lot 956 of Swan Location Q1, and extending Westward to the South-Eastern corner of Lot 967, and North along the East boundaries of Lots 967 and 968, and part of the North boundary of the latter to the production South of the West boundary of Lot 353 of Location P, and North along said production and West boundary and the West boundaries of Lots 352, 351, and 350, and the Western side of Wicks Street and the West and North boundaries of Lot 312, continuing to the present District boundary and Southward along same to the starting point.

THE MUNICIPAL CORPORATIONS ACT, 1906.

MUNICIPAL ELECTION.

Department of Works and Labour,
Perth, 4th November, 1925.

IT is hereby notified, for general information, in accordance with Section 113 of the Municipal Corporations Act, that the following gentleman has been elected a Member of the undermentioned Municipal Council, to fill the vacancy shown in the particulars hereunder :—

Municipal Council.	Ward.	Date of Election.	MEMBER ELECTED.		Occupation.	How vacancy occurred.	Name of previous Member.	Remarks.
			Surname.	Christian Name.				
Busselton	1925. Oct. 28	Whitton ...	Mark Percival ...	Storekeeper	Resignation	Taggart, E. A.	Unopposed.

THE ROAD DISTRICTS ACT, 1919.

Road Board Elections.

Department of Works and Labour,
Perth, 10th November, 1925.

IT is hereby notified, for general information, in accordance with Section 91 of "The Road Districts Act, 1919," that the following gentlemen have been elected Members of the undermentioned Road Boards to fill the vacancies shown in the particulars hereunder :—

Road Board.	Ward.	Date of Election.	Member Elected.		Occupation.	How vacancy occurred :	Name of previous Member.	Remarks.
			Surname.	Christian Name.				
Carnamah ...	Three Springs ...	1925. Oct. 13	McKenzie ...	Nathaniel ...	Farmer ...	Resignation	Bastian, A. ...	...
Lawlers ...		Oct. 1	King ...	Henry ...	Engine-driver	do.	Graham, A. ...	Unopposed.
Do. ...		Oct. 1	*Cuthbertson	Douglas ...	Secretary	...	...	do.
Perenjori-Morowa	Central ...	Oct. 30	England ...	Halliday William	Farmer ...	From non-attendance	Farrell, T. J. ...	...

* Denotes Ratepayers' Auditor.

The notice of the election of the above gentlemen, published in the *Government Gazette* of 23rd October, 1925, page 1939, is hereby cancelled, and the above notice inserted in lieu thereof.

C. A. MUNT,
Under Secretary for Works and Labour.

THE ROAD DISTRICTS ACT, 1919.

Victoria Plains Road District—Alteration of Ward Boundaries.

Notice of Intention.

Department of Works and Labour,
P.W. 1854/25. Perth, 2nd November, 1925.
IT is hereby notified, for general information, that it is the intention of His Excellency the Governor, under the provisions of "The Road Districts Act, 1919," and all other powers enabling him in this behalf, to transfer from the North Ward to the South Ward of the Victoria Plains Road District all that territory described in the Schedule hereto.

Plans showing the proposed alterations may be seen at the Local Government Office, Department of Works and Labour, Perth.

(Sgd.) C. A. MUNT,
Under Secretary for Works and Labour.

Schedule.

Victoria Plains Road District.

Transfer of Territory to the South Ward from the North Ward.

All that piece of land bounded by lines commencing at the North-West corner of Melbourne Location 936 and extending East and Southward along the North and part of the East boundary of the said location, the North and East boundary of Location 2830, the North and an East boundary of Location 2805, parts of the

North and East boundaries of Location 2533, the North and East boundaries of Location 2532 to the present Ward boundary; thence West along same and along the production West of the South boundary of Location 936 to the production South of the Westernmost boundary of Location 936; thence North along said production and Westernmost boundary to the starting point.

THE ROAD DISTRICTS ACT, 1919.

Meekathara Road District—Determination of Membership.

Notice of Intention.

Department of Works and Labour,
P.W. 1661/25. Perth, 6th November, 1925.
IT is hereby notified, for general information, that it is the intention of His Excellency the Governor, under the provisions of Section 20 (2) of "The Road Districts Act, 1919," to determine that the number of members for the Wards of the Meekatharra Road District shall be as shown in the Schedule hereto.

Schedule.

Town Ward	.. ..	4 members.
Country Ward	.. ..	5 members.
		—
		9 members.
		—

(Sgd.) C. A. MUNT,
Under Secretary for Works and Labour.

AGRICULTURAL BANK ACT, 1906; INDUSTRIES ASSISTANCE ACT, 1915, AND AMENDMENT ACTS.

TENDERS for the purchase of the undermentioned land and leases will be received by the Trustees on the dates and at the Local Offices named:—

Tenders returnable at Geraldton—27/11/25.

18/621.

Victoria Location 5530 and part of Location 5523, being the whole of the land comprised in Conditional Purchase Lease 31445/55 and Homestead Farm Lease 18143/74, standing in the name of Thomas Francis Warlow Kendall and John Henry Kendall, containing 1,800 acres 0 roods 7 perches, situated 1½ miles West of Gutha; 1,140 acres salmon, york, jam; balance second class land, scrub and gravelly; 420 acres cleared, 50 acres part cleared; 60ft. well; 540 chains 3 and 6-wire fence; house, shed, stables.

Tenders returnable at Kununoppin—27/11/25.

24/843.

Avon Locations 14312, 14313, being the whole of the land comprised in Conditional Purchase Leases 36844/55 and 12426/56 and Homestead Farm Lease 21634/74, standing in the name of James John Scanlon, containing 1,852 acres, situated eight miles South-East of Mukinbudin, described as 1,200 acres first class, gimlet, mallee, salmongum; 532 acres second class, mallee and scrub land; balance lakey country; 990 acres cleared; 1,500 c.y. dam; 757 chains 3-wire, 80 chains 6-wire, 30 chains 4-wire, 50 chains 1 barb, 24 chains pig netting and 3-wire; three-roomed jarrah and iron house, iron smithy and man's room; 10-stall stable; machinery shed; stock and plant.

Tenders returnable at Perth—27/11/25.

20/1650.

Phillips River Miners' Homestead Leases 249 and 271 (Tablelands and Dalkey), containing 982 acres, standing in the name of Albert Dunstan, situated 4½ miles West from Ravensthorpe; 900 acres first class, deep red loam; 82 acres second class, salmongum and yate; 800 acres cleared; two dams, each 1,000 c.y.; one small catch pit, 200 c.y.; two-roomed wood and iron house. Subdivided into five paddocks and ring-fenced, dog-netting and 2 bar and 2 plain wire; division fences 4 and 5-wire and 2 barb.

Tenders returnable at Bunbury—27/11/25.

1135/24.

Nelson Location 4202, being the whole of the land comprised in Conditional Purchase Lease 38560/55, standing in the name of John Millar, containing 185 acres, situated nine miles South-East of Jarraup; all first class land, red and brown sandy loam, redgum, karri, and jarrah; 7 acres cleared; 26 acres part cleared, 50 acres rung; 10 chains 3 plain and netting boundary and 65 chains 3 plain and netting internal fencing; house; shed and stable.

1010/24.

Nelson Location 9579, being the whole of the land comprised in Homestead Farm Lease 23505/74, standing in the name of George Thomas Drage, containing 94 acres 0 roods 26 perches, situated 2½ miles North-West from Barronhurst, described as all first class land, containing 15 acres good summer land, deep red loam, redgum, jarrah, karri, and paperbark; 6 acres partly cleared.

The improvements are quoted from office records and are believed to be correct, but the Trustees do not guarantee them.

Tenderers must satisfy themselves as to the improvements and their condition. Tenderers are required to state what amount of deposit they are prepared to pay, the terms required for the balance of the purchase, also if able to carry on without further assistance.

All tenders to be forwarded to the District Inspector, Agricultural Bank, at place named and the envelope to be marked "Tender for....."

No tender necessarily accepted.

E. A. McLARTY,

General Manager Agricultural Bank, Soldiers' Settlement Scheme, and Industries Assistance Board.

12th November, 1925.

THE ROAD DISTRICTS ACT, 1919.

Woodanilling District Road Board.

ANNUAL Statement showing operations and transactions of the Board for Financial Year ended 30th day of June, 1923:—

SUMMARY OF RECEIPTS AND EXPENDITURE.

RECEIPTS.		£	s.	d.	£	s.	d.
Particulars.							
Credit Balance at commencement of Year—							
Balance at Treasury	...	175	8	2			
Balance at National Bank (Loan Account)	...	0	15	6			
In hands of Secretary	...	47	16	9			
					224	0	5
General Rate—							
(1) Current Rates collected during year	...	551	8	9			
(2) Arrears of Rates collected during year	...	139	13	9			
					691	2	6
Loan Rate—							
Current Rates collected during year	...				138	19	3
Licenses—							
(a) Cart and Carriage	...	118	15	0			
(b) Dog	...	7	15	11			
(c) Motor Cars	...	102	10	0			
(d) Motor Cycles	...	2	8	9			
					231	0	8
Income from Property and Plant (other than lighting)—							
Rents from Halls, old office	...	25	14	6			
Rents from Camp	...	0	13	0			
					26	7	6
Government Grants—							
Annual Subsidy for Maintenance and Construction	...	180	0	0			
Special Grants—							
Perth-Albany Road	...	100	0	0			
Road Board Offices	...	200	0	0			
					480	0	0
Contractors' Deposits, £2 10s., and Candidates £8							
	...				10	10	0
All other Receipts—							
Cemetery Board	...	6	0	3			
Health Board	...	230	17	8			
Sale two horses	...	34	0	0			
Transfers	...	200	0	0			
Sale of bricks	...	17	16	9			
Sale of outhouses	...	8	0	0			
Deposits, Closing roads	...	1	5	0			
Returned Cheque	...	9	15	3			
Sundries	...	1	8	0			
					509	2	11
Total	...				£2,311	12	3

EXPENDITURE.		£	s.	d.	£	s.	d.
Particulars.							
Debit Balance at commencement of Year—							
Debit Balance at National Bank	...				245	16	7
Expenses for Collecting Licenses—							
Licensing Plates, Discs, etc.	...				0	14	10
Salaries, secretary	...				156	0	0
Office Expenses (Rent, Postage, Petty Cash, etc.)							
	...				25	16	3
Election Expenses	...				9	14	0
Audit Fees	...				5	5	0
Advertising	...				16	9	6
Interest on Bank Overdraft	...				2	7	6
Bank Charges	...				1	0	0
Insurances (Fire, Guarantees, etc.)	...				7	15	7
Three per cents.	...				2	4	0
Legal Expenses	...				4	17	2
Stationery and Printing	...				20	19	9
Maintenance Works (from Revenue, including Government Grants) as per Form No. 51—							
(a) Roads	...	168	19	11			
(b) Supervision	...	13	5	5			
(c) Wells, Dams, etc.	...	5	1	7			
(d) Recreation Grounds	...	5	13	10			
					193	0	9
Maintenance of Halls, Libraries, etc.							
	...				35	3	3
Construction Works (from Revenue, including Government Grants) as per Form No. 51—							
(a) Roads	...	273	7	5			
(b) Supervision	...	21	0	0			
(c) Wells, Dams, etc.	...	0	10	0			
(d) Sundry Works	...	42	10	9			
					337	8	2
Balance Contract—Hall and Office					246	19	5
Disbursements in respect to Loans raised under 10 th Geo. V., No. 38 (Part VII.) as per Form No. 17—							
Interest on Loans	...	105	0	0			
Paid into Sinking Fund (including interest on Sinking Fund)	...	30	0	0			
					135	0	0
Plant and Tools (purchased during year)—							
(1) Tools, Plant, etc.	...	1	13	6			
(2) Office Furniture	...	2	14	0			
(3) Repairs to Furniture, Tools, Plant, etc.	...	9	12	0			
					13	19	6
Refunds of Deposits to Contractors and Candidates							
	...				8	0	0
All other Expenditure (to be specified if on works)—							
Health Board	...	411	5	4			
Conference expenses	...	7	6	0			
Transfers	...	200	0	0			
Hospital Subsidy	...	20	0	0			
Returned Cheque	...	9	15	3			
Sundries	...	3	10	4			
					651	16	11
Balances at end of Year—							
To credit of Board at Treasury	...	8	9	8			
To credit of Board at National Bank (General Account)	...	124	17	10			
To credit of Board at National Bank (Loan Account)	...	0	5	6			
In hands of Secretary	...	57	11	1			
					191	4	1
Total	...				£2,311	12	3

LIABILITIES AND ASSETS.			
LIABILITIES.			
Particulars.	£	s. d.	£ s. d.
Loan No. 1, Road	1,500	0 0	
Outstanding Accounts	20	0 0	
Amounts owing on Contracts in hand	140	0 0	
Contractors' Deposits or Trust Accounts	2	10 0	
All other Liabilities—			
Cemetery Account, Cr.	6	0 3	
Wages	20	0 0	
		26	0 3
Balance of Assets over Liabilities	1,567	19 8	
Total	£3,256	9 11	
ASSETS.			
Particulars.	£	s. d.	£ s. d.
Credit Balance at Treasury	8	9 8	
Credit Balance at National Bank	124	17 10	
Unexpended Loan Moneys	0	5 6	
		133	13 0
Cash in hands of Secretary		57	11 1
Rates outstanding—			
General Rates	283	18 1	
Loan Rates	53	13 1	
		337	11 2
Loan (Sinking Fund including accrued interest)		45	0 0
Estimated Current Value of Property owned by Board—			
Buildings, etc.	2,317	6 6	
Movable Plant and Tools	132	3 6	
Furniture, etc.	44	2 0	
All other Accounts owing to Board, Kating Road Board	8	15 0	
All other Assets—			
Health Board Account, Dr.	180	7 8	
Total	£3,256	9 11	

I certify having examined the books and accounts of the Woodanilling Road Board, also compared the Statements of "Receipts and Expenditure" and "Assets and Liabilities," and found same to be correct.

N. L. HODGSON,

Government Auditor and Inspector.

11th August, 1925.

FORM NO. 51.		
The Road Districts Act, 1919.		
Expenditure on Roads for Year ended 30th June, 1923.		
Name of Road or other Work.	Construction.	Maintenance.
	£ s. d.	£ s. d.
Perth-Albany Road (Special)	114 5 11	
Perth-Albany Road (Ordinary)		0 10 0
Robinson, Road, West		25 10 8
Brazier, Road, North		2 7 6
Brazier Road, South		12 18 2
Newstead Road	4 10 0	
Cornwall Road		9 4 9
Baxter Road	0 10 0	
Shenton Road		10 12 1
Anzac Road		2 4 7
Hensman Road		2 0 0
Boscabel Road	2 9 0	
Douglas Road		13 3 0
Onslow Road	17 5 3	
Watson Road		3 10 2
River Road	22 2 6	
Ashwell Road		12 17 5
Reschke Road		0 15 2
Westwood Road		0 15 2
Johnston Road		1 13 4
Oxley Road (Special)	114 6 6	
Oxley Road (Ordinary)		3 19 6
Peek Road		0 5 0
Tie-Line Road	9 11 9	
Robinson Road, East		28 12 0
Kelly Road		0 19 9
School Road		4 8 4
Keenan Road		0 19 9
Cartmelcup Road		20 4 1
Harvey Road		0 19 9
Trimmer Road		5 17 10
Woodanilling Streets	9 6 6	15 0 0
	£294 7 5	£182 5 4

FORM NO. 18.				
The Road Districts Act, 1919.				
EXPENDITURE from Loans under 10 ^o . George V., Part VII.				
Ward or Prescribed Area.	Name of Road or other Work.	Particulars.		
No. 1 Loan Prescribed area ...	Public Hall and Road Board Offices	Balance Building—		
		Contract	£ s. d.	£ s. d.
		Extras	126 0 3	
		Architect's Fees	15 5 8	
			105 13 6	
				£246 19 5

FORM NO. 17.											
The Roads Districts Act, 1910 (Sections 304 and 307).											
Road Board Loans Current Year ended 30th June, 1923.											
Loan No.	Amount authorised.	Nominal amount raised by issue of Debentures.	Net amount realised nominal). Amount less Discount and Flo-tation Ex-penses.	Where floated.	Date of issue.	Cur-rency.	Rate of in-terest.	Per-centage of sink-ing fund.	Annual lia-bility due on account of interest and sinking fund.	Amount paid during the year under review.	Purpose for which the loan was raised.
1	£ 1,500	£ 1,500	£ s. d. 1,496 11 6	Local	1-1-22	years 20	% 7	% 2	£ s. d. 135 0 0	£ s. d. 135 0 0	Hall and offices.

SINKING FUNDS.				
Loan No.	Amount of loan current on 30th June, 1922.	Accrued Sinking Funds in hands of Trustees on 30th June, 1923.		Net Liability on loan 30th June, 1923.
		Amount invested at per cent.	Total.	
1	£ s. d. 1,500 0 0	£ s. d. 45 0 0	£ s. d. 45 0 0	£ s. d. 1,455 0 0

We hereby certify that the figures and particulars above are correct.

J. LANE, jun.,
Chairman.
L. L. H. PITTELKOW,
Secretary.

THE ROAD DISTRICTS ACT, 1919.

Woodanilling District Road Board.

ANNUAL Statement showing operations and trans-
actions of the Board for Financial Year ended 30th
day of June, 1924:—

SUMMARY OF RECEIPTS AND EXPENDITURE.

RECEIPTS.			
Particulars.	£	s. d.	£ s. d.
Credit Balance at commencement of Year—			
Balance at Treasury	8	9	8
Balance at National Bank (General Ac- count	124	17	10
Balance at National Bank (Loan Account)	0	5	6
In hands of Secretary	57	11	1
			191 4 1
General Rate—			
(1.) Current Rates collected during year	712	16	0
(2.) Arrears of Rates collected during year	156	10	0
(3.) Rates in suspense	1	16	9
			871 2 9
Loan Rate—			
(1.) Current Rates collected during year	141	5	5
(2.) Arrears of Rates collected during year	30	5	7
			171 11 0
Licenses—			
(a.) Cart and Carriage	133	0	0
(b.) Dog	13	17	6
(c.) Motor Cars	160	0	0
(d.) Motor Cycles	4	10	0
(e.) Hawkers	0	12	0
			311 19 6
Fees—			
Gate Registration			0 12 6
Income from Property and Plant (other than lighting)—			
Rents from Halls, etc.	24	18	0
Old Office and Camp	15	2	4
			40 0 4
Government Grants—			
Annual Subsidy for Maintenance and Con- struction			207 0 0
Loans raised under 10th Geo. V., No. 38, Part VII.—			
Interest from Sinking Fund			0 2 2
Legal Expenses recovered			0 12 0
Contractor's Deposits, Candidates			6 7 0
All other Receipts—			
Health Account	34	10	11
Vermín Account	42	10	4
Cemetery Account	4	10	0
Sundries—			
Sale, Old Hall	102	9	6
Sale, bricks and door	3	0	0
Loan Bank Account	0	4	6
Cart plates	8	10	0
Returned cheques	17	0	8
Deposit, closing roads	5	2	0
Clerk of Courts	5	19	11
Sundries	14	3	0
			238 0 10
Debit Balance at end of Year—			
Debit Balance at National Bank			341 6 10
Total			£2,379 19 0

EXPENDITURE.

Particulars.	£	s. d.	£ s. d.
Expenses for Collecting Licenses—			
Licensing Plates, Discs, etc.			11 4 11
Salaries			159 0 0
Office Expenses (Rent, Postage, Petty Cash, etc.)			17 7 2
Election Expenses			2 10 0
Audit Fees			8 0 0
Advertising			10 17 9
Interest on Bank Overdraft			2 12 6
Bank Charges			0 10 0
Insurances (Fire Guarantees, etc.)			27 6 10
Three per cents.			8 19 0
Legal Expenses			2 17 0
Stationery and Printing			12 3 7
			3 18 0
Maintenance Works (from Revenue, including Government Grants) as per Form No. 51—			
(a.) Roads	232	18	9
(b.) Supervision	25	6	9
(c.) Wells, Dams, etc.	5	10	5
(d.) Recreation Grounds	0	15	0
(e.) Sundry works	3	8	1
			267 19 0
Construction Works (from Revenue, including Government Grants) as per Form No. 51—			
(a.) Roads	1,110	16	7
(b.) Supervision	123	7	0
(c.) Wells, Dams, etc.	22	12	5
(d.) Sundry Works	28	10	1
			1,285 6 1
Disbursements in respect of Loans raised under 10 ^o Geo. V., No. 38 (Part VII.) (see also Form 17)—			
Interest on Loans	105	0	0
Paid into Sinking Fund (including Interest on Sinking Fund)	30	2	2
			135 2 2
Plant and Tools (purchased during year)—			
(1.) Tools, Plant, etc.	91	8	1
(2.) Repairs to Furniture, Tools, Plant, etc.	52	6	9
			143 14 10

	£	s. d.	£ s. d.
Refund of Rates (in suspense)			2 13 9
Refunds of Deposits to Contractors and Can- didates			8 17 0
All other Expenditure (to be specified if on works)—			
Health Account	60	12	11
Purchase, Electric Light Installation	100	0	0
Cemetery	5	8	10
Bank charges, loan	0	14	6
Sundries—			
Returned cheques	17	0	8
Closing roads (advertising)	0	16	0
Hospital Sub.	30	0	0
Clerk of Courts	5	19	11
Sundries	21	15	6
			242 8 4
Balances at end of Year—			
To credit of Board at Treasury	2	2	6
In hands of Secretary	24	8	7
			26 11 1
Total			£2,379 19 0

LIABILITIES AND ASSETS.

LIABILITIES.			
Particulars.	£	s. d.	£ s. d.
Debit Balance at National Bank (Unsecured)			341 6 10
Loan, No. 1, Road			1,500 0 0
Outstanding Accounts			30 0 0
All other Liabilities—			
Cemetery Account (Cr.)	5	1	5
Vermín Account (Cr.)	42	10	4
			47 11 9
Balance of Assets over Liabilities			1,437 4 3
Total			£3,356 2 10
ASSETS.			
Particulars.	£	s. d.	£ s. d.
Credit Balance at Treasury			2 2 6
Cash in hands of Secretary			24 8 7
Rates outstanding—			
General Rates	374	10	10
Loan Rates	72	7	1
			446 17 11
Loan (Sinking Fund including accrued in- terest)			75 2 2
Estimated Current Value of Property owned by Board—			
Buildings, etc.			2,356 18 0
Movable Plant and Tools			201 4 0
Furniture, etc.			43 0 0
All other Assets—			
Health Account, Dr.			206 9 8
Total			£3,356 2 10

I certify having examined the books and accounts of
the Woodanilling Road Board, also compared the State-
ments of "Receipts and Expenditure" and "Assets
and Liabilities," and found same to be correct.

N. L. HODGSON,

Government Auditor and Inspector.

11th August, 1925.

FORM No. 51.

The Road Districts Act, 1919.

STATEMENT showing Expenditure on Roads and other Works for Year
ended 30th June, 1924.

Name of Road or other work.	Construction.	Maintenance.
	£ s. d.	£ s. d.
Trimmer Road	104 5 3	10 11 6
Cartmetscup Road	120 5 10	33 11 10
Burt Road	12 9 4	21 9 1
Kelly Road		4 12 8
Church Road	8 4 7	1 7 6
School Road	1 0 0	6 1 8
Ballaying Road	55 12 6	2 18 6
Patterson Road		2 17 8
Robinson Road, East	26 13 1	3 18 10
Tie-Line Road	78 15 1	10 4 11
Oxley Road	41 16 1	11 19 4
Darby Road		3 18 5
Harvey Road	25 0 6	5 4 2
Oaklands Road	44 0 10	3 6 0
Woodanilling Streets	43 0 6	50 6 2
Douglas Road	15 12 6	7 17 9
Robinson Road West	63 5 7	18 7 9
Orchard Road	134 8 8	10 7 4
Mail Road	30 12 4	
Brazier Road South		12 11 4
Brazier Road North	12 14 11	5 2 10
Ashwell Road	48 8 8	7 17 1
Kojonolikan Road		2 6 5
Watson Road	66 5 10	5 4 4
Shenton Road South	41 12 4	2 4 7
Shenton Road North	73 5 5	
Johnston Road	32 16 1	1 7 6
Anzac Road	11 8 9	1 3 5
River Road	10 18 10	
Westwood Road		0 11 0
Dewey Road	1 6 11	
Cornwall Road	14 8 2	4 9 0
Onslow Road	71 19 2	5 4 11
Hensman Road	20 16 3	
Prinsep Road	22 19 7	
Perth-Albany Road		1 2 0
	£1,234 3 7	258 5 6

FORM No. 17.

The Road Districts Act, 1919 (Sections 304 and 307).

Road Board Loans Current Year ended 30th June, 1924.

Loan No.	Amount authorised.	Nominal amount raised by issue of Debentures.	Net amount realised (nominal). Amount less Discount and Flotation Expenses.	Where floated.	Date of issue.	Currency.	Rate of interest.	Percentage of sinking fund.	Annual liability due on account of interest and sinking fund.	Amount paid during the year under review.	Purpose for which the loan was raised.
1	£ 1,500	£ 1,500	£ s. d. 1,496 11 6	Local	1-1-22	20 years	% 7	2	£ s. d. 135 0 0	£ s. d. 135 0 0	Hall and Offices.

SINKING FUNDS.

Loan No.	Amount of Loan current on 30th June, 1923.	Accrued Sinking Funds in hands of Trustees on 30th June, 1924.			Net liability on Loan, 30th June, 1924.
		Amount invested.	Interest.	Total.	
1	£ s. d. 1,500 0 0	£ s. d. 75 0 0	£ s. d. 0 2 2	£ s. d. 75 2 2	£ s. d. 1,424 17 10

We hereby certify that the figures and particulars above are correct.

J. LANE, jun.,

Chairman.

L. L. H. PITTELKOW,

Secretary.

THE ROAD DISTRICTS ACT, 1919.

Woodanilling District Road Board.

ANNUAL Statement showing operations and transactions of the Board for Financial Year ended 30th day of June, 1925:—

SUMMARY OF RECEIPTS AND EXPENDITURE.

RECEIPTS.			
Particulars.	£	s. d.	£ s. d.
Credit Balance at commencement of Year—			
Balance at Treasury	2	2 6	
In hands of Secretary	24	8 7	
			26 11 1
General Rate—			
(a.) Current Rates collected during year	762	0 3	
(2.) Arrears of Rates collected during year	292	7 8	
			1,054 7 11
Loan Rate—			
(1.) Current Rates collected during year	77	4 6	
(2.) Arrears of Rates collected during year	53	9 8	
			130 14 2
Licenses—			
(a.) Cart and Carriage	127	0 0	
(b.) Dog	16	1 3	
(c.) Motor Cars	202	10 0	
(d.) Motor Cycles	6	0 0	
			351 11 3
Fees—			
(a.) Gate registration	1	0 0	
(b.) Recreation Grounds, Parks, etc.	8	4 6	
			9 4 6
Income from Property and Plant (other than lighting—			
Rents from Halls, etc.	26	12 0	
Rents from Old Office	13	0 0	
			39 12 0
Government Grants—			
Annual Subsidy for Maintenance and Construction	239	0 0	
Special Grants—			
Robinson Road West Contract	978	2 3	
			1,217 2 3
Loans raised under 10th Geo. V., No. 38, Part VII.—			
Interest from Sinking Fund			4 0 9
Fines and Penalties			1 2 0
Legal Expenses recovered			6 4 8
Contractors' Deposits and Candidates			9 0 0
All other Receipts—			
Health Account	54	14 0	
Vermin Account	57	4 8	
Cart Plates	1	0 0	
Deposits, closing roads	1	14 0	
Sale cement	4	13 0	
Katanning Road Board (Onslow Road)	50	1 0	
Sundries	0	4 0	
			169 19 8
Debit Balance at end of Year			
At National Bank	383	3 1	
Total			£3,402 13 4

EXPENDITURE.			
Particulars.	£	s. d.	£ s. d.
Debit Balance at commencement of Year—			
At National Bank			341 6 10
Expenses for Collecting Licenses—			
Licensing Plates, Discs, etc.			0 18 9
Salaries			169 0 0
Office Expenses (Rent, Postage, Petty Cash, etc.)			18 17 11
Election Expenses			13 16 3
Audit Fees			14 14 0
Advertising			14 10 0
Interest on Bank Overdraft			9 2 6
Bank Charges			0 10 0
Insurances (Fire Guarantees, etc.)			28 10 6
Three per cents.			3 16 6
Legal Expenses			23 14 8
Stationery and Printing			19 8 0
Maintenance Works (from Revenue, including Government Grants) as per Form No. 51—			
(a.) Roads	390	6 11	
(b.) Wells, Dams, etc.	4	12 9	
(c.) Recreation Grounds	10	4 0	
			405 3 8
Maintenance of Halls, Libraries, etc.			3 18 0
Construction Works (from Revenue, including Government Grants) as per Form No. 51—			
(a.) Roads	774	7 7	
(b.) Robinson Road Contract	939	12 1	
			1,713 19 8
Disbursements in respect to Loans raised under 10 th Geo. V., No. 38 (Part VII.) as per Form 17—			
Interest on Loans	105	0 0	
Paid into Sinking Fund (including Interest on Sinking Fund)...	34	0 3	
			139 0 3
Plant and Tools (purchased during year)—			
(1.) Tools, Plant, etc.	154	4 2	
(2.) Office Furniture	0	19 6	
(3.) Repairs to Furniture, Tools, Plant, etc.	59	6 1	
			214 9 9
Refunds of Deposits to Contractors and Candidates			8 0 0
All other Expenditure (to be specified if on works—			
Health Account	70	10 4	
Vermin Account	71	12 7	
Hospital Subsidy	30	0 0	
Closing Roads, advertisement	1	10 0	
Commission, Plant and Tools	21	11 3	
Conference expenses...	12	10 0	
Sundries	5	14 3	
			213 8 5
Balances at end of Year—			
To credit of Board at Treasury	0	9 10	
In hands of Secretary	45	17 10	
			46 7 8
Total			£3,402 13 4

LIABILITIES AND ASSETS.

LIABILITIES.			
Particulars.			
		£	s. d.
Debit Balance at National Bank (Unsecured) ...		...	383 3 1
Loan, No. 1 (Road) ...		...	1,500 0 0
Outstanding Accounts ...		...	10 0 0
All other Liabilities—			
Cemetery Account (Cr.) ...		5 1 5	
Vermin Account (Cr.) ...		28 2 5	
Balance of Assets over Liabilities ...		1,436 17 2	
Total ...		£3,363 4 1	

ASSETS.			
Particulars.			
		£	s. d.
Credit Balance at Treasury ...		...	0 9 10
Cash in hands of Secretary ...		...	45 17 10
Rates outstanding—			
General Rates ...		272 14 10	
Loan Rates ...		48 3 9	
Loan (Sinking Fund including accrued interest) ...		320 18 7	
Estimated Current Value of Property owned by Board—		109 2 5	
Buildings, etc. ...		2,298 3 8	
Movable Plant and Tools ...		311 8 3	
Furniture, etc. ...		42 17 6	
All other Assets—			
Health Board (Dr.) ...		222 6 0	
Vermin administration costs ...		12 0 0	
Total ...		£3,363 4 1	

I certify having examined the books and accounts of the Woodanilling Road Board, also compared the Statements of "Receipts and Expenditure" and "Assets and Liabilities," and found same to be correct.

N. L. HODGSON,
Government Auditor and Inspector.

12th August, 1925.

FORM No. 51.

The Road Districts Act, 1919.

Expenditure on Roads for Year ended 30th June, 1925.

Name of Road.	Construction.	Maintenance.	Total.
Trimmer Road ...	£ s. d. 18 11 0	£ s. d. 17 1 7	£ s. d. 35 12 7
Carlmettup Road ...	2 16 0	26 19 2	29 15 2
Burt Road ...	65 11 9	...	65 11 9
Kelly Road ...	...	0 19 8	0 19 8
School Road ...	...	5 10 9	5 10 9
Patterson Road ...	...	2 13 8	2 13 8
Ballaying Road ...	...	2 3 5	2 3 5
Mouritz Road ...	5 0 1	...	5 0 1
He-Line Road ...	...	9 3 8	9 3 8
Oxley Road ...	48 6 11	41 8 5	89 15 4
Darby Road ...	58 8 11	3 4 11	61 13 10
Kenward Road ...	...	2 12 3	2 12 3
Harvey Road ...	...	15 19 9	15 19 9
Oakland South Road ...	72 9 5	...	72 9 5
Oaklands North Road ...	19 3 7	...	19 3 7
Robinson East Road ...	17 2 8	12 5 3	29 7 11
Minor East roads ...	...	0 17 7	0 17 7
Douglas Road ...	12 15 6	6 10 4	19 5 10
Merritt Road ...	8 5 0	...	8 5 0
Robinson West Road ...	2 16 0	8 0 11	10 16 11
Westward Road ...	...	4 5 5	4 5 5
Orchard Road ...	...	1 13 0	1 13 0
Boscabel Road ...	14 17 0	...	14 17 0
Perth-Albany Road ...	...	12 2 3	12 2 3
Brazier South Road ...	...	14 9 5	14 9 5
Brazier North Road ...	...	75 18 9	75 18 9
Ashwell Road ...	...	0 19 8	0 19 8
River Road ...	15 4 1	...	15 4 1
Watson Road ...	12 18 8	24 7 6	37 6 2
Anzac Road ...	...	1 7 10	1 7 10
Shenton South Road ...	...	48 13 3	48 13 3
Shenton North Road ...	95 4 8	5 10 6	100 15 2
Cornwall Road ...	...	1 9 8	1 9 8
Queerarup Road ...	61 3 6	...	61 3 6
Onslow Road ...	84 14 3	9 18 0	94 12 3
Hensman Road ...	41 14 1	...	41 14 1
Prinsep Road ...	19 9 11	...	19 9 11
Marshall Road ...	6 5 7	1 15 9	8 1 4
Wight Road ...	57 15 0	...	57 15 0
Mail Road ...	...	3 15 8	3 15 8
Woodanilling Streets ...	33 14 0	9 3 1	42 17 1
General Works ...	...	19 5 10	19 5 10
	£774 7 7	390 6 11	1,164 14 6
West Ward ...	433 3 3	220 17 11	654 1 2
East Ward ...	307 10 4	141 0 1	448 10 5
Central Ward ...	33 14 0	9 3 1	42 17 1
General Ward ...	...	19 5 10	19 5 10
	£774 7 7	390 6 11	1,164 14 6

FORM No. 17.

The Road Districts Act, 1919 (Sections 304 and 307.)

Road Board Loans Current Year ended 30th June, 1925.

Loan No.	Amount authorised.	Nominal amount raised by issue of Debentures.	Net amount realised (nominal). Amount less Discount and Flotation Expenses.	Where floated.	Date of issue.	Currency.	Rate of interest.	Percentage of sinking fund.	Annual liability due on account of interest and sinking fund.	Amount paid during the year under review.	Purpose for which the loan was raised.
1	£ 1,500	£ 1,500	£ s. d. 1,496 11 6	Local ...	1-1-22	20 yrs.	% 7	2	£ s. d. 135 0 0	£ s. d. 135 0 0	Hall and Offices.

SINKING FUNDS.

Loan No.	Amount of loan current on 30th June, 1924.	Accrued Sinking Funds in hands of Trustees on 30th June, 1925.		Net liability on Loan, 30th June, 1925.
		Amount invested.	Total.	
1	£ s. d. 1,500 0 0	£ s. d. 105 1 8 } 4 0 9 }	£ s. d. 109 2 5	£ s. d. 1,390 17 7

We hereby certify that the figures and particulars above are correct.

J. LANE, jun.,
Chairman.
L. L. H. PITTELKOW,
Secretary.

THE ROAD DISTRICTS ACT, 1919.
Closure of Road.

I, B. ANDERSON, being the occupier of land over or along which the portion of road hereunder described passes, have applied to the Woodanilling Road Board to close the said portion of road, viz.:—
Woodanilling.

2179/24.

W. 343.—The surveyed road (three chains wide) along the South boundary of Kojonup Location 925, from its South-West corner to Road No. 2629 at its South-Eastern corner. (Plan 417a/40, C1.)

B. ANDERSON.

I, J. Lane, jun., on behalf of the Woodanilling Road Board, hereby assent to the above application to close the road therein described.

J. LANE, jun.,
Chairman Woodanilling Road Board.
30th October, 1925.

THE ROAD DISTRICTS ACT, 1919.
Closure of Road.

I, B. ANDERSON, being the occupier of land over or along which the portion of road hereunder described passes, have applied to the Woodanilling Road Board to close the said portion of road, viz.:—
Woodanilling.

2179/24.

W. 329.—The surveyed road along the Westernmost boundary of Kojonup Location 3556, from a surveyed road at its North-West corner to the North-West corner of Location 1836.

Also the surveyed road along the Westernmost boundary of Location 5492, from a North-West corner of said location to the South-East corner of Location 821. (Plan 416A/40, C1.)

B. ANDERSON.

I, John Lane, jun., on behalf of the Woodanilling Road Board, hereby assent to the above application to close the road therein described.

J. LANE, jun.,
Chairman Woodanilling Road Board.
30th October, 1925.

THE ROAD DISTRICTS ACT, 1919.
Closure of Road.

I, B. W. HOBART, being the owner of land over or along which the portion of road hereunder described passes, have applied to the Woodanilling Road Board to close the said portion of road, viz.:—
Woodanilling.

5180/23.

W. 335.—The surveyed road along the East boundary of Katanning Agricultural Area Lot 313, from a surveyed road at its North-East to a surveyed road at its South-East corners. (Plan 416B/40, E3.)

B. W. HOBART.

I, John Lane, jun., on behalf of the Woodanilling Road Board, hereby assent to the above application to close the road therein described.

J. LANE, jun.,
Chairman Woodanilling Road Board.
30th October, 1925.

THE ROAD DISTRICTS ACT, 1919.
Closure of Road.

I, E. J. RESCHKE, being the owner of land over or along which the portion of road hereunder described passes, have applied to the Woodanilling Road Board to close the said portion of road, viz.:—
Woodanilling.

5303/24.

W. 339.—The surveyed road along part of the North boundary of Kojonup Location 2099 and the North and North-Eastern boundaries of Location 7023, from Road No. 7349 to the North-West corner of Location 5367. (Plans 416A/40, C1, 416B/40, D1.)

E. J. RESCHKE.

I, John Lane, jun., on behalf of the Woodanilling Road Board, hereby assent to the above application to close the road therein described.

J. LANE, jun.,
Chairman Woodanilling Road Board.
30th October, 1925.

THE ROAD DISTRICTS ACT, 1919.
Toodyay District Road Board.

ANNUAL Statement showing operations and transactions of the Board for Financial Year ended 30th day of June, 1923:—

SUMMARY OF RECEIPTS AND EXPENDITURE.

RECEIPTS.					
Particulars.		£	s.	d.	£ s. d.
Credit Balance at commencement of Year ...		...	...	...	13 17 10
General Rate—					
(1.) Current Rates collected during year ...	1,201	7	5		
(2.) Arrears of Rates collected during year ...	235	5	3		
(3.) Rates in suspense ...	1	10	1		
					1,438 2 9
Special Rate—					
(1.) Current Rates collected during year ...	58	6	3		
(2.) Arrears of Rates collected during year ...	8	3	3		
					66 9 6
Licenses—					
(a.) Cart and Carriage ...	188	15	0		
(b.) Dog ...	19	3	6		
(c.) Motor Cars ...	200	10	0		
(d.) Motor Cycles ...	14	8	9		
(e.) Motor Wagons ...	12	0	0		
					434 17 3
Income from Property and Plant (other than lighting)—					
Public Hall ...	12	10	0		
Rents from Halls, etc. ...	124	18	0		
Path, £15; Streets, 7s. ...	15	7	0		
					152 15 0
Government Grants—					
Annual Subsidy for Maintenance and Construction ...					300 0 0
Loans raised under 10th Geo. V., No. 38.					
Part VII.—					
Interest from Sinking Fund ...					15 3 2
Contractors' Deposits ...					11 7 6
All other Receipts—					
Vermin ...	290	18	9		
Tablets ...	43	4	9		
Miscellaneous ...	0	10	1		
Refund ...					334 13 7
Fencing ...	12	14	7		
	5	16	6		
	12	10	0		
	48	13	7		
					414 8 3
Debit Balance at end of year—					
At Western Australian Bank ...					189 6 4
Total ...					£3,036 7 7

EXPENDITURE.					
Particulars.		£	s.	d.	£ s. d.
Debit Balance at commencement of Year—					
At Western Australian Bank ...					296 6 3
Expenses for Levying Rates—					
Collection, Commission, etc. ...					21 12 6
Expenses for Collecting Licenses—					
Commission ...					3 14 0
Salaries ...					250 0 0
Office Expenses (Rent, Postage, Petty Cash, etc.) ...					47 6 8
Election Expenses ...					2 2 0
Audit Fees ...					11 11 0
Advertising ...					39 3 6
Interest on Bank Overdraft ...					32 2 0
Bank Charges ...					1 10 0
Insurances (Fire Guarantees, etc.) ...					46 14 8
Three per cents. ...					37 13 2
Legal Expenses ...					2 2 0
Stationery and Printing ...					13 15 3
Maintenance Works (from Revenue, including Government Grants) as per Form No. 51—					
(a.) Roads ...	1,052	1	0		
(b.) Street Lighting, etc. ...	87	12	0		
(c.) Founds ...	1	0	0		
					1,140 13 0
Construction Works (from Revenue, including Government Grants) as per Form No. 51—					
(a.) Roads ...	387	3	2		
(b.) Noxious Weeds, etc. ...	39	0	2		
(c.) Recreation Grounds, Parks, etc. ...	86	4	3		
					512 7 7
Works undertaken from Loan raised under 10 th Geo. V., No. 38, as per Form No. 18—					
Public Hall ...					109 17 9
Disbursements in respect to Loans raised under 10 th Geo. V., No. 38 (Part VII.) (see also Form 17)—					
Interest on Loans ...	37	10	0		
Paid into Sinking Fund (including Interest on Sinking Fund) ...	45	3	2		
					82 13 2
Plant and Tools (purchased during year)—					
Tools, Plant, etc. ...					48 5 1
Refunds of Deposits to Contractors ...					3 0 0
All other Expenditure (to be specified if on Works)—					
Street Fencing ...	64	19	0		
Vermin ...	103	9	8		
Hospital ...	50	0	0		
Fire Brigade ...	56	17	0		
					275 5 8
Refunds ...					12 10 0
Balances at end of Year—					
To credit of Board at Treasury ...	45	15	4		
In hands of Secretary ...	0	7	0		
					46 2 4
Total ...					£3,036 7 7

LIABILITIES AND ASSETS.			
LIABILITIES.			
Particulars.	£	s.	d.
Debit Balance at Western Australian Bank (Unsecured)	189	6	5
Rates owing but which cannot be collected	45	0	0
Loan	750	0	0
Three months' Interest	12	10	0
Outstanding Accounts (approximately)	50	0	0
Contractors' Deposits or Trust Accounts	8	7	6
All other Liabilities—			
Suspense	3	11	5
Rates overpaid	1	10	1
Vermin Account, Cr. Road Board	517	18	5
	522	19	11
Balance of Assets over Liabilities	1,296	19	2
Total	£2,875	3	0

ASSETS.			
Particulars.	£	s.	d.
Credit Balance at Treasury	45	15	4
Cash in hands of Secretary	0	7	0
Rates outstanding—			
General Rates	358	12	5
Loan Rates	17	0	2
	375	12	7

Loan (Sinking Fund including accrued interest)			£	s.	d.
Estimated Current Value of Property owned by Board—			415	6	7
Buildings—Public Hall			1,300	0	0
Freehold			75	0	0
Movable Plant and Tools			193	12	0
Lamps, etc. (electric light)			75	0	0
Furniture, etc.			295	7	6
Other Property (Park)			19	2	0
All other Assets—					
Piano			80	0	0
Total			£2,875	3	0

I certify having examined the books and accounts of the Toodyay Road Board, also compared the Statements of "Receipts and Expenditure" and "Assets and Liabilities," and found same to be correct.

N. L. HODGSON,
Government Auditor and Inspector.

FORM No. 51.
Toodyay Road Board.

STATEMENT of Expenditure on Road Construction and Maintenance by the Toodyay Road Board for the Year ending 30th June, 1923.

Name of Road or other Work.	Construction.		Maintenance.		Total.						
	Main.	Minor.	Main.	Minor.							
	£	s. d.	£	s. d.	£	s. d.	£	s. d.			
Nunyle Road...	115	3	2	...	115	3	2
Guildford Road	143	10	5	...	143	10	5
Woodlands Road	36	0	9	...	36	0	9
Stirling Terrace	143	7	1	...	143	7	1
Normans-Bejoording Road	120	11 11	...	...	...	...	...	...	120	11	11
Byeen-Wattening Road	97	1 9	...	...	...	...	...	...	97	1	9
Guests Road	45	0 0	...	...	...	...	45	0	0
Townsite North Road	51	13	0	...	51	13	0
Haywoods Road	5 0 0	5	0	0
Pell Mell Road	37 7 6	37	7	6
Woodendale Road	22	8	3	...	22	8	3
Bejoording Road	37	7	0	...	37	7	0
Leeming Road	26	14 9	...	...	...	...	26	14	9
Salt Valley Road	19	19 6	...	...	...	...	19	19	6
Mt. Anvil Road	33	6 0	...	...	...	...	33	6	0
Church Gully Road	25	3	11	...	25	3	11
Baker's Hill Road	4 0 0	4	0	0
Jumperdine Road	81 0 0	81	0	0
Carroll-Wattening Road	27	3 6	...	...	...	...	27	3	6
Telegraph Road	4 16 0	4	16	0
Culham Road	215	10	3	...	215	10	3
Ipswich Road	0 18 4	0	18	4
Chateup Road	57	13	8	...	57	13	8
Norham Road	25	12	11	...	25	12	11
Clackline Road	17	3	6	...	17	3	6
Pic Nic Road	1 6 3	1	6	3
Duke Street	17	5 9	...	...	...	...	...	...	17	5	9
Townsite South Road	9	0	6	...	9	0	6
S. and Twines Road	8	3	6	...	8	3	6
Bindoon Road	9 15 0	9	15	0
	£234	19 5	152	3 9	907	17 11	144	3 1	1,439	4 2	

FORM No. 17.
The Road Districts Act, 1919 (Sections 304 and 307).
Road Board Loans Current Year ended 30th June, 1923.

Loan No.	Amount authorised.	Where loaned.	Date of issue.	Currency.	Rate of interest.	Percentage of sinking fund.	Annual liability due on account of interest and sinking fund.	Amount paid during the year under review.	Purpose for which the loan was raised.
1	£ 750	Perth	1916	years. 20	% 5	% 4	£ s. d. 67 10 0	£ s. d. 67 10 0	Public Hall.

SINKING FUND.			
Loan No.	Amount of loan current on 30th June, 1923.	Accrued Sinking Fund in hands of Trustees on 30th June, 1923.	Net liability on loan 30th June, 1923.
No. 1	£ s. d. 750 0 0	£ s. d. 415 6 7	£ s. d. 334 13 5

We hereby certify that the figures and particulars above are correct.

J. SOMERS,
Chairman.
JOSEPH A. WROTH,
Secretary.

THE ROAD DISTRICTS ACT, 1919.

Melville Road Board.

No. 9 Loan, £3,200.

NOTICE is hereby given that the Melville Road Board proposes, pursuant to the provisions of "The Road Districts Act, 1919," to borrow the sum of Three thousand two hundred pounds, the said sum to be raised by the sale of Debentures bearing interest at £6 10s. per centum per annum. The purpose for which such Loan is to be applied is:—1. The construction of new roads; 2. The reconstruction of existing roads; 3. Electric Light extensions to the Country Ward.

Interest on the said Debentures is to be payable half-yearly at the Commonwealth Bank of Australia, Fremantle, and the principal moneys due thereunder are to be paid at the said bank, Fremantle, thirty years after the issue of the said Debentures.

The Plans and Specifications of the proposed Works and Undertakings, and an estimate of the cost thereof, and a statement showing the proposed expenditure of the said sum of Three thousand two hundred pounds on the proposed Works and Undertakings, are open for inspection for one month after the publication thereof, at the office of the Melville Road Board, Canning Road, Bieton, on Mondays to Fridays, between the hours of 9 a.m. and 12 noon and 1 p.m. and 3 p.m., and Saturdays from 10 a.m. to 12 noon.

Two Pounds per centum on the amount of the said Loan will be invested every year in accordance with the provisions of "The Road Districts Act, 1919," to form a sinking fund.

Dated this 12th day of November, 1925.

By order of the Board,

JAMES J. KENNY,

Secretary Melville Road Board.

THE ROAD DISTRICTS ACT, 1919.

Toodyay District Road Board.

ANNUAL Statement showing operations and transactions of the Board for Financial Year ended 30th day of June, 1924:—

SUMMARY OF RECEIPTS AND EXPENDITURE.

RECEIPTS.		£		s.		d.	
Particulars.		£		s.		d.	
Credit Balance at commencement of Year—							
Balance at Treasury	...	45	15	4			
In hands of Secretary	...	0	7	0			
General Rate—							
(1.) Current Rates collected during year	...	1,869	14	1			
(2.) Arrears of Rates collected during year	...	137	12	0			
(3.) Rates in suspense	...	0	17	6			
Special Rate—							
(1.) Current Rates collected during year (No. 1)	...	75	17	0			
(2.) Arrears of Rates collected during year	...	9	6	6			
Loan Rate—							
Current Rates collected during year (No. 2)	...		36	7	8		
Licenses—							
(a.) Cart and Carriage	...	193	10	0			
(b.) Dog	...	67	9	1			
(c.) Motor Cars	...	243	6	8			
(d.) Motor Cycles	...	22	13	9			
Fees—							
(a.) Pounds	...	7	14	0			
(b.) Recreation Grounds, Parks, etc.	...	15	0	0			
Income from Property and Plant (other than lighting)							
Rents from Hall	...	148	9	6			
Rents from Show Ground	...	2	0	0			
Government Grants—							
Annual Subsidy for Maintenance and Construction	...	300	0	0			
Special Grant	...	230	0	0			
Loans raised under 10th Geo. V., No. 38, Part VII.							
(a.) Gross proceeds of Loans raised during the year	...		800	0	0		
(b.) Interest from Sinking Fund	...		16	10	3		
Contractors' Deposits	...		3	0	0		
All other Receipts—							
Vermis	...	231	1	10			
Miscellaneous	...	37	4	4			
Refunds	...	12	10	0			
Cart Plates	...	11	13	2			
Fencing	...	10	5	8			
Debit Balance at end of Year—							
At Western Australian Bank	...		295	12	4		
Total	...		£4,823	17	8		

EXPENDITURE.

Particulars.		£		s.		d.	
Debit Balance at commencement of Year—							
At Western Australian Bank	...		189	6	5		
Expenses for Collecting Licenses							
(1.) Licensing Plates, Discs, etc.	...	13	8	5			
(2.) Commission	...	4	3	7			
Salaries							
Office Expenses (Rent, Postage, Petty Cash, etc.)	...		44	3	5		
Election Expenses	...		2	2	0		
Audit Fees	...		9	9	0		
Advertising	...		27	16	0		
Interest on Bank Overdraft	...		32	6	3		
Bank Charges	...		2	5	3		
Insurances (Fire Guarantees, etc.)	...		15	10	7		
Three per cents.	...		55	15	9		
Legal Expenses	...		19	6	3		
Stationery and Printing	...		24	12	0		
Maintenance Works (from Revenue, including Government Grants) as per Form No. 51—							
(a.) Roads	...	2,190	15	1			
(b.) Street Lighting, etc.	...	82	2	8			
(c.) Recreation Grounds	...	12	11	6			
(d.) Pounds	...	9	10	0			
(e.) Commonages	...	3	3	0			
Construction Works (from Revenue, including Government Grants) as per Form No. 51—							
Roads	...		304	5	10		
Works undertaken from Loan raised under 10 th Geo. V., No. 38, as per Form No. 18—							
Public Hall	...	171	6	4			
Show Ground	...	806	6	0			
Disbursements in respect to Loans raised under 10 th Geo. V., No. 38 (Part VII.) (as per Form 17)—							
Interest on Loans No. 1 and No. 2	...	65	10	0			
Paid into Sinking Fund (including Interest on Sinking Fund)	...	46	10	3			
Plant and Tools (purchased during year)—							
Tools, Plant, etc.	...		51	0	7		
Refunds of Deposits to Contractors	...		7	15	6		
All other Expenditure (to be specified if on works)—							
Vermis Account	...	140	7	7			
Fire Brigade	...	45	5	8			
Clerical assistance	...	38	16	2			
Balances at end of Year—							
To credit of Board at Treasury	...	155	18	4			
In hands of Secretary	...	2	5	3			
Total	...		£4,823	17	8		

LIABILITIES AND ASSETS.

LIABILITIES.										
Particulars.				£	s.	d.	£	s.	d.	
Debit Balance at Western Australian Bank										
(Unsecured)							295	12	4	
Rates owing but which cannot be collected							50	0	0	
Loan No. 1, £750; No. 2, £800							1,550	0	0	
Three months Interest, No. 1							12	10	0	
Three months Interest, No. 2							9	6	8	
Outstanding Accounts							30	0	0	
Contractors' Deposits or Trust Accounts							3	12	0	
All other Liabilities—										
Suspense					3	11	5			
Rates overpaid					2	7	7			
Vermis Account, Cr. balance					608	12	8			
								614	11	8
Balance of Assets over Liabilities								1,475	11	2
Total								£4,041	3	10
ASSETS.										
Particulars.				£	s.	d.	£	s.	d.	
Credit Balance at Treasury							155	18	4	
Cash in hands of Secretary							2	5	3	
Rates outstanding—										
General Rates					472	0	5			
Loan Rates					65	12	0			
								537	12	5
Loan (Sinking Fund including accrued interest)								461	16	10
Estimated Current Value of Property owned by Board—										
Buildings, etc.							1,300	0	0	
Freehold Land							75	0	0	
Movable Plant and Tools							212	2	0	
Lamps, etc. (E. Filboigh)							75	0	0	
Furniture, etc.							291	17	6	
Other Property							849	11	6	
All other Assets—										
Piano							80	0	0	
Total								£4,041	3	10

We certify having examined the books and accounts of the Toodyay Road Board, also compared the Statements of "Receipts and Expenditure" and "Assets and Liabilities," and found same to be correct.

N. L. HODGSON,
Government Inspector and Auditor.
MILTON WROTH,
Ratepayers' Auditor.

FORM No. 51.

Toodyay Road Board.

Particulars of Expenditure on Roads Construction and Maintenance for the Year ending 30th June, 1924.

Name of Road or other Work.	Main.		Minor.		Total.
	Construction.	Maintenance.	Construction.	Maintenance.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Nunyle Road...	...	168 6 1	...	...	168 6 1
Culham Road	379 0 0	...	...	379 0 0
Guildford Road	125 6 4	...	...	125 6 4
Stirling Terrace	425 5 7	...	...	425 5 7
Townsite South Road	41 2 11	...	...	41 2 11
Bejoording Road	183 16 6	...	...	183 16 6
Woodendale Road	39 18 11	...	...	39 18 11
Ipswich Road	58 2 10	32 17 5	91 0 3
Bindoon Road	18 11 11	18 11 11
Church Gully Road	8 17 11	8 17 11
Woodlands Road	83 11 0	...	...	83 11 0
Chateup Road	111 11 9	111 11 9
Guests Road ...	78 15 0	...	...	...	78 15 0
Jumperdine Road ...	39 0 0	57 13 5	...	...	96 13 5
Byeen-Wattening Road	13 10 8	...	...	13 10 8
Northam Road	85 5 6	...	...	85 5 6
Coondle Road	13 4 3	13 4 3
Harper Street	11 2 4	...	...	11 2 4
Normans Road	183 9 1	...	...	183 9 1
Telegraph Road	2 3 0	...	...	2 3 0
Waters Road	4 7 5	4 7 5
Wongamine Road	61 8 6	...	...	61 8 6
Dumbarton Road ...	52 9 6	...	...	...	52 9 6
Sinclair and T. Road	33 19 0
Pell-Mell Road	33 19 0	...	...	33 19 0
Salt Valley Road	11 11 0	34 3 11	34 3 11
Townsite North Road	11 11 0
Stakewell Road	13 6 1	...	2 2 0	2 2 0
Red Gully Road	43 7 0	...	13 6 1
Carroll Road	21 0 6	...	43 7 0
Clackline Road	56 16 7	21 0 6
	170 4 6	1,908 4 11	134 1 4	282 13 2	2,495 3 11

SUMMARY.

Construction	...	...	...	£ s. d.
Maintenance	...	...	...	304 5 10
				2,190 18 1
				£2,495 3 11

FORM No. 18.

The Road Districts Act, 1919.

Expenditure from Loans under 10° George V., Part VII.

Ward or Prescribed Area.	Name of Road or other Work.	Particulars.	Total.
East, West, North and Central Wards	Purchase of Show Ground for recreation purposes	Lots 7 and 15, Avon Location V3	£ s. d. 800 0 0

FORM No. 17.

The Road Districts Act, 1919 (Sections 304 and 307).

Road Board Loans Current Year ended 30th June, 1924.

Loan No.	Amount authorised.	Nominal amount raised by issue of Debentures.	Net amount realised (nominal). Amount less Discount and Flotation Expenses.	Portion of loan borrowed from Government.	Where floated.	Date of issue.	Currency.	Rate of interest.	Percentage of sinking fund.	Annual liability due on account of interest and sinking fund.	Amount paid during the year under review.	Purpose for which the loan was raised.
2	£ 800	£ 800	£ 800	Nil	Toodyay	Nov. 1923	years	%	p.a.	£ s. d.	£ s. d.	Recreation.
1	750	...	...	...	Perth	1910	20	7	£30 4%	86 0 0	28 0 0	Public Hall
										67 10 0	67 10 0	

We hereby certify that the figures and particulars above are correct.

J. SOMERS,
Chairman.
JOSEPH A. WROTH,
Secretary.

THE ROAD DISTRICTS ACT, 1919.

Closure of Road.

I, R. J. STEWART, being the owner of land over or along which the portion of road hereunder described passes, have applied to the Northam Road Board to close the said portion of road, viz.:-

Northam.

1334/25.

N. 183.—The surveyed road along the South-Western boundaries of Buckland Estate Lots 23, 22, and 20, from

the Southern corner of Lot 24 to Road No. 1622 at the Southern corner of Lot 20 aforesaid. (Plan Buckland Estate.)

R. J. STEWART.

I, E. A. Letch, on behalf of the Northam Road Board, hereby assent to the above application to close the road therein described.

E. A. LETCH,
Chairman Northam Road Board.

4th July, 1925.

Perth, 5th November, 1925.

IT is hereby notified that, in pursuance of the powers conferred upon him by the "Government Railways Act, 1904," the Commissioner of Railways does hereby make the following alterations and additions to By-law No. 54, and all previous By-laws, Rules, and Regulations conflicting therewith are hereby repealed.

H. POPE,
Commissioner of Railways.

Approved by His Excellency the Governor in Executive Council on the 5th day of November, 1925.

L. E. SHAPCOTT,
Clerk of the Council.

BOOK OF RULES AND REGULATIONS—
AMENDMENTS TO.

Page 12.—

After Rule 25 insert new Rule as follows:—

Rail Motor Cars.

25A. Rail Motor Cars are not to be driven at any speed exceeding 25 miles an hour. The Driver must either hold Departmental Certificate of Competence in Safe Working or must be accompanied by a person holding such a Certificate, who must sit next to him.

Page 18, under sub-head "Fixed Signals."—Insert "Two Position—Lower Quadrant."

Page 18, Rule 50, 3rd line.—Delete "lowered" and insert "pulled off."

Page 20, Rule 53, after Clause (b).—Insert "*For three position, upper quadrant signals, see Appendix X. and XI.*"

Page 21, Rule 56, Clause (b), 5th line.—Delete "lowered" and insert "off"; and in the 8th line, delete "lowered" and insert "pulled off."

Page 21, Rule 59, Clause (b), 6th line.—Delete "lower" and insert "pull off."

Page 22, Rule 61, Clause (a), 2nd line.—Delete "lowered" and insert "pulled off."

Rule 61, Clause (b), 4th line.—Delete "lowered" and insert "pulled off."

Rule 61, Clause (b), 8th line.—Delete "lowered" and insert "pulled."

Rule 61, Clause (d), 14th line.—Delete "lowered" and insert "pulled off."

Rule 61, Clause (e), 7th line.—Delete "lower it" and insert "pull off the signal."

Page 22, Rule 61, Clause (e), 16th line and last line.—Delete "lowered to give permission" and insert "pulled off."

Page 23, Rule 62, Clause (a), 5th line.—Delete "lower" and insert "pull off."

Rule 62, Clause (b), 7th line.—Delete "lower it" and insert "pull off the signal."

Page 23, Rule 63, 5th line.—Delete "lowered" and insert "pulled off."

Page 23, Rule 64, Clause (a), 4th line.—Delete "lowered" and insert "pulled off."

Rule 64, Clause (a), 7th line.—Delete "lowering" and insert "pulling off."

Rule 64, Clause (a), last line.—Delete "lowered" and insert "pulled off."

Rule 64, Clause (b), 2nd line.—Delete "lowered" and insert "pulled off."

Page 24, Rule 65, Clause (d), last line.—Delete "lowered" and insert "pulled off."

Page 24, Rule 65, Clause (e).—To be deleted and the following substituted:—

"(e) Where a starting signal controls the entrance into a section worked under the 'Train Staff and Ticket' or 'Electric Train Staff' systems, it must not be passed when at danger, except as provided in Rules 67 and 96."

"(f) Where a starting signal controls the entrance into a section worked under the 'Automatic Signalling' system (three position) it must not be passed at danger, except during pilot working, or when relief engine is to proceed to assist disabled train."

Page 24, Rule 66, Clause (a), 7th line.—Delete "lower" and insert "pull off"

Page 24, Rule 66, Clause (b), 5th line.—Delete "lower it" and insert "pull off the signal."

Rule 66, Clause (b), 12th line.—Delete "lowered" and insert "pulled off."

Rule 66, Clause (c), 5th line.—Delete "lowering" and insert "pulling off."

Page 25, Rule 67, 3rd line.—Delete "lowering" and insert "pulling off."

Rule 67, last line.—Delete "lowered" and insert "pulled off."

Page 26, Rule 69, Clause (a), 4th line.—Delete "lowered" and insert "pulled off"

Rule 69, Clause (a), 7th line.—Delete "lowered" and insert "pulled off."

Page 31, Rule 76, 5th line.—After "260" insert "automatic signals apply only to trains travelling in the proper direction on the running lines."

Page 32, Rule 77, Clause (f), 3rd and 4th lines.—Delete "lowered" and insert "pulled off."

Page 33, Rule 77, Clause (h), 3rd line.—Delete "lowered" and insert "pulled off."

Page 40, Rule 97, 4th line.—Insert "yellow" after "red."

Page 43, Rule 104, Clause (a), 17th line.—Delete "lowered" and insert "pulled off."

Clause (b), 2nd line.—Delete "lowered" and insert "pulled off."

Rule 104, Clause (d).—Add (to form second paragraph):—"When a three-position signal shows a 'caution' indication, the fog-signalman must not remove the detonators, but must continue to exhibit a red hand signal to the engine-driver of an approaching train until the train has been brought quite or nearly to a stand, the fog-signalman must then verbally inform the engine-driver that the fixed signal is at 'caution.'"

Page 44, Rule 104, Clause (e), 3rd line.—Delete "lowered" and insert "pulled off."

Page 46, Rule 110, Clause (a), 3rd line.—Delete "lowering" and insert "pulling off."

Page 46, Rule 110, Clause (b), 6th line.—Delete "lower it" and insert "pull off the signal."

Page 46, Rule 110, Clause (c), 5th line.—Delete "lowered" and insert "pulled off."

Page 46, Rule 112, Clause (a), 1st line.—Delete "lowered" and insert "pulled off": also in last line, delete "lowered" and insert "pulled off."

Page 46, Rule 112, Clause (b), 1st line.—Delete "lowered" and insert "pulled off."

Page 53, Rule 141, Clause (a), last line.—Delete "lower" and insert "pull off."

Page 58, Rule 165, 3rd line.—Delete "lowered" and insert "pulled off."

Page 59, Rule 172, Clause (c), 4th line.—Delete "lowered" and insert "pulled off."

Page 60, Rule 174, Clause (c), 4th line.—Delete "lowered" and insert "pulled off."

Page 61, Rule 175, Clause (c), 3rd line.—Delete “lowered” and insert “pulled off.”

Page 63, Rule 178, Clause (e), 4th line.—Delete “lowered” and insert “pulled off.”

Page 63, Rule 178, Clause (f), 2nd line.—Delete “lowered” and insert “pulled off.”

Page 67, Rule 198, 3rd line.—Delete “lowered” and insert “pulled off.”

Page 72, Rule 209, 3rd line.—Delete “lowered” and insert “pulled off.”

Rule 212.—Add the following to form Clause (d):—

“On double lines where automatic signalling is in force no train or vehicle must be placed outside the home signal, or outside an automatic signal, until a competent hand-signalman, provided with the necessary signals, has been sent back along the line about to be obstructed, with instructions to exhibit a red hand signal, and to place detonators on the line in accordance with Rule 245.”

Page 78, Rule 233, 8th line.—Delete “lowered” and insert “pulled off.”

Page 80.—Delete Rule 244 and the head note thereto, and insert the following:—

Interval between trains on lines not worked under the Electric Train Tablet, Electric Train Staff, Block or Automatic Signalling Systems.

244. Except where instructions are issued to the contrary, where the line is not worked under the Electric Train Tablet, Electric Train Staff, Block, or Automatic Signalling Systems, no train must be allowed to follow any other train on the same line, nor pass a signal-box where trains are ordinarily signalled, at an interval of less than ten minutes, nor then until the engine-driver of such train has been furnished, on the prescribed form, with a “Notice of Train Ahead.”

Page 92, Rule 256, Clause (c), 8th line.—After “accepted” insert “except where automatic signalling is in operation.”

Page 95, Rule 260, Clause (b).—As second paragraph add:—

“Where automatic signalling is in force, the intermediate automatic signals apply only to trains travelling in the proper direction on the running line (see Rule 177), but when necessary to facilitate the working of trains travelling in the opposite direction competent men must be appointed to act as flag signalmen at intermediate places.”

Page 103, Rule 279, Clause (e), 11th line.—Delete “lower” and insert “pull off.”

Page 104, Rule 282, Clause (b), 8th line.—Delete “lowered” and insert “pulled off.”

Rule 282, Clause (c), 5th line.—Delete “lower” and insert “pull off.”

Page 105, Rule 283, Clause (a), 10th line.—Delete “lowered” and insert “pulled off.”

APPENDIX IV.—TRAIN STAFF AND TICKET REGULATIONS.

Page 121, Regulation 3, Clause (a), 5th line.—Delete “lower” and insert “pull”; also in 7th line, delete “lowered” and insert “pulled.”

Page 121, Regulation 3, Clause (c), 7th and 12th lines.—Delete “lowered” and insert “pulled off.”

Page 121, Regulation 3, Clause (d), 7th line.—Delete “lowered” and insert “pulled off.”

Regulation 14, Clause (f), 1st line.—Delete “lower” and insert “pull off.”

Page 143.—Delete Regulation 26 and head note thereto, and insert:—

“26. (a) Except where instructions are issued to the contrary, the Absolute Block System must be maintained, and no train must be permitted to leave a staff station until “line clear” has been received from the station in advance.”

“(b) When, by the special authority of the Chief Traffic Manager the Absolute Block System is suspended, no train must be allowed to follow any other train on the same line at an interval of less than ten minutes, nor then, until the engine-driver of such train has been furnished, on the prescribed form, with a ‘Notice of Train Ahead.’”

APPENDIX IV.

REGULATIONS FOR WORKING SINGLE LINES OF RAILWAY BY TRAIN STAFF AND TICKET.

Amendments to:—

Regulation 15, page 129, of the Book of Rules and Regulations.—Add to last line of Clause (a)—“Except as provided in Regulation 41.”

Page 152, of the Book of Rules and Regulations.—Add the following, to form Regulations Nos. 41 and 42:—

Working of Bank Engines on Train Staff and Ticket Sections.

41. (a) To facilitate the working of trains requiring assistance in the rear over steep gradients on Single Lines, where the Train Staff and Ticket System is in operation, when the train is travelling on the Train Staff, and it is not necessary for the Bank Engine to run the entire length of the Staff Section, the Driver of the Bank Engine in the rear of the train must carry a “Bank Engine Key” (as described below) to enable him to return to the station from which it was received.

(b) At stations where an electric switch lock is provided, it is attached to the Telegraph or Telephone Instrument, and is controlled by a special key called the “Bank Engine Key,” which, when withdrawn from the switch lock, disconnects the electric circuit of the Telegraph or Telephone Instruments so that no communication can be made between the two stations until the Bank Engine Key has been returned, and the electric switch locked. The Bank Engine Key, which must only be carried by an engine when assisting a train in the rear, which is travelling on the staff, is provided with a large ring, on which is engraved “Bank Engine Key,” the name of the Station from which the Bank Engine starts, and the mileage to which the Bank Engine is authorised to run before returning.

(c) If a train is assisted in the rear by a Bank Engine and such engine requires to run the entire length of the section, Regulation 15 of this Appendix must be strictly carried out.

(d) When a train is assisted in the rear by a Bank Engine, and the latter is not required to travel the entire length of the Section, the Station in advance must be advised—(unless unattended)—that the train is assisted by a Bank Engine in the rear, and that such engine will not run the entire length of the Section. The circumstances must be recorded in the Train Register Book at both Staff Stations. The Signaller will then remove the Bank Engine Key from the electric switch lock and take the Key, together with the Staff, to the Driver of the Train Engine, to whom he must deliver the Staff and obtain his acknow-

ledgment on the prescribed form (see end of Regulation 42) and at the same time show him the Bank Engine Key and verbally inform him that such Key will be handed to the Driver of the Bank Engine. The Bank Engine Key, together with the acknowledgment of the Driver of the Train Engine that he is in possession of the Staff, must then be handed to the Driver of the Bank Engine, who must intimate to the Driver of the Train Engine that the Bank Engine Key, together with the acknowledgment, is in his possession, by giving three whistles—viz., one long, one short, and one long; and until such intimation is given, the Driver of the Train Engine must not proceed on his journey.

(e) On arrival of the Bank Engine at the mileage to which it is authorised to run, the Driver must return at once to the Station from which he received the Bank Engine Key, and hand it to the Signalman, who must at once place it in the electric switch lock, and advise the station in advance (unless such station is unattended) that the Bank Engine has returned. A record must be made in the Train Register Book at both Staff Stations.

(f) The Bank Engine Key must never be used or taken out of the electric switch lock for any other purpose than for a Bank Engine assisting a train in the rear, and in accordance with these Regulations.

(g) Should the Bank Engine fail, the Driver must hand the Bank Engine Key to the Fireman, who must take it to the Station from which it was issued and inform the Signalman of the failure and the circumstances; the Signalman will then arrange for a Relief engine to proceed to the disabled engine to bring it in. The Driver of the Relief engine must, before proceeding, be in possession of the Bank Engine Key, which must be handed to him by the Fireman of the disabled engine, and shown to the Signalman before leaving. The Fireman must also accompany the Relief engine to the place where the disabled engine was left. If, however, it be considered that assistance can be more readily obtained at the Station to which the train assisted by the Bank Engine was travelling, the Driver must give the Fireman the Bank Engine Key and a written order to the Signalman authorising a Relief engine to come to his assistance. The Signalman, after being informed of the circumstances, and on receipt of the written order, and seeing that the Key is in possession of the Fireman, must arrange for a Relief engine to be sent to the disabled engine to take it to the other end of the Section—the Relief engine to travel on a Train Staff Ticket or Train Staff, in accordance with the Regulations. The Signalman must show the written order to the Driver before allowing the Relief engine or Break-down Van train to proceed to the disabled train; the Fireman of the disabled engine must at the same time show the Driver of the Relief engine the Bank Engine Key, and accompany him to the place where the disabled engine was left. On arrival at the disabled engine, the Bank Engine Key must be handed over to the Driver of the Relief engine.

(h) The disabled Bank Engine must always be taken to the Station from which it started, and the Driver of the Relief engine must not deliver the Bank Engine Key to the Signalman until the line is clear. The Fireman must not, on any account, allow the Key out of his possession until he hands it over to the Driver of the Relief engine, and the Driver of the Relief engine must not allow it to pass out of his possession until the disabled engine has been removed from the Section. The Fireman of the disabled engine, before going for assistance, must place detonators on the line in one direction, as directed in Rule 245 of the Book of Rules and Regulations, before he proceeds in the opposite direction.

(i) If a Bank Engine should fail when assisting a train, and the Train Engine is unable to take the whole of the

train forward, the Driver of the Train Engine must send his Fireman back to the Driver of the Bank Engine and obtain his assurance in writing and endorsed by the Guard of the train, that the rear portion of the train will not be moved until the Train Engine returns for it. The Bank Engine must then be removed in accordance with instructions in Clauses (g) and (h) hereof.

(j) When the Bank Engine Key is replaced, care must be taken to fully turn it in the lock. The Signalman who issued the Staff and Bank Engine Key must remain on duty and in close attendance until the arrival of the train has been received from the Station in advance, or the Bank Engine has returned to the Station from where the Key was obtained.

42. (a) If the Key be lost, and the Bank Engine has returned, and the Bank Engine Key Form is in possession of the Signalman, the Switch Lock may be cut out by the Electrical Fitter, in the presence of the Station Master and the Signalman, all of whom must sign an endorsement on the Bank Engine Key Form stating the circumstances. The form must be held by the Station master until the Key is found or another Key provided. A fresh Key can only be provided when authorised by the Chief Traffic Manager.

(b) Should the Key be damaged so that it will not operate the Lock, the Electrical Fitter may cut out the Lock if the Key and Form are in possession of the Signalman, and so restore communication. If, however, the Key has to be taken away by the Fitter for repairs, this can only be done after the Fitter has given the Station Master a receipt for it, which must be endorsed by the Signalman.

(c) In all cases of loss or damage to the Bank Engine Key, or if it fails to work and communication is destroyed, no train must be permitted to enter the Section until the Engine-driver and Guard, or Guards, have been advised of the circumstances, in accordance with Regulation 27.

(Form referred to in Clause (d) of Regulation 41.)

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

TRAIN STAFF AND TICKET SYSTEM.

No..... Station,
.....19
To the Driver on the Bank Engine assisting.....Train.
I have received the Train Staff for.....Train
to proceed from.....to....., and have
seen the "Bank Engine Key" for the Bank Engine to assist the train to
Mileage.....Driver.
On the return of the Bank Engine this form must be delivered with the
Bank Engine Key to the Signalman at the Station from which it was re-
ceived.

APPENDIX V.—REGULATIONS FOR ELECTRIC
TRAIN STAFF WORKING.

Page 157 (Fixed Signals), Clause (a), 4th line.—Delete "lower" and insert "pull"; and in the 5th line, delete "lowered" and insert "pulled."

Page 157 (Working of Fixed Signals), Clause (a), 8th and 13th lines.—Delete "lowered" and insert "pulled off."

Clause (b), 8th line.—Delete "lowered" and insert "pulled off."

Page 158.—Delete Clause (c).

Page 175, Regulation 25, Clause (e), 9th line.—Delete "put up" and insert "exhibit."

Page 183, Regulation 34, Clause (g), 1st line.—Delete "lower" and insert "pull off."

APPENDIX VI.

Page 207 (Block System), Clause (b), 2nd line.—Delete “lower” and insert “pull off.”

Clause (c), 5th line.—Delete “lower” and insert “pull off.”

Page 207 (Fixed Signals), Clause (a), 3rd line.—Delete “lower” and insert “pull”; 4th line, delete “lowered” and insert “pulled.”

MODE OF SIGNALLING BY BLOCK TELEGRAPH.

Page 209, Subsection (ii), 3rd line.—Delete “lowering” and insert “pulling off.”

Page 212 (6 Section Clear, but Station or Junction Blocked), Clause (a), 20th line.—Delete “lowered” and insert “pulled off.”

Clause (b), 7th line.—Delete “lower it” and insert “pull off the signal.”

Pages 212 and 213, Clause (b), last line.—Delete “lowered” and insert “pulled off.”

Page 213, Clause (d), 7th line.—Delete “lowering” and insert “pulling off.”

Page 222, Clause (e) of Regulation 20, 9th line.—Delete “put up” and insert “exhibit.”

Page 228, Clause (f) of Regulation 28, 5th line.—Delete “lowered” and insert “pulled off.”

Page 232, Regulation 34, 7th line.—Delete “lowered” and insert “pulled off.”

APPENDIX X.

THREE POSITION AUTOMATIC SIGNALLING ON SINGLE LINES.

CODE OF BELL SIGNALS.

See Reg.	Signal.	Beats on Bell.	How to be given.
11	Call attention	1	1.
4	Express Passenger Train or Break-down Van Train going to clear the Line, or Light Engine going to assist disabled Train	4	4 consecutively.
	Ordinary Passenger or Break-down Van not going to clear the Line	4	3 pause 1.
	Fast Goods, Live Stock, or Perishable Train	5	5 consecutively.
	Empty Coaching Stock Train	5	2 pause 2 pause 1.
4 & 16	Through Goods, Mineral or Ballast Train	5	4 pause 1.
	Ordinary Goods or Mineral Train stopping at intermediate Stations	3	3 consecutively.
	Light Engine, or Light Engines coupled together	5	2 pause 3.
	Engine and Brake Van	4	1 pause 3.
13	Ballast Train requiring to stop in Section	5	1 pause 2 pause 2.
4	Train departure	2*	2 consecutively.
13	Bank Engine in rear of Train	4*	2 pause 2.
14 & 15	Assisting Engine in front, or two Trains coupled	6*	2 pause 2 pause 2.
19	Obstruction removed	3	2 pause 1.
19	Obstruction, Danger	6	6 consecutively.
24	Stop and examine Train	7	7 consecutively.
25	Cancelling Signal	8	3 pause 5.
26	Last Train Signalled incorrectly described	8	5 pause 3.
27	Train passed without Tail Disc or Light	9	9 consecutively to Box in advance; 4 pause 5 to Box in rear.
28	Train divided	10	5 pause 5.
29	Shunt Train for following Train to pass	11*	1 pause 5 pause 5.
30	Vehicles running away	12	2 pause 5 pause 5.
15	Cancel Bank Engine in Rear of Train	12	8 pause 2 pause 2.
36	Speak on Telephone	7*	14 pause 2 pause 1.
32	Testing Bells	16	16 consecutively.

Except in the case of Bell Signals marked * the Call Attention Signal must always be given before any other signal, and must be acknowledged immediately on receipt.

REGULATIONS FOR AUTOMATIC SIGNALLING (THREE POSITION) ON SINGLE LINES OF RAILWAY.

The object of the system is:—

(a) To facilitate the regular movement of following trains by dividing the line between Crossing Stations into “Track Sections” and at the same time maintaining the proper space interval between such trains; this is accomplished by the Fixed Signals being electrically secured at the Stop position, unless the Track Section ahead of the Signal is clear.

(b) To prevent a train entering a Section when it is occupied by a train approaching from the opposite direction; this is accomplished by the Fixed Signals being electrically controlled and interlocked so that it is not possible for the signals controlling the entrance to the Section at opposite ends to exhibit a conflicting signal.

(c) The signalling of trains by this automatic Signal System does not in any way dispense with the use of Fixed, Hand, or Detonating Signals, whenever and wherever such signals may be necessary.

The instructions contained in the Book of Rules and Regulations, General Appendix, or other printed or written notices which do not conflict with the instructions contained in these Regulations, will be effective so far as they are applicable to Three Position Automatic Signalling.

(d) These Automatic Signals are of the three position, upper left hand quadrant type.

The arms work from the “STOP” or “DANGER” position “upwards” (instead of “downwards”), as shown on the diagram, pages 39 and 40.

(e) *Stop Signal.*—The arm in the horizontal position by day or a RED light exhibited at night, indicates “STOP.”

(f) *Caution Signal.*—When the arm is raised to an angle of 45° by day or a YELLOW light is exhibited at night, it indicates “Caution,” “Proceed,” the signal next in advance is at “STOP.”

(g) *Clear Signal.*—When the arm is raised to an angle of 90° (perpendicular position) by day, or a GREEN light is exhibited at night, it indicates “CLEAR,” “PROCEED.”

(h) There are two classes of Three Position Automatic Signals, viz.:—

- (i) Semi-Automatic Signals.
- (ii) Automatic Signals.

Semi-Automatic Signals.

1. The Semi-Automatic Signals are distinguished by having a square-ended arm, and at night by having a red light (called a “Marker”), placed on the left-hand side of the post, about 6ft. (vertically) below the signal light (see diagram). The normal position of these signals is “STOP.”

These signals are operated by the Signaller and the track circuit, and control the entrance into the Section. A Semi-automatic Signal is an absolute Signal, and it must not be passed when at “Stop,” except—

- (i) During Pilot working. (See Regulations 42 and 45.)
- (ii) When Relief Engine is to proceed to assist disabled train. (See Regulations 22 and 27.)

Automatic Signals.

2. (a) Automatic Signals are distinguished by a pointed arm, and at night by a red light (called a “Marker”) placed on the right-hand side of the post, about 6ft. (diagonally) below signal light (see diagram). The normal

position of these signals is "CLEAR." They are placed between crossing stations, and are operated solely by the track circuit.

(b) An Automatic Signal is a permissive signal, and when in the STOP position the Engine-driver must bring his train to a stand at such signal. After waiting for one minute he may then proceed cautiously, being prepared to stop clear of any obstruction or until he receives a further signal for his guidance.

Working of Points and Fixed Signals.

3. Unless instructions are issued to the contrary, the normal position of all interlocked signals is "STOP." Signalmen must be prepared for a train to proceed at the proper time, and if the section is clear must, when practicable, exhibit the clear signals so as to avoid checking the speed of trains.

4. (a) Unless Instructions are issued to the contrary, the Signalman must correctly describe each train to the Signalman in advance by means of the electric bell, and on the train leaving, the Signalman must send the "Train Departure" Signal.

(b) All bell signals must be acknowledged by repeating them.

(c) The time of the train arriving at each crossing station must be recorded in the Train Register Book.

5. (a) A track indicator is provided in each signal box to show the condition of the section.

(b) The track indicator shows "Clear" when the Single line Section is clear, and the signal controlling the entrance to the section at the next crossing station is at "Stop."

(c) The track indicator shows "Occupied"—

(i) when a train travelling away from the Station is in the first section ahead of the signal controlling the entrance to the section;

(ii) When the signal controlling the entrance to the section at the opposite end is in the caution or clear position;

(iii) when a train is approaching in the opposite direction.

(d) When a train is ready to proceed on the single line and the track indicator shows "Clear," the Signalman must pull over the signal lever controlling the entrance to the Section, and the signal will then go to the "Caution" or "Clear" position.

(e) Immediately the engine has entered the section, the signal automatically goes to the "Stop" position, and the track indicator will go to "Occupied"; the signalman must then replace the signal lever to normal.

6. (a) If one or more trains be required to follow in succession, the Signalman must, when the track indicator shows "Clear," pull over the signal lever controlling the entrance to the section. The signal will then go to the "Caution" or "Clear" position for the second train, and so on for each following train.

(b) If, when the signalman pulls over the signal lever controlling the entrance to the section, the signal remains at the "Stop" position, the Signalman must again observe the track indicator, and if it shows Clear and the full running time of the section has elapsed, he must repeat the operation with the signal lever, and if after reasonable interval the signal still fails to go to the "Caution" or "Clear" position, the Signalman must, unless the services of an Electrical Fitter can be readily obtained, arrange to conduct the traffic by Pilot Working (see Regulation 42).

(c) Before proceeding to institute Pilot Working, the Station-master where the train is waiting must communicate with the Station-master at the opposite end of the section and endeavour to ascertain the cause of the failure.

7. When trains which have to cross each other are approaching a station at the same time in opposite directions, the signals in both directions must be kept at "STOP," and when the train which has to be first admitted into the station has been brought quite, or nearly to a stand, the home signal applicable to such train may be placed at "CLEAR" to allow it to draw forward to the station or to the starting signal; and after it has come to a stand, and the Signalman has seen that the line on which the other train will arrive is not obstructed, the necessary signals for that train may then be placed at "CLEAR."

8. (a) When a train is approaching the station and the track indicator for the section in advance shows "Occupied," all fixed signals applicable to the line upon which such train has to run must be kept at "STOP" until the train has passed the Distant Signal and approaching the Home Signal well under control, when the Home Signal may, if necessary, be placed at "CLEAR" to allow the train to enter the station.

(b) Where the Semi-Automatic Signal controlling the entrance to the Section is placed in advance of the Starting Signal, trains must not, except for shunting purposes, be permitted to draw forward to that Signal unless it is at the "Caution" or "Clear" position.

9. The special attention of Signalmen is directed to Rule 78, which provides that all signals must be promptly returned to their normal position.

TRAINS NOT TO MOVE IN WRONG DIRECTION.

10. Trains must not move in the wrong direction, except as provided for in Regulations 21, 22, 27, 42, 43, and 45, and Rules 249 and 250 of the Book of Rules and Regulations.

11. *Call Attention.*—Except in the case of Bell Signals marked *, the Call Attention signal must always be given before any other signal, and must be acknowledged immediately on receipt.

12. *Repetition and Acknowledgment of Signals.*—Except where special instructions are issued to the contrary, all signals must be acknowledged by repeating them, and no signal must be considered as understood until it has been correctly repeated to the Signal-box from which it was received. When the description of train signal is not acknowledged, it must be given again at short intervals.

13. *Bank Engine in Rear of Train.*—(a) After the TRAIN DEPARTURE signal has been given to the Station in advance, and acknowledged by the Signalman there for a train that is assisted by an engine in the rear, the BANK ENGINE IN REAR OF TRAIN signal must be given to the Station in advance, to indicate that an engine is assisting the train in the rear. The BANK ENGINE IN REAR OF TRAIN signal must be acknowledged, and a note of the signal must at once be made in the Train Register Book at both Stations.

(b) An assisting or bank engine must not in any case leave the train it is assisting or banking, except at a Crossing Station.

14. *Assisting Engine in Front, or Two Trains Coupled.*—(a) After the TRAIN DEPARTURE signal has been given to the Signal-box in advance for a train that is assisted by an engine in the front or two trains coupled, the ASSISTING ENGINE IN FRONT, OR TWO TRAINS COUPLED signal must be given to the Signal-box in advance, to indicate that an engine is assisting the train in the front, or that two trains are coupled. The ASSISTING ENGINE IN FRONT, OR TWO TRAINS COUPLED signal must be acknowledged by being repeated, and a note of the signal must at once be made in the Train Register Book at both Signal-boxes.

(b) An assisting engine must not in any case leave the train it is assisting, neither must coupled trains be uncoupled, except at a Crossing Station.

15. *Engines Coupled Together.*—(a) When it may be necessary to detach one engine from another on a Running Line, the Driver of each engine requiring to be detached must, unless instructions are issued to the contrary, before uncoupling, verbally communicate with the Signalman and make him clearly understand what is about to be done, and in what direction the uncoupled engine or engines are required to proceed.

EXCEPTION.—When a Passenger train worked by two engines is brought to a stand at a Station, and one has to be detached during the time the train is at the platform, it will not be necessary, before uncoupling the engine, for the Engine-driver to communicate with the Signalman, but after the engine has been uncoupled the Driver must, if the engine has to run to a Signal-box in advance before being placed clear of the Running Lines or otherwise disposed of, at once inform the Signalman there what has been done.

(b) When two or more engines are coupled together, the first one must be signalled as a Light engine, the signal (2-3) being given and acknowledged in the ordinary way, and after TRAIN DEPARTURE signal has been given, the other engine or engines must each be signalled by the Bank Engine Code (2-2), the signal for each engine being acknowledged. The CANCEL BANK ENGINE IN REAR OF TRAIN signal (8-2-2) must be used to cancel each engine not going forward attached to the first engine after having been signalled. If it is necessary for all the engines to be cancelled, the Cancelling signal (3-5) must be used. Both Signalmen must record the number of engines coupled together.

16. *Ballast Train Requiring to Stop in Section.*—(a) When a Ballast train has to stop in a Section for Permanent Way purposes, the Signalman must give the prescribed signal. When a Ballast train which has been signalled as a through Ballast train requires to stop in the Section for Permanent Way purposes, and comes to a stand at a Station to enable the Guard to inform the Signalman that his train is going to stop in the Section in advance (see Rule 242 in the Book of Rules and Regulations), the Signalman must give the CANCELLING signal, and when the signal has been acknowledged, he must signal the train as a BALLAST TRAIN REQUIRING TO STOP IN THE SECTION.

17. *Train an Unusually Long Time in Section.*—When a train is an unusually long time in a Section, the Signalman at both ends of the Section must take the necessary action with a view to ascertain the cause, and immediately communicate with the Station-master.

18. *Crossing Trains out of Course.*—(a) If one of the trains which have to pass each other at a Crossing place is late, the train which will arrive first must be sent on to the next Crossing Station in advance if it will be advantageous to do so.

(b) The Signalman or person in charge will be held responsible for deciding whether this shall be done or not, using his discretion according to the circumstances, and the Signalman at the Station in advance must, when practicable, be informed of the course decided upon.

19. *Obstruction Danger Signal.*—(a) Should it be necessary in consequence of obstruction or other cause, for an approaching train to be stopped at the Station in the rear, the OBSTRUCTION DANGER signal must be forwarded to that Station, and the Signalman receiving such signal must immediately exhibit the "STOP" signal and take the necessary measures to stop the approaching train; he must not allow the train to proceed until he has received from the Station in advance the "OBSTRUCTION REMOVED" signal.

(b) If necessary the Signalman must send the "OBSTRUCTION DANGER" signal in both directions.

(c) The Signalman forwarding the "OBSTRUCTION DANGER" signal must also place or maintain his Signals at "STOP" to protect the obstruction.

(d) Should a Signalman receiving the "OBSTRUCTION DANGER" signal succeed in stopping a train, he must at once advise the Signalman in advance by giving the "Cancelling" signal.

(e) Should a Signalman receiving the "OBSTRUCTION DANGER" signal not be able to stop the train which is proceeding to the Station in advance, he must at once send the signal "TRAIN OR VEHICLES RUNNING AWAY" (2-5-5), and the Signalman receiving the latter signal must immediately use all the means at his command to stop the approaching train, afterwards acknowledging the signal.

(f) When the obstruction has been removed, and the Main Line or Lines are again clear, the "OBSTRUCTION REMOVED" signal must be given to the Signal-box in the rear.

20. *Obstruction on Line.*—(a) Should a Signalman become aware that cattle, horses, or other animals are on the line, and likely to cause an obstruction, he must at once inform the Signalman at the box in the rear, of the circumstances, on the telegraph or telephone, and take the necessary steps to have the line cleared. Until it has been ascertained that line is clear, all trains and engines allowed to proceed must be brought to a stand and the Drivers verbally informed of the circumstances, and instructed to proceed cautiously.

(b) Should there be a Tunnel in the obstructed section, no trains must enter such tunnel until it has been ascertained that it is clear.

(c) When the Signalman has ascertained that the line is clear he must advise the Signalman at the opposite end of the section, and trains may then be allowed to proceed in the ordinary manner.

21. *Section Obstructed.*—(a) In the event of an Engine becoming disabled between two crossing stations, the Engine-driver must write out an authority (see Form at end of Regulation) to the Signalman at the station from which assistance is most likely to be obtained, stating the nature of the failure, the place where it has occurred, and authorising the Signalman to allow a Relief engine to proceed to remove the disabled engine or engine and train. The Fireman of the disabled train must hand the written authority to the Signalman, and accompany the Relief Engine or Break-down Van Train to his train, advising the Engine-driver where and under what circumstances the disabled train is situated, and the Signalman must show the authority to the Driver before allowing the Relief Engine or Break-down Van Train to proceed to the disabled train.

(b) The Fireman, if proceeding to the station in advance for assistance, must place Detonators on the Line as directed in Rule 245 of the Book of Rules and Regulations, and the Guard must similarly protect his train in the rear. Should the stoppage or failure occur to an Engine not attached to a train, the Fireman must at once place Detonators on the line in the rear, before he proceeds in either direction for assistance.

(c) Should there be no relief engine at the Station to which the Fireman proceeded, the Signalman there must confer by telegraph or telephone with the Signalman at the other end of the section, and if assistance is obtainable there, he must re-address the order to the Signalman at that end, so that the least delay will occur in obtaining a relief engine. The Fireman must then, with the written order, proceed as quickly as possible to the other end of the section, and on arrival there he must hand the written order to the Signalman, and the relief engine will then proceed to the disabled train as provided in Clause (a).

(d) The Engine-driver of the disabled train after giving the order for the relief engine or the Breakdown Van Train to come to his assistance, must not allow his train to be moved until the Relief Engine or the Breakdown Van Train arrives, unless satisfactory arrangements have previously been made to prevent the Relief Engine or the Breakdown Van Train from coming to his assistance, and then not until his Fireman has returned and handed the "Order" back to the Engine-driver.

[To be printed on Green coloured paper.]

(Form referred to in Regulation 21.)

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.
Automatic Signalling on Single Line.

A supply of these forms must be kept by each Engine-driver on lines where this system is in force.

To the Signalman at.....

The engine of the.....train, of which I am Driver, is disabled in the section.....and.....

Allow a Relief Engine or Break-down Van train to come to my assistance as authorised by Regulation 21 (see other side) for my train, which is stationary at.....

I will not move my engine in any direction until the arrival of the Relief Engine.

Tonnage, including disabled engine.....tons.

(Signed).....Driver.

Date....., 19....

Time issued.....m.

[Back of Form.]

(Here appears Regulation 21.)

22. *Train or Portion of Train left on Single Line.*—

(a) When a train or portion of a train is left upon the Single Line from accident or inability of the engine to take the whole forward, the Engine-driver must not return for it except by written instructions from the Guard, as prescribed in Rule 249 of the Book of Rules and Regulations, and the Guard must protect his train in the rear, in accordance with Rule 245 of the Book of Rules and Regulations, and prevent a following train pushing it ahead.

(b) After sunset or in foggy weather, before the front portion is drawn forward, a Red Light must be placed on the front vehicle of the rear portion by the man who divides the train. As soon as the first portion has been drawn forward sufficiently far, either by day or night, the Under-Guard, or the Fireman must place two detonators upon the line about 100 yards from the front vehicle of the rear portion to notify the Engine-driver when returning of the position of the remainder of his train.

(c) Should a failure occur to an engine assisting a train in the rear, the Driver of the train engine must send his Fireman to the Driver of the assisting engine, and obtain from him an order in writing, stating that he will not allow his engine or train to be moved, and authorising the Driver of the train engine to return from the crossing station in advance for the remainder of the train. The Driver of the train engine will then proceed with his engine to the crossing station in advance, and hand to the Signalman the written order. The Signalman will then allow the engine to return for the remainder of the train and disabled engine.

(d) Should the assisting engine fail and the train proceed, owing to the Driver of the train engine not being aware of the failure of the assisting engine, the Fireman of the assisting engine must act as directed in Regulation 21, and the disabled engine must not be moved until the relief engine has arrived.

(e) If the train is assisted by a bank engine in the rear, and the train engine becomes disabled so that it cannot be moved forward, the Driver of the disabled engine must

send his Fireman back to the crossing station in the rear, and obtain from the Signalman there a written order (Form C) authorising the Driver of the Bank engine to remove the train and disabled engine from the Section, in accordance with Rule 250 of the Book of Rules and Regulations.

23. *Breakdown Van Trains and Engine replacing or assisting Disabled Engine.*—(a) To prevent delays, Breakdown Van Trains, when proceeding to clear the Line, must be signalled as Express Passenger Trains.

(b) The same course must be adopted in the case of one engine proceeding to take the place of another that has failed, or of an engine, with or without a train, when sent forward to render assistance in case of failure or accident to preceding trains.

24. *Stop and Examine Train.*—(a) If a Signalman observe anything unusual in a train during its passage, such as signals of alarm by a passenger, goods falling off, a vehicle on fire, a hot axle-box or other mishap (except a Tail Disc missing or a Tail Light out, or a train divided, for arrangements as to which see Regulations 27 and 28 of this Appendix), he must endeavour to stop the train; should he fail to do so he must give to the Signalman at the Station in advance the "STOP AND EXAMINE TRAIN" Signal, and the Signalman at the Station in advance must acknowledge such signal, and, unless there is a train in the same section, and in front thereof, in which case, if the line be clear, such train may be allowed to pass the signals before they are exhibited to stop the train, for which the "STOP AND EXAMINE TRAIN" Signal was received. The train, when stopped, must be carefully examined and dealt with as occasion may require.

(b) Should the Signalman who receives the "STOP AND EXAMINE TRAIN" Signal be unable to ascertain, after examination of the train, why the signal was sent, he must, if the next train is travelling in the opposite direction, inform the Engine-driver of that train of the circumstances, and instruct him to proceed cautiously to the next Station. He must also communicate with the Signalman who forwarded the signal in order that latter may, if necessary, caution the Engine-driver of the next following train.

(c) Where practicable, the Signalman must also telegraph or telephone the Station in advance the cause of sending the "STOP AND EXAMINE TRAIN" Signal. Signalmen must be careful to notice each train as it passes to ascertain whether there is any apparent necessity for having it stopped at the next Station for examination.

(d) Should either Signalman have reason to believe, in the case of a vehicle being off the rails or goods falling from the train, that the Permanent Way has been damaged or fouled, he must not allow any train to proceed in the direction of the obstruction until the line has been examined, and he is satisfied that it is safe for the passage of the train.

(e) The "STOP AND EXAMINE TRAIN" Signal must always be sent in any of the circumstances named, even where in short sections it is possible that the train may have passed onward into one or more sections. The duty of the Signalman receiving the "STOP AND EXAMINE TRAIN" Signal, if he cannot stop the train, is to immediately pass on the same signal to the Signalman in advance, who must exhibit his signals to stop the train and those for any parallel line which might possibly become obstructed.

25. *Cancelling Signal.*—This signal must only be used in cases where a train has been signalled to the Station in advance, and it is found that such train will not proceed in the usual course.

26. *Last Train Signalled Incorrectly Described.*—Should a wrong description of train have been sent for-

ward, the Signaller wishing to alter it must do so by giving eight strokes on the bell (5-3), signifying Last Train Signalled Incorrectly Described to the Signal-box in advance, which signal must be acknowledged. The correct signal must then be forwarded and acknowledged in the ordinary manner.

27. *Train Passed Without Tail Disc or Light.*—(a) All trains and light engines will carry a White Disc in the rear by day and a Red Tail Light by night to indicate to the Signaller that no vehicle has become detached on the journey, and Signallers must carefully watch each train as it passes, and satisfy themselves that it is complete.

(b) If a train should pass with the Tail Signal missing or out, the Signaller must send the "TRAIN PASSED WITHOUT TAIL DISC OR LIGHT" Signal (9) to the Station in advance. The Signaller at the Station in advance must stop such train, and ascertain from the Guard whether his train is complete. Should the Signaller become aware as the train passes into the section in advance, or on receipt of information from the Station in advance, that a portion of the train has been left behind, steps must be taken to clear the obstruction—

(i) If the Line is to be cleared from the Station in advance, a written order must first be obtained from the Guard of the disabled train authorising the Driver of the Relief engine to proceed to his assistance. The Guard must protect his Train in the rear and also in advance in accordance with Rule 245 of the Book of Rules and Regulations.

(ii) If assistance can be more readily obtained from the Station in the rear, the Guard, after protecting his train, must proceed to the rear.

(iii) If he meets an approaching train, the engine, if necessary, must be detached, and the vehicles of the preceding train propelled to the station in advance.

(iv) If the Guard does not meet any train he must proceed to the rear station, and if assistance is available, he must accompany the relief engine to the obstruction, the vehicles may then be propelled to the Station in advance.

(c) When trains or engines stop at Stations, or before leaving Termini, Signallers should, where practicable, see that the Tail Signals are in proper order, so as to avoid as far as possible the unnecessary use of the "TRAIN PASSED WITHOUT TAIL DISC OR LIGHT" Signal.

28. *Train Divided.*—(a) This signal must be sent to the Station in advance in the event of the Signaller observing that a train has become divided, and is running in two or more parts in the same direction. If the train is assisted by a Bank Engine in the rear, or is running on a falling gradient, or between short Sections where the stoppage of the first part would risk a collision with the second part, the Signaller receiving such Signal, if the Line on which the divided train is running be clear ahead for it to run upon, and a train is not approaching from the opposite direction, must not exhibit the signals to stop the first portion, but must give the Engine-driver a green signal either by flag or hand lamp, as occasion may require, moving the signal in a vertical circle. The Engine-driver on seeing the Green Signal moved in a vertical circle will understand that his train is divided and must exercise great caution by looking out for the second portion, and unless he has reason to believe the Line is not clear ahead, must not stop the portion attached to his engine until he is satisfied that the rear portion has been stopped, or is running very slowly. He must, however, observe and obey any signals that may be exhibited against him. If the line be not clear into the next section ahead, the Signaller must keep the Signals at "STOP" against the ap-

proaching train. So soon as the first portion of the train has passed, the Signaller sending and receiving the "Train Divided" Signal must take proper measures for dealing with the second portion, and place detonators on the rails to attract the attention of the Guard, or of the Bank Engine-driver should there be a bank engine in the rear.

(b) If the divided train is running on a rising gradient or where the line is level, and is not assisted by a Bank Engine in the rear, the Signaller receiving the Signal must exhibit his Signals to stop the train. The first portion of the divided train, when stopped, must be shunted into a siding as expeditiously as circumstances will permit, or otherwise dealt with as may be necessary to prevent the second portion coming into collision with it.

(c) No train must be allowed to enter the section until it has been ascertained that the line on which it is about to run is not obstructed.

(d) Should a train become divided in starting, and the Engine-driver run forward with the first portion, leaving the rear portion stationary, the "STOP AND EXAMINE TRAIN" Signal must be sent to the Station in advance, and not the "TRAIN DIVIDED" Signal.

29. *Shunt Train for following Train to Pass.*—This Signal must be used to prevent important trains being delayed by less important trains. When the Signaller receives a signal from the Station in the rear for a more important train, the "SHUNT" Signal must be sent to the Station in advance, and the Signaller there, on receiving this signal, must take the necessary measures to clear the Line so as to prevent delay to the second train. The Signallers forwarding and receiving the "SHUNT" Signal must make a note of it in their Train Register Books.

30. *Vehicles Running Away.*—(a) If any vehicle, train, or portion of a train is running away, the Signaller at the Station towards which the train or portion of the train is running must be advised of the fact by the Signaller at the Station in the rear giving the "VEHICLES RUNNING AWAY" Signal. The Signaller receiving this signal must stop any train about to proceed on the same line, and take any other measures that may be necessary, such as turning the runaway train on to another line or into a siding, or repeating this signal to the next Station, as may be most expedient under the circumstances.

(b) The first train travelling in either direction must not be allowed to proceed until it has been ascertained that the Line on which it is about to run is not obstructed.

(c) The Signaller at the Station from which the runaway vehicle or train has started, or any other Signaller whose station may be passed by the runaway vehicle or train, must immediately give the "OBSTRUCTION DANGER" Signal to the Signaller at the Station towards which the runaway vehicle or train is travelling before giving the "VEHICLES RUNNING AWAY" Signal, as prompt action on the part of both Signallers may prevent a mishap.

31. *Recording Time when Signals are Forwarded and Received.*—(a) Unless instructions are issued to the contrary, the time at which all signals are forwarded and received must be made legibly with a pen in the Train Register Book (Speak on Telephone and Call Attention signal excepted), and the Signaller on duty must place his name immediately under the last entry made by him at the expiration of his hours of duty.

(b) If an incorrect entry be made, a line must be drawn lightly through it, and the correction made above or below it, so that the original entry may be clearly seen.

(c) In recording the time signals are received and forwarded, fractional parts of a minute less than half a minute must not be counted, and the half minute and fractional parts more than half a minute must be reckoned as a min-

ute, thus:—15¼ minutes must be entered as 15 minutes only, and 15½ minutes as 16 minutes.

32. *Testing Bells*.—This signal must be used to ascertain whether the Bells are in perfect order.

33. *Time Signal*.—(a) Signalmen will be held responsible for keeping their clocks properly regulated, and must, if necessary, at once report any defects in their working.

(b) As soon as practicable after changing duty Signalmen must compare their Clocks with the Clocks in the Signal-boxes on each side, a note of the circumstance to be recorded in the Train Register Books.

34. *Parallel Lines*.—With reference to Regulations 19, 20, 24, 27, 28, 30, where there are Parallel Running Lines, the necessary steps must be taken to stop or caution the trains running on any lines that may possibly be obstructed by what has occurred.

35. *Mixed Trains*.—Trains conveying passengers and goods must be signalled and dealt with as Passenger Trains.

36. *Telephone Signal*.—To call attention when the use of the telephone is required.

37. *Unattended Crossing Stations*.—(a) When trains require to cross at Stations at which there is no person in charge, and the automatic signal controlling the entrance to the station is at "STOP," the Engine-driver must not pass such signal until the Guard has signalled him to do so; he must then proceed slowly into the Station clear of the next fouling point. Where there is an Assistant Guard he must, when practicable, ride on the engine so that the train can be promptly admitted to the Station.

(b) The Guard of the train which arrives first will be held responsible for the correct working of all points and signals until the departure of his own train, after which the Guard of the other train then at the Station will be responsible. Unless instructions are issued to the contrary, the first train to arrive must be admitted to the loop.

(c) In the event of a train having been stopped on a rising gradient at the entrance to a Station, and the Guard has gone forward to Signal the train, the Engine-driver must not enter the Station until the Guard has returned to his Brake Van.

38. *Signalling in Foggy Weather*.—When a three-position signal shows a "Caution" indication, the Fog-signalman must not remove the detonators, but must continue to exhibit a red hand signal to the Engine-driver of an approaching train until the train has been brought quite or nearly to a stand, the Fog-signalman must then verbally inform the Driver that the Fixed Signal is at "Caution."

39. *Rail Motor Vehicles*.—The heavy type, such as Dort Cars, must not travel over any section where Automatic Signalling is in operation.

40. *Trolleys, etc.*—Trolleys must not be permitted to travel over any portion of a line which is track circuited unless the axles are specially insulated.

41. *Permanent Way Wire Bonding*.—(a) The wire bonding of rails at the joints where track circuits exist is most important to the proper working of this signal system, as these bond wires complete the track circuit between the insulated joints.

(b) Platelayers and other employees must be careful not to damage the bond wires: should any be damaged the Electrical Fitter must be at once advised.

(c) The Electrical and Signal Engineer must be advised before any road is broken, so that arrangements may be made to re-bond the rails.

(d) Platelayers and other employees must avoid making contact between one rail and another with crowbars, gauges, or any metallic substance.

(e) Gangers must make themselves acquainted with the extent of all track circuits on their respective lengths.

42. *Failure of Automatic Signalling on Single Lines -- Pilot Working*.—(a) In the event of the failure of the signal that controls the entrance of trains into the section, steps must at once be taken to have the defect remedied; but if this cannot be immediately done, the working of the traffic over the section must be arranged for by means of a Pilotman.

(b) If the Telegraph or Telephone communication is available the Station-masters at both ends of the section must communicate with each other (the communication being written on the proper forms in the usual way), and agree as to who shall arrange for Pilot Working, and as soon as a definite understanding has been arrived at, the Station-master who undertakes to make the arrangements for working by Pilotman must fill up and sign a sufficient number of the forms (see page 19 for specimen form) for establishing working by Pilotman during the failure of apparatus; one of these (signed by the Pilotman) he must deliver in the presence of the Pilotman to the Signalman at the Station at his end of the section. One signed by the Signalman must be handed to the Pilotman, who must also sign it, and the remainder must be handed to the Pilotman. The Pilotman must proceed as quickly as possible to the other end of the section, using the best means at his disposal for the purpose, but must not use an engine or any other railway vehicle other than a trolley or tricycle, **UNLESS THE SIGNAL CONTROLLING THE ENTRANCE TO THE SECTION WHERE THE PILOTMAN IS APPOINTED BE IN WORKING ORDER AND DISPLAYING A CAUTION OR A CLEAR INDICATION**, in which case an engine or train may be used by the Pilotman to convey the Pilot working forms to the opposite end of the Section.

On his arrival at the other end of the section the Pilotman must deliver one of the forms (signed by himself) to the Station-master and another (also signed by himself) to the Signalman on duty, each of whom must also sign the form held by the Pilotman. Afterwards trains may be allowed to enter the section in accordance with the following instructions:—

(i) The Pilotman must inform the Engine-driver and Guard in charge of each train of the circumstances, and when practicable, accompany every train, but when it is necessary to start two or more trains from one end of the section under his control before a train has to be started from the other end, he must furnish the Engine-driver in charge of each train not accompanied by himself with one of the printed Pilotman's Caution Tickets (see page 20 for specimen Ticket), properly filled up and signed, must personally start such trains, and himself accompany the last train. The Pilotman's Caution Tickets will apply only to a single journey to the other end of the section, where they must be immediately given up to the Signalman, who must at once cancel them by writing the word "Cancelled" across the face of the Ticket, and after ordinary working has been resumed they must be forwarded to the District Traffic Superintendent with a report giving full particulars. No train must be allowed to follow another within the ordinary running time of the Track Section.

(ii) Should the Telegraph or Telephone also have failed, and the men at each end of the Section be unable to communicate with each other, the Station-masters at both ends of the Section must arrange for Pilot-working, and the Pilotman appointed at both ends must proceed along the railway in order that they may meet, and on doing so, they must go together to the Station at which a train is waiting or is expected. The Pilotman who returns to the Station from which he started must obtain the form which had been handed to the Signalman there, and return it and the other forms in his possession to the

Station-master who filled them up, and the latter must at once cancel them by writing the word "Cancelled" across them. The other Pilotman must hand one of his forms to the Signalman as directed above, and act as Pilotman.

(c) The Pilotman must wear a distinctive Badge, which until the regular Badge can be obtained, must be a red flag tied round his left arm. The Regulation Badge is a Red Armlet with the word "Pilotman" shown thereon, in white letters.

Note.—It will generally be found most expeditious for the Station-master at the opposite end of the Section to that at which the train is waiting to undertake the arrangement of the Pilot-working, as the Pilotman will then only have to go through the Section in one direction to get the forms signed, namely, in the direction of the station at which the train is waiting.

(d) Should the Pilotman give up the working to another, fresh forms must be issued, on which the name of the new Pilotman must be inserted. The fresh forms must be delivered by the new Pilotman and substituted for the old forms, and the necessary signatures obtained on the fresh forms. He must at the same time withdraw the old forms (see Relief of Pilotman Order, page 21). The issue of the new forms must only be done by the person who arranged the Pilot-working, to whom the new Pilotman must afterwards deliver the old forms.

(e) After one Pilotman has been relieved by another, the Pilotman who has been relieved must not ride upon any engine until he resumes duty as Pilotman.

(f) Should the Signalman be changed during the time the Pilot-working is in operation, the man coming on duty must be made acquainted by the man going off duty, with the arrangement in force, and with the person acting as Pilotman. He must, before taking charge, countersign the form held by the Pilotman.

(g) When the Automatic Signalling Apparatus is again repaired and ready for use, the Pilotman must withdraw the notice for Pilot-working (see Regulation 44) at one end of the section, then proceed to the other end of the section, and after withdrawing the notice for pilot working, the traffic will again be conducted in accordance with these Regulations.

(h) The Pilotman must obtain the permission of the Signalman before allowing a train to enter the section that is being worked by Pilot.

When Pilot-working is in force, the signals controlling the entrance to the section must be maintained at the "STOP" position, but Engine-drivers may pass the signals when so instructed by the Pilotman.

(Form referred to in Regulation 42.)

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.
Automatic Signalling.
Working of Single Lines by Pilotman during Failure of Apparatus.

This form must be filled up and used whenever it is temporarily necessary, owing to the Automatic Signalling Apparatus having failed, to work the Traffic by Pilotman.

..... Station.
....., 19....
To.....
The Automatic Signalling Apparatus between.....
and.....having failed, all traffic between those two
places will be worked by Pilotman in accordance with
Regulation 42 for Train Signalling on Single Lines of Rail-
way worked on the Automatic Signalling System.
.....will act as Pilotman, and no train
is to be allowed to pass on to the section unless he is present
and personally orders the train to start.

This order is to remain in force until withdrawn by the Pilotman presenting my written authority.

(Signed).....
Time.
* Noted by.....at.....
* Noted by.....at.....
* Noted by.....at.....
* Noted by.....at.....
* Noted by.....at.....
* Noted by.....at.....
Noted by.....at.....
..... Pilotman.

* These signatures must only be made on the copy held by the Pilotman.

At least six of these Forms must be kept in a convenient place at each Station, so as to be available at any moment night or day.

Before Pilot-working is commenced a copy of this Form must be signed by the Signalman and person in charge at each Station where the apparatus has failed, and be kept by the Pilotman, who must see that each of the men signing the Form retains a copy for himself.

If there is an intermediate Signal-box which is not a Crossing Station, the Signalman must be supplied with a copy of the Form and his signature obtained on Pilotman's Form.

In the event of a Station-master himself acting as Pilotman, he must address and give a copy of the Form to the person he leaves in charge of his station.

Station-masters receiving this Form will be held responsible that the Inspectors, Foremen, Signalmen, and others concerned at their Station are immediately made acquainted with the circumstances, and are instructed in their necessary duties.

(Front of Pilotman's Caution Ticket referred to in these Regulations.)

[To be printed on Blue coloured paper.]
[Front of Form.]
WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.
Pilotman's Caution Ticket.

Ticket No.....
Train No.....
To the Guard and Engine-driver.
You are authorised to proceed from.....
to.....
The last train that left here was.....
at.....
Signature of Pilotman.....
Date.....

[Back of Form.]
The Pilotman's Caution Ticket will apply only to a single journey to the other end of the Section, where it must be given up by the Engine-driver to the Station-master, who must cancel the ticket by writing the word "Cancelled" across the face of it and forward it to the District Traffic Superintendent.

43. *Train disabled during Pilot-working.*—(a) Should a train accompanied by the Pilotman become disabled, he must make the best arrangements for procuring assistance without delay.

(b) In the event of a train unaccompanied by the Pilotman becoming disabled, the instructions as set forth in Regulation 16 of the Staff and Ticket Regulations must be carried out, the Pilotman taking the place of the Train Staff. The Guard must protect his train in accordance with the Rules.

(c) When a portion of a train is left upon a Section of the Line worked by Pilotman, from inability of the engine to take the whole forward, and the Pilotman be with the train, and accompanies the engine with the first portion, the Driver may return without written instructions from the Guard.

(d) If the Pilotman be not accompanying the train, the Driver must not return for the rear portion unless he has received written instructions from the Guard authorising him to do so, and the Guard must continue to protect his train in the rear and prevent a following train from pushing it ahead.

(e) After sunset, or in foggy weather, a Red Light must be placed on the front vehicle of the rear portion by the man who divides the train. As soon as the first portion has been drawn forward sufficiently far, either by day or night, the Under-Guard or the Fireman must place two detonators upon the line, about 100 yards from the front vehicles of the rear portion, to notify the Engine-driver when returning of the position of the remainder of his train.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Relief of Pilotman Order.

..... Station.
....., 19....
* To.....
Pilotman....., appointed by me, between
.....and....., is now being relieved.
New forms are being issued, and.....
appointed as Pilotman.
(Signed)..... Station-master.

*Each person who receives a Pilot Form must also be handed a copy of this order.

44. *Cancellation Order.*—(a) Before ordinary working is resumed, the Station-master who instituted Pilot-working must make out and sign the necessary cancellation orders (see form below), which must be delivered by the Pilotman to every person who received a Pilot-working form, such form to be collected and cancelled by the Pilotman writing the word “Cancelled” across the face of it; when this is done the traffic will be again conducted in accordance with these Regulations. All forms which have been issued for Pilot-working must be sent to the District Traffic Superintendent.

(b) The Pilotman, when making his last trip under Pilot-working conditions, must notify all employees concerned along the line that ordinary working will be resumed.

The Pilotman must accompany the first train passing over the section after cancelling the Pilot-working.

(Form referred to in Regulation 44.)

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Working of Single Lines by Pilotman during Obstruction or Failure of Apparatus.
Cancellation Order.

..... Station.
....., 19....
* To.....
Pilot working arrangements made by me at.....
on....., 19...., for the line between.....
and.....are hereby cancelled, and ordinary working will be resumed.

The Pilotman will accompany the first train passing over the Section after cancelling the Pilot Working.

(Signed)..... Station-master.

* Each person who received a Pilot Working form must also be handed a copy of this order.

Note.—The Pilotman, when cancelling Pilot Working, must notify all employees concerned that ordinary working will be resumed.

45. *Prolonged Obstruction.*—(a) Should an accident or obstruction occur and the traffic is likely to be stopped for a considerable time, special arrangements must be made for working the trains, and the traffic between the point of

obstruction and the crossing stations on both sides must be conducted by Pilot-working (see Form at end of Regulation).

(b) Should the obstruction be caused by a disabled train and the engine is unable to run forward, the Guard must put the Driver in charge of the point of obstruction, and the Driver must give the Guard a written order addressed to the Station-master at the crossing station in the rear, stating the point of obstruction, and intimating that he will not allow the disabled engine or train to be moved until the relief engine or train arrives. The Guard must then proceed to the crossing station in the rear and deliver the order to the Station-master, advising him of what has occurred. The Station-master must then arrange to establish Pilot-working between the point of obstruction and the Crossing Station in the rear.

(c) The Engine-driver of the disabled train must hand to his Fireman a written order addressed to the Station-master at the Crossing Station in advance, stating the point of obstruction and intimating that he will not allow the disabled engine or train to be moved until the relief engine or train arrives. The Fireman must then proceed to the Crossing Station in advance and hand the order to the Station-master, advising him of what has occurred. The Station-master will then arrange to establish Pilot-working between the point of obstruction and the station in advance.

(d) Should the engine of the disabled train be able to run forward, the Driver, before proceeding, must obtain the written authority from the Guard for him to return from the Station in advance. The Guard must then proceed to the rear and act as provided in Clause (b). The Driver must place his Fireman (if there be only one Guard) in charge of the point of obstruction, and proceed with his engine to the Crossing Station in advance and advise the Station-master at that Station of what has occurred, the Station-master must then arrange to establish pilot working between the point of obstruction and the Station in advance.

(e) Should the obstruction be caused by a train assisted by an engine in the rear (or two trains coupled), and the leading engine is able to run forward, the Driver of the leading engine must send his Fireman to the Driver of the rear engine, and obtain an order in writing authorising the Driver of the leading engine to return from the Crossing Station in advance.

The Driver, after arriving at the Station in advance, must deliver the order to the Station-master and advise him of what has occurred, and the Station-master must arrange to establish pilot working between his Station and the point of obstruction.

The Driver of the rear engine must give his Fireman a written order, addressed to the Station-master at the Crossing Station in the rear, stating the point of obstruction and intimating that he will not allow the disabled train or his engine to be moved until the Relief Engine or Train arrives.

The Fireman must then proceed to the Crossing Station in the rear, and deliver the order to the Station-master advising him of what has occurred. The Station-master must then arrange to establish pilot working between the point of obstruction and the Crossing Station in the rear.

(f) Should the obstruction be caused by a light engine not accompanied by a Guard, the Driver must give his Fireman a written order addressed to the Station-master at the Crossing Station in the rear stating the point of obstruction, and intimating that he will not allow the disabled engine to be moved until the relief engine or train arrives. The Fireman and Station-master must then act as provided in the fourth paragraph of Clause (e).

The Driver must then give some competent person a written order addressed to the Station-master at the Crossing Station in advance, stating the point of obstruction

and intimating that he will not allow the disabled engine to be moved until the relief engine or train arrives. The Station-master must then arrange to establish Pilot Working.

(g) In all cases the Signalman at each end of the Section must communicate with each other and arrive at a clear understanding how the obstruction is to be removed.

(h) The Guard, Fireman, or other competent person, when proceeding to the advance and rear Stations, must place detonators on the rails, in accordance with Rule 245 of the Book of Rules and Regulations. On their return they will be held responsible for the protection of the obstruction until relieved.

(i) Signalmen must not allow any train to pass into any section that is being worked by Pilotman, except under the Pilotman's instructions, and when he is present.

(j) The Regulation Badge is a Red Armlet with the word "Pilotman" shown thereon in white letters.

(k) The single line on each side of the obstruction must be protected by Hand Signalmen in the usual way.

(l) When the obstruction has been removed, the Station-masters at each end must confer and arrange for cancelling Pilot Working (see Regulation 44), and both Pilotmen must proceed from the point of obstruction to the Station to which the train was proceeding at the time of the accident, or back to the Station from which it started.

The Pilotman who was appointed at the opposite end of the section must accompany the first train passing over the section after cancelling Pilot Working.

(Form referred to in Regulation 45.)

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

Automatic Signalling.

Working of Single Lines by Pilotman during Obstruction.

This form must be filled up and used whenever it is temporarily necessary, owing to obstruction on a Single Line, to work the traffic by Pilotman.

.....Station.
....., 19....

To.....

The Single Line between.....and..... being obstructed, the traffic between.....and the place of obstruction will be worked by Pilotman in accordance with Regulation 45 for Automatic Signalling on Single Lines of Railways.

.....will act as Pilotman, and no train is to be allowed to pass on to the Section where the obstruction exists unless he is present and rides upon the engine.

This order is to remain in force until withdrawn by the Pilotman presenting my written authority.

(Signed).....
.....Time.

* Noted by.....at.....
* Noted by.....at.....
* Noted by.....at.....
* Noted by.....at.....
* Noted by.....at.....
* Noted by.....at.....
Noted by.....

.....Pilotman.

* These signatures must only be made on the copy held by the Pilotman.

At least six of these Forms must be kept in a convenient place at each Crossing Station, so as to be available at any moment night or day.

A copy of this Form must be delivered to the Signalman in charge of the Station where the Pilot Working commences, the second must be retained by the Pilotman, and the third must be conveyed by the Pilotman with the relief train to the Engine-driver or other person in charge of the point of obstruction.

If there is an intermediate Signal-box which is not a

Crossing Station, the Signalman must be supplied with a copy of the Form, and his signature obtained on Pilotman's Form.

In the event of a Station-master himself acting as Pilotman, he must address and give a copy of the Form to the person he leaves in charge of his station.

Station-masters receiving this Form will be held responsible that the Inspectors, Foremen, Signalmen, and others concerned at their Station are immediately made acquainted with the circumstances, and are instructed in their necessary duties.

APPENDIX XI.

THREE POSITION AUTOMATIC SIGNALLING ON DOUBLE LINE.
CODE OF BELL SIGNALS.

See Reg.	Signal.	Beats on Bell.	How to be given.
6	Call attention	1	1
4 and 11	Express Passenger Train, or Break-down Van Train going to clear the Line, or Light Engine going to assist disabled Train	4	4 consecutively.
	Ordinary Passenger or Break-down Van Train not going to clear the Line	4	3 pause 1.
	Fast Goods, Live Stock or Perishable Train	5	5 consecutively.
	Empty Coaching Stock	5	2 pause 2 pause 1.
	Through Goods, Mineral, or Ballast Train	5	4 pause 1.
	Ordinary Goods or Mineral Train stopping at intermediate Stations	3	3 consecutively.
	Light Engine, or Light Engines coupled together	5	2 pause 3.
	Engine and Brake Van	4	1 pause 3.
	Ballast Train requiring to stop in Section	5	1 pause 2 pause 2.
	Train departure	2*	2 consecutively.
	Bank Engine in rear of Train	4*	2 pause 2.
9 & 10	Assisting Engine in front, or two Trains coupled	6*	2 pause 2 pause 2.
13	Obstruction removed	3	2 pause 1.
13	Obstruction, Danger	6	6 consecutively.
17	Stop and examine Train	7	7 consecutively.
18	Cancelling Signal	8	2 pause 5.
19	Last Train Signalled incorrectly described	8	5 pause 3.
20	Train passed without Tail Disc or Light	9	9 consecutively to Box in advance; 4 pause 5 to Box in rear.
21	Train divided	10	5 pause 5.
22	Shunt Train for following Train to pass	11*	1 pause 5 pause 5.
24	Vehicles running away on Right Line	14	4 pause 5 pause 5.
23	Vehicles running away on Wrong Line	12	2 pause 5 pause 5.
8	Cancel Bank Engine in Rear of Train	12	8 pause 2 pause 2.
30	Speak on Telephone	7*	4 pause 2 pause 1.
26	Testing Bells	16	16 consecutively.

Except in the case of Bell Signals marked * the Call Attention signal must always be given before any other signal, and must be acknowledged immediately on receipt.

REGULATIONS FOR AUTOMATIC SIGNALLING
(THREE POSITION) ON DOUBLE LINES OF RAILWAY.

(a) The object of Automatic Signalling is to facilitate the regular movement of trains by dividing the line between signal boxes into Track Sections, and at the same time maintaining the proper space interval between following trains.

(b) This is accomplished by controlling the signal governing the entrance to a Section by Track circuits in advance of that signal, so that, when a train enters the section the signal is automatically placed and held at the STOP position until the train is under the protection of the signal next in advance.

(c) When the Track Section controlling an Automatic Signal is unoccupied, the Signal automatically goes to the Proceed position.

(d) The instructions contained in the Book of Rules and Regulations, General Appendix, or other printed or written notices which do not conflict with the instructions contained

in these Regulations will be effective so far as they are applicable to Three Position Automatic Signalling.

(e) The signalling of trains by the Automatic Signal system does not in any way dispense with the use of Fixed, Hand, or Detonating Signals whenever and wherever such signals may be necessary.

(f) These Automatic Signals are of the three position, upper left hand quadrant type.

(g) The arms work from the Stop or Danger position upwards (instead of downwards), as shown on diagram, pages 25 and 26.

(h) *Stop Signal*.—The arm in the horizontal position by day, or a RED light exhibited at night, indicates Stop.

(i) *Caution Signal*.—When the arm is raised to an angle of 45° by day, or a YELLOW light is exhibited at night, it indicates "Caution, Proceed"; the signal next in advance is at Stop.

(j) *Clear Signal*.—When the arm is raised to an angle of 90° (perpendicular position) by day, or a GREEN light is exhibited at night, it indicates "Clear, Proceed."

(k) There are two classes of three position signals, viz.:—

(a) Semi-Automatic Signals.

(b) Automatic Signals.

Semi-Automatic Signals.

1. (a) Semi-Automatic Signals are distinguished by having a square-ended arm, and at night by having a red light (called a "Marker") placed on the left-hand side of the post, about 6ft. (vertically) below the signal light (see diagram). The normal position of these signals is "STOP."

(b) These signals are operated by the Signalman and the track circuit, and control the entrance into the section. A Semi-Automatic Signal is an absolute signal, and it must not be passed when at STOP except—

(i) During Pilot Working. (Rule 260.)

(ii) When Relief Engine is to proceed to assist disabled train. (Regulations 15-16.)

(iii) During failure of signal. (Rule 96.)

Automatic Signals.

2. (a) Automatic signals are distinguished by a pointed arm, and at night by a red light (called a "Marker") placed on the *right-hand* side of the post, about 6ft. (diagonally) below signal light (see diagram). The normal position of these signals is "Clear." They are placed between signal boxes and are operated solely by the track circuit.

(b) An Automatic Signal is a permissive signal, and when in the Stop position the Engine-driver must bring his train to a stand at such signal. After waiting for one minute he may then proceed cautiously, being prepared to stop clear of any obstruction, or until he receives a further signal for his guidance.

Working of Points and Fixed Signals, etc.

3. Unless instructions are issued to the contrary the normal position of all interlocked signals is "STOP." Signalmen must be prepared for a train to proceed at the proper time, and if the section is clear must, when practicable, exhibit the clear signals so as to avoid checking the speed of trains.

4. (a) Unless instructions are issued to the contrary the Signalman must correctly describe each train to the Signalman in advance by means of the Electric bell; and on the train leaving, the Signalman must send the "Train Departure" signal.

(b) All bell signals must be acknowledged by repeating them. The movements on the bells must be made slowly and distinctly, and the pauses between the sets of beats clearly marked.

(c) The time of the train arriving at each signal box must be recorded in the Train Register Book.

5. (a) Track indicators are provided at Signal Boxes to show the condition of the adjacent Track Sections.

(b) When a train is ready to proceed, and the track indicator shows "Clear," the Signalman must pull over the signal lever controlling the entrance to the section, and the signal will then go to the "Caution" or "Clear" position.

(c) Immediately the engine has entered the section the signal will be automatically replaced to the Stop position and the track indicator will show occupied; the Signalman must then replace the signal lever to normal.

(d) If, however, when the Signalman pulls over the signal lever controlling the entrance to the section the signal remains at the Stop position, the Signalman must again observe the track indicator, and if it shows "Clear," he must repeat the operation with the signal lever, and if after reasonable interval the signal still fails to go to the Caution to Clear position, the train must be hand-signalled as provided for in Rule 96 of the Book of Rules and Regulations.

(e) When a train is approaching a station, and the track indicator for the section in advance shows occupied, all fixed signals applicable to the line upon which such train has to run must be kept at "STOP" until the train has passed the Distant signal and approaching the Home signal well under control, when the Home signal may, if necessary, be placed at "Clear" to allow the train to enter the station.

(f) The special attention of signalmen is directed to Rule 78, which provides that all signals must be promptly returned to the normal positions.

6. *Call Attention*.—Except in the case of Bell signals marked * the Call Attention signal must always be given before any other signal, and must be acknowledged immediately on receipt.

7. *Repetition and acknowledgment of Signals*.—Except where special instructions are issued to the contrary, all signals must be acknowledged by repeating them, and no signal must be considered as understood until it has been correctly repeated to the Signal-box from which it was received. When the description of train signal is not acknowledged, it must be given again at short intervals.

8. *Bank Engine in Rear of Train*.—(a) After the Train Departure signal has been given to the Signal-box in advance for a train that is assisted by an engine in the rear, and it has been acknowledged, the Bank Engine in Rear of Train signal must be given to the Signal-box in advance, to indicate that an engine is assisting the train in the rear. The Bank Engine in Rear of Train signal must be acknowledged by being repeated and a note of the signal must at once be made in the Train Register Book at both Signal-boxes.

(b) If from any cause the Bank Engine, after being signalled, does not proceed in the rear of the train, the Cancel Bank Engine in Rear of Train signal must be sent to the Signal-box in advance.

(c) If it is necessary for the train to be cancelled as well as the Bank Engine, the authorised Cancelling signal must be given in accordance with Regulation 18, and this will cancel both the train and the Bank Engine.

9. *Assisting Engine in Front, or two Trains coupled*.—

(a) After the Train Departure signal has been given the Signal-box in advance, for a train that is assisted by an engine in the front, or two trains coupled, and it has been acknowledged, the Assisting Engine in Front, or Two Trains Coupled signal must be given to the Signal-box in advance to indicate that an engine is assisting the train in the front or that two trains are coupled. The Assisting Engine in Front, or Two Trains Coupled signal, must be acknow-

ledged, and a note of the signal must at once be made in the Train Register Book at both Signal-boxes.

(b) An assisting engine must not in any case leave the train it is assisting, neither must coupled trains be uncoupled, except at a Signal-box where there is a Signalman on duty.

10. *Engines coupled together.*—(a) When it may be necessary to detach one engine from another on any Running Line, the Driver of each engine requiring to be detached must, unless instructions are issued to the contrary, before uncoupling, verbally communicate with the Signalman and make him clearly understand what is about to be done, and in what direction the uncoupled engine or engines are required to proceed.

Exception.—When a Passenger train worked by two engines is brought to a stand at a Station, and one has to be detached during the time the train is at the platform, it will not be necessary, before uncoupling the engine, for the Engine-driver to communicate with the Signalman, but after the engine has been uncoupled the Driver must, if the engine has to run to a Signal-box in advance before being placed clear of the Running Lines or otherwise disposed of, at once inform the Signalman there what has been done.

(b) When two or more engines are coupled together, the first one must be signalled as a Light Engine, (2—3) being given and acknowledged in the ordinary way, and after Train Departure signal has been given, the other engine or engines must each be signalled by the Bank Engine Code (2—2), the signal for each engine being acknowledged. The Cancel Bank Engine in Rear of Train signal (8—2—2) must be used to cancel each engine not going forward attached to the first engine after having been signalled. If it is necessary for all the engines to be cancelled, the Cancelling signal (3—5) must be used. Both Signalmen must record the number of engines coupled together.

11. *Ballast Train Requiring to Stop in Section.*—When a Ballast train has to stop in a Section for Permanent Way purposes, the Signalman must give the prescribed signal. When a ballast train which has been signalled as a through ballast train requires to stop in the Section for Permanent Way purposes, and comes to a stand at a Signal-box to enable the Guard to inform the Signalman that his train is going to stop on the Main Line in the Section in advance (see Rule 242 in the Book of Rules and Regulations) the Signalman must give the Cancelling signal, and when the signal has been acknowledged, he must signal the train as a Ballast Train Requiring to Stop in the Section.

12. *Course to be pursued when a Train is an unusually long time in a Section.*—(a) Should an unusual time elapse after the Train Departure signal has been received without the train so signalled coming in sight, the Signalman must, if there is a Tunnel in the Section in which the train is running, prevent any train in the opposite direction proceeding on its journey until he has ascertained that the line on which it has to run is clear; and if there is no Tunnel in the Section, the Signalman must stop the first train proceeding in the opposite direction and inform the Engine-driver of the circumstances, and instruct him to proceed cautiously.

(b) When there are two parallel lines running in the same direction, should an unusual time elapse between the receipt of the Train Departure signal from the Box in the rear for a Train on one of the parallel lines, and the arrival of such train at the Box in advance, the Signalman at the Box in advance must advise the Signalman in the rear of the state of affairs. The Signalman in the rear,

upon receipt of this information, must stop the train travelling on the adjoining parallel line, advise the Driver of the circumstances, and if there is no Tunnel on the onward Section, instruct him to proceed cautiously to the Box in advance. If there is a Tunnel on the onward Section and the parallel lines are in the same Tunnel, the train must be detained until it has been ascertained that the line on which it is required to run is clear.

(c) The Signalman at both ends of the Section must take the necessary action with a view to ascertain the cause, and immediately communicate with the Station Master.

13. *Obstruction Danger Signal.*—(a) Should it be necessary in consequence of obstruction, or other cause, for an approaching train to be stopped at the Signal-box in the rear, the Obstruction Danger signal must be forwarded to that Box, and the Signalman there must immediately exhibit the Stop Signal and take the necessary measures to stop the approaching train; he must not allow the train to proceed until he has received from the Signal-box in advance the Obstruction Removed signal.

(b) Should there be reason to suppose that both Lines are fouled the Signalman must send the Obstruction Danger Signal in both directions, and where there are parallel Running Lines the requisite steps must be taken to stop the trains running on any Line that may possibly be obstructed.

(c) The Signalman forwarding the Obstruction Danger Signal must place or maintain his fixed signals at stop, and take any other steps necessary to protect the obstruction.

(d) Should a Signalman receiving the Obstruction Danger Signal succeed in stopping a train he must at once advise the Signalman at the Box in advance by giving the Cancelling Signal.

(e) Should a Signalman receiving the Obstruction Danger Signal not be able to stop the train he must at once send the Signal Vehicles Running Away on Right Line. viz., 14 beats (thus 4-5-5), and the Signalman receiving the latter signal must immediately use all the means at his command to stop the approaching train, afterwards acknowledging the signal.

(f) When the obstruction has been removed, and the Main Line or Lines are again clear, the Obstruction Removed Signal must be given to the Signal-box in the rear.

14. *Obstruction on Line.*—(a) Should a Signalman become aware that cattle, horses, or other animals are on the line, and likely to cause an obstruction, he must at once inform the Signalman at the box in the rear of the circumstances on the telegraph or telephone, and take the necessary steps to have the line cleared. Until it has been ascertained that line is clear, all trains and engines allowed to proceed must be brought to a stand, and the Driver verbally informed of the circumstances and instructed to proceed cautiously.

(b) Should there be a tunnel in the obstructed section, no train must enter such tunnel until it has been ascertained that it is clear.

(c) When the Signalman has ascertained that the line is clear, he must advise the Signalman at the opposite end of the section, and trains may then be allowed to proceed in the ordinary manner.

15. *Section Obstructed by Accident or by Disabled Train.*—(a) Should a Signalman receive information from the fireman or Guard of a disabled train, or by telephone from the Signalman at the signal-box in advance, that a second train is required to enter the section to assist the disabled train, or should it be necessary for the breakdown van train to enter a section obstructed by accident or otherwise, the second train or the breakdown van train, as the case may be, may, after having been brought to a stand,

and the Engine-driver informed of the circumstances, be allowed to enter the section under the following arrangements:—

(b) The Signalman must inform the Signalman at the box in advance of the circumstances, and give the Train Departure signal on the bell to the Signal-box in advance, and, after it has been acknowledged, he must note the circumstances in his Train Register Book, and then allow the second train to enter the section. The Signalman at the box in advance must also note the circumstances in his Train Register Book. The Guard or Fireman of the train requiring assistance must ride on the engine of the second train and point out to the Engine-driver the position of the disabled train. The second train must run at reduced speed, and great caution must be observed by all concerned.

(c) If time would be saved by proceeding to the Signal-box in advance the Under Guard, if there be more than one Guard, or the Fireman if there be not more than one Guard, must immediately go to the box in advance and advise the Signalman there of the obstruction. The Signalman at the box in advance must notify the Signalman at the box in the rear of the circumstances, and the latter, on receipt of this information, may allow the relief train to enter the obstructed section after the Engine-driver has been informed that the Guard of the disabled train is coming back, and has been instructed to keep a good look-out for such Guard. The Guard of the disabled train when picked up must ride on the engine of the relief train and accompany it to the rear of the disabled train.

(d) Should the stoppage or failure occur to an engine not attached to a train, the Fireman must not go to the box in advance, as directed in Clause (c), but must immediately proceed to the box in the rear and act in the way prescribed for the Guard.

(e) If there is a tunnel in the obstructed section, the Driver of the relief train must be instructed by the Signalman not to enter such tunnel unless the Guard or Fireman of the disabled train has come back and met the train, or it has been ascertained that the tunnel is clear.

16. *Breakdown Van Trains and Engine Replacing or Assisting Disabled Engine.*—(a) To prevent delays, breakdown van trains, when proceeding to clear the line, must be signalled as Express Passenger trains, the Shunt Train for Following Train to Pass signal being given whenever the sections in advance are occupied by trains which the breakdown gang must pass to reach the scene of accident.

(b) The same course must be adopted in the case of one engine proceeding to take the place of another that has failed, or of an engine, with or without a train, when sent forward to render assistance in case of failure or accident to preceding trains.

17. *Stop and Examine Train.*—(a) If a Signalman observe anything unusual in a train during its passage, such as signals of alarm by a passenger, goods falling off, a vehicle on fire, a hot axle-box, or other mishap (except a train passing a Signal-box with the Tail Disc missing or the Tail Light out, or a train divided, for arrangements as to which see Regulations 20 and 21 of this Appendix), he must endeavour to stop the train; should he fail to do so he must give to the Signalman at the Signal-box in advance the Stop and Examine Train signal, and must himself exhibit his signals to stop any train coming in the opposite direction; and the Signalman at the Signal-box in advance must acknowledge such signal, and immediately exhibit his signals to stop any train coming from or going towards the Signal-box from which the signal was received (unless there is a train in front thereof, in which case, if the line be clear, such train may be allowed to pass the signals before the Stop signal is exhibited). The train, when stopped, must be carefully examined, and dealt with as occasion may require. Should any train going in the op-

posite direction have been stopped, it must be allowed to proceed after satisfactory evidence has been obtained that the line on which it is about to run is not obstructed.

(b) Should the Signalman who receives the Stop and Examine Train signal be unable to ascertain after examination of the train why the signal was sent, he must inform the Engine-driver of the first train travelling in the opposite direction of the circumstances, and instruct him to proceed cautiously to the next Signal-box.

(c) Where practicable, the Signalman must also telegraph or telephone the Signal-box in advance the cause of sending the Stop and Examine Train signal. Signalmen must be careful to notice each train as it passes, to ascertain whether there is any apparent necessity for having it stopped at the next Signal-box for examination.

(d) Should either Signalman have reason to believe, in the case of a vehicle being off the rails, or goods falling from the train, that the Permanent Way has been damaged or fouled, he must not allow any train to proceed in the direction of the obstruction until the line has been examined, and he is satisfied that it is safe for the passage of the train.

(e) The Stop and Examine Train signal must always be sent in any of the circumstances named, even where in short sections it is possible that the train may have passed onward into one or more sections. The duty of the Signalman receiving the Stop and Examine Train signal, if he cannot stop the train, is to immediately pass on the same signal to the Signalman in advance, who must exhibit his signals to stop the train, and those for any parallel Line which may possibly become obstructed.

18. *Cancelling Signal.*—This signal must only be used in cases where a train has been signalled to the Signal-box in advance, and it is found that such train will not proceed in the usual course.

19. *Last Train Signalled Incorrectly Described.*—Should a wrong description of train have been sent forward, the Signalman wishing to alter it must do so by giving eight strokes on the Bell (5-3), signifying Last Train Incorrectly Described to the Signal-box in advance, which signal must be acknowledged. The correct signal must then be forwarded and acknowledged in the ordinary manner.

20. *Train Passed without Tail Disc or Light.*—(a) All trains and light engines will carry a White Disc in the rear by day and a Red Tail Light by night to indicate to the Signalman that no vehicle has become detached on the journey, and Signalmen must carefully watch each train as it passes, and satisfy themselves that it is complete. Should a train pass a Signal-box without the proper Tail signal or the Signalman be unable to satisfy himself whether or not the Tail Disc or Light is on the train, he must immediately exhibit his signals to stop the first train going in the opposite direction, informing the Engine-driver what has occurred, and instructing him to proceed cautiously so as to avoid danger in the event of any portion of the train having fouled the Line on which he is running. The Signalman must also send the Train Passed Without Tail Disc or Light signal (9 consecutive beats) to the Signal-box in advance. He must then call the attention of the Signalman at the Signal-box in the rear, and on gaining attention, must give the Train Passed without Tail Disc or Light Signal (4-5).

(b) The Signalman at the Box in advance on receiving the Train Passed without Tail Disc or Light signal must acknowledge it, and place his signals to stop the approaching train, advising the Guard and Engine-driver of the circumstances. If, where the Sections are short, a Signalman receiving the Train Passed Without Tail Disc or Light signal of nine consecutive beats, finds that he cannot stop the train, except by bringing it to a sudden stand, he must not place his Signals to Stop, but, as the train is approach-

ing, send the Train Departure signal to the Signal-box in advance, and immediately follow it with the Train Passed Without Tail Disc or Light signal.

(c) When trains or engines stop at a Signal-box, or before leaving Termini, Signalmen should, where practicable, see that the Tail Signals are in proper order, so as to avoid, as far as possible, the unnecessary use of the Train Passed Without Tail Disc or Light Signal.

21. *Train Divided*.—(a) This signal must be sent to the Signal-box in advance in the event of a Signalman observing that a train has become divided, and is running in two or more parts in the same direction. If the train is assisted by a Bank Engine in the rear, or is running on a falling gradient, or between short Sections where the stoppage of the first part would risk a collision with the second part, the Signalman receiving such signal must immediately exhibit his signals to stop any train going towards the Signal-box from which the signal was received, but if the Line on which the divided train is running is clear ahead for it to run upon, he must not exhibit the Signals to stop the first portion, but must give the Engine-driver a Green Signal, either by flag or hand lamp as occasion may require, moving the Signal in a vertical circle. The Engine-driver, on seeing a Green Signal moved in a vertical circle, will understand that his train is divided, and must exercise great caution by looking out for the second portion, and unless he has reason to believe the Line is not clear ahead, must not stop the portion attached to his engine until he is satisfied that the rear portion has been stopped, or is running very slowly. He must, however, observe and obey any Signals that may be exhibited against him. So soon as the first portion of the train has passed, the Signalman sending and receiving the Train Divided signal must take proper measures for dealing with the second portion, and place Detonators on the rails to attract the attention of the Guard, or of the Bank Engine-driver, should there be a Bank Engine in the rear.

(b) If the divided train is running on a rising gradient, or where the line is level, and is not assisted by a Bank Engine in the rear, the Signalman receiving the signal must exhibit his signals to stop any train coming from or going towards the Signal-box from which the signal was received. (Unless there is a train in front thereof, in which case, if the Line be clear, such train may be allowed to pass the signals before the Stop signal is exhibited).

The first portion of the divided train, when stopped, must be shunted into a Siding as expeditiously as circumstances will permit or otherwise dealt with as may be necessary to prevent the second portion coming into collision with it. The Signalman sending the Train Divided signal must also stop any train travelling in the opposite direction.

(c) Should any train going in the opposite direction have been stopped, it must not be allowed to proceed until it has been ascertained that the Line on which it is about to run is not obstructed.

(d) Should a train become divided in starting, and the Engine-driver run forward with the first portion, leaving the rear portion stationary, the Stop and Examine Train signal must be sent to the Signal-box in advance, and not the Train Divided Signal.

22. *Shunt Train for following Train to Pass*.—This signal must be used to prevent important trains being delayed by less important trains. When the Signalman receives a signal from the Box in the rear for a more important train, the Shunt signal must be sent to the Signal-box in advance and the Signalman there, on receiving this signal, must take the necessary measures to clear the line so as to prevent delay to the second train. He must use his discretion as to the best means of effecting the object in view, and if he is unable, from any cause, to shunt the train at his Signal-box, or if he thinks it inexpedient to do

so, he must allow the train to proceed, and send forward the Shunt signal to the Signal-box in advance. The Signalmen forwarding and receiving the Shunt signal must make a note of it in their Train Register Books.

23. *Vehicles Running Away on Wrong Line*.—(a) Should any vehicle or portion of a train be running back in the wrong direction, or should a train be proceeding on the wrong line, the Signalman must immediately exhibit the Stop signal and call the attention of the Signalman at the next Box towards which the vehicle, train, or portion of the train may be running by giving the Vehicles Running Away on Wrong Line signal; he must also stop the first train going in the same direction on the right line, and after informing the Engine-driver what has occurred, instruct him to proceed cautiously. The Signalman in the rear receiving this signal must immediately exhibit the signal to stop any train coming from or going towards the Signal-box from which the signal was received, and take any other measures that may be necessary, such as turning the runaway train or vehicles across to the other line, or into a siding, as may be most expedient under the circumstances. In the event of a runaway train or vehicles being turned across to the other line, the Vehicles Running Away on Right Line signal must be passed on to the next Signal-box. Should the Signalman be unable to take such protective measures, he must pass on the Vehicles Running Away on Wrong Line signal to the next Signal-box in the rear; he must also place detonators on the rails to attract the attention of the men in charge of the train or portion of the train.

(b) Should any train travelling in the opposite direction be stopped, it must not be allowed to proceed until it has been ascertained that the line on which it is about to run is not obstructed.

(c) The Signalman at the Box from which the runaway train has started, or any other Signalman whose Box may be passed by the runaway train, must immediately give the Obstruction Danger signal to the Signalman in the rear before giving the Vehicles Running Away on Wrong Line signal, as prompt action on the part of both Signalmen may prevent a mishap.

24. *Vehicles Running Away on Right Line*.—If any train, vehicle, or portion of a train has escaped and is running away in the proper direction on the right line, or has entered the Section without authority, the Signalman at the Box in advance must be advised of the fact by the Signalman at the Box in the rear giving the Vehicles Running Away on Right Line signal. The Signalman forwarding this signal must immediately exhibit his signals to stop any train coming from or going towards the Signal-box towards which the vehicle or train is running, and the Signalman receiving the signal must also immediately exhibit his signals to stop any train coming from or going towards the Signal-box from which the signal was received (unless there is a train in front thereof, in which case, if the line be clear, such train may be allowed to pass the signals before the Stop signal is exhibited), and he must arrange for the line on which the vehicle or train is running to be cleared, and, if necessary, send the signal forward, and take such other measures as he may consider most expedient under the circumstances. Should any train travelling in the opposite direction be stopped, it must not be allowed to proceed until satisfactory evidence has been obtained that the line on which it is about to run is not obstructed.

25. *Recording time when Signals are forwarded and received*.—(a) Unless instructions are issued to the contrary, the time at which all signals are forwarded and received must be made legibly with a pen in the Train Register Book (telephone and call attention signal ex-

cepted), and the Signaller on duty must place his name immediately under the last entry made by him at the expiration of his hours of duty.

(b) If an incorrect entry be made, a line must be drawn lightly through it, and the correction made above or below it, so that the original entry may be clearly seen.

(c) In recording the time signals are received and forwarded, fractional parts of a minute less than half a minute must not be counted, and the half-minute and fractional parts more than half a minute must be reckoned as a minute, thus: 15¼ minutes must be entered as 15 minutes only, and 15½ minutes as 16 minutes.

26. *Testing Bells.*—This signal must be used to ascertain whether the Bells are in perfect order.

27. *Time Signal.*—(a) Signallmen will be held responsible for keeping their clocks properly regulated, and must, if necessary, at once report any defects in their working.

(b) As soon as practicable after changing duty, Signallmen must compare their clocks with the clocks in the Signal Boxes on each side, a note of the circumstances to be recorded in the Train Register Books.

28. *Parallel Lines.*—With reference to Regulations 13, 14, 17, 20, 21, 23 and 24, where there are Parallel Running Lines the necessary steps must be taken to stop or caution the trains running on any Lines that may possibly be obstructed by what has occurred.

29. *Mixed Trains.*—Trains conveying passengers and goods must be signalled and dealt with as Passenger trains.

30. *Telephone Signal.*—To call attention when the use of the telephone is required.

31. *Signalling in Foggy Weather.*—When a three position signal shows a "Caution" indication, the Fog signaller must not remove the detonators, but must continue to exhibit a red hand signal to the Engine-driver of an ap-

proaching train until the train has been brought quite or nearly to a stand; the Fog signaller must then verbally inform the Engine-driver that the Fixed Signal is at "Caution."

32. *Authority for trains moving in wrong direction.*—Trains must not move in the wrong direction, except as provided for in Rules 249 and 250 of the Book of Rules and Regulations.

33. *Working Traffic of a Double Line over a Single Line of Rails during Repairs or Obstruction.*—When it is necessary to work traffic of a double line over a single line of rails during repairs or obstruction, Pilot-working must be established in accordance with Rules 256-268 of the Book of Rules and Regulations.

34. *Rail Motor Vehicles.*—The heavy type, such as Dort Cars must not travel over any section where Automatic Signalling is in operation.

35. *Trolleys, etc.*—Trolleys must not be permitted to travel over any portion of a line which is Track circuited unless the axles are specially insulated.

36. *Permanent Way Wire Bonding.*—(a) The wire bonding of rails at the joints where track circuits exist is most important to the proper working of this Signal System, as these bond wires complete the track circuit between the insulated joints.

(b) Platelayers and other employees must be careful not to damage the bond wires; should any be damaged the Electrical Fitter must be at once advised.

(c) The Electrical and Signal Engineer must be advised before any road is broken, so that arrangements may be made to re-bond the rails.

(d) Platelayers and other employees must avoid making contact between one rail and another with crowbars, gauges, or any metallic substance.

(e) Gangers must make themselves acquainted with the extent of all track circuits on their respective lengths.

WESTERN AUSTRALIAN GOVERNMENT TENDER BOARD.
Accepted Tenders.

Tender Board No.	Date.	Contractor.	Schedule No.	Particulars.	Department concerned.	Rate.
701/25	1925. Nov. 5	G. Macleod	190A, 1925	Purchase of Second-hand " Douglas " Motor Cycle	Workers' Board Homes	For £17 12s. 6d.
494/25	do.	Quaker Oil Co.	129A, 1925	Motor Oil— Item 2, Heavy (500 galls.) Item 4, Extra Heavy (150 galls). ...	Railways	4/3 gall. 4/6 gall.
586/25	do.	Cammell, Laird, & Co., Ltd. (per Agent General)	157A, 1925	Mild Steel Blooms for Axles— Items 1, 2, and 3	Railways	£13 ton, C.I.F. Fremantle.
651/25	Nov. 6	W.A. Worsted & Wollen Mills, Ltd.	175A, 1925	Blue Worsted Serge, 5,400 yards	Railways	6/8 yard, delivered at Perth.
578/25	do.	Thos. Firth & Sons, Ltd. (per Agent General)	154A, 1925	Car and Wagon Tyres, 500 only	Railways	£4 2s. each, C.I.F., Fremantle.
654/25	Nov. 9	State Implement Works	193A, 1925	Cream Separators, 35 gall., "Victor," delivered into Store, Perth	Lands	£5 5s. each.
587/25	Nov. 11	Eagle & Globe Steel Co. (per Agent General)	158A, 1925	Tool Steel and Spring Steel— Items 1, 7, 8, and 9	Railways	Rates on application.
"	do.	Thos. Firth & Sons, Ltd. (per Agent General)	"	Tool Steel—Items 2 to 6	do.	do.
"	do.	Sanderson Bros. & Newbold, Ltd. (per Agent General)	"	Spring Steel—Items 10, 11, 12, and 15	do.	do.
"	do.	Elder, Smith, & Co., Ltd.	"	Spring Steel—Items 13 and 14	do.	do.

WESTERN AUSTRALIAN GOVERNMENT TENDER BOARD.

Tenders for Government Supplies.

Date of advertising	Schedule No.	Supplies required.	Date of closing.
1925.			1925
Oct. 1 ...	185A, 1925 ...	Hydraulic Spring Buckle Press, 1 only	Nov. 19.
Nov. 6 ...	211A, 1925 ...	Firewood, 4,000 cords, for No. 4 Pumping Station, Merredin	Nov. 19.
Nov. 6 ...	210A, 1925 ...	C.I. Sluice Valves, etc.	Nov. 26.
Nov. 5 ...	208A, 1925 ...	Carriage Roof Lamps (Oil), as required during the 12 months ending 31st December, 1926	Nov. 26.
Oct. 22 ...	... ..	Meat for Government Institutions, etc., at Perth, Claremont, Fremantle, Wooreloo and Whitby Falls, during the months of January, February, and March, 1926	Dec. 3.
Nov. 12 ...	214A, 1925 ...	Hydraulic Travelling Jacks, 25-ton, 10-ton, and 6-ton respectively	Dec. 3.
Sept. 8. ...	167A, 1925 ...	Face Towels, 42in. x 21in., 500 only, and Material for the manufacture of Roller Towels, 16in. wide, 1,200 yards	Dec. 10.
Oct. 15 ...	191A, 1925 ...	Mackintosh Coats (Police Uniforms), Pure Indigo Dye, 200 only, and Mackintosh Capes (Police Uniforms), Pure Indigo Dye, 50 only	Dec. 10.
Oct. 29 ...	199A, 1925 ...	Screw Jacks, 16 ton, 20 only, and Steam Pressure Gauges, 10 only	1926 Jan. 7.
Annual Contracts.			
Oct. 1 ...	...	Relief Rations for Aboriginal Natives, in various towns throughout the State, during the year 1926—(See special advertisement)	1925 Nov. 19.
Oct. 1 ...	...	Shoeing Police Horses in various towns throughout the State, during 1926—(See special advertisement)	Nov. 19.
Oct. 15 ...	...	Tuning Pianos in various Schools throughout the State during the year 1926	Nov. 19.
Oct. 15 ...	...	Cartage to State Schools at Boulder during 1926	Nov. 19.
Nov. 5 ...	207A, 1925 ...	Desks for the Education Department, as required during the year 1926	Nov. 19.
Oct. 1 ...	...	Burial of Deceased Destitute Persons and Aboriginals in various towns throughout the State, during 1926—(See special advertisement)	Nov. 26.
Nov. 5 ...	203A, 1925 ...	Motor Car Hire between Cottesloe Beach Railway Station and Greenplace Inebriates' Home, during 1926	Nov. 26.
Nov. 5 ...	202A, 1925 ...	Motor Car and Cab Hire for Old Men's Home during 1926	Nov. 26.
		Motor Car Hire between Claremont Railway Station and Institution, Nedlands and Institution, and between Perth and Institution	Nov. 26.
Nov. 5 ...	204A, 1925 ...	Cab Hire between Claremont Railway Station and Institution	Nov. 26.
Nov. 5 ...	205A and 206A, 1925	Cartage of Coal and Firewood from Claremont Railway Station to Hospital for Insane during 1926	Nov. 26.
Nov. 5 ...	205A and 206A, 1925	Removal of Bodies to Morgues at Fremantle, Kalgoorlie and Boulder during 1926	Nov. 26.
Nov. 12 ...	212A, and 215A, 1925	Hire of Vehicles at Perth and Fremantle during the year 1926	Nov. 26.
Nov. 12 ...	213A, 1925 ...	Shoeing Horses controlled by Stock Department during the year 1926	Nov. 26.
For Sale.			
"Cletrac" Tractors.—Offers are invited for one or more of the Cletrac Tractors now lying at the North Fremantle Government Stores. Details from the Tender Board Office, Murray Street, Perth.			

Tenders addressed to the Chairman, Tender Board, Perth, will be received for the above-mentioned supplies until 2-15 p.m. on the date of closing.

Tenders must be properly endorsed on envelopes, otherwise they are liable to rejection.

Tender forms and full particulars may be obtained on application at the Tender Board Office, Murray Street, Perth.

No tender necessarily accepted.

Cancellation of Contract.

Tender Board No.	Date.	Contractor.	Particulars.
248/25	1925. Nov. 5	Ratcliffe & Nightingale ...	Firewood for Railway Department, Item 32. Kweda Pump supplies.

12th November, 1925.

H. C. TRETHOWAN,
Chairman W.A. Government Tender Board.

WESTERN AUSTRALIAN GOVERNMENT TENDER BOARD.

Tenders for the Burial of Deceased Destitute Persons and Aborigines.

TENDERS (endorsed "Tender for Burials") will be received by the Chairman, Government Tender Board, Murray Street, Perth, up till 2.15 p.m. on Thursday, 26th November 1925, from persons willing to contract for the above service at the undermentioned places, during the period from 1st January to 31st December, 1926 :—

Albany	Gnowangerup	Norseman
Armadales	Goomalling	Northam
Bamboo Creek	Gosnells	Northampton
Bangemall	Granites	Nullagine
Belmont	Guildford	Onslow
Beverley	Jarrahdale	Peak Hill
Black Range	Kalgoorlie	Perth, including
Boulder	Kanowna	North Perth
Bridgetown	Katanning	Leederville
Broad Arrow	Kellerberrin	Victoria Park
Broome	Kelmscott	Maylands
Bruce Rock	Kojonup	Bayswater
Bullfinch	Kookynie	South Perth
Bulong	Kurnalpi	Pingelly
Bunbury	Kake Austin	Pinjarra
Burtville	Lancelfield	Port Hedland
Busselton	Laverton	Qualtrading
Cannington	Lawlers	Queen's Park
Carnarvon	Lennouville	Ravensthorpe
Claremont	Leonora	Rockingham
Collie	Mandurah	Roebourne
Condon	Marble Bar	Sandstone
Coolgardie	Meekatharra	Shark Bay
Cossack	Menzies	Southern Cross
Cottesloe	Merredin	Subiaco
Cuddingwarra	Midland Junction	Tambellup
Cue	Minginey	Toodyay
Davyhurst	Moora	Wagin
Derby	Morgans	Watheroo
Dongarra	Mount Magnet	Westonia
Dowerin	Mount Malcolm	Wickepin
Dundas	Mount Sir Samuel	Williams
Edjudina	Mullewa	Wiluna
Esperance	Mundaring	Woorloo
Field's Find	Nannine	Wyndham
Fremantle	Narrogin	Yalgoo
Geraldton	Niagara	York
Gingin		

Tender forms and full particulars obtainable from the Officers in Charge of Police Stations at the above-mentioned places, and from the Government Tender Board Office, Murray Street, Perth.

The lowest or any tender not necessarily accepted.

Tenders for Shoeing Police Horses.

Tenders (endorsed "Tender for Shoeing Police Horses") will be received by the Chairman, Government Tender Board, Murray Street, Perth, up till 2.15 p.m. on Thursday, 19th November, 1925, for Shoeing Police Horses at the undermentioned places, during the period from 1st January to 31st December, 1926 :—

Albany	Goomalling	Norseman
Boyup	Harvey	Narrogin
Beverley	Jarrahdale	Nullagine
Bridgetown	Kalgoorlie	Onslow
Brookton	Kelmscott	Ora Banda
Busselton	Katanning	Perth
Broome	Kellerberrin	Peak Hill
Bunbury	Kojonup	Port Hedland
Buntine	Kulin	Pinjarra
Bruce Rock	Lake Grace	Pingelly
Broomehill	Leederville	Qualtrading
Collie	Leonora	Ravensthorpe
Corrigin	Laverton	Roebourne
Cue	Manjimup	Southern Cross
Coolgardie	Morgans	Sandstone
Carnarvon	Merredin	Tambellup
Cunderdin	Minginey	Three Springs
Denmark	Mullewa	Trayning
Donnybrook	Midland Junction	Toodyay
Dongarra	Moora	Victoria Park
Derby	Mt. Magnet	Wagin
Dumbleyung	Menzies	Whim Creek
Dwellingup	Maylands	Williams
Dowerin	Mt. Barker	Wiluna
Esperance	Marble Bar	Wickepin
Fremantle	Meekatharra	Wyndham
Guildford	Meckering	Wyalkatchem
Gingin	Nannup	Wongan Hills
Greenbushes	Nedlands	York
Geraldton	Northam	Yarloop
Greenough	Northampton	Yalgoo
Gnowangerup	Nungarin	

Tender forms and full particulars obtainable from the Officers in Charge of the Police Stations at the above-mentioned places, and from the Government Tender Board Office, Murray Street, Perth.

The lowest or any tender not necessarily accepted

Tenders for Rations for Aborigines.

Tenders (endorsed "Tender for Rations") will be received by the Chairman, Government Tender Board, Murray Street, Perth, up till 2.15 p.m. on Thursday, 19th November, 1925, for the Supply of Rations for Aborigines at the undermentioned places, during the period from 1st January to 31st December, 1926 :—

Broome	Lawlers	Nannine
Bunbury	Laverton	Norseman
Carnarvon	Leonora	Nungarin
Coolgardie	Lake Darlot	Onslow
Cue	Linden	Peak Hill
Derby	Marble Bar	Pinjarra
Esperance	Minginey	Sandstone
Geraldton	Meekatharra	Tuckanarra
Guildford	Morgans	Wiluna
Kanowna	Moora	Yalgoo
Katanning	Mount Magnet	Yarri
Kookynie	Mullewa	

Tender forms and full particulars obtainable from the Officers in Charge of Police Stations at the above-mentioned places, and from the Government Tender Board Office, Murray Street, Perth.

The lowest or any tender not necessarily accepted.

H. C. TRETHOWAN,
Chairman W.A. Government
Tender Board.

1st October, 1925.

WESTERN AUSTRALIAN GOVERNMENT RAILWAYS.

QUARTERLY Returns as required, *vide* Sections 54 and 83 of the Government Railways Act, Edward VII., No. 23 of 1904 :—

	£
Total Gross Receipts for Quarter ended 30th September, 1925	751,414
Total Expenditure for Quarter ended 30th September, 1925	608,199
Gross cost of construction, including cost of Locomotives and Rolling Stock and all Incidental Expenditure	20,318,120
Traffic Returns for Quarter ended 30th September, 1925	751,414
Earnings per train mile for Quarter ended 30th September, 1925	162.35 pence.

H. POPE,
Commissioner of Railways.

5th November, 1925.

WESTERN AUSTRALIAN GOVERNMENT TRAMWAYS.

QUARTERLY Statement as required, *vide* Section 18 of the Government Tramways Act, George V., No. 58 of 1912.

Quarter ended 30th September, 1925.

	£
Gross Receipts	68,612
Expenditure	59,486
Net Revenue	£9,126
Capital Cost	£932,317

H. POPE,
Commissioner of Railways.

5th November, 1925.

WESTERN AUSTRALIAN GOVERNMENT ELECTRICITY SUPPLY.

QUARTERLY Returns as required, *vide* Section 18 of the Government Electric Works Act, 1914, George V., No. 29 of 1915.

Quarter ended 30th September, 1925.

	£
Gross Receipts	50,858
Expenditure	34,187
Net Revenue	£16,671
Capital Cost	£864,128

H. POPE,
Commissioner of Railways.

5th November, 1925.

P.W. 1798/25 ; Ex. Co. No. 3056.

PUBLIC WORKS ACT, 1902.

LAND ACQUISITION.

Plantagenet Road Board—Gravel Reserve.

NOTICE is hereby given, and it is hereby declared, that the piece or parcel of land described in the Schedule hereto—being all in the Plantagenet District—has, in pursuance of the written approval, under Section 160 (24) of “The Road Districts Act, 1919,” and “The Public Works Act, 1902,” of His Excellency the Governor acting by and with the advice of the Executive Council, dated the 11th day of November, 1925, been compulsorily taken and set apart for the purpose of the following public work, namely, Gravel Reserve.

And, further, notice is hereby given that the said piece or parcel of land so taken and set apart is marked off and more particularly described and shown coloured green on plan P.W.D., W.A., 24253 (L.T.O. Diagram 6957) which may be inspected at the office of the Minister for Works, Perth.

And it is hereby directed that the said land shall vest in the Plantagenet Road Board for an estate in fee simple in possession for the public work herein expressed, freed and discharged from all trusts, mortgages, charges, obligations, estates, interests, rights-of-way or other easements whatsoever.

Schedule :

No. on Plan, P.W.D., W.A., 24253.	Owner or Reputed Owner.	Occupier or Reputed Occupier.	Description.	Quantity.
1	Clement John De Garis ...	Vacant ...	Portion of Plantagenet Location 31 (Certificate of Title Volume 699, Folio 85)	a. r. p. 3 0 0

Certified correct, this 6th day of November, 1925.

ALEX. McCALLUM,
Minister for Works.

W. R. CAMPION,
Governor in Executive Council.

Dated this 11th day of November, 1925.

THE ROAD DISTRICTS ACT, 1919.

Closure of Road.

I, LOYD SUGG, being the owner of land over or along which the portion of road hereunder described passes, have applied to the Woodanilling Road Board to close the said portion of road, viz.:—

Woodanilling.

2571/07.

W. 331.—The surveyed road along the West boundaries of Williams Locations 1987 and 1983, part of the North and West boundary of Location 5819, from a surveyed road at the North-West corner of the first-mentioned location, to the South-West corner of said Location 5819. (Plan 409C/40, F3.)

LOYD SUGG.

I, John Lane, jun., on behalf of the Woodanilling Road Board, hereby assent to the above application to close the road therein described.

J. LANE, jun.,
Chairman Woodanilling Road Board.
30th October, 1925.

THE ROAD DISTRICTS ACT, 1919.

Closure of Road.

I, WILLIAM GOSS, being the owner of land over or along which the portion of road hereunder described passes, have applied to the Tambellup Road Board to close the said portion of road, viz.:—

Tambellup.

1828/25.

T. 65.—The surveyed road along the West boundary of Kojonup Location 5445, from its North-West corner to a surveyed road at its South-West corner. (Plan 437c/40, E3.)

W. GOSS.

I, David Jonathan Parker, on behalf of the Tambellup Road Board, hereby assent to the above application to close the road therein described.

D. J. PARKER,
Chairman Tambellup Road Board.
7th October, 1925.

THE ROAD DISTRICTS ACT, 1919.

Closure of Road.

WE, Thomas McLean and M. A. McLean, being the owners of land over or along which the portion of road hereunder described passes, have applied to the Beverley Road Board to close the said portion of road, viz.:—

Beverley.

3150/25.

B. 309.—The surveyed road passing through Avon Location 2587, from Road No. 2818 at its Western corner, to a surveyed road along its North-Eastern boundary. (Plan 343A/40, C2.)

THOMAS McLEAN.
(Trustee Estate late D. McLean.)

I, William Edwin Fisher, on behalf of the Beverley Road Board, hereby assent to the above application to close the road therein described.

W. E. FISHER,
Chairman Beverley Road Board.
8th July, 1925.

THE ROAD DISTRICTS ACT, 1919.

Closure of Road.

I, GEORGE E. CARR, being the owner of land over or along which the portion of road hereunder described passes, have applied to the Beverley Road Board to close the said portion of road, viz.:—

2825/25.

Beverley.

B. 314.—The surveyed road along the North-East boundary of Avon Location 4326; from Road No. 1392 at its Northern corner, to the North-Western boundary of Location 3371. (Plans 343A/40, B1.)

GEO. E. CARR.

I, James Davidson Weaver, on behalf of the Beverley Road Board, hereby assent to the above application to close the road therein described.

J. D. WEAVER,
Chairman Beverley Road Board.
9th November, 1925.

FORESTS ACT, 1918.

Forest Regulations 1925.

F.D. 1597/25.

Forests Department,
Perth, 11th November, 1925.

HIS Excellency the Governor in Executive Council has been pleased, under the provisions of "The Forests Act, 1918," and on the recommendation of the Conservator of Forests, to approve of the following amendments to the Forest Regulations 1925. The repeal of Regulation 32 and the provisions of Regulations 32, 32a, 32b, 32d, and 32g, substituted in lieu thereof, to take effect as from the 1st day of January, 1926:—

Regulations 32 and 102 are hereby repealed.

The following regulations are inserted:—

32. The books to be kept by every person conducting a saw mill under permit, lease, or concession, shall be as follows, and shall correctly contain the particulars therein specified, unless the alteration of any such be allowed in writing by the Conservator; no such books shall be destroyed without the approval of the Conservator in writing, and no excision of leaves or particulars shall be made from such books except as herein prescribed:—

- (i.) A log book to be supplied by the Conservator in the Form No. 14 of the Sixth Schedule shall be kept at the mill, and therein shall be correctly recorded each day in duplicate by the carbon process the details of all log and other timber received at the saw mill or authorised depot during a calendar month.
- (ii.) A mill landing book to be supplied by the Conservator in the Form No. 15 of the Sixth Schedule, shall be kept at the mill and therein shall be correctly recorded immediately on delivery the correct measurements of all mill logs or other timber deposited in the mill yard or authorised depot.

32a. At the end of each calendar month, the saw-miller shall cause his log book to be ruled off and the original to be excised and forwarded to the local forest officer, verified by a statutory declaration on Form F.D. 11a, within three days of the close of each period, together with a summary correctly compiled on Form F.D. 182, showing for such period:—

- (1.) The total quantity of log timber subject to royalty removed to the mill landing from Crown lands.
- (2.) The total quantity of log timber not subject to royalty removed to the mill landing from timber leases and concessions.
- (3.) The total quantity of log timber removed to the mill landing from private property under permission granted by the Conservator in accordance with Regulation 38.
- (4.) The estimated quantity of log timber cut on Crown lands, but not removed to the mill landing.
- (5.) Details of the sawn timber converted from log timber treated at the sawmill.

32b. Every person conducting or managing a sawmill shall mark or cause to be marked by a distinguishing number to the satisfaction of the Forester in Charge, and in consecutive order, each and every log and any other timber, immediately on delivery in the mill yard, or on measurement at an authorised depot, such number to be shown in and correspond with the entry of such log or timber in the prescribed mill landing and log books.

32c. The contents of round logs shall be calculated on the following system:—At a point equidistant from both ends of the log, the area of the section of the log shall be ascertained, and this area shall be multiplied by the length of the log. Tables giving the cubic contents of logs of all girths and lengths are available at the office of the Conservator.

32d. The holder of every permit other than a saw-milling permit or hewing permit, shall on the first day of every calendar month forward to the local forest officer a return verified by statutory declaration on Form F.D. 11c, showing the quantity of forest produce removed during the last preceding month.

32e. No brand shall be used by a permit holder, timber lessee, concessionaire, or timber worker for the branding of timber unless it is registered in the office of the Con-

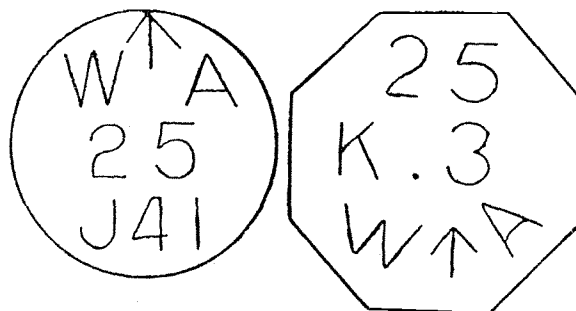
servator, and only brands so registered shall be recorded in the log and mill landing books prescribed by these Regulations.

32f. All hewn timber obtained from Crown lands shall be inspected by an officer of the Forests Department.

32g. The holder of every permit, timber lease, or concession on which hewn timber is being obtained, shall remove all such timber to approved stacking sites for inspection. One or more stacking sites shall be nominated by the permit holder, lessee, or concessionaire, and approved by a forest officer, for each permit, lease, or concession held, and all hewn timber obtained from each holding shall be stacked separately on the respective sites: Provided that where permits or leases on which the same royalty is payable have been amalgamated with the approval of the Conservator, hewn timber from a group of holdings so amalgamated may be stacked on the same sites. The holder of a permit, lease, or concession on which hewing operations are being conducted shall, within three days of the close of every month, furnish the Conservator with a declaration on Form F.D. 11b, showing the quantity of hewn timber obtained and removed to approved stacking sites during the last preceding month, together with an estimate of the quantity of hewn timber remaining in the bush.

32h. The brands set out hereunder are used by authorised forest officers, and the use of such by any other person for the marking or branding of forest produce is prohibited:—

(a.) To signify that timber inspected is in accordance with the required specifications:

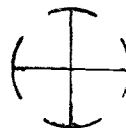


Jarrah.

Karri.

The first two figures on the brand signify the year of inspection.

(b.) To signify that the timber inspected is not in accordance with the required specifications:



(c.) To signify that the timber or other forest produce has been seized by a forest officer:



(d.) For other purposes:

R A P

F A D

F A D
No.

32i. It shall be unlawful for any person without authority to make or use, or have in his possession any instrument or brand used by forest officers for marking or branding forest produce with any prescribed mark or brand.

32j. No person shall, without authority, make, use, or have in his possession any instrument for branding forest produce which bears an outer circle or outline similar to those on brands used by forest officers for branding timber or which might be used for counterfeiting such brands or which, in the opinion of the Conservator, so closely resembles such brands as to be calculated to deceive.

32k. No person shall counterfeit, deface, or obliterate any brand or mark placed on forest produce by forest officers.

Regulation 87 is amended by inserting after the word "shall," in the reading of the second line, the words "retain for a period of two years all books of account, wages sheets, mill returns, and other documents, and shall"; and inserting after the word "all" in the reading of the third line, the word "such"; and inserting after the word "account," in the reading of the third line, the words "wages sheets."

A Regulation is inserted after Regulation 95, and shall have effect as follows:—

95. (a.) The export overseas of karri timber, whether it be sawn, hewn, or in the form of round logs, is hereby prohibited, unless at least one end of each piece of such timber is distinctly branded to the satisfaction of the Conservator with the letter "K" before being consigned to port of shipment.

The Sixth Schedule is amended by the addition thereto of the following forms:—

Form No. 14.

Western Australia.
FORESTS ACT, 1918.
Log Book.

Sixth Schedule.

No. 0001.

Place.....

F.D.

Where obtained.	If from private property, No. of Location.		Contents.	Species of Timber.	Faller's Brand.	Hauler's name or recognised mark.	Consecutive No. of Log.	Mill Landing Book Folio.	Date of delivery at mill yard or depot.																
	If from Crown Lands the No. of Timber Lease or Permit.																								
Size.	Centre girth.		Length.																						

FORESTS ACT, 1918.

Forests Department,

F.D. 997/25. Perth, 11th November, 1925.

HIS Excellency the Governor in Executive Council has been pleased to approve, in pursuance of the provisions of Section 13 of "The Forests Act, 1918," and on the recommendation of the Conservator of Forests, of the appointment to the General Division of the Forests Department of George Wallie Marshall Nunn to the position of Forester, "A" Grade (range £312-£360), at a salary of £312 per annum, as from the 26th day of October, 1925, subject to six months' probation, medical examination, and insurance.

Forests Department,

F.D. 2051/25. Perth, 5th November, 1925.

HIS Excellency the Governor in Executive Council has approved of the acceptance of the resignation of Harry Smith, Forester, as from the 31st day of August, 1925.

S. L. KESSELL,
Conservator of Forests.

METROPOLITAN WATER SUPPLY, SEWERAGE,
AND DRAINAGE DEPARTMENT.

M.W.S. 1584/25.

IN accordance with the provisions of "The Metropolitan Water Supply, Sewerage, and Drainage Act, 1909," it is hereby notified that sewers and other apparatus have been completed, and are now available for use in the Reticulation Area 34 within the North Perth Ward of the City of Perth, as hereunder described:—

Commencing at the intersection of Albert and Charles Streets and proceeding in a Northerly direction along the centre of Charles Street to its intersection with Elizabeth Street; thence Easterly along the centre of Elizabeth Street to Bay View Street; thence Southerly along the centre of Bay View Street to Namur Street; thence Westerly along the Northern boundary of Lot 88, Namur Street, to its North-West corner; thence Southerly along the Western boundary of the said Lot 88 to and across Farmer Street and along the Western boundary of Lot 9, Farmer Street, to right-of-way; thence South-Easterly along right-of-way at rear of Lots 1 to 6, Angove Street; thence Southerly along right-of-way and Eastern boundary of Lot 7, Angove Street, to Angove Street; thence Easterly along Angove Street to Albert Street; thence Westerly along the centre of Albert Street to the point of commencement, as shown in blue on Plan M.W.S., S., & D.D., W.A., No. 4320.

Owners of property situated within the boundaries of the above area are hereby notified that such properties are capable of being connected to the sewer, and must therefore connect their premises to the sewer within thirty days from date of service of prescribed notice; and are also notified that sewerage rates will, in accordance with the By-laws, be enforced from 1st January, 1926, if premises are not previously connected, and be payable in advance. If premises are connected prior to 1st January, 1926, rates will be charged from date of connection.

A plan of the works to be carried out at each property must first be obtained from the department.

Dated this 13th day of November, 1925, at the office of the department, 56 James Street, Perth.

G. C. HAYWOOD,
Under Secretary.

Department of Agriculture,
Perth, 6th November, 1925.

Agric. 1919/25; Ex. Co. 2989.

HIS Excellency the Governor in Executive Council has been pleased to approve of the appointment of Mr. Titus Lander and Mr. B. W. Read as Inspectors under "The Brands Act, 1904."

Agric. 5464/16; Ex. Co. 2986.

HIS Excellency the Governor in Executive Council has approved of the cancellation of the appointment of C. D. Sharpe, W. P. Cass-Smith, and H. D. Larwood as Assistant Inspectors under "The Fertiliser and Feeding Stuffs Act, 1904," and of the appointment of Captain John Harris as Assistant Inspector of Fertilisers under "The Fertiliser and Feeding Stuffs Act, 1904."

Agric. 899/25; Ex. Co. 2988.

HIS Excellency the Governor in Executive Council has been pleased to approve of the appointment of Walter Page Fears as an Inspector under "The Plant Diseases Act, 1914-1924."

Agric. 2070/25; Ex. Co. 2987.

HIS Excellency the Governor in Executive Council has approved of Paterson's Curse (*Echium violaceum*) being gazetted, under "The Noxious Weeds Act, 1924," as a Noxious Weed within the boundaries of the Northam Municipality.

Agric. 1919/25; Ex. Co. 2990.

HIS Excellency the Governor in Executive Council has been pleased to approve of the appointment of Mr. Titus Lander and Mr. B. W. Read as Inspectors under "The Stock Diseases Act, 1895."

Department of Agriculture,

Perth, 12th November, 1925.

Agric. 899/25; Ex. Co. 3083.

HIS Excellency the Governor in Executive Council has been pleased to approve of the appointment of A. F. Flood and J. F. Filmer as Inspectors under "The Noxious Weeds Act, 1924."

Agric. 899/25; Ex. Co. 3080.

HIS Excellency the Governor in Executive Council has been pleased to approve of the appointment of Walter Page Fears as an Inspector under "The Noxious Weeds Act, 1924"; to date as from 1st October, 1925.

Ex. Co. 3081.

HIS Excellency the Governor in Executive Council has been pleased to approve of Double Gee (*Emea australis*) being declared a noxious weed within the boundaries of the Toodyay Road Board.

Ex. Co. 3082.

HIS Excellency the Governor in Executive Council has been pleased to approve of Cape Tulip (*Homeria colina*) (known in the district as "Bella Donna") being declared a noxious weed within the boundaries of the Gingin Road Board.

G. L. SUTTON,
Director of Agriculture.

INDUSTRIAL ARBITRATION ACT, 1912.

(No. 57 of 1912.)

Notice of Cancellation of Registration.

I HEREBY give notice that I have this day cancelled the registration of the Fremantle Federated Engine-drivers and Firemen's Union of Workers of Western Australia, an Industrial Union of Workers registered under "The Industrial Arbitration Act, 1912," in accordance with Section 27 of the abovenamed Act.

Dated this 9th day of November, 1925.

FRANK WALSH,
Registrar of Industrial Unions.

Education Department,
Perth, 9th November, 1925.

HIS Excellency the Governor in Executive Council has approved of the following amendment to the Regulations of the Education Department:—

Regulation 62 (o): After "may," in line 4, insert the words "be appointed at a salary of £230 and."

CECIL ANDREWS,
Director of Education.

KUNUNOPPIN-TRAYNING VERMIN BOARD.

NOTICE is hereby given that all owners or occupiers of land situated within the above vermin district are required to commence poisoning and satisfactorily destroying rabbits on their properties, and the roads bounding or intersecting same, from the 17th December, 1925, and continue such work for a period of three months, or longer, as determined by the Board.

The means to be adopted shall be as follow:—A furrow not less than four miles in length shall be drawn on each holding of 1,000 acres or less, in which poisoned baits must be laid not more than four feet apart, once a week, commencing and continuing from the above-mentioned date.

Owners or occupiers of holdings over 1,000 acres shall be required to do additional mileage of poisoning at the rate of four miles per 1,000 acres, calculated in proportion to the area held over 1,000 acres. In addition, all burrows on cleared land shall receive effective fumigation.

By order of the Board,

J. M. FELGATE,
Secretary.

Department of Public Works and Labour.

ELECTRIC LIGHTING ACT, 1892, AND AMENDMENTS, 1905.

Licensing of Electric Installers.

NOTICE is hereby given, in accordance with Regulation 23, that an Examination of Candidates resident in the Metropolitan Area, whose applications have been received, will be conducted at the Technical School, St. George's Terrace, Perth, on Saturday, 21st November, 1925, at 2 p.m.

By order,

JNO. W. ATTEY,
Secretary to Board of Examiners.

11th November, 1925.

THE COMPANIES ACT, 1893

Cassel Cyanide Company, Limited.

Notice of change of Office.

NOTICE is hereby given that the Registered Office or place of business of Cassel Cyanide Company, Limited, has been changed from 321-323 Murray Street, Perth, and is now situate at the offices of Messrs. George Wills and Company, Limited, 156 St. George's Terrace, Perth.

Dated this 20th day of October, 1925.

H. S. BICKFORD,
156 St. George's Terrace, Perth,
Attorney for the said Company in Western Australia.

THE COMPANIES ACT, 1893.

Australasian Catholic Assurance Company, Limited.

NOTICE is hereby given that the Registered Office of the above-named company is situate at Warwick House, St. George's Terrace, Perth, and is open and accessible to the public between the hours of 9 a.m. and 5 p.m. on week days, and 9 a.m. to noon on Saturdays.

T. J. McGRATH,
Resident Secretary.

THE COMPANIES ACT, 1893.

NOTICE is hereby given of the intention of L. Hinks & Company, Limited, to cease carrying on business in the State of Western Australia after the expiration of three months from the 16th day of November, 1925.

Dated this 22nd day of October, 1925.

JNO. MORRISON,
Attorney for the above Company in Western Australia.

THE COMPANIES ACT, 1893.

Brown & Dureau, Limited.

NOTICE is hereby given that the Power of Attorney from Brown & Dureau, Limited, to Robert Henry Spaven has been revoked, and that Percy Vernon Ross is now the duly appointed Attorney for the said Company.

Dated this 30th day of October, One thousand nine hundred and twenty-five.

ROBINSON, COX, & WHEATLEY,
Solicitors for Brown & Dureau, Limited,
20 Howard Street, Perth.

THE COMPANIES ACT, 1893.

United Artists (Australasia), Limited.

NOTICE is hereby given that the office or place of business in Western Australia of United Artists (Australasia), Limited, where all legal proceedings may be served upon and all notices addressed or given to the company, is situate at the offices of J. F. Burkett & Co., public accountants, Weld Chambers, 44 St. George's Terrace, Perth; and the said office or place of business is open to the public each day, between the hours of 10 a.m. and 5 p.m., except on Saturdays, when the said office is open to the public between the hours of 10 a.m. and 12 noon.

Dated the 31st day of October, 1925.

A. J. McLAREN,
Attorney in Western Australia for
United Artists (Australasia), Limited).
Morris Crawcour, A.M.P. Chambers, William Street,
Perth, Solicitor for the United Artists (Australasia), Limited.

THE COMPANIES ACT, 1893.

NOTICE is hereby given that the Registered Office or place of business in Western Australia of Kookynie Pastoral Company Proprietary, Limited, is situated at Kookynie Station, Kookynie, and is accessible to the general public on week-days, excepting Saturdays, between the hours of 9 o'clock a.m. and 5 o'clock p.m.; on Saturdays the office will be closed at 12 noon; and that William Bright is the duly constituted attorney of the said company in Western Australia.

Dated the 6th day of November, 1925.

W. H. ACKLAND,
Of Perpetual Trustees Buildings,
St. George's Terrace, Perth,
Solicitor for Kookynie Pastoral Company
Proprietary, Limited.

PLUNKETT BUILDERS, LIMITED.

NOTICE is hereby given that the Registered Office of the above company has been changed from 98 Smith Street, Perth, to 39 First Floor, Padbury Buildings, Forrest Place, Perth. The office is open to the public between the hours of 9 a.m. and 5 p.m., except on Saturdays, when it closes at 12 noon.

For Plunkett Builders, Limited,
E. W. ROSMAN,
Public Officer.

PLUNKETTS JOINERY, LIMITED.

NOTICE is hereby given that the Registered Office of the above company has been changed from 98 Smith Street, Perth, to 39 First Floor, Padbury Buildings, Forrest Place, Perth. The office is open to the public between the hours of 9 a.m. and 5 p.m., except on Saturdays, when it closes at 12 noon.

For Plunketts Joinery, Limited.
E. W. ROSMAN,
Public Officer.

In the matter of "The Companies Act, 1893," and in the matter of J. Masel & Son, Limited (in liquidation).

NOTICE OF LIQUIDATION.

NOTICE is hereby given that at an extraordinary general meeting of J. Masel & Son, Limited, held at the Registered Office, corner William and Murray Streets, Perth, on Tuesday, the 10th day of November, 1925, the following special resolution was duly carried:—"That J. Masel & Son, Limited, be voluntarily wound up under the provisions of 'The Companies Act, 1893,'"; and notice is further given that Henry Masel, merchant, corner William and Murray Streets, Perth, is the duly appointed liquidator.

Dated at Perth, this 11th day of November, 1925.

E. MASEL,
Chairman of the meeting.

O. L. Haines, Wyllie, & Carcary, Professional Accountants, Perpetual Trustee Buildings, St. George's Terrace, Perth.

In the matter of the Will of Louisa McKinnon, late of The Home of Peace, Subiaco, in the State of Western Australia, Married Woman, deceased.

NOTICE TO CREDITORS.

ALL claims against the estate of the above-named deceased must be sent in to the executor, the West Australian Trustee, Executor, and Agency Company, Limited, of St. George's Terrace, Perth, on or before the fifth day of December, 1925, after which date the executor will distribute the assets of the deceased, having regard only to the claims so sent in.

Dated the 5th day of November, 1925.

DARBYSHIRE & GILLETT,
Commercial Bank Chambers,
42 St. George's Terrace, Perth,
Solicitors for the Executor.

In the Supreme Court of Western Australia—Probate Jurisdiction.

In the matter of the Will of the Very Reverend Ernest Foster, late of The Deanery, St. George's Terrace, Perth, in the State of Western Australia, Dean of Perth, deceased.

NOTICE TO CREDITORS.

ALL claims against the estate of the above-named The Very Reverend Ernest Foster, deceased, must be sent in to Cassie Mary Frances Foster, the executrix of the will of the said deceased, care of the undersigned, on or before the 14th day of December, 1925, after which date the said executrix will distribute the assets of the deceased, having regard only to the claims so sent in.

Dated the 5th day of November, 1925.

DARBYSHIRE & GILLETT,
Solicitors for the Executrix,
Commercial Bank Chambers,
42 St. George's Terrace, Perth.

In the Supreme Court of Western Australia—Probate Jurisdiction.

In the matter of the Will of Ellen Mary Lewis, late of Goldsworthy Road, Claremont, in the State of Western Australia, Widow, deceased.

NOTICE is hereby given that all creditors and other persons having claims or demands upon or against the estate of Ellen Mary Lewis, late of Goldsworthy Road, Claremont, in the State of Western Australia, widow, deceased, are requested to send in particulars in writing of their claims and demands to Leonard Lohrmann, of 89 St. George's Terrace, Perth, the executor under the will of the said deceased, on or before the 3rd day of December, 1925; and further, that at the expiration of the last mentioned date the said executor will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims and demands of which he shall have then had notice.

Dated this 3rd day of November, 1925.

LOHRMANN & TINDAL,
89 St. George's Terrace, Perth,
Solicitors for the Executor.

In the Supreme Court of Western Australia—Probate Jurisdiction.

In the matter of the Will of Agnes Cave, late of Marmion Street, Cottesloe, in the State of Western Australia, Spinster, deceased.

NOTICE TO CREDITORS.

ALL claims against the estate of the abovenamed Agnes Cave, deceased, must be sent in to The West Australian Trustee, Executor, and Agency Company, Limited, of St. George's Terrace, Perth, executor of the will of the said deceased, on or before the 14th day of December, 1925, after which date the executor will distribute the assets of the said deceased, having regard only to the claims so sent in.

Dated the 11th day of November, 1925.

DARBYSHIRE & GILLETT,
Solicitors for the Executor,
Commercial Bank Chambers,
42 St. George's Terrace, Perth.

In the Supreme Court of Western Australia—Probate Jurisdiction.

In the matter of the estate of Catherine Shanahan, late of Lord Street, Perth, in the State of Western Australia, Widow, deceased, intestate.

NOTICE TO CREDITORS.

ALL persons having any claims against the estate of Catherine Shanahan, late of 204 Lord Street, Perth, widow, deceased, are hereby required to send particulars thereof in writing to the administrator, care of Dwyer, Durack, & Dunphy, Solicitors, 33 Barrack Street, Perth, on or before the 14th day of December, 1925, after which date the administrator will proceed to distribute the estate of the said deceased, having regard only to such claims of which he shall then have received notice.

Dated this 10th day of November, 1925.

DWYER, DURACK, & DUNPHY,
33 Barrack Street, Perth,
Solicitors for the said Administrator.

In the Supreme Court of Western Australia—Probate Jurisdiction.

In the matter of the estate of Dermot Lyle Maidment, late of Nungarin and Kununoppin, in the State of Western Australia, Farmer, deceased, intestate.

NOTICE TO CREDITORS.

ALL persons having any claims against the estate of Dermot Lyle Maidment, late of Nungarin and Kununoppin, in the State of Western Australia, farmer, deceased, intestate, are hereby required to forward same in writing to The Perpetual Executors, Trustees, and Agency Company (W.A.), Limited, of Perpetual Trustee Buildings, Perth, the administrator of the said estate, on or before the 14th day of December, 1925, after which date the administrator will proceed to distribute the estate of the said deceased, having regard only to such claims as it shall then have received notice.

Dated this 10th day of November, 1925.

DWYER, DURACK, & DUNPHY,
33 Barrack Street, Perth,
Solicitors for the said Administrator.

In the Supreme Court of Western Australia—Probate Jurisdiction.

In the matter of the estate of Clement Wood, late of Kondinin, in the State of Western Australia, Farmer, deceased, intestate.

NOTICE is hereby given that all persons having claims or demands against the estate of Clement Wood, late of Kondinin, in the State of Western Australia, farmer, deceased, intestate, are required to forward particulars of such claims or demands to The West Australian Trustee, Executor, and Agency Company, Limited, of W.A. Trustee Buildings, St. George's Terrace, Perth, the administrator of the estate of the said deceased, on or before the 14th day of December, 1925; and notice is hereby further given that at the expiration of such time the said administrator will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims and demands of which it shall then have had notice.

Dated the 10th day of November, 1925.

STAWELL, HARDWICK, & FORMAN,
Solicitors for the Administrator,
Forrest Chambers, Perth.

NOTICE TO CREDITORS.

In the Estate of Ruby Yen, deceased.

NOTICE is hereby given that all persons having claims or demands against the estate of Ruby Yen, late of Perth, married woman, deceased, are required to send in the same to the administrator, Lee Wood, care of Nairn & McDonald, Solicitors, on or before the 12th day of December, 1925, after which date the administrator will proceed to distribute the estate, having regard to those claims only of which he shall have had notice.

Dated the 11th day of November, 1925.

NATR N & McDONALD,

Solicitors,
Commercial Travellers' Association Buildings,
St. George's Terrace, Perth.

In the Supreme Court of Western Australia—Probate Jurisdiction.

In the matter of the will of Hannah Augusta Maguire, late of 25 Market Street, Fremantle, in the State of Western Australia, deceased.

NOTICE TO CREDITORS.

NOTICE is hereby given that all creditors and other persons having any claims against the above estate are hereby requested to send in particulars in writing to John Bryce Grieve, the executor, care of the undersigned, on or before the 14th day of December, 1925; and further, that at the expiration of the last-mentioned date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to the claims of which he shall then have had notice.

Dated this 9th day of November, 1925.

STAWELL, HARDWICK, & FORMAN,
Solicitors for the Executor,
Forrest Chambers, St. George's Terrace, Perth.

In the Supreme Court of Western Australia—Probate Jurisdiction.

In the will of Henrietta Budd, late of Williams Road, Narrogin, in the State of Western Australia, widow, deceased.

ALL persons having claims against the estate of the abovenamed deceased are required to render written

particulars thereof to the executor, The West Australian Trustee, Executor, and Agency Company, Limited, of 135 St. George's Terrace, Perth, on or before the 14th day of December, 1925, after which date the said executor will proceed to distribute the assets of the estate, having regard only to those claims of which it then shall have had notice.

Dated the 10th day of November, 1925.

ALBERT A. WOLFF,
Solicitor for the said Executor,
Padbury Buildings, Forrest Place, Perth.

In the Supreme Court of Western Australia—Probate Jurisdiction.

In the matter of the Will of John Beith, formerly of Balbarup, late of Home of Peace, Subiaco, in the State of Western Australia, Farmer, deceased.

NOTICE is hereby given that all persons having claims against the estate of the abovenamed deceased are hereby requested to send particulars of such claims to the executor The West Australian Trustee, Executor, and Agency Company, Limited, 135 St. George's Terrace, Perth, on or before the 14th day of December, 1925, after which date the said executor will proceed to distribute the assets of the said deceased amongst the persons entitled thereto, having regard only to those claims whereof particulars shall have been given.

Dated the 11th day of November, 1925.

ABBOTT & ABBOTT,
42 St. George's Terrace, Perth,
Solicitors for The West Australian Trustee,
Executor, and Agency Company, Limited.

In the Supreme Court of Western Australia—In Bankruptcy.

In the matter of "The Bankruptcy Act Amendment Act, 1898," and in the matter of James Vost, of Washington Street, Victoria Park, draper, a debtor. NOTICE is hereby given that the above-named debtor has executed a deed of assignment, under the provisions of "The Bankruptcy Act Amendment Act, 1898," to Harold Colvin as trustee, and that the same is now lying for inspection and execution at the offices of Harold Colvin & Co., 28 and 29 A.M.P. Chambers, St. George's Terrace, Perth.

Dated this 12th day of November, 1925.

M. M. MOSS,
Official Receiver in Bankruptcy.

THE BANKRUPTCY ACT, 1892.

Receiving Orders.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.	Act or Acts of Bankruptcy.
E. F. Murphy ...	Adelaide Terrace, Perth	Dealer ...	Supreme Court, Perth	54 of 1925	9th day of November, 1925	15th day of September, 1925	Non-compliance with the requisitions of a Bankruptcy Notice.
Arthur James Ray Ellice	Garratt Road, Bayswater	Civil Servant...	Supreme Court, Perth	70 of 1925	11th day of November, 1925	11th day of November, 1925	Debtor's petition.
John Francis O'Dwyer, Junior	Residing at the City Hotel, Murray Street, and lately carrying on business at 517 Murray Street, Perth	Motor Importer and Master Carrier	Supreme Court, Perth	71 of 1925	11th day of Nov., 1925	7th day of Nov., 1925	Debtor's petition.

Adjudications.

Debtor's Name.	Address.	Description.	Court.	No. of Matter.	Date of Order.	Date of Petition.
Arthur James Ray Ellice	Garratt Road, Bayswater	Civil Servant ...	Supreme Court, Perth	70 of 1925	11th day of November, 1925	11th day of November, 1925
John Francis O'Dwyer, Junior	Residing at the City Hotel, Murray Street, and lately carrying on business at 517 Murray Street, Perth	Motor Importer and Master Carrier	Supreme Court, Perth	71 of 1925	11th day of November, 1925	7th day of November, 1925

Notice of Dividend.

Debtor's Name.	Address.	Description.	Court.	No.	Amount per £.	First or Final or otherwise.	When payable.	Where payable.
George Alfred Robinson	Pingelly ...	Farmer ...	Supreme Court, Perth	129 of 1907	One shilling and nine pence and a fraction in the £	First and final	17th day of November, 1925	At the Office of Official Receiver in Bankruptcy, Supreme Court, Perth

Dated this 12th day of November, 1925.

M. M. MOSS,
Official Receiver, Supreme Court, Perth.

INSPECTION OF MACHINERY ACT, 1921.

Office of the Chief Inspector of Machinery,
Central Government Buildings,
St. George's Terrace,
Perth, 6th November, 1925.

LIST of the names of Certificated Locomotive Engine-drivers who have been medically examined, in accordance with Regulation 27 of the Engine-drivers and Boiler Attendants' Regulations.

C. J. MATHEWS,
Chief Inspector of Machinery and
Chairman of the Board of Examiners.

Name in full.	Date of Medical Certificate.	Name of Employer.	Address.
Leech, Alfred Charles	7-5-24	W.A. Goldfields Firewood Supply, Ltd.	Kurrawang.
Taylor, Lennard Oliver	3-2-25	do. do.	do.
Maguire, David Edward	9-5-25	do. do.	do.
Main, William	3-6-25	do. do.	do.
Sexton, James George	19-6-25	do. do.	do.
Moran, John Thomas	13-6-25	do. do.	do.
Taylor, Robert	12-6-25	do. do.	do.
McQuoid, Edward James	21-6-25	do. do.	do.
Barker, Joshua	15-6-25	do. do.	do.
Moran, William	20-9-25	do. do.	do.
Allen, William Henry	11-5-25	Sons of Gwalia Ltd.	Gwalia.
McGaffin, Charles	13-6-25	do. do.	do.
Thomson, Robert	15-6-25	do. do.	do.
McGarry, James	30-5-25	Lake View & Star Ltd.	Fimiston
Winzar, Joseph Henry	29-6-25	Great Boulder Pty. G.M. Ltd.	Boulder
Bucktin, Albert Estabrook Parker	11-6-25	Millars' Timber & Trading Co. Ltd.	Jarrahdale.
Hitchcock, Alfred James	1-6-25	do. do.	do.
Moore, Samuel Wellington	5-6-25	do. do.	do.
Brown, Walter Charles Herbert ...	9-6-25	do. do.	do.
Brighton, Charles Alfred Clements	15-6-25	do. do.	Yarloop.
Scott, George Edward	14-7-24	do. do.	do.
Fisk, George	3-6-25	do. do.	do.
Woodcock, Oscar Frederick	30-5-25	do. do.	do.
Berry George	2-6-25	do. do.	do.
McLeod, Colin	30-5-25	do. do.	Wellington.
McEvoy, James Edward	1-6-25	do. do.	Mornington.
Hamilton, Claud John	6-6-25	do. do.	do.
McCarthy, Henry	15-6-25	do. do.	do.
Fleming, Arthur Thomas	9-9-25	do. do.	do.
Kinsella, Thomas John	11-6-25	do. do.	Marrinup.
Withers, George Frederick	20-6-25	do. do.	East Kirup.
Thompson, George	31-3-25	do. do.	do.
Catchpole, Henry James	21-6-25	do. do.	Pickering Brook.
Mowday, Harry	11-6-25	Kauri Timber Co., Ltd	Nannup.
Mowday, Ernest Moses	17-6-25	do. do.	do.
Russell, William George	11-1-24	do. do.	do.
Tatam, William Norman	29-5-25	Swan Saw Mills, Ltd.	Claymore.
Maldon, Sidney Loftus	20-11-24	Timber Corporation, Ltd.	Greenbushes
Flynn, Simon	1-6-25	do. do.	Palgarup.
McKernan, John William	8-8-25	do. do.	Greenbushes.
Wittorf, Oscar Carl Herman	29-6-25	Buckingham Bros.	Buchingham's Siding.
Duggan, John James	18-7-25	Peel Estate	Mandogolup.
McCarthy, Patrick	5-6-25	Metropolitan Water Supply, Sewerage and Drainage Department	Subiaco.
Leverett, Harry	9-6-25	do. do.	do.
East, David Chester	18-6-25	North-West Department	Carnarvon.
Cameron, Norman Bruce	26-6-25	Harbours and Rivers Department	Fremantle.
Jones, Henry Llewellyn	4-6-25	do. do.	Geraldton.
Joynson, Charles Henry Joseph ...	9-7-24	Whittaker Bros	North Dandalup.
Thomas, John Alexander	14-7-24	do. do.	do.
Paterson, Andrew	3-7-24	Bunning Bros., Ltd.	Argyle.
Parry, Albert Estill	21-4-25	do. do.	do.
Robinson, Willis Hoskin	20-6-25	do. do.	Lyall's Mill.
Carter, Thomas	9-5-25	Wandoo Timber Co.	Muja.
Knight, Albert Edward	17-6-25	State Saw Mills	Pemberton.
Dalby, Arthur	30-5-25	do. do.	do.
Mowday, Robert	29-7-25	do. do.	do.
Stone, Thomas	22-8-25	do. do.	do.
Moore, Percy Henry	28-1-24	do. do.	Holyoake.
Palmer, Rex	31-7-25	do. do.	do.
Logan, John William	31-7-25	do. do.	Manjimup.
Tate, James Arthur	31-7-25	do. do.	do.
Crook, George Newton	31-7-25	do. do.	do.
Evenson, Frank Forrest	28-7-25	do. do.	Wuranung.
Illingworth, John William	28-6-25	Railway Construction Branch, P.W.D.	Esperance.
McGregor, Allan Murray	24-9-25	do. do.	Lake Grace.
Delfs, John Gustav	2-11-25	do. do.	do.
Hargrave, George Owen	27-7-25	Wilgarrup Karri & Jarrah Co. ...	Jarnadup
Steffan, Frank	19-9-25	do. do.	do.
Mellows, Alexander Edwin	14-6-25	Australian Lumber Co., Ltd. ...	88-Mile Siding.
Cattach, Percival Henry William ...	11-7-25	... ..	Yarloop.

INSPECTION OF MACHINERY ACT, 1921—continued.

Name in full.	Date of Medical Certificate.	Name of Employer.	Address.
Chapman, Arnold William	20-7-25 ... ..	... ..	Bunbury.
Dawson, William Henry	31-12-23 ... ..	... ..	do.
Hodgkins, Ernest	30-7-25 ... ..	... ..	Busselton.
Hunt, Peter George	30-4-25 ... ..	... ..	Perth.
Iles, Henry	14-1-25 ... ..	... ..	Kurrawang.
L'Huillier, Ernest Antone	11-1-24 ... ..	... ..	Jarrahwod
Meakins, Edward James	8-4-25 ... ..	... ..	Perth.
McSweeney, Francis Bernard	17-7-24 ... ..	... ..	Dwellingup.
Pain, Harold Maynard Kennedy	26-1-25 ... ..	... ..	Bunbury.
Pocock, Saxon	19-10-24 ... ..	... ..	Fremantle.
Tangney, Eugene	4-9-24 ... ..	... ..	do.
Trowbridge, Frederick Joseph	23-4-25 ... ..	... ..	Collie.
Wakeham, William Herbert	3-12-23 ... ..	... ..	Busselton.
Kelly, Arthur Ralph	1-11-25 ... ..	... ..	Pemberton
McQuoid, William Henry	1-11-25 ... ..	... ..	Kurrawang.
Vernon, Randle James	2-11-25 ... ..	... ..	do.
Thompson, Percy John Lucas	6-11-25 ... ..	... ..	do.

THE ABORIGINES ACT, 1905-11.

Department of the North-West (Aborigines),
Central Government Buildings,
N.W. 480/25. Perth, 10th November, 1925.

PURSUANT to the provisions of Section 7 of "The Aborigines Act, 1905-11," the Hon. Minister for the North-West has appointed Mr. Harold Charles to be a Protector of Aborigines at Derby to 31st December, 1925.

A. O. NEVILLE,
Secretary for the North-West.

Western Australia.

PARTNERSHIP ACT, 1895.

Notice of Dissolution.

NOTICE is hereby given that the partnership lately existing between Arthur Reginald Barrett, of Yilliminning, farmer, and Thomas Ashley, of Angelo Street, South Perth, accountant, both in the State of Western Australia, under the firm name of "Barrett & Ashley," has been dissolved as from the 14th day of August, 1925, and the business of farmers hitherto carried on by the partnership at Yilliminning will be continued by the said Arthur Reginald Barrett alone, and the said Arthur Reginald Barrett is entitled to receive all moneys on behalf of the partnership and will pay all partnership debts as they fall due.

Dated the 20th day of October, 1925.

A. R. BARRETT.

Witness to the signature of Arthur Reginald Barrett,—
T. O'Rourke.

THOMAS ASHLEY.

Witness to the signature of Thomas Ashley,—
M. H. Bennett.

Nairn & McDonald, Solicitors, Commercial Travellers' Buildings, 69 St. George's Terrace, Perth.

NOTICE is hereby given that the partnership heretofore subsisting, under the name of "F. Jasper & Co.," between Frank Jasper and myself, as builders and contractors, of Kellerberrin, has been dissolved, and I require all accounts against the said firm to be rendered to me forthwith.

Dated at Kellerberrin, this 9th day of November, 1925.

JAMES TIGHE.

Witness—

H. N. Field, Solicitor, Kellerberrin.

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