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OF WESTERN AUSTRALIA.

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No. 120]

PERTH : THURSDAY, 31st DECEMBER.

[1953.

Health Act, 1911-1952.

PROCLAMATION

WESTERN AUSTRALIA, } By His Excellency Lieutenant-General Sir Charles
TO WIT, } Henry Gairdner, Knight Commander of the Most
CHARLES HENRY } Distinguished Order of Saint Michael and Saint
GAIRDNER, } George, Companion of the Most Honourable Order
Governor, } of the Bath, Commander of the Most Excellent
[L.S.] } Order of the British Empire, Governor in and
over the State of Western Australia and its
Dependencies in the Commonwealth of Australia.

P.H.D. 1043/40.

WHEREAS by section 46 of the Health Act, 1911-1952, it is provided that a local authority, in exercise of the powers conferred by Part III of the Act, may make and levy rates of different amounts in respect of different portions of its district, defined for that purpose by Proclamation: Now, therefore I, the Governor, with the advice and consent of the Executive Council, do by this Proclamation declare that the Balingup Road Board, being the local health authority for the Balingup Health District, may make and levy rates of different amounts in respect of the different portions of its district defined as follows:—

- (a) The townsites of Balingup, Mullalyup and Kirup as constituted under the Land Act, 1933-1950.
- (b) The remaining portion of the district.

Given under my hand and the Public Seal of the said State, at Perth, this 17th day of December, 1953.

By His Excellency's Command,

E. NULSEN,
Minister for Health.

GOD SAVE THE QUEEN ! ! !

Fisheries Act, 1905-1951.

PROCLAMATION

WESTERN AUSTRALIA, } By His Excellency Lieutenant-General Sir Charles
TO WIT, } Henry Gairdner, Knight Commander of the Most
CHARLES HENRY } Distinguished Order of Saint Michael and Saint
GAIRDNER, } George, Companion of the Most Honourable Order
Governor, } of the Bath, Commander of the Most Excellent
[L.S.] } Order of the British Empire, Governor in and
over the State of Western Australia and its
Dependencies in the Commonwealth of Australia.

F.D. 46/35, Ex. Co. No. 46/35.

WHEREAS by section 10 of the Fisheries Act, 1905-1951, it is provided that the Governor may, by Proclamation, prohibit all persons from taking fish

for any specified term: Now, therefore I, the said Governor, by and with the advice and consent of the Executive Council, do hereby, in exercise of the powers aforesaid and of every other power enabling me in this behalf, proclaim and declare as follows:—That all that portion of Western Australian waters defined in the Schedule hereto shall be closed against the use of prawn nets, other than dip nets held in the hand and having a diameter of not more than two feet, for a period of five years from 1st February, 1954, until 31st January, 1959.

Schedule.

Murray River—The whole, including the tributaries thereof.

Given under my hand and the Public Seal of the said State, at Perth, this 17th day of December, 1953.

By His Excellency's Command,

L. F. KELLY,
Minister for Fisheries.

GOD SAVE THE QUEEN ! ! !

AT a meeting of the Executive Council held in the Executive Council Chamber at Perth on the 17th day of December, 1953, the following Order in Council was authorised to be issued.

Health Act, 1911-1952.

ORDER IN COUNCIL.

P.H.D. 1050/30, Ex. Co. No. 2553.

WHEREAS it is enacted by section 19 of the Health Act, 1911-1952, that the Governor may alter the boundaries of any health district constituted under the Act; and whereas by section 22 of the Act the Governor may place any area of land outside a municipal district, and whether actually adjoining or not, under the jurisdiction of the council of such municipal district, for the purposes of the Act, and such area shall for all the purposes of the Act be deemed to be within the municipal district, while so placed under that jurisdiction and the Governor may remove the area of land from that jurisdiction and from that district; and whereas by Orders in Council dated the 1st day of June, 1911, and the 4th day of September, 1945, and published in the *Government Gazette* on the

2nd day of June, 1911, and the 7th day of September, 1945, respectively certain areas of land were placed for the purposes of the Act under the jurisdiction of the Council of the Carnarvon Municipal District: Now, therefore, His Excellency the Governor, acting with the advice and consent of the Executive Council doth hereby—

- (a) under the provisions of section 22 of the Act remove from the jurisdiction of the Council of the Carnarvon Municipal District all that area of land described in Orders in Council dated the 1st day of June, 1911, and the 4th day of September, 1945, and published in the *Government Gazette* on the 2nd day of June, 1911, and the 7th day of September, 1945;
- (b) under the provision of section 19 of the Act alter the boundaries of the Gascoyne-Minilya Health District to include all that portion of the State comprised in the Gascoyne-Minilya Road Board.

Approved by His Excellency the Governor in Executive Council the 17th day of December, 1953.

(Sgd.) R. H. DOIG,
Clerk of the Council.

Fire Brigades Act, 1942-1951.

ORDER IN COUNCIL.

C.S.D. 342/36, Ex. Co. No. 2551.

WHEREAS it is enacted by section 5 of the Fire Brigades Act, 1942-1951, that the Governor may, by Order in Council, *inter alia*, adjust the boundaries of a fire district where the boundaries of a local authority are altered pursuant to the provisions of the Act under which the local authority is constituted; and whereas it is deemed desirable to adjust the boundaries of the Albany Fire District to include the land annexed to the Albany Municipal District: Now, therefore, His Excellency the Governor, acting with the advice and consent of the Executive Council and in exercise of the powers conferred by the Act, doth hereby adjust the boundaries of the Albany Fire District by including in that district all that land more particularly described in the Schedule hereunder.

Schedule.

All that portion of land bounded by lines starting at the intersection of the prolongation South-Easterly of the centre of Richard Street and the centre of Chester Pass Road, a point on the Fire District boundary and extending North-Easterly along the centre of Chester Pass Road to the centre of Hudson Road; thence Easterly along the centre of that road to the centre of Range Road; thence Northerly along the centre of that road to the centre of Bond Road; thence Easterly along the centre of that road to the Western boundary of lot 30 of Plantagent Location 43, a point on the Western boundary of that location; thence Southerly along that boundary to the Northern side of Ulster Road, thence generally South-Easterly along that side to the Southernmost corner of lot 36 of location 43 aforesaid; thence Southerly to the Westernmost corner of lot 18 of that location; thence South-Easterly along the South-Western boundary of that lot to the North-Western side of Collingwood Street, a point on the Fire District boundary and thence generally South-Westerly, generally North-Westerly and generally North-Easterly along that boundary to the starting point.

(Sgd.) R. H. DOIG,
Clerk of the Council.

AT a meeting of the Executive Council, held in the Executive Council Chamber, Perth, this 30th day of December, 1953, the following Order in Council was authorised to be issued:—

Public Works Act, 1902-1953.

Kwinana New Town—Extension of Site.

ORDER IN COUNCIL.

P.W. 2285/52.

IN pursuance of the powers conferred by section 11 of the Public Works Act, 1902-1953, His Excellency the Governor, acting by and with the advice and consent of the Executive Council, doth hereby authorise the Honourable Minister for Works to undertake, construct or provide Kwinana New Town—Extension of Site, on the land shown coloured green on Plans P.W.D., W.A., 34035 and 34036, which may be inspected at the office of the Minister for Works, Perth.

(Sgd.) R. H. DOIG,
Clerk of the Council.

VACANCIES IN THE PUBLIC SERVICE.

Department.	Position.	Class.	Salary.	Date Returnable.
Public Works	Clerk (Item 1587/53)	C-II.-1	Margin £200-£230	1954. 2nd January.
Mines	Draftsman (Item 931/53)	P-II.-1/5	Margin £200-£400	do.
Tourist Bureau	Typist (Item 1369/53)	C-V.	Margin £90 (Max.)	do.
Public Health	Haematology Technicians, Grade 3 (2) (a)	G-II.-1/2	Margin £200-£270 (Male) Margin £105-£175 (Female)	9th January.
Do.	Bacteriology Technician, Grade 3 (a)	G-II.-1/2	Margin £200-£270 (Male) Margin £105-£175 (Female)	do.
Do.	Pathology Technician, Grade 2 (a)	G-II.-2/3	Margin £250-£310 (Male) Margin £155-£215 (Female)	do.
Agriculture	Typist (Item 2891/53)	C-II.-1(F)	Margin £105-£135	do.

Applications are called under section 34 of the Public Service Act, 1904-50, 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.

(a) Applications are also called under Section 24.

30th December, 1953.

S. A. TAYLOR,
Public Service Commissioner.

Crown Law Department,
Perth, 30th December, 1953.

THE Hon. Minister for Justice, pursuant to section 13 (3) of the Local Courts Act, 1904-1953, has approved of the following appointments:—

Francis Edward McCaw, as substitute to discharge the duties of Clerk of the Local Court at Fremantle, during the absence on annual leave of John Finlayson Robertson.

Thomas Murphy, as substitute to discharge the duties of Clerk of the Local Court at Narrogin, during the absence on annual leave of Jack Herbert Godfrey.

Thomas Edward Mulligan, as substitute, to discharge the duties of Clerk of the Local Court at Mount Magnet, during the absence on leave of Ernest Melrose Hunter.

Ronald Arthur Reeves, as substitute, to discharge the duties of Clerk of the Local Court at Moora, during the absence on annual leave of Ian Hollett.

Hill, Horace William, Bandya Station, Laverton.
Boileau, John Francis, Noreena Downs Station, Nullagine.

Clark, John Pringle, 3 Browne Avenue, Dalkeith.
Clark, Muriel, 3 Browne Avenue, Dalkeith.

Elms, James Robert, 25 Coronation Street, Merredin.

Hamming, Lawrence Charles L., 253 Canning Highway, East Fremantle.

Hasleby, John Richard, Dirk Hartog Island.

Hembrow, Albert Edward, Noonkanbah, West Kimberley.

Martin, Jack Wyndham, Carlton Hill Station, Wyndham.

McGinley, Roger Joseph, Beagle Bay Mission.

Oakes, Arthur John Wesley, Cockatoo Island, Yampi Sound.

Thomas, Albert Joseph, 8 The Avenue, Midland Junction.

Treloar, John Arthur Binnell, Police Station, Derby.

Turner, John Herbert, Post Office, North Beach.

THE Hon. Minister for Justice has approved of the undermentioned cancellations of appointments of Postal Vote Officers under the provisions of section 90 of the Electoral Act, 1907-1952:—

Chalmers, Peter (J.P.), Road Board, Laverton.

Donaldson, Dorothy, 178 Cambridge Street, Wembley.

THE Hon. Minister for Justice has approved of the cancellation of the appointment of Mr. F. A. Thomson, of Greenmount, as a Commissioner for Declarations under the Declarations and Attestations Act, 1913.

R. C. GREEN,
Under Secretary for Law.

WESTERN AUSTRALIAN MARINE ACT, 1948-1952.

Chief Secretary's Department,
Perth, 17th December, 1953.

C.S.D. 12/48.

WHEREAS by section 89 (2) of the Western Australian Marine Act, 1948-1952, it is enacted that the Governor may from time to time make new regulations relating to matters provided for in the Second Schedule to the Act and may amend, vary and revoke any of the regulations and the new regulations and make regulations in addition to, or in substitution for any of them: Now therefore His Excellency the Lieutenant-Governor acting with the advice and consent of the Executive Council and in exercise of the power conferred upon him by the Act doth hereby revoke as from the 1st day of January, 1954, the regulations contained in the Second Schedule to the Act and substitute the regulations in the Schedule hereunder.

(Sgd.) H. T. STITFOLD,
Under Secretary.

Schedule.

Regulations for Preventing Collisions at Sea.

Part A.—Preliminary and Definitions.

Regulation 1.

(a) These regulations shall be followed by all vessels and seaplanes upon the high seas and in all waters connected therewith navigable by seagoing vessels, except as provided in regulation 30. Where, as a result of their special construction, it is not possible for seaplanes to comply fully with the provisions of regulations specifying the carrying of lights and shapes, these provisions shall be followed as closely as circumstances permit.

(b) The regulations concerning lights shall be complied with in all weathers from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the prescribed lights or impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.

(c) In the following regulations, except where the context otherwise requires—

- (i) the word "vessel" includes every description of water craft, other than a seaplane on the water, used or capable of being used as a means of transportation on water;
- (ii) the word "seaplane" includes a flying boat and any other aircraft designed to manoeuvre on the water;
- (iii) the term "power-driven vessel" means any vessel propelled by machinery;
- (iv) every power-driven vessel which is under sail and not under power is to be considered a sailing vessel, and every vessel under power, whether under sail or not, is to be considered a power-driven vessel;
- (v) a vessel or seaplane on the water is "under way" when she is not at anchor, or made fast to the shore, or aground;
- (vi) the term "height above the hull" means height above the uppermost continuous deck;

- (vii) the length and breadth of a vessel shall be deemed to be the length and breadth appearing in her certificate of registry;
- (viii) the length and span of a seaplane shall be its maximum length and span as shown in its certificate of airworthiness, or as determined by measurement in the absence of such certificate;
- (ix) the word "visible," when applied to lights, means visible on a dark night with a clear atmosphere;
- (x) the term "short blast" means a blast of about one second's duration;
- (xi) the term "prolonged blast" means a blast of from four to six seconds' duration;
- (xii) the word "whistle" means whistle or siren;
- (xiii) the word "tons" means gross tons.

Part B.—Lights and Shapes.

Regulation 2.

- (a) A power-driven vessel when under way shall carry—
 - (i) on or in front of the foremast, or if a vessel without a foremast then in the forepart of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass (22½ degrees), so fixed as to show the light 10 points (112½ degrees) on each side of the vessel, that is, from right ahead to 2 points (22½ degrees) abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles;
 - (ii) either forward of or abaft the white light mentioned in subsection (i) a second white light similar in construction and character to that light. Vessels of less than 150 feet in length, and vessels engaged in towing, shall not be required to carry this second white light but may do so;
 - (iii) these two white lights shall be so placed in a line with and over the keel that one shall be at least 15 feet higher than the other and in such a position that the lower light shall be forward of the upper one. The horizontal distance between the two white lights shall be at least three times the vertical distance. The lower of these two white lights or, if only one is carried, then that light, shall be placed at a height above the hull of not less than 20 feet, and, if the breadth of the vessel exceeds 20 feet, then at a height above the hull not less than such breadth, so however that the light need not be placed at a greater height above the hull than 40 feet. In all circumstances the light or lights, as the case may be, shall be so placed as to be clear of and above all other lights and obstructing superstructures.
 - (iv) on the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112½ degrees), so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles;
 - (v) on the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112½ degrees), so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles;
 - (vi) the said green and red sidelights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bows.
- (b) A seaplane under way on the water shall carry—
 - (i) in the forepart amidships where it can best be seen a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 220 degrees of the compass, so fixed as to show the light 110 degrees on each side of the seaplane, namely, from right ahead to 20 degrees abaft the beam on either side, and of such a character as to be visible at a distance of at least 3 miles;
 - (ii) on the right or starboard wing tip a green light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles;
 - (iii) on the left or port wing tip a red light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

Regulation 3.

(a) A power-driven vessel when towing or pushing another vessel or seaplane shall, in addition to her sidelights, carry two bright white lights in a vertical line one over the other, not less than 6 feet apart, and when towing more than one vessel shall carry an additional bright white light 6 feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel or seaplane towed, exceeds 600 feet. Each of these lights shall be of the same construction and character and one of them shall be carried in the same position as the white light mentioned in regulation 2 (a) (i), except the additional light, which shall be carried at a height of not less than 14 feet above the hull. In a vessel with a single mast, such lights may be carried on the mast.

(b) The towing vessel shall also show either the stern light specified in regulation 10 or in lieu of that light a small white light abaft the funnel or aftermast for the tow to steer by, but such light shall not be visible forward of the beam. The carriage of the white light specified in regulation 2 (a) (ii) is optional.

(c) A seaplane on the water, when towing one or more seaplanes or vessels, shall carry the lights prescribed in regulation 2 (b) (i), (ii) and (iii); and, in addition, she shall carry a second white light of the same construction and character as the white light mentioned in regulation 2 (b) (i), and in a vertical line at least 6 feet above or below such light.

Regulation 4.

(a) A vessel which is not under command shall carry, where they can best be seen, and, if a power-driven vessel, in lieu of the lights required by regulation 2 (a) (i) and (ii), two red lights in a vertical line one over the other not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter.

(b) A seaplane on the water which is not under command may carry, where they can best be seen, two red lights in a vertical line, one over the other, not less than 3 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles, and may by day carry in a vertical line one over the other not less than 3 feet apart, where they can best be seen, two black balls or shapes, each not less than 2 feet in diameter.

(c) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations when from the nature of her work she is unable to get out of the way of approaching vessels, shall carry, in lieu of the lights specified in regulation 2 (a) (i) and (ii), three lights in a vertical line one over the other not less than 6 feet apart. The highest and lowest of these lights shall be red, and the middle light shall be white, and they shall be of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day, she shall carry in a vertical line one over the other not less than 6 feet apart, where they can best be seen, three shapes each not less than 2 feet in diameter, of which the highest and lowest shall be globular in shape and red in colour, and the middle one diamond in shape and white.

(d) The vessels and seaplanes referred to in this regulation, when not making way through the water, shall not carry the coloured sidelights, but when making way they shall carry them.

(e) The lights and shapes required to be shown by this regulation are to be taken by other vessels and seaplanes as signals that the vessel or seaplane showing them is not under command and cannot therefore get out of the way.

(f) These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in regulation 31.

Regulation 5.

(a) A sailing vessel under way and any vessel or seaplane being towed shall carry the same lights as are prescribed by regulation 2 for a power-driven vessel or a seaplane under way, respectively, with the exception of the white lights specified therein, which they shall never carry. They shall also carry stern lights as specified in regulation 10, provided that vessels towed, except the last vessel of a tow, may carry, in lieu of such stern light, a small white light as specified in regulation 3 (b).

(b) A vessel being pushed ahead shall carry, at the forward end, on the starboard side a green light and on the port side a red light, which shall have the same characteristics as the lights described in regulation 2 (a) (iv) and (v) and shall be screened as provided in regulation 2 (a) (vi), provided that any number of vessels pushed ahead in a group shall be lighted as one vessel.

Regulation 6.

(a) In small vessels, when it is not possible on account of bad weather or other sufficient cause to fix the green and red sidelights, these lights shall be kept at hand lighted and ready for immediate use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than 2 points ($22\frac{1}{2}$ degrees) abaft the beam on their respective sides.

(b) To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the lights they respectively contain, and shall be provided with proper screens.

Regulation 7.

Power-driven vessels of less than 40 tons, vessels under oars or sails of less than 20 tons, and rowing boats, when under way shall not be required to carry the lights mentioned in regulation 2, but if they do not carry them they shall be provided with the following lights:—

(a) Power-driven vessels of less than 40 tons, except as provided in sub-regulation (b), of this regulation, shall carry—

(i) in the forepart of the vessel, where it can best be seen, and at a height above the gunwale of not less than 9 feet, a bright white light constructed and fixed as prescribed in regulation 2 (a) (i) and of such a character as to be visible at a distance of at least 3 miles;

(ii) green and red sidelights constructed and fixed as prescribed in regulation 2 (a) (iv) and (v), and of such a character as to be visible at a distance of at least 1 mile, or a combined lantern showing a green light and a red light from right ahead to 2 points ($22\frac{1}{2}$ degrees) abaft the beam on their respective sides. Such lantern shall be carried not less than 3 feet below the white light.

(b) Small power-driven boats, such as are carried by seagoing vessels, may carry the white light at a less height than 9 feet above the gunwale, but it shall be carried above the sidelights or the combined lantern mentioned in sub-regulation (a) (ii).

(c) Vessels of less than 20 tons, under oars or sails, except as provided in sub-regulation (d), of this regulation, shall, if they do not carry the sidelights, carry where it can best be seen a lantern showing a green light on one side and a red light on the other, of such a character as to be visible at a distance of at least 1 mile, and so fixed that the green light shall not be seen on the port side, nor the red light on the starboard side. Where it is not possible to fix this light, it shall be kept ready for immediate use and shall be exhibited in sufficient time to prevent collision and so that the green light shall not be seen on the port side nor the red light on the starboard side.

(d) Small rowing boats, whether under oars or sail, shall only be required to have ready at hand an electric torch or a lighted lantern showing a white light, which shall be exhibited in sufficient time to prevent collision.

(e) The vessels and boats referred to in this regulation shall not be required to carry the lights or shapes prescribed in regulations 4 (a) and 11 (e).

Regulation 8.

(a) (i) Sailing pilot-vessels, when engaged on their station on pilotage duty and not at anchor, shall not show the lights prescribed for other vessels, but shall carry a white light at the masthead visible all round the horizon at a distance of at least 3 miles, and shall also exhibit a flare-up light or flare-up lights at short intervals, which shall never exceed 10 minutes.

(ii) On the near approach of or to other vessels they shall have their sidelights lighted ready for use and shall flash or show them at short intervals, to indicate the direction in which they are heading, but the green light shall not be shown on the port side, nor the red light on the starboard side.

(iii) A sailing pilot-vessel of such a class as to be obliged to go alongside of a vessel to put a pilot on board may show the white light instead of carrying it at the masthead and may, instead of the sidelights abovementioned, have at hand ready for use a lantern with a green glass on the one side and a red glass on the other to be used as prescribed above.

(b) A power-driven pilot-vessel when engaged on her station on pilotage duty and not at anchor shall, in addition to the lights and flares required for sailing pilot-vessels, carry at a distance of 8 feet below her white masthead light a red light visible all round the horizon at a distance of at least 3 miles, and also the sidelights required to be carried by vessels when under way. A bright intermittent all round white light may be used in place of a flare.

(c) All pilot-vessels, when engaged on their stations on pilotage duty and at anchor shall carry the lights and show the flares prescribed in sub-regulations (a) and (b), of this regulation, except that the sidelights shall not be shown. They shall also carry the anchor light or lights prescribed in regulation 11.

(d) All pilot-vessels, whether at anchor or not at anchor, shall, when not engaged on their stations on pilotage duty, carry the same lights as other vessels of their class and tonnage.

Regulation 9.

(a) Fishing vessels when not fishing shall show the lights or shapes prescribed for similar vessels of their tonnage. When fishing they shall show only the lights or shapes prescribed by this regulation, which lights or shapes, except as otherwise provided, shall be visible at a distance of at least 2 miles.

(b) Vessels fishing with trolling (towing) lines, shall show only the lights prescribed for a power-driven or sailing vessel under way as may be appropriate.

(c) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel not more than 500 feet horizontally into the seaway shall show, where it can best be seen, one all round white light and in addition, on approaching or being approached by another vessel, shall show a second white light at least 6 feet below the first light and at a horizontal distance of at least 10 feet away from it (6 feet in small open boats) in the direction in which the outlying gear is attached. By day such vessels shall indicate their occupation by displaying a basket where it can best be seen; and if they have their gear out while at anchor, they shall, on the approach of other vessels, show the same signal in the direction from the anchor ball towards the net or gear.

(d) Vessels fishing with nets or lines, except trolling (towing) lines, extending from the vessel more than 500 feet horizontally into the seaway shall show, where they can best be seen, three white lights at least 3 feet apart in a vertical triangle visible all round the horizon. When making way through the water, such vessels shall show the proper coloured sidelights but when not making way they shall not show them. By day they shall show a basket in the fore-part of the vessel as near the stem as possible not less than 10 feet above the rail; and, in addition, where it can best be seen, one black conical shape, apex upwards. If they have their gear out while at anchor they shall, on the approach of other vessels, show the basket in the direction from the anchor ball towards the net or gear.

(e) Vessels when engaged in trawling, by which is meant the dragging of a dredge net or other apparatus along or near the bottom of the sea, and not at anchor—

- (i) if power-driven vessels, shall carry in the same position as the white light mentioned in regulation 2 (a) (i) a tri-coloured lantern, so constructed and fixed as to show a white light from right ahead to 2 points ($22\frac{1}{2}$ degrees) on each bow, and a green light and a red light over an arc of the horizon from 2 points ($22\frac{1}{2}$ degrees) on each bow to 2 points ($22\frac{1}{2}$ degrees) abaft the beam on the starboard and port sides, respectively; and not less than 6 nor more than 12 feet below the tri-coloured lantern a white light in a lantern, so constructed as to show a clear, uniform, and unbroken light all round the horizon. They shall also show the stern light specified in regulation 10 (a);
- (ii) if sailing vessels, shall carry a white light in a lantern so constructed as to show a clear, uniform, and unbroken light all round the horizon, and shall also, on the approach of or to other vessels show, where it can best be seen, a white flare-up light in sufficient time to prevent collision.
- (iii) By day, each of the foregoing vessels shall show, where it can best be seen, a basket.

(f) In addition to the lights which they are by this regulation required to show vessels fishing may, if necessary in order to attract attention of approaching vessels, show a flare-up light. They may also use working lights.

(g) Every vessel fishing, when at anchor, shall show the lights or shape specified in regulation 11 (a), (b) or (c); and shall, on the approach of another vessel or vessels, show an additional white light at least 6 feet below the forward anchor light and at a horizontal distance of at least 10 feet away from it in the direction of the outlying gear.

(h) If a vessel when fishing becomes fast by her gear to a rock or other obstruction she shall in daytime haul down the basket required by sub-regulations (c), (d) or (e) of this regulation and show the signal specified in regulation 11 (c). By night she shall show the light or lights specified in regulation 11 (a) or (b). In fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, whether by day or by night, she shall sound the signal prescribed by regulation 15 (c) (v), which signal shall also be used, on the near approach of another vessel, in good visibility.

Note.—For fog signals for fishing vessels, see regulation 15 (c) (ix).

Regulation 10.

(a) A vessel when under way shall carry at her stern a white light, so constructed that it shall show an unbroken light over an arc of the horizon of 12 points of the compass (135 degrees), so fixed as to show the light 6 points ($67\frac{1}{2}$ degrees) from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least 2 miles. Such light shall be carried as nearly as practicable on the same level as the sidelights.

Note.—For vessels engaged in towing or being towed, see regulations 3 (b) and 5.

(b) In a small vessel, if it is not possible on account of bad weather or other sufficient cause for this light to be fixed, an electric torch or a lighted lantern shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision.

(c) A seaplane on the water when under way shall carry on her tail a white light, so constructed as to show an unbroken light over an arc of the horizon of 140 degrees of the compass, so fixed as to show the light 70 degrees from right aft on each side of the seaplane, and of such a character as to be visible at a distance of at least 2 miles.

Regulation 11.

(a) A vessel under 150 feet in length, when at anchor, shall carry in the forepart of the vessel, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all round the horizon at a distance of at least 2 miles.

(b) A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forepart of the vessel, at a height of not less than 20 feet above the hull, one such light, and at or near the stern of the vessel and at such a height that it shall be not less than 15 feet lower than the forward light, another such light. Both these lights shall be visible all round the horizon at a distance of at least 3 miles.

(c) Between sunrise and sunset every vessel when at anchor shall carry in the forepart of the vessel, where it can best be seen, one black ball not less than 2 feet in diameter.

(d) A vessel engaged in laying or in picking up a submarine cable or navigation mark, or a vessel engaged in surveying or underwater operations, when at anchor, shall carry the lights or shapes prescribed in regulation 4 (c) in addition to those prescribed in the appropriate preceding sub-regulation of this regulation.

(e) A vessel aground shall carry by night the light or lights prescribed in sub-regulations (a) or (b) of this regulation and the two red lights prescribed in regulation 4 (a). By day she shall carry, where they can best be seen, three black balls, each not less than 2 feet in diameter, placed in a vertical line one over the other, not less than 6 feet apart.

(f) A seaplane on the water under 150 feet in length, when at anchor, shall carry, where it can best be seen, a white light, visible all round the horizon at a distance of at least 2 miles.

(g) A seaplane on the water 150 feet or upwards in length, when at anchor, shall carry, where they can best be seen, a white light forward and a white light aft, both lights visible all round the horizon at a distance of at least 3 miles; and, in addition, if the seaplane is more than 150 feet in span, a white light on each side to indicate the maximum span, and visible, so far as practicable, all round the horizon at a distance of 1 mile.

(h) A seaplane aground shall carry an anchor light or lights as prescribed in sub-regulations (f) and (g) of this regulation, and in addition may carry two red lights in a vertical line, at least 3 feet apart, so placed as to be visible all round the horizon.

Regulation 12.

Every vessel or seaplane on the water may, if necessary in order to attract attention, in addition to the lights which she is by these regulations required to carry, show a flare-up light or use a detonating or other efficient sound signal that cannot be mistaken for any signal authorised elsewhere under these regulations.

Regulation 13.

(a) Nothing in these regulations shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for ships of war, for vessels sailing under convoy, or for seaplanes on the water; or with the exhibition of recognition signals adopted by shipowners, which have been authorised by their respective Governments and duly registered and published.

(b) Whenever the Government concerned shall have determined that a naval or other military vessel or waterborne seaplane of special construction or purpose cannot comply fully with the provisions of any of these regulations with respect to the number, position, range or arc of visibility of lights or shapes, without interfering with the military function of the vessel or seaplane, such vessel or seaplane shall comply with such other provisions in regard to the number, position, range or arc of visibility of lights or shapes as her Government shall have determined to be the closest possible compliance with these regulations in respect of that vessel or seaplane.

Regulation 14.

A vessel proceeding under sail, when also being propelled by machinery, shall carry in the daytime forward, where it can best be seen, one black conical shape, point upwards, not less than 2 feet in diameter at its base.

Regulation 15.

(a) A power-driven vessel shall be provided with an efficient whistle, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog-horn, to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 20 tons or upwards shall be provided with a similar fog-horn and bell.

(b) All signals prescribed by this regulation for vessels under way shall be given—

- (i) by power-driven vessels on the whistle;
- (ii) by sailing vessels on the fog-horn;
- (iii) by vessels towed on the whistle or fog-horn.

(c) In fog, mist, falling snow, heavy rainstorms, or any other condition similarly restricting visibility, whether by day or night, the signals prescribed in this regulation shall be used as follows:—

- (i) A power-driven vessel making way through the water, shall sound at intervals of not more than 2 minutes a prolonged blast.
- (ii) A power-driven vessel under way, but stopped and making no way through the water, shall sound at intervals of not more than 2 minutes two prolonged blasts, with an interval of about 1 second between them.
- (iii) A sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.
- (iv) A vessel when at anchor shall at intervals of not more than 1 minute ring the bell rapidly for about 5 seconds. In vessels of more than 350 feet in length the bell shall be sounded in the forepart of the vessel, and in addition there shall be sounded in the after part of the vessel, at intervals of not more than 1 minute for about 5 seconds, a gong or other instrument, the tone and sounding of which cannot be confused with that of the bell. Every vessel at anchor may in addition, in accordance with regulation 12, sound three blasts in succession, namely, one short, one prolonged, and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.
- (v) A vessel when towing, a vessel engaged in laying or in picking up a submarine cable or navigation mark, and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command or unable to manoeuvre as required by these regulations shall, instead of the signals prescribed in paragraphs (i), (ii) and (iii) of sub-regulation (c) of this regulation, sound, at intervals of not more than 1 minute, three blasts in succession, namely, one prolonged blast followed by two short blasts.

- (vi) A vessel towed, or, if more than one vessel is towed, only the last vessel of the tow, if manned, shall, at intervals of not more than 1 minute, sound four blasts in succession, namely, one prolonged blast followed by three short blasts. When practicable, this signal shall be made immediately after the signal made by the towing vessel.
- (vii) A vessel aground shall give the signal prescribed in paragraph (iv) of sub-regulation (c) of this regulation and shall, in addition, give three separate and distinct strokes on the bell immediately before and after each such signal.
- (viii) A vessel of less than 20 tons, a rowing boat, or a seaplane on the water, shall not be obliged to give the above-mentioned signals, but if she does not, she shall make some other efficient sound signals at intervals of not more than 1 minute.
- (ix) A vessel when fishing, if of 20 tons or upwards, shall at intervals of not more than 1 minute, sound a blast, such blast to be followed by ringing the bell; or she may sound, in lieu of these signals, a blast consisting of a series of several alternate notes of higher and lower pitch.

Regulation 16.

Speed to be Moderate in Fog, etc.

(a) Every vessel, or seaplane when taxi-ing on the water, shall, in fog, mist, falling snow, heavy rainstorms or any other condition similarly restricting visibility, go at a moderate speed, having careful regard to the existing circumstances and conditions.

(b) A power-driven vessel hearing, apparently forward of her beam, the fog-signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over:

Part C.—Steering and Sailing Rules.

Preliminary.

1. In obeying and construing these regulations, any action taken should be positive, in ample time, and with due regard to the observance of good seamanship.

2. Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

3. Mariners should bear in mind that seaplanes in the act of landing or taking off, or operating under adverse weather conditions, may be unable to change their intended action at the last moment.

Regulation 17.

When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows:—

- (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.
- (b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.
- (c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.
- (d) When both are running free, with the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward.
- (e) A vessel which has the wind aft shall keep out of the way of the other vessel.

Regulation 18.

(a) When two power-driven vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This regulation only applies to cases where vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two vessels which must, if both keep on their respective courses, pass clear of each other. The only cases to which it does apply are when each of two vessels is end on, or nearly end on, to the other; in other words, to cases in which, by day, each vessel sees the masts of the other in a line, or nearly in a line, with her own; and by night, to cases in which each vessel is in such a position as to see both the sidelights of the other. It does not apply, by day, to cases in which a vessel sees another ahead crossing her own course; or, by night, to cases where the red light of one vessel is opposed to the red light of the other or where the green light of one vessel is opposed to the green light of the other or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

(b) For the purposes of this regulation and regulations 19 to 29 inclusive, except regulation 20 (b), a seaplane on the water shall be deemed to be a vessel, and the expression "power-driven vessel" shall be construed accordingly.

Regulation 19.

When two power-driven vessels are crossing, so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way of the other.

Regulation 20.

(a) When a power-driven vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, except as provided in regulations 24 and 26, the power-driven vessel shall keep out of the way of the sailing vessel.

(b) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. In circumstances, however, where risk of collision exists, she shall comply with these regulations.

Regulation 21.

Where by any of these regulations one of two vessels is to keep out of the way, the other shall keep her course and speed. When, from any cause, the latter vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision (see regulations 27 and 29).

Regulation 22.

Every vessel which is directed by these regulations to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

Regulation 23.

Every power-driven vessel which is directed by these regulations to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

Regulation 24.

(a) Notwithstanding anything contained in these regulations, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

(b) Every vessel coming up with another vessel from any direction more than 2 points ($22\frac{1}{2}$ degrees) abaft her beam, i.e., in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these regulations, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

(c) If the overtaking vessel cannot determine with certainty whether she is forward of or abaft this direction from the other vessel, she shall assume that she is an overtaking vessel and keep out of the way.

Regulation 25.

(a) In a narrow channel every power-driven vessel when proceeding along the course of the channel shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel.

(b) Whenever a power-driven vessel is nearing a bend in a channel where a power-driven vessel approaching from the other direction cannot be seen, such vessel, when she shall have arrived within one-half mile of the bend, shall give a signal by one prolonged blast of her whistle, which signal shall be answered by a similar blast given by any approaching power-driven vessel that may be within hearing around the bend. Regardless of whether an approaching vessel on the farther side of the bend is heard, such bend shall be rounded with alertness and caution.

Regulation 26.

All vessels not engaged in fishing shall, when under way, keep out of the way of any vessels fishing with nets or lines or trawls. This regulation shall not give to any vessel engaged in fishing the right of obstructing a fairway used by vessels other than fishing vessels.

Regulation 27.

In obeying and construing these regulations due regard shall be had to all dangers of navigation and collision, and to any special circumstances, including the limitations of the craft involved, which may render a departure from the above regulations necessary in order to avoid immediate danger.

Part D.—Miscellaneous.

Regulation 28.

(a) When vessels are in sight of one another, a power-driven vessel under way, in taking any course authorised or required by these regulations, shall indicate that course by the following signals on her whistle, namely:—

One short blast to mean "I am altering my course to starboard."

Two short blasts to mean "I am altering my course to port."

Three short blasts to mean "My engines are going astern."

(b) Whenever a power-driven vessel which, under these regulations, is to keep her course and speed, is in sight of another vessel and is in doubt whether sufficient action is being taken by the other vessel to avert collision, she may indicate such doubt by giving at least five short and rapid blasts on the whistle. The giving of such a signal shall not relieve a vessel of her obligations under regulations 27 and 29 or any other regulations, or of her duty to indicate any action taken under these regulations by giving the appropriate sound signals laid down in this regulation.

(c) Nothing in these regulations shall interfere with the operation of any special rules made by the Government of any nation with respect to the use of additional whistle signals between ships of war or vessels sailing under convoy.

Regulation 29.

Nothing in these regulations shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

Regulation 30.

Reservation of Rules for Harbours and Inland Navigation.

Nothing in these regulations shall interfere with the operation of a special rule duly made by local authority relative to the navigation of any harbour, river, lake, or inland water, including a reserved seaplane area.

Regulation 31.

Distress Signals.

When a vessel or seaplane on the water is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely:—

- (a) A gun or other explosive signal fired at intervals of about a minute.
- (b) A continuous sounding with any fog-signal apparatus.
- (c) Rockets or shells, throwing red stars fired one at a time at short intervals.
- (d) A signal made by radiotelegraphy or by any other signalling method consisting of the group . . . — — — . . . in the Morse Code.
- (e) A signal sent by radiotelephony consisting of the spoken word "Mayday."
- (f) The International Code Signal of distress indicated by N.C.
- (g) A signal consisting of a square flag having above or below it a ball or anything resembling a ball.
- (h) Flames on the vessel (as from a burning tar barrel, oil barrel, etc.).
- (i) A rocket parachute flare showing a red light.

The use of any of the above signals, except for the purpose of indicating that a vessel or a seaplane is in distress, and the use of any signals which may be confused with any of the above signals, is prohibited.

Note.—A radio signal has been provided for use by vessels in distress for the purpose of actuating the auto-alarms of other vessels and thus securing attention to distress calls or messages. The signal consists of a series of twelve dashes, sent in 1 minute, the duration of each dash being 4 seconds, and the duration of the interval between two consecutive dashes 1 second.

Regulation 32.

All orders to helmsmen shall be given in the following sense: right rudder or starboard to mean "put the vessel's rudder to starboard"; left rudder or port to mean "put the vessel's rudder to port."

Regulation 33.

These regulations shall come into operation on the 1st day of January, 1954.

THE SHIPPING AND PILOTAGE CONSOLIDATION ORDINANCE, 1855.

Chief Secretary's Department,
Perth, 17th December, 1953.

C.S.D. 224/36; Ex. Co. No. 2541.

HIS Excellency the Governor in Executive Council, under the provisions of section 2 of Ordinance 37, Victoriae No. 14, doth hereby amend in the manner mentioned in the Schedule hereunder the regulations published in the *Government Gazette* on the 16th day of November, 1907, and amended from time to time thereafter.

H. T. STITFOLD,
Under Secretary.

Schedule.

Regulation 15, subregulation (1) (G.G. 20/5/49) of the abovementioned regulations is amended—

- (a) by deleting the words "as follows:—One shilling per foot per annum on the length of the vessel" in lines five, six and seven and substituting the following:—

"in accordance with the following scale:—

	s. d. per ft.
Not exceeding 20ft.	2 0
Over 20ft. but not exceeding 30ft.	2 2
Over 30ft. but not exceeding 40ft.	2 3
Over 40ft. but not exceeding 50ft.	2 4
Over 50ft. but not exceeding 60ft.	2 5
Over 60ft. but not exceeding 70ft.	2 8
Over 70ft. but not exceeding 80ft.	3 0
Over 80ft. but not exceeding 90ft.	4 0
Over 90ft. but not exceeding 100ft.	4 5

(b) by deleting the figures and word "10 shillings" in line twelve and substituting the words, symbol and figure "one pound (£1)"; and

(c) by adding a subregulation (3) as follows:—

(3) Tonnage dues are not payable under this regulation in respect of a vessel which is held for the purpose of pleasure privately whilst the vessel is using the Inner Harbour Geraldton.

Approved by His Excellency the Governor in Executive Council the 17th day of December, 1953.

(Sgd.) R. H. DOIG,
Clerk of the Council.

Chief Secretary's Department,
Perth, 17th December, 1953.

C.S.D. 559/39.

HIS Excellency the Governor in Council, pursuant to section 5 of the Friendly Societies Act, 1894-1948, has been pleased to appoint Thomas Albert Duke as Acting Registrar of Friendly Societies for a period of two weeks from the 7th December, 1953, during the absence of the Registrar; W. V. Gray, on annual leave.

H. T. STITFOLD,
Under Secretary.

Chief Secretary's Department,
Perth, 17th December, 1953.

C.S.D. 463/46.

HIS Excellency the Governor in Council has been pleased to appoint the following to be members of the Prisoners' Aid Association for the year ending 31st December, 1954:—

Rev. L. Rubin-Zacks, Rev. C. H. Hunt, Rev. Father Cowan, Rev. Canon Arblaster, Rev. A. G. Howse, Rev. T. Burt, Rev. F. G. Bush, Rev. W. Kirby, Pastor D. A. Speck, Brigadier T. W. Rogan, Brigadier V. Glassenbury, Major E. O'Neil, Sister Alice, Sister Ella, Sister Joan, A. MacKillop, A. H. Waterer, C. A. Gannaway, W. Melrose, W. J. Setterfield, F. R. B. Moss, G. H. Wilson, G. R. Hitchin, Mrs. K. Sandover, J.P., Mrs. Ryan, J.P., and Mrs. J. Bains.

H. T. STITFOLD,
Under Secretary.

Chief Secretary's Department,
Perth, 17th December, 1953.

C.S.D. 319/49.

HIS Excellency the Governor in Council has been pleased to appoint, in accordance with the provisions of the Prisons Act, 1903-1918, the persons named hereunder as Visiting Justices to the Prisons and Police Gaols specified, for the year ended 31st December, 1954:—

Albany—The Resident Magistrate, Albany.
Barton's Mill—C. Kostera, J.P.; G. Weston, J.P.
Broome—The Resident Magistrate, Broome; J. T. C. McKenzie, J.P.
Bunbury—The Stipendiary Magistrate, Bunbury; L. R. Honey, J.P.; C. H. G. Wood, J.P.
Carnarvon—The Resident Magistrate, Carnarvon.
Cue—The Resident Magistrate, Cue.
Derby—The Resident Magistrate, Broome.
Fremantle—(Male) K. J. Dougall, Stipendiary Magistrate; Francis Pearse, J.P.; W. Wauhop, J.P.; F. Mann, J.P.; J. E. Gustafson, J.P.; C. A. B. Staton, J.P.; J. M. Groom, J.P.; L. R. Latham, J.P.; W. F. Samson, J.P. (Female) Mrs. Jane Ryan, J.P.
Geraldton—The Resident Magistrate, Geraldton.
Kalgoorlie—The Resident Magistrate, Kalgoorlie; His Worship the Mayor, Kalgoorlie.
Marble Bar—The Resident Magistrate, Carnarvon.
Meekatharra—The Resident Magistrate, Cue.
Northam—The Stipendiary Magistrate, Northam; F. A. Gregory, J.P.

Onslow—A. H. Clarke, J.P.; the Resident Magistrate, Carnarvon.

Pardelup Prison Farm—The Resident Magistrate, Albany; W. H. Crane, J.P.

Perth—A. G. Smith, Stipendiary Magistrate, Perth; Alfred Spencer, J.P.; Mrs. L. H. Needham, J.P.

Roebourne—The Resident Magistrate, Carnarvon.

Shark Bay—The Resident Magistrate, Carnarvon.

Wiluna—The Resident Magistrate, Cue; M. J. Quartermaine, J.P.

Wyndham—The Resident Magistrate, Broome; W. A. Bruton.

York—The Stipendiary Magistrate, Northam; R. Inkpen, J.P.

H. T. STITFOLD,
Under Secretary.

HEALTH ACT, 1911-1952.

Department of Public Health,
Perth, 17th December, 1953.

P.H.D. 832/44.

HIS Excellency the Governor in Executive Council, pursuant to section 291 (1) (c) of the Health Act, 1911-1952, has been pleased to appoint Dr. T. C. Anthony to be Consulting Dermatologist, Wooroloo Sanatorium.

LINLEY HENZELL,
Commissioner of Public Health.

HOSPITALS ACT, 1927.

Department of Public Health,
Perth, 17th December, 1953.

P.H.D. 986/38.

HIS Excellency the Governor in Executive Council, under the provisions of section 25 of the Hospitals Act, 1927, has—

1. Cancelled the appointment of J. H. Kendall, C. R. Davies, C. Allbeury, T. G. Evans, Mrs. Z. Everard, Mrs. T. Coombes and Mrs. B. Ventris as members of the Visiting and Advisory Committee to the Merredin Hospital.

2. Appointed J. H. Kendall, I. G. Alford, J. J. Archdeacon, H. R. Fitch, W. W. Hutchinson, R. E. Abell, Dr. P. E. Mellows, Mrs. C. A. Stratford, Mrs. L. E. Holmsen and Mrs. M. A. Richards to be members of the Visiting and Advisory Committee to the Merredin Hospital for the period ending 31st July, 1955.

H. T. STITFOLD,
Under Secretary.

HEALTH ACT, 1911-1952.

Wickepin Road Board—Resolution.

P.H.D. 779/26; Ex. Co. No. 2546.

WHEREAS under the provisions of the Health Act, 1911-1952, the Governor may cause to be prepared Model By-laws for all or any of the purposes for which by-laws may be made by a local authority under any of the provisions of the Act; and whereas a local authority may, of its own motion, by resolution adopt the whole, or any portion of such by-laws with or without modification; and whereas Model By-laws described as

Series "A" have been prepared in accordance with the said Act and published in the *Government Gazette* on the 8th day of April, 1927, and amended from time to time thereafter: Now, therefore, the Wickepin Road Board being a local health authority within the meaning of the Act, doth hereby resolve and determine that the amendment to the said Model By-laws published in the *Government Gazette* on the 21st August, 1953, shall be adopted without modification.

Passed at a meeting of the Wickepin Road Board this 14th day of October, 1953.

L. J. HOSKEN,
Chairman.
T. J. McCRACKEN,
Secretary.

Approved by His Excellency the Governor in Executive Council the 17th day of December, 1953.

(Sgd.) R. H. DOIG,
Clerk of the Council.

HEALTH ACT, 1911-1952.

Bayswater Road Board—Resolution.

P.H.D. 415/45; Ex. Co. No. 2546.

WHEREAS under the provisions of the Health Act, 1911-1952, the Governor may cause to be prepared Model By-laws for all or any of the purposes for which by-laws may be made by a local authority under any of the provisions of the Act; and whereas a local authority may, of its own motion, by resolution adopt the whole or any portion of such by-laws with or without modification; and whereas Model By-laws described as Series "A" have been prepared in accordance with the said Act and published in the *Government Gazette* on the 4th day of December, 1944, and amended from time to time thereafter: Now, therefore, the Bayswater Road Board being a local health authority within the meaning of the Act, doth hereby resolve and determine that the amendment to the said Model By-laws published in the *Government Gazette* on the 21st day of August, 1953, shall be adopted without modification.

Passed at a meeting of the Bayswater Road Board this 28th day of October, 1953.

J. M. TOMS, J.P.,
Chairman.
A. L. SCOTT,
Secretary.

Approved by His Excellency the Governor in Executive Council the 17th day of December, 1953.

(Sgd.) R. H. DOIG,
Clerk of the Council.

HEALTH ACT, 1911-1952.

Roebourne Road Board—Resolution.

P.H.D. 2093/20, Ex. Co. No. 2546.

WHEREAS under the provisions of the Health Act, 1911-1952, the Governor may cause to be prepared Model By-laws for all or any of the purposes for which by-laws may be made by a local authority under any of the provisions of the Act; and whereas a local authority may, of its own motion, by resolution adopt the whole, or any portion of such by-laws with or without modification; and whereas Model By-laws described as Series "A" have been prepared in accordance with the said Act and published in the *Government Gazette* on the 4th day of December, 1944, and amended from time to time thereafter: Now, therefore, the Roebourne Road Board, being a local health authority within the meaning of the Act, doth

hereby resolve and determine that the amendment to the said Model By-laws published in the *Government Gazette* on the 21st August, 1953, shall be adopted without modification.

Passed at a meeting of the Roebourne Health Board this 15th day of October, 1953.

J. G. BARRETT,
Chairman.
R. CHARLTON,
Secretary.

Approved by His Excellency the Governor in Executive Council, the 17th day of December, 1953.

(Sgd.) R. H. DOIG,
Clerk of the Council.

HEALTH ACT, 1911-1952.

Bassendean Road Board—Resolution.

P.H.D. 418/45, Ex. Co. No. 2546.

WHEREAS under the provisions of the Health Act, 1911-1952, the Governor may cause to be prepared Model By-laws for all or any of the purposes for which by-laws may be made by a local authority under any of the provisions of the Act; and whereas a local authority may, of its own motion, by resolution adopt the whole, or any portion of such by-laws with or without modification; and whereas Model By-laws described as Series "A" have been prepared in accordance with the said Act and published in the *Government Gazette* on the 4th day of December, 1944, and amended from time to time thereafter: Now, therefore, the Bassendean Road Board, being a local health authority within the meaning of the Act, doth hereby resolve and determine that the amendment to the said Model By-laws published in the *Government Gazette* on the 21st August, 1953, shall be adopted without modification.

Passed at a meeting of the Bassendean Road Board this 14th day of October, 1953.

C. FREIBERG,
Chairman.
BERT GALE,
Secretary.

Approved by His Excellency the Governor in Executive Council, the 17th day of December, 1953.

(Sgd.) R. H. DOIG,
Clerk of the Council.

HEALTH ACT, 1911-1950.

Dundas Road Board—Resolution.

P.H.D. 830/30, Ex. Co. No. 2540.

WHEREAS under the provisions of the Health Act, 1911-1950, the Governor may cause to be prepared Model By-laws for all or any of the purposes for which by-laws may be made by a local authority under any of the provisions of the Act; and whereas a local authority may, of its own motion, by resolution adopt the whole, or any portion of such by-laws with or without modification; and whereas Model By-laws described as Series "A" have been prepared in accordance with the said Act and published in the *Government Gazette* on the 4th day of December, 1944, and amended from time to time thereafter: Now, therefore, the Dundas Road Board, being a local health authority within the meaning of the Act, doth hereby resolve and determine that the said Model By-laws as published in the *Government Gazette* on the 4th day of December, 1944, together with the amendments thereto, published in the *Government Gazette* on 26th January, 1945, 30th November, 1945, 20th December, 1946, 10th February, 1950, 24th March, 1950, 29th December,

1950, 22nd June, 1951, 17th August, 1951, 2nd November, 1951, 16th May, 1952, 31st December, 1952, 6th February, 1953, and 20th March, 1953, shall be adopted without modification.

Passed at a meeting of the Dundas Road Board this 10th day of October, 1953.

L. H. G. DODD,
Chairman.

W. G. KERR,
Secretary.

Approved by His Excellency the Governor in Executive Council, the 17th day of December, 1953.

(Sgd.) R. H. DOIG,
Clerk of the Council.

HEALTH ACT, 1911-1952.

Upper Blackwood Road Board—Resolution.

P.H.D. 716/34, Ex. Co. No. 2527.

WHEREAS under the provisions of the Health Act, 1911-1952, the Governor may cause to be prepared Model By-laws for all or any of the purposes for which by-laws may be made by a local authority under any of the provisions of the Act; and whereas a local authority may, of its own motion, by resolution adopt the whole, or any portion of such by-laws with or without modification; and whereas Model By-laws described as Series "A" have been prepared in accordance with the said Act and published in the *Government Gazette* on the 4th day of December, 1944, and amended from time to time thereafter: Now, therefore, the Upper Blackwood Road Board, being a local health authority within the meaning of the Act, doth hereby resolve and determine that the amendment to the said Model By-laws published in the *Government Gazette* on the 21st August, 1953, shall be adopted without modification.

Passed at a meeting of the Upper Blackwood Road Board this 2nd day of October, 1953.

J. R. PURSE,
Chairman.

J. A. SMALLMAN,
Secretary.

Approved by His Excellency the Governor in Executive Council the 17th day of December, 1953.

(Sgd.) R. H. DOIG,
Clerk of the Council.

HEALTH ACT, 1911-1952.

P.H.D. 368/46, Ex. Co. No. 2554.

WHEREAS under the provisions of the Health Act, 1911-1952, the Governor may cause to be prepared Model By-laws for all or any of the purposes for which by-laws may be made by a local authority, under any of the provisions of the Act; and whereas a local authority may, of its own motion, by resolution adopt the whole, or any portion of such by-laws with or without modification; and whereas Model By-laws described as Series "A" have been prepared in accordance with the said Act and published in the *Government Gazette* on the 4th day of August, 1944, and amended from time to time thereafter: Now, therefore, the Bunbury Municipal Council, being a local authority within the meaning of the Act, doth hereby resolve and determine that the amendment to the said Model By-laws published in the *Government Gazette* on the 21st day of August, 1953, shall be adopted without modification.

Passed at a meeting of the Bunbury Municipal Council this 6th day of October, 1953.

F. J. WITHERS,
Mayor.

R. F. HOUGHTON,
Secretary.

Approved by His Excellency the Governor in Executive Council the 17th day of December, 1953.

(Sgd.) R. H. DOIG,
Clerk of the Council.

HEALTH ACT, 1911-1952.

Leonora Road Board—Resolution.

P.H.D. 874/34, Ex. Co. No. 2550.

WHEREAS under the Health Act, 1911-1952, the Governor may cause to be prepared Model By-laws for all or any of the purposes for which Model By-laws may be made by a local authority; and whereas Model By-laws described as Series "A" have been prepared and published in the *Government Gazette* on the 4th day of December, 1944, and amended from time to time thereafter; and whereas a local authority may adopt the whole or any part of the said Model By-laws with or without modification: Now, therefore, the Leonora Road Board, being a local authority within the meaning of the said Act, doth hereby resolve and determine that the Model By-laws described as Series "A" and published in the *Government Gazette* on the 4th day of December, 1944, together with the amendments thereto published in the *Government Gazette* on the 26th January, 1945, 30th November, 1945, 20th December, 1946, 24th October, 1947, 23rd December, 1949, 10th February, 1950, 24th March, 1950, 29th December, 1950, 22nd June, 1951, 17th August, 1951, 2nd November, 1951, 16th May, 1952, 31st December, 1952, 6th February, 1953, and 20th March, 1953, shall be adopted with the modification as follows:—

Part IX.—Schedule D.

Scale of Fees to be paid on application for Registration of Offensive Trade Premises.

In respect of—

	£	s.	d.
Slaughterhouses	5	0	0
Piggeries	1	0	0

Part IX.—Schedule F.

No person shall establish a piggery within any portion of the townsite of Leonora as constituted under the Land Act, 1933-1950.

Passed at a meeting of the Leonora Road Board this 10th day of November, 1953.

D. D. MacKINNON,
Chairman.

D. CUTHBERTSON,
Secretary.

Approved by His Excellency the Governor in Executive Council the 17th day of December, 1953.

(Sgd.) R. H. DOIG,
Clerk of the Council.

HEALTH ACT, 1911-1952.

Bruce Rock Road Board—Resolution.

P.H.D. 3809/22, Ex. Co. No. 2552.

WHEREAS under the provisions of the Health Act, 1911-1952, a local authority may make or adopt by-laws and may alter, amend or repeal any by-laws so made or adopted: Now, therefore, the Bruce Rock Road Board, being a local health authority within the meaning of the said Act and having adopted the Model By-laws described as Series

"A" and published in the *Government Gazette* on the 4th day of December, 1944, and amended from time to time thereafter, doth hereby resolve and determine that the said adopted by-laws shall be amended as follows:—

1. Insert after the word "trap" in by-law 23, paragraph (1), subparagraph (c) of Part I, a new paragraph as follows:—

A grease intercepting trap so situated and of a size and design adequate for efficient working shall be installed. The occupier shall maintain the grease intercepting trap in a clean and efficient working condition at all times.

2. Insert after paragraph (1) of by-law 23 of Part I a new paragraph 1A as follows:—

(1A) By discharging into a french drain, which shall comply with the following conditions:—

(a) A sketch plan showing the design, situation and construction, together with the connections with such french drain, shall be submitted to and approved in writing by the inspector.

(b) It shall be constructed of agricultural drain pipes of not less than 3in. diameter, laid in a straight line with open butt joints and completely surrounded with not less than 6in. of broken blue metal or other natural stone of similar impermeable qualities of not more than 3in. gauge and not less than 1in. gauge. The surface of the drain shall be covered with gravel or earth.

(c) The house fittings shall be to the standard prescribed by the by-laws made under the Metropolitan Water Supply, Sewerage and Drainage Act, 1909-1941, except where otherwise approved in writing by an inspector, and each such fitting shall be discharged over an open gully provided with a water-sealed trap. A grease intercepting trap so situated and of a size and design adequate for efficient working shall be installed. The occupier shall maintain the grease intercepting trap in a clean and efficient working condition at all times.

(d) The dimensions of the trench shall be determined by the inspector, except that no trench shall be less than 30ft. long, 2ft. wide or 2ft. deep.

(e) Every system used for the disposal of liquid refuse shall be effectively ventilated by means of an induct ventilator or 4in. diameter provided with fine mesh gauze, and a cast iron grating, such ventilator to be erected to a height of 1ft. above ground level; and an educt ventilator made of galvanised iron and of 4in. diameter and carried up to a height of not less than 18ft. or 4ft. above the eaves of each house. The position of such ventilators to be to the satisfaction of the inspector.

(f) Whenever ordered by an inspector, such french drain shall be emptied, cleansed and disinfected in such manner and within such time as is specified in the requisition.

3. Insert after by-law 35 of Part I a new by-law 35A as follows:—

Repairs to Dwellings.

35(A). The owner of every house used for human habitation shall maintain such house and any laundries, bathrooms, lavatories attached to or used in connection therewith in good order and condition and properly repaired and fit for use and in particular shall—

- (1) repair or replace any roof or part thereof which shall become in disrepair;
- (2) repair any brick or stone work which shall show signs of fretting and treat or repair any walls which may become damp;
- (3) replace all decayed or ant-eaten timber therein;

- (4) repair and replace with new material where necessary any verandah or the roof, floor supports or other parts thereof which may become in disrepair;
- (5) repair and replace where necessary any steps or hand rails thereof which may become in disrepair;
- (6) repair or replace any flashing which may become in disrepair;
- (7) replace any ant stops which shall be missing or in disrepair;
- (8) repair or renew any ventilators which shall become in disrepair or missing;
- (9) keep all floors even in surface and free from cracks;
- (10) replace or repair all skirtings, architraves and fixtures, which may become a harbourage for vermin;
- (11) keep all walls, ceilings and the plaster and the wall paper thereon in good repair, and repair any cracks and renew any plaster or wall paper which may become dilapidated or in disrepair;
- (12) refit and repair any doors which may become in disrepair or which shall cease to fit properly;
- (13) repair or replace with new, any window frames or sash cords which may become broken or in disrepair and reglaze any windows which may become broken or cracked;
- (14) keep all water service in such state of repair and condition as shall comply in all respects with all the provisions of the Metropolitan Water Supply, Sewerage and Drainage Act and Regulations and By-laws made hereunder;
- (15) keep all electric wiring and fittings in such state of repair and condition as shall comply in all respects with all of the requirements of the Fire Underwriters' Association of W.A.;
- (16) retain all natural lighting free from any obstruction which would reduce the natural lighting below the ratio of one square foot of lighting to each 10 square feet of floor area.

4. Insert after by-law 35A a new by-law 35B as follows:—

Repairs to Outhouses.

35 (B). The owner of every house used for human habitation shall maintain all out-buildings attached to or used in connection with such house in good order and condition and properly repaired and fit for use and all of the provisions of the preceding by-law relating to houses used for human habitation shall, so far as applicable apply in like manner as if the same had been set out in detail of this by-law.

5. Doth hereby resolve and determine that the amendment to the said adopted by-laws as published in the *Government Gazette* on the 6th February, 1953, shall be adopted without modification.

Passed by resolution of the Bruce Rock Road Board on the 10th day of June, 1953.

J. M. STEWART,
Chairman.
N. N. McDONALD,
Secretary.

Approved by His Excellency the Governor in Executive Council, 17th day of December, 1953.

(Sgd.) R. H. DOIG,
Clerk of the Council.

HEALTH ACT, 1911-1952.

Fremantle Road Board—Resolution.

P.H.D. 850/48, Ex. Co. No. 2548.

WHEREAS under the provisions of the Health Act, 1911-1952, the Governor may cause to be prepared Model By-laws for all or any of the purposes for which by-laws may be made by a local authority under any of the provisions of the Act; and whereas a local authority may, of its own motion, by resolution adopt the whole, or any portion of such by-laws with or without modification; and whereas Model By-laws described as Series "A" have been prepared in accordance with the said Act and published in the *Government Gazette* on the 4th day of December, 1944, and amended from time to time thereafter: Now, therefore, the Fremantle Road Board, being a local health authority within the meaning of the Act, doth hereby resolve and determine that the amendment to the said Model By-laws published in the *Government Gazette* on the 21st August, 1953, shall be adopted without modification.

Passed at a meeting of the Fremantle Road Board, this 12th day of October, 1953.

J. H. COOPER,
Chairman.
E. L. EDWARDES,
Secretary.

Approved by His Excellency the Governor in Executive Council the 17th day of December, 1953.

(Sgd.) R. H. DOIG,
Clerk of the Council.

HEALTH ACT, 1911-1952.

Merredin Road Board—Resolution.

P.H.D. 5175/21, Ex. Co. No. 2538.

WHEREAS under the Health Act, 1911-1952, a local authority may make or adopt by-laws, and may alter, amend or repeal any by-laws so made or adopted: Now, therefore, the Merredin Road Board, being the local authority within the meaning of the said Act, and having adopted the Model By-laws described as Series "A," and published in the *Government Gazette* of the 8th April, 1927, doth hereby resolve and determine that the said adopted Model By-laws shall be amended as follows:—

Part 1.—Insert after By-law 1A a new by-law to stand as By-law 1B.

1B.—Provision of Apparatus for the Bacteriolytic Treatment of Sewage.

(a) Every house constructed in all that part of the townsite of Merredin, South of the Perth-Kalgoorlie Railway, shall after the coming into operation of this by-law be provided with a water closet connected to an apparatus for the bacteriolytic treatment of sewage.

(b) Every house constructed and existing in all that part of the townsite of Merredin, South of the Perth-Kalgoorlie Railway shall after the coming into operation of this by-law be provided with a water closet connected to an apparatus for the bacteriolytic treatment of sewage, not later than 31st December, 1958.

Passed by a resolution of the Merredin Road Board, at a meeting held on the 13th day of October, 1953.

C. R. DAVIES,
Chairman.
F. A. LAW,
Secretary.

Approved by His Excellency the Governor in Executive Council the 17th day of December, 1953.

(Sgd.) R. H. DOIG,
Clerk of the Council.

HEALTH ACT, 1911-1952.

Carnamah Road Board—Resolution.

P.H.D. 550/27, Ex. Co. No. 2535.

WHEREAS under the provisions of the Health Act, 1911-1952, the Governor may cause to be prepared Model By-laws for all or any of the purposes for which by-laws may be made by a local authority under any of the provisions of the Act; and whereas a local authority may, of its own motion, by resolution, adopt the whole or any portion of such by-laws with or without modification; and whereas Model By-laws described as Series "A" have been prepared in accordance with the said Act and published in the *Government Gazette* on the 4th day of December, 1944, and amended from time to time thereafter: Now, therefore, the Carnamah Road Board, being a local health authority within the meaning of the Act, doth hereby resolve and determine that the amendment to the said Model By-laws published in the *Government Gazette* on the 21st August, 1953, shall be adopted without modification.

Passed at a meeting of the Carnamah Road Board this 18th day of November, 1953.

C. CHAPMAN,
Chairman.
A. C. BIERMAN,
Secretary.

Approved by His Excellency the Governor in Executive Council the 17th day of December, 1953.

(Sgd.) R. H. DOIG,
Clerk of the Council.

HEALTH ACT, 1911-1950.

Municipality of North Fremantle.

Model By-laws Part 1.

Amendment of By-laws.

WHEREAS under the provisions of the Health Act, 1911-1950, a local health authority may make or adopt by-laws and may amend, repeal or alter any by-laws: Now, therefore, the Municipality of North Fremantle, being a local health authority and having adopted Model By-laws, Series "A," as published in the *Government Gazette* on the 8th day of April, 1927, and other subsequent dates, as its by-laws for the North Fremantle Health District, doth hereby amend its said by-laws as follows:—

1. By deleting by-laws 29 (a) of Part 1 of the Model By-laws and inserting in lieu thereof a new paragraph as follows:—

29. (a) The occupier of any premises within the area bounded by Stirling Highway on the East, John Street on the South, Jewell Parade on the West and Jackson Street on the North, shall not keep any poultry or pigeons except for the purpose of immediate sale.

By adding a new paragraph after by-law 29 (a) of Part 1 of the Model By-laws as follows:—

29. (aa) The occupier of any premises in any area other than that specified in the preceding sub by-law shall not keep any poultry or pigeons, except for the purpose of immediate sale, except under the following conditions.

Passed by resolution of the Municipality of North Fremantle on the 27th day of August, 1953.

[L.S.] W. H. WALTER,
Mayor.
S. W. PARKS,
Town Clerk.

Approved by His Excellency the Governor in Executive Council this 17th day of December, 1953.

R. H. DOIG,
Clerk of the Council.

HOSPITALS ACT, 1927.

Department of Public Health,
Perth, 17th December, 1953.

P.H.D. 508/37.

HIS Excellency the Governor in Council has been pleased to appoint Horace Raymond Smith to be a deputy member of the Perth Dental Hospital Board to act for Hubert Edward Thurkle, during his absence at any time.

H. T. STITFOLD,
Under Secretary.

NURSES REGISTRATION ACT, 1921-1952.

Department of Public Health,
Perth, 17th December, 1953.

P.H.D. 677/48.

HIS Excellency the Governor in Executive Council has been pleased to appoint Dr. Roland Hodgson Natrass to be a member of the Nurses' Registration Board for a period of three years as from 1st January, 1954, in succession to Dr. J. A. Love.

LINLEY HENZELL,
Commissioner of Public Health.

NATIVE ADMINISTRATION ACT, 1905-1947.

Department of Native Affairs,
Perth, 22nd December, 1953.

IT is hereby notified, for general information, that the Hon. Minister for Native Welfare has approved of the following:—

To be Protectors of Natives.

Rev. Fr. Leo Hornung, for the Broome District, for the year ending 31st December, 1953.

Mr. A. E. Coate, for the Katanning District, for the year ending 31st December, 1953.

Mr. George Howard, for the Whole State, for the year ending 31st December, 1953.

Mr. Keith Morgan, for the Kalgoorlie District, for the year ending 31st December, 1953.

Mr. F. E. McCaw, for the Whole State, for the year ending 31st December, 1953.

Mr. Trevor Power, for the Derby District, for the year ending 31st December, 1953.

Mr. E. M. Relton, for the Whole State, for the year ending 31st December, 1953.

Constable R. Bowers, for the Gascoyne Junction District, for the year ending 31st December, 1953.

Sergeant J. A. Edwards, for the Merredin District, for the year ending 31st December, 1953.

Constable K. Smith, for the Waroona District, for the period 28/9/53 to 25/10/53.

Constable A. Thornton, for the Kellerberrin District, for the year ending 31st December, 1953.

Cancellation.

Rev. A. Stark, for the Mosman Park District. (Cancelled.)

S. G. MIDDLETON,
Commissioner of Native Affairs.

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, under the provisions of the Land Act, 1933-1950, and its regulations:—

BEVERLEY.

19th January, 1954, at 3.30 p.m., at the Government Land Agency—

Brookton—Town 156, 3r. 16p., £10; 157, 3r. 21p., £10.

Kweda—Town 24, 39.9p., £25.

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.

(2)—71874

Plans and further particulars of these sales may be obtained at this office and the offices of the various Government Land Agents. 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 or 20 feet only.

H. E. SMITH,
Under Secretary for Lands.

BUSH FIRES ACT, 1937-1950.

Permits for Burning Clover, Potato Tops and Flax Refuse.

Department of Lands and Surveys,
Perth, 23rd December, 1953.

Corres. No. 274/38.

IT is hereby notified, for general information, that the undermentioned Road Board has cancelled the appointment of Mr. A. A. Hockley as an authorised officer, under the provisions of the Bush Fires Act, 1937-1950, and the regulations made thereunder, to issue permits for the purpose of clover burning, burning potato and tomato refuse, and of burning flax refuse in its district.

Road Board and Authorised Officer.
Capel; A. A. Hockley.

H. E. SMITH,
Under Secretary for Lands.

BUSH FIRES ACT, 1937-1950.

Prohibited Times—Postponement of the Commencing Date.

Department of Lands and Surveys,
Perth, 24th December, 1953.

Corres. No. 1105/40.

IT is hereby notified, for general information, that the Hon. Minister for Lands has approved, pursuant to the powers contained in section 9 (4) of the Bush Fires Act, 1937-1950, of the commencing date of the prohibited burning times for that part of the Albany Road District lying generally to the South and South-West of the dividing line described in the Schedule hereto being postponed from the 22nd December, 1953, to the 4th January, 1954.

H. E. SMITH,
Under Secretary for Lands.

Schedule.

Albany Road District.

A dividing line in the Albany Road District shall be a line commencing at a point on a Northern boundary of the Albany Road District situate at the North-Eastern corner of reserve 1023 and extending Easterly to and along the Northern boundary of Plantagenet Location 5608 and onwards to the Western boundary of Location 4963; thence Northerly, Easterly and Southerly along boundaries of that location to its South-Eastern corner; thence South-Easterly to the North-Western corner of location 3794; thence Easterly and Southerly along boundaries of that location to the Northern side of a surveyed road at its South-Eastern corner; thence generally Easterly along that road to its junction with road No. 685; thence generally East-North-Easterly along that road to its junction with a stock route reserve along the Northern boundary of location 4090; thence generally Easterly along the Northern side of that reserve to the South-Western corner of location 879; thence Northerly, Westerly, again Northerly, Easterly, again Northerly and again Easterly along boundaries of locations 879 and 620 to the South-Western corner of location 1073; thence Northerly, Easterly and Southerly along boundaries of that location to the North-Western corner of location 1071; thence Easterly, Northerly, again Easterly, Southerly, again Easterly, again Southerly, again Easterly, and again Southerly along boundaries of locations 1071, 3836 and 3835 and onwards to the high water mark of the Southern Ocean. (Public Plans 451B/40 and 450/80.)

BUSH FIRES ACT, 1937-1950.

Appointment of Bush Fire Control Officers.

Department of Lands and Surveys,
Perth, 29th December, 1953.

Corres. No. 977/41.

IT is hereby notified, for general information, that the following road boards have appointed the under-mentioned Bush Fire Control Officers in their districts:—

Road Board and Control Officer.

- Gnowangerup; S. Carpenter.
- Geraldton-Greenough; W. G. Trigg.
- Murray; A. Paull.
- Gingin; A. W. Collett, R. Dewar, R. Edgar, L. S. Payne, B. L. Dewar and F. L. Roe.

H. E. SMITH,
Under Secretary for Lands.

PUBLIC WORKS TENDERS.

Tenders, closing at Perth, 2.30 p.m., on dates mentioned hereunder, are invited for the following. All tenders to be on a firm basis. Rise and Fall Clause will not apply.

Quairading Police Station and Quarters—Repairs and Renovations; (12332); 12th January, 1954; conditions may be seen at the Contractors' Room, P.W.D., Perth and Merredin, and at Quairading Police Station, on and after the 15th December, 1953.

Kellerberrin School Quarters—Removal from Chandler (12333); 12th January, 1954; conditions may be seen at the Contractors' Room, P.W.D., Perth and Merredin, and at the Police Station, Kellerberrin, on and after the 15th December, 1953.

Merredin Police Station and Quarters—Repairs and Renovations (12334); 12th January, 1954; conditions may be seen at the Contractors' Room, P.W.D., Perth and Merredin, on and after the 15th December, 1953.

Corrigin School Quarters—Removal from Chandler (12336); 12th January, 1954; conditions may be seen at the Contractors' Room, P.W.D., Perth and Narrogin, and at the Police Station, Corrigin, on and after the 15th December, 1953.

Harrismith School—Removal from Chandler (12335); 12th January, 1954; conditions may be seen at the Contractors' Room, P.W.D., Perth and Narrogin, on and after the 15th December, 1953.

Meekatharra—New Large Timber Hospital and Quarters (12328); 19th January, 1954; conditions may be seen at the Contractors' Room, P.W.D., Perth, and Geraldton, and Mining Registrar's Office, Meekatharra, on and after 8th December, 1953.

Marvel Loch School and Quarters—Repairs and Renovations (12338); 19th January, 1954; conditions may be seen at the Contractors' Room, P.W.D., Perth and Merredin, on and after the 22nd December, 1953.

Katanning School and Quarters—Repairs and Renovations (12339); 19th January, 1954; conditions may be seen at the Contractors' Room, P.W.D., Perth and Albany, and at Clerk of Courts, Katanning, on and after the 22nd December, 1953.

Morawa Police Station and Quarters—Repairs and Renovations (12340); 19th January, 1954; conditions may be seen at the Contractors' Room, P.W.D., Perth, and at Police Station, Morawa, on and after the 22nd December, 1953.

Tenders, together with the prescribed deposit, are to be addressed to "The Hon. the Minister for Works, Public Works Department, The Barracks, St. George's Place, Perth," and must be indorsed "Tender." The highest, lowest or any tender will not necessarily be accepted.

R. J. BOND,
Under Secretary for Works.

31/12/53

P.W. 462/53 ; Ex. Co. No. 2590.

Industrial Development (Kwinana Area) Act, 1952-1953 ; Public Works Act, 1902-1950.

LAND RESUMPTION.

Industry at Kwinana.

NOTICE is hereby given, and it is hereby declared, that the several pieces or parcels of land described in the Schedule hereto—being all in the Cockburn Sound District—have, in pursuance of the written approval and consent of His Excellency the Lieutenant Governor, acting by and with the advice of the Executive Council, dated the 30th day of December, 1953, been set apart, taken, or resumed for the purposes of Industry generally.

And further notice is hereby given that the said pieces or parcels of land so set apart, taken, or resumed are marked off and more particularly described on Plan, P.W.D., W.A., 34037, which may be inspected at the Office of the Minister for Works, Perth.

And it is hereby directed that the said lands shall vest in Her Majesty for an estate in fee simple in possession for the purpose 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., No. 34037.	Owner or Reputed Owner.	Description.	Area.
....	Robert Mervyn Bailey and Lila Mary Bailey	Portion of Cockburn Sound Location 506, being that part of Lot 1 on L.T.O. Diagram 13071 contained in Certificate of Title Volume 1124, Folio 157 lying West of the land the subject of L.T.O. Diagram 63100	a. r. p. 30 2 19.4

Certified correct this 24th day of December, 1953.

JOHN T. TONKIN,
Minister for Works.

J. P. DWYER,
Lieutenant Governor in Executive Council.

Dated this 30th day of December, 1953.

P.W. 2285/52 ; Ex. Co. No. 2589.

Public Works Act, 1902-1953.

LAND RESUMPTION.

Kwinana New Town—Extension of Site.

NOTICE is hereby given, and it is hereby declared, that the several pieces or parcels of land described in the Schedule hereto—being all in the Peel Estate and Cockburn Sound District—have, in pursuance of the written approval and consent of His Excellency the Lieutenant Governor, acting by and with the advice of the Executive Council, dated the 30th day of December, 1953, been set apart, taken, or resumed for the purposes of the following public work, namely:—Kwinana New Town—Extension of Site.

And further notice is hereby given that the said pieces or parcels of land so set apart, taken, or resumed are marked off and more particularly described on Plans, P.W.D., W.A., 34035 and 34036, which may be inspected at the Office of the Minister for Works, Perth.

And it is hereby directed that the said lands shall vest in Her Majesty 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., No. 34035.	Owner or Reputed Owner.	Description.	Area.
1 and 27	Jesse Lugg	Peel Estate Lots 622 and 618 (Certificate of Title Volume 1019, Folio 529)	a. r. p. 102 0 5
2	Jesse Lugg	Peel Estate Lot 1047 (Certificate of Title Volume 1040, Folio 227)	10 0 37
3 and 28	Jesse Lugg	Peel Estate Lots 1048 and 619 (Certificate of Title Volume 1077, Folio 546)	121 0 14
4 and 29	Jesse Lugg	Peel Estate Lots 1049 and 620 (Certificate of Title Volume 1077, Folio 545)	122 1 14
5 to 15 (inclusive)	Jesse Lugg	Peel Estate Lots 1050 to 1060 (inclusive) (Crown Lease 217/1950)	280 1 15
16	Seymour Goldsmith John Mears	That portion of Cockburn Sound Location 16 contained in Memorial Book 2, Number 451 lying North of Road Number 1607 passing through the said Location	39 2 16 (approx.)
17 and 24	Jesse Lugg	Peel Estate Lots 608 and 615 (Crown Lease 1164/1939)	167 0 11
18	Jesse Lugg	Peel Estate Lot 609 (Certificate of Title Volume 1054, Folio 51)	84 3 4
19	Jesse Lugg	Peel Estate Lot 610 (Certificate of Title Volume 1053, Folio 611)	98 2 28
20	Jesse Lugg	Peel Estate Lot 611 (Certificate of Title Volume 1056, Folio 678)	52 1 32
21	Jesse Lugg	Peel Estate Lot 612 (Certificate of Title Volume 1054, Folio 52)	96 0 35
22	Ruth Lillian Lugg	Peel Estate Lot 613 (Certificate of Title Volume 1054, Folio 433)	73 0 11
23	Ruth Lillian Lugg	Peel Estate Lot 614 (Certificate of Title Volume 1049, Folio 991)	59 3 17
25	Jesse Lugg	Peel Estate Lot 616 (Crown Lease 1137/1939)	95 1 37
26	Jesse Lugg	Peel Estate Lot 617 (Certificate of Title Volume 1054, Folio 575)	68 2 23
30	Robert Edward Evans	Peel Estate Lot 1202 (Conditional Purchase Lease 3127/908)	35 2 5
31 to 36 (inclusive)	Norman Henry Leslie	Peel Estate Lots 1134 to 1137 (inclusive) (Permit 3142/1416)	105 0 15
No. on Plan P.W.D., W.A., No. 34036.			
1	The Perth Diocesan Trustees	Wellard Town Lot 1 (Certificate of Title Volume 976, Folio 121)	0 0 39.1
2	Margaret Henrietta Johnston	Wellard Town Lot 2 (Certificate of Title Volume 927, Folio 88)	0 1 0
3	Margaret Henrietta Johnston	Wellard Town Lot 3 (Certificate of Title Volume 924, Folio 117)	0 1 0
4	Mary Ann Josephine Dove	Wellard Town Lot 7 (Conditional Purchase Lease 17140/47)	0 1 0
5	Mary Ann Josephine Dove	Wellard Town Lot 8 (Conditional Purchase Lease 17141/47)	0 0 39.1
6	Arthur William Ingram	Wellard Town Lot 15 (Certificate of Title Volume 903, Folio 170)	0 1 0
7	James Scott	Wellard Town Lot 16 (Conditional Purchase Lease 17213/47)	0 0 39.1
8	Mary Ann Josephine Dove	Wellard Town Lot 24 (Conditional Purchase Lease 17191/47)	0 0 39.1

Certified correct this 29th day of December, 1953.

JOHN T. TONKIN,
Minister for Works.J. P. DWYER,
Lieutenant Governor in Executive Council.

Dated this 30th day of December, 1953.

MUNICIPAL CORPORATIONS ACT, 1906-1947.

Municipal Election.

Local Government Department,
Perth, 23rd December, 1953.

IT is hereby notified, for general information, in accordance with section 113 of the Municipal Corporations Act, that the following gentlemen have been elected members of the undermentioned municipal councils to fill the vacancies shown in the particulars hereunder:—

Ward; Date of Election; Member Elected: Surname, Christian Name; Occupation; How Vacancy Occurred: (a) Retirement, (b) Resignation, (c) Death; Name of Previous Member; Remarks.

Albany Municipal Council.

East; 12/12/53; †Norman, Gordon John; News-agent; (b); Robinson, D. G.; Unopposed.

Geraldton Municipal Council.

East; 28/11/53; †Askew, Victor Stanley; Blacksmith; (b); Maslen, R. W.; —.

West; 28/11/53; Davey, Samuel James; Business Manager; (a); Marsh, G. E.; —.

Central; 28/11/53; Eadon-Clarke, Charles Stewart; Business Manager; (a); Eadon-Clarke, C. S.; —.

East; 28/11/53; Lemon, Francis Robert; Business Manager; (a); Dallimore, J.; —.

Central; 28/11/53; *McAleer, James; Doctor; (a); McAleer, J., Dr.; Unopposed.

Central; 28/11/53; †Leevers, Graham William; Accountant; (a); Cavanagh, C. V.; Unopposed.

†Denotes Extraordinary Election.

*Denotes Mayor.

†Denotes Auditor.

(Sgd.) GEO. S. LINDSAY,
Secretary for Local Government.

ROAD DISTRICTS ACT, 1919-1951.

Dumbleyung Road Board.

Alteration of Ward Boundaries.

Notice of Intention.

Department of Local Government,
Perth, 14th December, 1953.

L.G. 1532/52.

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, 1919-1951, to alter the ward boundaries of the Dumbleyung Road District by transferring that portion of the Central Ward described in the Schedule hereto to the South Ward of the Dumbleyung Road District.

Plans showing the proposed alteration may be seen at the Department of Local Government, 776 Hay Street, Perth.

(Sgd.) G. FRASER,
Minister for Local Government.

Schedule.

All that portion of the Town Ward bounded by lines starting at the North-Western corner of Dumbleyung Town Lot 187 (portion of reserve 15269) and extending Easterly along the Southern side of William Street to the Western side of Brown Street; thence Southerly along that side to a Northern boundary of Williams Location 6028; thence Westerly and Northerly along boundaries of that location and onwards to the Northern side of Bahrs Road; thence Westerly along that side to the Eastern side of George Street, and thence Northerly along that side to the starting point.

ROAD DISTRICTS ACT, 1919-1951.

Plantagenet Road Board.

Alteration of Ward Boundaries.

Notice of Intention.

Department of Local Government,
Perth, 10th December, 1953.

L.G. 3215/52.

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, 1919-1951, to re-divide the Plantagenet Road District into wards by severing from the West Ward thereof the area described in the Schedule hereto and creating it as a new ward to be known as the Rocky Gully Ward.

Plans showing the proposed alteration may be seen at the Department of Local Government, 776 Hay Street, Perth.

(Sgd.) G. FRASER,
Minister for Local Government.

Schedule.

All that portion of the West Ward, West of a line starting at the South-Western corner of Hay Location 992, a point on the road district boundary, and extending South-Easterly, Southerly, again South-Easterly and Easterly to and along boundaries of locations 2068 and 1155 to a point in prolongation Northerly of the Western boundary of location 904; thence Southerly and Easterly to and along boundaries of locations 904 and 905 to the Western boundary of location 240; thence Southerly along that boundary to the North-Eastern side of road No. 1217 (Rocky Gully-Mount Barker Road); thence South-Easterly along that side to a point in prolongation Northerly of the Eastern boundary of location 449; thence Southerly and Westerly to and along boundaries of locations 449 and 797 to the South-Western corner of the latter location, a point on the Western boundary of late W.A. Land Company's Location 37; thence Southerly along that boundary and onwards to the right bank of the Denmark River; and thence generally Southerly downwards along that bank, terminating at its intersection with the road district boundary.

ROAD DISTRICTS ACT, 1919-1948.

Road Board Election.

Local Government Department,
Perth, 23rd December, 1953.

IT is hereby notified, for general information, in accordance with section 92 of the Road Districts Act, 1919-1948, that the following gentlemen have been elected members of the undermentioned road boards to fill the vacancies shown in the particulars hereunder:—

Date of Election; Member Elected: Surname, Christian Name; Ward; Occupation; How Vacancy Occurred; Name of Previous Member; Remarks.

Albany Road Board.

12/12/53; *Burvill, George Pearson; King; Farmer; Adjustment of members; Lange, B. E.; Unopposed.

12/12/53; Lange, Benno Edwin; King; Farmer; Adjustment of members; —; Unopposed.

12/12/53; Camp, Walter Charles; Suburban; Pensioner; Adjustment of members; Camp, W. C., and Skidmore, J. E.; —.

*Denotes extraordinary election.

(Sgd.) GEO. S. LINDSAY,
Secretary for Local Government.

TRAFFIC ACT, 1919-1952.

Moora Road Board.
Appointment of Traffic Inspector.

IT is hereby notified, for general information, that Mr. Ralph Wittber has been appointed Traffic Inspector for the Moora Road District.

Dated this 29th day of December, 1953.

D. A. GLASFURD,
Chairman.

MOORA ROAD BOARD.

Appointment of Building Surveyor.

IT is hereby notified, for general information, that Mr. Ralph Wittber has been appointed Building Surveyor for the Moora Road District.

Dated this 29th day of December, 1953.

D. A. GLASFURD,
Chairman.

ROAD DISTRICTS ACT, 1919-1951.

Dumbleyung Road Board.

Notice of Intention to Borrow.

Proposed Loan 13 of £2,500.

NOTICE is hereby given that the Dumbleyung Road Board proposes to borrow the sum of £2,500 (two thousand five hundred pounds) to be expended on works and undertakings in the Dumbleyung Road Board District, the said works and undertakings being the extension of and the provision of additional facilities to the Dumbleyung District Hall.

Plans and specifications and an estimate of the cost thereof and a statement showing the proposed expenditure of the money to be borrowed, including the cost of supervision and initial expenditure in connection with the raising of the loan, are open for inspection at the office of the Dumbleyung Road Board at Dumbleyung for one month after the last publication of this notice, from 9 a.m. to 5 p.m., Mondays to Fridays.

The amount of £2,500 is proposed to be raised by the sale of debentures, repayable with interest by 40 half-yearly instalments over a period of 20 years (twenty years) after the date of issue thereof, in lieu of the formation of a sinking fund. The debentures shall bear interest at the rate of four pounds seventeen shillings and sixpence (£4 17s. 6d.) per centum per annum, payable half-yearly. The amount of the debentures and interest thereon to be payable at the State Treasury, Perth.

Dated this 29th day of December, 1953.

G. O. JAMES,
Chairman.

E. A. P. EARL,
Secretary.

ROAD DISTRICTS ACT, 1919-1951.

Dumbleyung Road Board.

Notice of Intention to Borrow.

Proposed Loan 14 of £13,000.

NOTICE is hereby given that the Dumbleyung Road Board proposes to borrow the sum of £13,000 (thirteen thousand pounds) to be expended on works and undertakings within the Dumbleyung Road Board District, the said works and undertakings being the construction of a new hall at Kukerin.

Plans and specifications and an estimate of the cost thereof and a statement showing the proposed expenditure of the money to be borrowed, including the cost of supervision and initial expenditure in connection with the raising of the loan, are open for inspection at the office of the Dumbleyung Road Board at Dumbleyung for one month after the last publication of this notice, from 9 a.m. to 5 p.m., Mondays to Fridays.

The amount of £13,000 is proposed to be raised by the sale of debentures, repayable with interest by 40 half-yearly instalments over a period of 20 years (twenty years) after the date of issue thereof, in lieu of the formation of a sinking fund. The debentures shall bear interest at the rate of £4 17s. 6d. (four pounds seventeen shillings and sixpence) per centum per annum, payable half-yearly. The amount of the debentures and interest thereon to be payable at the State Treasury, Perth.

The works and undertakings for which it is proposed to raise the loan will, in the opinion of the Board, be of special benefit to ratepayers in the Kukerin and Merilup Wards, and any loan rate applicable may be levied in the Kukerin and Merilup Wards of the Dumbleyung Road District only.

Dated the 29th day of December, 1953.

G. O. JAMES,
Chairman.

E. A. P. EARL,
Secretary.

WESTERN AUSTRALIAN TRANSPORT BOARD.

Perth, 18th December, 1953.

THE following details of omnibus and trolley-bus services operated by the W.A. Government Tramways Department are notified for public information.

All previous notifications published in the *Government Gazette* from time to time regarding these services are hereby cancelled.

Service No. 1—East Perth-City.

Commencing at the junction of Hay Street and Bay Street, East Perth; thence along Hay Street to its intersection with William Street, Perth.

Service No. 2—Pier Street-Thomas Street.

Commencing at the intersection of Hay Street and Bay Street and/or the intersection of Hay Street and Pier Street, Perth, thence along Hay Street to its intersection with Thomas Street, Subiaco.

Service No. 3—Perth-Beaufort Street, Mt. Lawley.

Section of Service No. 18 from Barrack Street Jetty, Perth, to the intersection of Beaufort Street and Walcott Street, Mt. Lawley.

Service No. 4—Perth-Rokeby Road, Subiaco.

Extension of Service No. 2 along Hay Street to its intersection with Rokeby Road, Subiaco.

Service No. 6—Perth-Keightley Road, Subiaco.

Extension of Service No. 2 along Hay Street and Rokeby Road to its intersection with Keightley Road, Subiaco.

Service No. 7—Perth-West Perth.

Commencing on the South side of St. George's Terrace, Perth, opposite Irwin Street, thence along St. George's Terrace, St. George's Place, Hay Street and Harvest Terrace to a point near its junction with Malcolm Street; return via Malcolm Street and St. George's Terrace.

Service No. 8—Subiaco-East Perth.

Commencing at the junction of Rokeby Road and Keightley Road, Subiaco, thence along Rokeby Road, Hay Street, Milligan Street, Murray Street, Pier Street and Hay Street to its junction with Bay Street, East Perth.

Service No. 9—Perth-Victoria Park (Post Office).

Section of Service No. 11 from Perth to the junction of Albany Highway and Rathay Street, Victoria Park.

Service No. 10—Perth-Mint Street,
Victoria Park.

Section of Service No. 11 from Perth to the junction of Albany Highway and Mint Street, Victoria Park.

Service No. 11.—Perth-Victoria Park
(Milford Street).

Commencing at a stand on the South side of Hay Street, West of St. George's Place, thence along Hay Street, Harvest Terrace, Malcolm Street, St. George's Terrace, Adelaide Terrace, Causeway, Albany Highway to Milford Street, East Victoria Park; return by the same route.

Service No. 12—Perth-Welshpool.

Extension of Service No. 11 from Milford Street along Welshpool Road to the Welshpool railway crossing.

Service No. 13—Perth-Welshpool
Industrial Area.

Extension of Service No. 11 from Milford Street along Welshpool Road to Tomlinson's Steelworks.

Service No. 15—Perth-Mt. Hawthorn.

Commencing in William Street, Perth, at a point between Mounts Bay Road and Riverside Drive, thence along William Street, Newcastle Street, Oxford Street, Scarborough Beach Road, The Boulevard to the terminal point in Berryman Street near Kalgoorlie Street; return along Kalgoorlie Street to Scarborough Beach Road, thence by same route.

Service No. 16—Perth-Leederville.

Commencing in William Street, Perth, at a point between Mounts Bay Road and Riverside Drive, thence along William Street and Newcastle Street to its junction with Oxford Street, Leederville; return along Oxford Street, Vincent Street, Regent Street, Woolwich Street and Oxford Street to Newcastle Street thence by same route.

Service No. 17—Perth-Inglewood.

Section of Service No. 18 from Barrack Street Jetty, Perth, to the intersection of Beaufort Street and Salisbury Street, Bedford Park.

Service No. 18—Perth-Inglewood-Bedford Park.

Commencing at Barrack Street Jetty, Perth, thence along Barrack Street and Beaufort Street to its intersection with Grand Promenade, Inglewood; return via Grand Promenade, Park Street, Roseberry Street, Beaufort Street and Barrack Street to the starting point.

Service No. 19—Perth-Mt. Lawley
(via Vincent Street).

Commencing in William Street, Perth, at a point between Mounts Bay Road and Riverside Drive, thence along William Street, Vincent Street, Walcott Street, Learoyd Street, Thongsbridge Street, Alexander Drive, Walcott Street, McPherson Street, Dumbarton Crescent, Clyde Road, Elstree Avenue and Beverley Street to its junction with Meenaar Crescent; return along Meenaar Crescent, Marradong Street and Carnarvon Crescent to Elstree Avenue, thence by same route.

Service No. 20—Perth-Mt. Lawley
(via William Street).

Deviation from Service No. 19 from the intersection of William Street and Vincent Street along William Street to Walcott Street.

Service No. 21—Perth-Blake Street
(via Learoyd Street).

Section of Service No. 19 from William Street, Perth, to the intersection of Walcott Street and Blake Street, North Perth.

Service No. 22—Perth-North Perth
(via Angove Street).

Commencing at Barrack Street Jetty, Perth, thence along Barrack Street, Beaufort Street, Bulwer Street, Fitzgerald Street, Angove Street, to its junction with Charles Street; return by same route.

Service No. 24—Perth-North Perth.

Commencing in William Street, Perth, at a point between Mounts Bay Road and Riverside Drive, thence along William Street, Wasley Street, Norfolk Street, Marmion Street, Fitzgerald Street, Namur Street, Bay View Road, Mabel Street, Hunter Street, Cliveden Street and Walcott Street to its junction with Charles Street; return by same route.

Service No. 25—Perth-Marmion Street,
North Perth.

Section of Service No. 24 from William Street, Perth, to the junction of Marmion Street and Fitzgerald Street, North Perth.

Service No. 29—Perth-Fourth Avenue, Inglewood.

Section of Service No. 18 from Barrack Street Jetty, Perth, to the intersection of Beaufort Street and Fourth Avenue, Inglewood.

Service No. 30—Perth-Como
(via Hensman Street).

Commencing at a stand on the North side of St. George's Terrace, East of Barrack Street, Perth, thence along St. George's Terrace, Adelaide Terrace, Causeway, Canning Highway, Hensman Street, Coode Street, Thelma Street, Robert Street, Alston Avenue, Melville Parade, to its intersection with Thelma Street as the terminal point. Return via Thelma Street, Coode Street, Hensman Street, Canning Highway, Causeway, Riverside Drive, Barrack Street, St. George's Terrace, to the starting point.

Service No. 31—Perth-Coode Street, South Perth.

Section of Service No. 30 from St. George's Terrace, Perth, to the junction of Mill Point Road and Coode Street, South Perth.

Service No. 32—Perth-Como
(via Mill Point Road).

Commencing on the North side of St. George's Terrace, East of Barrack Street, Perth, thence along St. George's Terrace, Adelaide Terrace, Causeway, Canning Highway, Mill Point Road, Mends Street, Labouchere Road, Ednah Street, Mary Street, to the intersection of Preston Street and Mary Street; return via Preston Street, Labouchere Road, Mends Street and the same route to the Causeway; thence via Riverside Drive, Barrack Street, St. George's Terrace, to the starting point.

Service No. 33—Perth-South Perth (via
Lansdowne Road).

Commencing at a stand on the North side of St. George's Terrace, East of Barrack Street, Perth, thence along St. George's Terrace, Adelaide Terrace, Causeway, Canning Highway, Lansdowne Road, Sixth Avenue, Banksia Terrace, Bright Street, Dyson Street, Oxford Street, Mabel Street, David Street, Murray Street, Todd Avenue, Bland Street, terminating at intersection of Ryrie Avenue; return via Ryrie Avenue, Murray Street, and thence by same route as shown above to the Causeway; thence along Riverside Drive, Barrack Street and St. George's Terrace to the starting point.

Service No. 34—Perth-Zoological Gardens.

Commencing on the North side of St. George's Terrace East of Barrack Street, Perth, thence along St. George's Terrace, Adelaide Terrace, Causeway, Canning Highway, Elizabeth Street, Lawler Street, Angelo Street, terminating at intersection of Labouchere Road; return by same route to the Causeway; thence along Riverside Drive, Barrack Street and St. George's Terrace to the starting point.

Service No. 35—Perth-Manning Park.

Commencing on the North side of St. George's Terrace, Perth, East of Barrack Street, thence along St. George's Terrace, Adelaide Terrace, Causeway, Canning Highway, Hensman Street, Coode Street, Thelma Street, Robert Street, Manning Road and March Avenue to its junction with Cloister Avenue;

return via Cloister Avenue, Mt. Henry Road, and Clydesdale Street to Manning Road and by the same route as above to the Couseway; thence along Riverside Drive, Barrack Street and St. George's Terrace to the starting point.

Alternative Routes.

(a) Deviation from Manning Road along Clydesdale Street, Olive Street and Ley Street to Manning Road.

(b) Deviation from Cloister Avenue along Clydesdale Street, Olive Street and Ley Street to Manning Road.

Service No. 36—Perth-Aquinas College.

Extension of Service No. 35 from the junction of Cloister Avenue and Mt. Henry Road along Mt. Henry Road to Aquinas College.

Service No. 40—Perth-Maylands (via Carrington Street).

Commencing at a stand on the North side of Bridge Street, between Beaufort Street and Stirling Street, Perth, thence along Stirling Street, Brisbane Street, Smith Street, Harold Street, Lord Street, Walcott Street, Farnley Street, First Avenue, Carrington Street, Tenth Avenue, John Street, Waterford Street to its junction with York Street, as the terminal point. Return via York Street, Tenth Avenue, Carrington Street, First Avenue, Farnley Street, Walcott Street, Lord Street, Harold Street, Smith Street, Brisbane Street, Stirling Street, James Street, Beaufort Street, Bridge Street to the starting point.

Service No. 41—Perth-Caledonian Avenue, Maylands.

Commencing at a stand on the West side of Stirling Street, between Bridge Street and James Street, Perth; thence along Stirling Street, Brisbane Street, Smith Street, Harold Street, Lord Street, under the Subway, Guildford Road, Peninsula Road, Kathleen Avenue, Joseph Street, Hubert Road, Susan Street to its junction with Caledonian Avenue. Return by same route.

Service No. 42—Perth-Johnson Road, Maylands.

Commencing at a stand on the West side of Stirling Street, between Bridge Street and James Street, Perth, thence along Stirling Street, Brisbane Street, Smith Street, Harold Street, Lord Street, under the Subway, Guildford Road, Peninsula Road, to its intersection with Johnson Road; return by same route.

Service No. 43—Perth-Aerodrome, Maylands.

Extension of Service No. 42 along Park Fields Road and Clarkson Road to its junction with Swan Bank Road.

Service No. 45—Perth-Ferguson Street, Maylands.

Section of Service No. 48 from Perth to the intersection of Guildford Road and Ferguson Street, Maylands.

Service No. 46—Perth-Garratt Road, Bayswater.

Section of Service No. 48 from Perth to the intersection of Guildford Road and Garratt Road, Bayswater.

Service No. 47—Perth-Bayswater.

Section of Service No. 48 from Perth to Whatley Crescent, Bayswater.

Service No. 48—Perth-Paterson Street, Bayswater.

Commencing on the North side of Bridge Street, Perth, thence along Stirling Street, Newcastle Street, Lord Street, under Mt. Lawley Subway, Guildford Road, King William Street, under the Bayswater Subway, Coode Street, Copley Street and Lawrence Street to its intersection with Paterson Street; return by same route.

Service No. 50—Perth-Beechboro.

Section of Service No. 52 from Perth to the intersection of Beechboro and Benara Roads, Beechboro.

Service No. 51—Perth-Bennett Street, Caversham.

Section of Service No. 52 from Perth to the junction of Benara Road and Bennett Street, Caversham.

Service No. 52—Perth-Caversham.

Extension of Service No. 48 from Bayswater Subway along Railway Parade, Beechboro Road, Benara Road and West Swan Road to the Caversham School.

Service No. 53—Perth-Bayswater Oval.

Extension of Service No. 48 from Guildford Road along Garratt Road to Bayswater Oval.

Service No. 56—Perth-Hollywood.

Commencing at a stand in St. George's Terrace, West of William Street, Perth; thence along St. George's Terrace, Mill Street, Mounts Bay Road, Winthrop Avenue, Monash Avenue, Williams Road, Karella Street, Kinninmont Avenue, to its intersection with Carrington Street as the terminal point. Return via Carrington Street, Smythe Road, Karella Street, Williams Road, Monash Avenue, Winthrop Avenue, Mounts Bay Road, Bazaar Terrace, William Street, St. George's Terrace to the starting point.

Extension—Along Kinninmont Avenue and Stirling Highway, to its junction with Smythe Road; return along Smythe Road to Karella Street, thence by same route.

Service No. 57—Perth-Stanley Street, Mt. Lawley.

Commencing at Wellington Street, Perth, adjacent to Forrest Place, thence along Wellington Street, Waterloo Crescent, Wittenoom Street, Plain Street, Jewell Street, Zebina Street, Summers Street, Joel Terrace, Pakenham Street; return by Ebbsworth Street, thence by same route.

Service No. 58—Perth-Jolimont.

Commencing at Wellington Street, Perth, adjacent to Forrest Place, thence along Wellington Street, Roberts Road, Railway Road, Hay Street, Jersey Street, Cambridge Street, Winmarley Street, Highbury Street, and Seymour Avenue to its junction with The Boulevard; return along The Boulevard to Cambridge Street, thence by the same route.

Service No. 60—Perth-Bedford Park (via Walter Road).

Commencing at Stirling Street, Perth, adjacent to Bridge Street, thence along Stirling Street, Bulwer Street, William Street, Walcott Street, Longroyd Street, North Street, Hamer Parade, Dundas Road, College Street, Crawford Road, Walter Road, Grand Promenade, Cathrine Street and Birkett Street to its intersection with Craven Street; return along Craven Street and Grand Promenade to Walter Road, thence by same route.

Service No. 61—Perth-Morley Park.

Commencing at Stirling Street, Perth, adjacent to Bridge Street, thence along Stirling Street, Bulwer Street, William Street, Walcott Street, Longroyd Street, North Street, Hamer Parade, Dundas Road, College Street, Crawford Road, Robinson Street, Wood Street, Buller Street, Salisbury Street, Craven Street, Birkett Street, and Walter Road, to its junction with Wellington Road; return by same route.

Extension—Along Wellington Road and Camboon Street to its intersection with Lincoln Road; return by same route.

Service No. 62—Perth-Beechboro Road, Morley Park.

Extension of Service No. 61 along Walter Road to its intersection with Beechboro Road; return by same route.

Service No. 65—Perth-City and Wembley Beaches.

Commencing at a stand on the South side of Wellington Street, West of William Street, Perth; thence along Wellington Street, Market Place (under the Subway), Sutherland Street, Cambridge Street, The Boulevard, to West Coast Highway, City Beach; thence Southwards along West Coast Highway, Boscombe Avenue and Branksome Gardens to its junction with Oceanic Drive; return by same route.

Alternative Routes.—(a) From The Boulevard, via Challenger Drive, Oceanic Drive, West Coast Highway, Dartmouth Avenue and Branksome Gardens to its intersection with Boscombe Avenue; return via Boscombe Avenue to West Coast Highway thence by same route.

(b) From The Boulevard, via Templetonia Crescent, Kingsland Avenue, Challenger Drive, Oceanic Drive, West Coast Highway, Dartmouth Avenue, and Branksome Gardens, to its intersection with Boscombe Avenue; return via Boscombe Avenue to West Coast Highway, thence by same route.

Service No. 66—Mt. Lawley-Wembley Beach.

Commencing in Guildford Road adjacent to Mt. Lawley Subway, thence along Guildford Road, Walcott Street, Raglan Road, Fitzgerald Street, Vincent Street, Lake Monger Drive, Grantham Street, The Boulevard and West Coast Highway to the parking area at Wembley Beach; return by same route.

Service No. 67—Victoria Park-Wembley Beach.

Commencing in Albany Highway, Victoria Park, adjacent to Milford Street, thence along Albany Highway, Causeway, Riverside Drive, Plain Street, Adelaide Terrace, St. George's Terrace, St. George's Place, Hay Street, Jersey Street, Cambridge Street, and Oceanic Drive to the parking area near its junction with West Coast Highway; return by same route to St. George's Terrace thence via Adelaide Terrace, Causeway and Albany Highway to the starting point.

Service No. 68—Bedford Park-Wembley Beach.

Commencing at the intersection of Beaufort Street and Grand Promenade, Bedford Park, thence along Beaufort Street, Lawley Crescent, Hill View Road, Rookwood Street, Alexander Drive, Fitzgerald Street, View Street, Bourke Street, Lake Monger Drive, Grantham Street, Seymour Avenue, Lissadell Street, Cambridge Street and Oceanic Drive to the parking area near its junction with West Coast Highway; return by same route.

Service No. 70—Perth-Swanbourne.

Commencing on the South side of St. George's Terrace, Perth, West of William Street, thence along St. George's Terrace, Mill Street, Mounts Bay Road, and along Stirling Highway to the Junction of Congdon Street; return by same route to Mounts Bay Road; thence along William Street to its intersection with St. George's Terrace.

Service No. 71—Perth-Claremont.

Commencing on the South side of St. George's Terrace, Perth, West of William Street, thence along St. George's Terrace, Mill Street, Mounts Bay Road, Stirling Highway, Vacluse Street, Stevens Street and along Langford Street to its junction with Guger Street; return via Guger Street, Vacluse Street, Stirling Highway, Mounts Bay Road and along William Street to its intersection with St. George's Terrace.

Service No. 72—Perth-Nedlands.

Section of Service No. 70 from Perth to the junction of Stirling Highway and Broadway, Nedlands; return by same route.

Service No. 75—Perth-West Leederville-North Wembley.

Commencing at a stand on the West side of Stirling Street, Perth, between Bridge Street and James Street, thence along Stirling Street, James Street, Fitzgerald Street, Bulwer Street, Vincent Street, Northwood Street, Ruislip Street, Gregory Street, Grantham Street, Daglish Street, Drew Street, to its junction with Herdsman Parade; return along Herdsman Parade, Walker Street, Daglish Street, thence by same route.

Service No. 76—Wembley and Floreat Park-Perth.

Commencing at the intersection of Reserve Street and Grantham Street, Wembley, thence along Grantham Street, Gregory Street, Cambridge Street, Sutherland Street, Market Place and Wellington Street to its intersection with William Street, Perth.

Alternative Route.

Commencing at the intersection of Lissadell Street and Cambridge Street, Floreat Park, thence along Cambridge Street, Sutherland Street, Market Place, and Wellington Street to its intersection with William Street, Perth.

Service No. 77—Wembley and Floreat Park-East Perth.

Extension of Service No. 76 along Wellington Street, Perth, to Wellington Square, East Perth.

Service No. 78—Wembley and Floreat Park-East Perth Terminus.

Extension of Service No. 76 along Wellington Street, Perth, thence along Hill Street, Wittenoom Street, Claisebrook Road, and Kensington Street to its junction with Trafalgar Road; return along Trafalgar Road and Brown Street to Claisebrook Road; thence by same route.

Service No. 79—Perth-Reserve Street, Wembley.

Commencing on the South side of Wellington Street, Perth, adjacent to William Street, thence along Wellington Street, Market Place (under Subway), Sutherland Street, Cambridge Street, Gregory Street and along Grantham Street to its intersection with Reserve Street; return by same route.

Service No. 80—Perth-Floreat Park.

Commencing on the South side of Wellington Street, Perth, adjacent to William Street, thence along Wellington street, Market Place (under Subway), Sutherland Street and along Cambridge Street to its intersection with Lissadell Street; return by same route.

Service No. 81—Perth-Gregory Street, Wembley.

Section of Service No. 78 from Perth to the junction of Cambridge Street and Gregory Street, Wembley, thence along Gregory Street, Barrett Street and Station Street to its intersection with Cambridge Street; return along Cambridge Street, thence by same route.

Service No. 82—Perth-Wembley (Hackett Estate).

Commencing at Wellington Street, Perth, adjacent to William Street, thence along Wellington Street, Roberts Road, Railway Road, Hay Street, Jersey Street, Salvado Road, Birksdale Street, Alderbury Street, Grovedale Road, Cambridge Street and Brookdale Street to its intersection with Alderbury Street; return by same route.

G. SLATER,

Acting Secretary, W.A. Transport Board.

WAGIN VERMIN BOARD.

PURSUANT to the powers conferred on it by section 98 of the Vermin Act, 1918-1942, the Wagin Vermin Board hereby orders as follows:—

(a) The respective occupiers and, where no person is in actual possession, owners of all holdings within the district of the Board shall commence the work of destroying rabbits on such holdings, and upon roads bounding and intersecting same not later than 1st February, 1954, and shall continue and systematically carry out the said work for a period of one month commencing on the said date.

(b) The means which shall be adopted for carrying out the said work shall be the laying of poison baits not more than eight feet apart in a well defined trench or furrow, at all localities on the said holdings where the evidence of the presence of rabbits exists, and the fumigation of warrens, and the ripping up of warrens.

Any person failing to comply with the requirements of this order will be liable for prosecution under section 99 of the Act without further notice.

Dated 22nd December, 1953.

By order of the Board,

J. M. BARTLEY,
Secretary.

VERMIN ACT, 1918-1953.

Agriculture Protection Board.

Geraldton-Greenough, Northampton and Upper Chapman Vermin Boards.

NOTICE is hereby given, under section 98 of the Vermin Act, 1918-1953, that all owners and/or occupiers of all or any holdings, either owned, rented, or leased, within the whole of the Geraldton-Greenough, Northampton and Upper Chapman Vermin Districts shall on the 1st day of February, 1954, commence the work of destroying rabbits upon such holdings and upon the roads bounding and intersecting such holdings.

The work shall be continued and systematically carried out until the 16th day of February, 1954.

The means to be adopted shall be the laying of poison baits in well defined trails. Baits to be composed of pollard and bran with phosphorus and/or oats with strychnine. Multiple trails to be laid when using the phosphorus baits, and adequate free feeding when using strychnine baits.

A. R. TOMLINSON,

Chairman, Agriculture Protection Board.

EDUCATION ACT, 1928-1952.

Education Department,
Perth, 17th December, 1953.

HIS Excellency the Governor in Executive Council has been pleased to approve of the amendments by the Minister for Education, in the manner set forth in the Schedule hereunder, of the Education Act Regulations, 1949, made by the Minister under the provisions of the Education Act, 1928-1952, and published in the *Government Gazette* on the 26th day of July, 1949, and amended from time to time thereafter.

T. L. ROBERTSON,
Director of Education.

Schedule.

The abovementioned regulations are amended as follows:—

1. Regulation 44 is amended—

(a) By deleting subregulations (1) and (2) and substituting in lieu thereof subregulations (1) and (2) as follows:—

(1) For the purposes of this regulation—

“new quarters” means quarters completed and ready for occupation on the 1st January, 1946, or a later date as the case may be;

“old quarters” means quarters completed and ready for occupation on or before the 31st December, 1945.

(2) Where new quarters or old quarters are provided for the use of teachers they shall pay rent which shall be deducted from their salaries as follows:—

(a) (i) For new quarters which are erected in the metropolitan area the annual rental shall be assessed at five per centum of the cost of the erection of the quarters; or

(ii) for new quarters which are erected outside the metropolitan area the annual rental shall be assessed at five per centum of the calculated cost of erection of the premises in the metropolitan area;

but in either case the rental shall not exceed one hundred and twenty pounds (£120) per annum.

(b) The maximum annual rental for new quarters is subject to review every three years commencing from the 1st January, 1954.

(c) In the case of old quarters—

(i) where at the 31st December, 1953, the annual rental was sixty-five pounds (£65) or less the annual rental from the 1st January, 1954, is to be sixty-five pounds (£65);

- (ii) where the annual rental at 31st December, 1953, exceeds the sum of sixty-five pounds (£65) the annual rental as on and from 1st January, 1954, shall be the same rental;
- (iii) after the 1st January, 1954, where valuations made by valuers from the Public Works Department are available the annual rental is to be five per centum of the valuations so fixed;
- (iv) where as a result of a valuation the annual rental is increased or decreased in respect of the amounts mentioned in subparagraphs (i) and (ii) of this paragraph the Minister shall make the necessary adjustment with the respective teachers who are occupying or have occupied the quarters by refunding to or requiring from a teacher a sum of money as the case may be.

(b) By deleting from subregulation (3) wherever it appears the word "head."

2. Insert after regulation 44 new regulations 44A and 44B as follows:—

44A. (1) A teacher may appeal against rentals fixed in accordance with regulation 44 (2) (c) (iii) of these regulations to a committee which shall consist of a representative of the Education Department nominated by the Minister who shall be chairman, an officer of the Public Works Department and an officer representing the State School Teachers' Union of W.A.

(2) A teacher shall not be represented by a legal practitioner at the hearing of an appeal under the provisions of subregulation (1) of this regulation.

(3) The decision of the committee on any appeal shall be final.

44B. Where rental homes are made available by the State Housing Commission to the Education Department for letting to teachers, the rental shall be the rental fixed by the Housing Commission up to a maximum of one hundred and twenty pounds (£120) per annum. If the rental fixed by the Housing Commission exceeds one hundred and twenty pounds (£120) per annum the balance shall be paid by the Education Department to the Housing Commission.

3. Regulation 48 is amended by substituting for paragraph (3) a new paragraph (3) as follows:—

(3) Teachers "on supply" may be granted sick leave in accordance with the provisions set down in Regulations 52 and 73 (1) and (2).

4. Regulation 52 is amended—

(a) By deleting subregulations (1), (2) and (3) and substituting the following:—

(1) (a) The basis for determining sick leave which may be granted to permanent teachers shall be ascertained by crediting the teacher with the following periods, such leave to be cumulative:—

	Leave on full pay. Working Days.	Leave on half pay. Working Days.
On date of permanent appointment	5	2
On completion of six months' service on the permanent staff	5	3
On completion of 12 months' service on the permanent staff	10	5
On completion of each additional 12 months' service on the permanent staff	10	5

(b) In determining the leave for which a teacher is eligible service as a monitor and service in Teachers' College shall count as qualifying service.

(c) To determine the leave for which a permanent teacher is eligible, the leave that has been granted during his permanent service at rates of full pay and half pay respectively shall be deducted from the periods ascertained under the provisions of subregulation (1) (a) of this regulation. In the case of a teacher who was appointed to the permanent staff before the date of commencement of this regulation, any leave granted prior to that date shall be totalled in days inclusive of Saturdays, Sundays and public holidays under the headings of full pay, half pay and third pay; days granted on third pay shall be multiplied by two-thirds and the resultant round figure added to the total number of days on half pay; the then number of days under the separate headings of full pay and half pay shall be multiplied by 5/7ths and the result shall be taken as the period of leave on full pay and half pay respectively, granted during his service prior to the date of commencement of this regulation.

(d) After deduction has been made as provided in subregulation (1) (c) of this regulation, the period remaining at each rate of pay shall be the leave of absence for which the teacher is eligible at the date of application, provided—

- (i) that if after such deduction a teacher with less than six months' service on the date of commencement of this regulation would at that date have less than five working days on full pay and two working days on half pay to his credit then his credit at that date shall be increased to those amounts;
- (ii) that if after such deduction a teacher with not less than six months' service on the date of commencement of this regulation would at that date have less than ten working days on full pay and five working days on half pay to his credit then his credit at that date shall be increased to those amounts, but any credit in excess of the required minimum under the heading of either full pay or half pay shall be applied in reduction of any debit under the other heading or used to establish the required minimum credit under that heading.

(e) Teachers employed "on supply" may be granted leave on the basis of a cumulative credit of one working day on full pay and one half a working day on half pay for each four weeks of continuous service, provided that the maximum credit in respect of any one calendar year of service shall be ten working days on full pay and five working days on half pay. In assessing the period of continuous service the following subparagraphs (i) (ii), (iii) and (iv) shall apply:—

- (i) Continuous service shall not include leave without pay and term and summer vacations but subject to subparagraph (iv) of this proviso such periods shall not constitute a break in continuity of service.
- (ii) As from the date of this regulation, where the services of a teacher are temporarily not required by Departmental exigencies, the suspension of the services of the teacher shall not constitute a break in continuity of service, subject to subparagraph (iv) of this proviso.
- (iii) Where any break in service is due to reasons personal to the teacher and leave without pay is not granted the break shall be considered as a break in continuity of service and all previous sick leave credits shall be cancelled.
- (iv) Any break in service of twelve weeks' duration or longer, howsoever caused, shall be considered as a break in the continuity of service and all previous sick leave credits shall be cancelled.

(f) To determine the leave for which a teacher employed "on supply" is eligible the leave that has been granted during his current continuous period of service at the date of this regulation shall be totalled in accordance with the procedure laid down in subregulation (1) (c) of this regulation and this shall be deducted from the leave due to him totalled for his current continuous period of service at the date of this regulation in accordance with subregulation (1) (e) of this regulation.

(g) After deduction has been made as provided in subregulation (1) (f) of this regulation, the period remaining at each rate of pay shall be the leave for which a teacher employed "on supply" is eligible provided that no teacher shall have a leave debit at the date of this regulation.

(h) Debits for leave granted subsequent to the date of commencement of this regulation shall be on the basis of working days and shall include any public holidays occurring during the period of leave, provided that where a teacher resumes duty on a day immediately succeeding a public holiday then the leave shall be regarded as expiring on the working day preceding such holiday.

(i) Teachers shall observe the requirements of Regulation 73 (1) and (2) when applying for leave under this regulation.

(j) If a permanent teacher is on sick leave immediately prior to the commencement of term or summer vacations, such vacations shall not be debited as sick leave against him.

(k) (i) If a teacher is on sick leave with half pay or sick leave without pay immediately prior to term vacations he shall continue on half pay or without pay for the duration of the vacation unless he resumes duty immediately after the vacation in which case he shall be placed on full pay for the vacation.

(ii) If a teacher is on sick leave with half pay or without pay immediately prior to the summer vacation he shall be placed on full pay for the duration of that vacation.

(l) A teacher absent on approved long service leave or leave without pay shall not be eligible for leave under this regulation during the currency of such approved leave.

(m) Where a teacher is eligible only for sick leave on half pay but is eligible also for long service leave, he shall be allowed to continue on the double basis of sick leave on half pay and long service leave on half pay.

(n) No leave on account of illness or injury shall be granted with pay if the illness or injury has been caused by the misconduct of the teacher or by circumstances within his control.

(o) If a teacher, after being retired on medical grounds, resumes duty then his sick leave credit at the date of his retirement shall be reinstated. A teacher, who after resigning from the teaching service is subsequently reappointed shall be treated as a new entrant to the Service as from the date of his reappointment.

(p) Where after the date of commencement of this regulation a teacher who has been employed "on supply" for a continuous period of not less than three years, is appointed to the permanent staff, any sick leave to his credit under subregulation (1) (g) and (1) (h) of this regulation shall remain to his credit on appointment to the permanent staff.

(q) In any special case of hardship which results from the change to the cumulative system of sick leave, the Director shall have the right of review.

(b) By re-numbering subregulations (4), (5) and (6) as subregulations (2), (3) and (4).

WESTERN AUSTRALIAN GOVERNMENT TENDER BOARD.

Accepted Tenders.

Tender Board No.	Date.	Contractor.	Schedule No.	Particulars.	Department concerned.	Rate.
742/53	1953. Dec. 23	Boltons, Ltd.	293A, 1953	Copper Calorifiers, for Old Women's Home, Mt. Henry, as follows :— Item 1—2 300 gall. Non-Capacity Calorifiers Item 2—2 250 gall. Non-Capacity Calorifiers Item 3—1 only 200 gall. Non-Capacity Calorifier Item 4—1 only 125 gall. Non-Capacity Calorifier	Public Works	£243 each. £233 each. £179. £139.
1035/53	do.	J. W. Purslowe & Sons	490A, 1953	Removal of Bodies to Morgue at Northam, as per Items 3 (a) and 3 (b)	Police	Rates on application.
1050/53	do.	....	512A, 1953	Purchase and Removal of Second-hand Motor Vehicles, as follows :— Item 1—1947 Model Chevrolet Sedan (Eng. No. R122714) Item 2—1948 Model Holden Sedan (Eng. No. 1182) Item 1—1952 Model Holden Sedan (Eng. No. 65031)	Premier	£553. £525. £376.
964/53	Dec. 21	Perkins Pty., Ltd.	513A, 1953 544A, 1953	1 Alpha Harris 9 KW Diesel Driven Generating Set, direct coupled by means of a rubber bushed flexible coupling to an Armstrong Siddeley Twin Cylinder Air Cooled Diesel Engine, as per Item 1	Public Works	£563 15s.
1297/53	Dec. 23	....	526A, 1953	Purchase and Removal of Second-hand Typewriters, as follows :— Item 1—Underwood Brief, No. 4711135-14, with cover Item 2—Smith Premier Brief, No. 102404	Govt. Stores	£36 1s. 6d. £13 2s. 6d.
1293/53	do.	S. Van Dal & Co.	522A, 1953	1 Stanford Standard Model 90-30 Shockproof Mobile X-Ray Generator, F.O.R. or where directed Perth	Public Health	£495.
1120/53	do.	Wakelam Bros.	469A, 1953	Water Binding Gravel within a 12 mile radius of G.P.O., Perth, in such quantities at such time as may be required during period 1st January, 1954, to 30th June, 1954	Metro. Water Supply	14s. per cub. yd.
1150/53	do.	Southern Cross Windmill & Engine Pty., Ltd.	479A, 1953	1 Mark BE-C Southern Cross Diesel Engine and Accessories for Moora Water Supply, as per Item 1	Public Works	£405.
1259/53	do.	Jason Industries, Ltd.	525A, 1953	Bicycle Identification Plates	Police	£33 15s. per 1,000.

WESTERN AUSTRALIAN GOVERNMENT TENDER BOARD—continued.

Tenders for Government Supplies.

Date of Advertising.	Schedule No.	Supplies Required	Date of Closing.
1953.			1954.
Dec. 4	543A, 1953	Hot Presses, Bain Maries, Urns and Cold Counter for Mt. Henry	Jan. 7
Nov. 27	528A, 1953	Parts for Blast Furnace	Jan. 7
Dec. 11	563A, 1953	Steel Pipes, 4½ in. ext. dia. for G.W.S.	Jan. 7
Dec. 18	568A, 1953	Recapping Bus Tyres for W.A.G. Tramways and Ferries	Jan. 7
Dec. 18	570A, 1953	Oil Fuel for Diesel Locomotives and Rail Cars	Jan. 7
Dec. 18	575A, 1953	Battery Shoes and Dies	Jan. 7
Dec. 22	576A, 1953	Caravans for Agriculture Protection Board	Jan. 7
Dec. 24	588A, 1953	3 ton Truck and 4-wheeled Trailer	Jan. 7
Dec. 24	580A, 1953	Poles (Jarrah and Wandoo) for Public Works Department, Three Springs	Jan. 14
Dec. 24	581A, 1953	Cartage of Bricks for M.W.S.S. & D.D.	Jan. 14
Dec. 24	583A, 1953	Water Meters for Country Towns Water Supply	Jan. 14
Dec. 24	107	Jams, Condiments, Honey and Vinegar	Jan. 14
Dec. 24	109	Groceries for Government Institutions	Jan. 14
Dec. 24	108	Biscuits for Government Institutions	Jan. 14
Dec. 24	587A, 1953	Radio Receiver for District Northam Hospital	Jan. 14
Oct. 6	408A, 1953	400 K.V.A. Transformers, 2 only§	Extended to Jan. 14
Oct. 6	409A, 1953	Cables, Joint Boxes, Tee Boxes, Feeder Pillars, etc.§	Extended to Jan. 14
Oct. 6	410A, 1953	Extra High and Low Tension Switchgear, etc.§	Extended to Jan. 14
Oct. 6	411A, 1953	440 Volt, Three-phase Wharf Crane Plugs§	Jan. 14
Dec. 18	571A, 1953	Fabrication of Point Chairs for W.A.G. Railways	Jan. 21
Dec. 18	569A, 1953	Fabrication and Erection of Plant for Handling Collie Coal at East Perth Gas Works	Extended to Jan. 28
Dec. 11	562A, 1953	Double Buffer Springs (500 only), for W.A.G. Railways Commission§	Jan. 28
Dec. 22	577A, 1953	Underground Cables for S.E.C.	Jan. 28
Dec. 22	579A, 1953	3 ton General Purpose Automatic Goods Lift	Jan. 28
Dec. 15	564A, 1953	Pumping Machinery for Collie Sewage Pumping Station No. 2	Feb. 4
Dec. 24	586A, 1953	Machinery for W.A.G. Railway Workshop * §	Mar. 18
Dec. 24	585A, 1953	Coal Handling Plant for Bunbury Generating Station †	Mar. 25

* Documents available from the Agent General, London.

† Documents chargeable £1 1s. 0d. for first set, 5s. 3d. for subsequent sets.

§ Documents available for inspection at W.A. Government Liaison Offices—Room 13, 1st Floor, M.L.C. Buildings, 305 Collins Street, Melbourne. Room 105, 82 Pitt Street, Sydney.

For Sale by Tender.

Date of Advertising.	Schedule No.	For Sale.	Date of Closing.
1953.			1954.
Dec. 15	565A, 1953	Second-hand Caterpillar D7 Diesel Crawler Tractor with Treepusher and Bulldozer Equipment	Jan. 7
Dec. 15	567A, 1953	Second-hand Ruston Hornsby 40 h.p. Engine with Spare Parts	Jan. 7
Dec. 18	574A, 1953	Second-hand Fordson Major Tractor, fitted with Griffin Hydraulic Front End Loader	Jan. 7
Dec. 24	582A, 1953	Unserviceable Timber, ex Causeway	Jan. 7
Dec. 22	578A, 1953	220 volt. D.C. Lighting Plant	Jan. 14
Dec. 24	584A, 1953	1946 Model Chevrolet 30 cwt. Truck	Jan. 14
Dec. 18	572A, 1953	Second-hand 3 h.p. and 4½ h.p. Lister Engines, ex State Battery, Kalgoorlie	Jan. 14
Dec. 30	589A, 1953	Britstand Concrete Mixer	Jan. 14
Dec. 30	590A, 1953	Fordson Tractor, fitted to Malcolm Moore 6 ton Road Roller	Jan. 14
Dec. 18	573A, 1953	Turbo-Alternator Plant, ex East Perth Power Station §	Jan. 28

§ Documents available for inspection at W.A. Government Liaison Offices—Room 13, 1st Floor, M.L.C. Buildings, 305 Collins Street, Melbourne. Room 105, 82 Pitt Street, Sydney.

Tenders addressed to the Chairman, Tender Board, Perth, will be received for the abovementioned until 10 a.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.

A. H. TELFER,
Chairman.

30th December, 1953.

THE UNIVERSITY OF WESTERN AUSTRALIA.
Annual Election by Convocation of One Member
of the Senate.

UNDER the provisions of the University of Western Australia Act, 1911-1947, the annual election will be conducted on Tuesday, 2nd March, 1954, by which Convocation will choose one person to be a member of the Senate of the University of Western Australia for a period of six years.

Nominations must be signed by two qualified voters and be accompanied by the written consent of the nominee. Nominations must be addressed to the Warden of Convocation, University of Western Australia, Nedlands, and reach him between Tuesday, 19th January, and Tuesday, 2nd February, 1954. Nomination forms will be available on application to the undersigned.

The retiring member is Mr. J. H. Reynolds, who is eligible for re-election.

L. RICHARDS,
Clerk of Convocation.

DEAMAW PROPRIETARY LIMITED.
Notice of Office.

NOTICE is hereby given that the Registered Office of Deamaw Proprietary Limited is situate at the offices of Roy Arthur Long, 1 Howard Street, Perth, and that the days and hours during which such office is accessible to the public are as follows:—Week days (holidays excepted), 9 a.m. to 5 p.m.

Dated this 23rd day of December, 1953.

R. A. LONG,
Director.

Northmore, Hale, Davy & Leake, 13 Howard Street, Perth, Solicitors for the Company.

COMPANIES ACT, 1943-1951.

T. R. Services Pty. Limited.

Notice of Situation of Registered Office.

T. R. SERVICES PTY. LIMITED hereby give notice that the Registered Office of the Company is situated at the offices of James Balfour & Co. Proprietary Limited, 297 Wellington Street, Perth, and that the days and hours during which such office is accessible to the Public are as follows:—Mondays to Fridays, from 9 a.m. to 1 p.m. and 2 p.m. to 5 p.m. (public holidays excepted).

Dated this 21st day of December, 1953.

H. C. TULK,
Agent in Western Australia.

Nicholson, Verschuer & Nicholson, of 97 St. George's Terrace, Perth, Solicitors for the Company.

COMPANIES ACT, 1943-1951.

Notice of Situation of Registered Office of a Company incorporated outside Western Australia which carries on Business or is about to carry on Business within Western Australia, and of the Days and Hours during which such Office is Accessible to the Public.

Pursuant to Section 330 (4).

Australian and Eastern Insurance Company Limited.

AUSTRALIAN AND EASTERN INSURANCE COMPANY LIMITED hereby gives notice that the Registered Office of the Company is situated at Ground Floor, Royal Exchange Insurance Company, 20 Howard Street, Perth, and that the days and hours during which such office is accessible to the public are as follows:—Mondays to Fridays inclusive, except bank holidays, from 10 a.m. to 12 noon and 2 p.m. to 4 p.m.

Dated this 22nd day of December, 1953.

E. A. WRIGHT,
Agent in Western Australia.

Stone, James & Co., 47 St. George's Terrace, Perth, Solicitors for the Company.

WEST AUSTRALIAN STEEL PRODUCTS LIMITED.

NOTICE is hereby given that share certificates Nos. 367, 368 and 369, each for 100 5s. ordinary shares in the abovenamed Company entered in the name of Mrs. Eileen Constance Keys, c/o Mr. G. M. Keys, Scotch College, Swanbourne, Western Australia, have been lost, and it is the intention of the directors of the abovenamed Company to issue duplicate certificates in lieu thereof after the expiration of 28 days from the publication hereof.

Dated the 23rd day of December, 1953.

DOWNING & DOWNING,
Solicitors for the above Company.

COMPANIES ACT, 1943, AND AMENDMENTS.

Notice of Change in Situation of Registered Office.

Pursuant to Section 99 (4).

Bulldozers Proprietary Limited.

NOTICE is hereby given that the Registered Office of Bulldozers Proprietary Limited was, on the 15th day of December, 1953, changed to and is now situated at Room 6, Second Floor, Perpetual Trustees Building, 89 St. George's Terrace, Perth.

Dated this 23rd day of December, 1953.

F. E. MAYNARD,
Secretary.

COMPANIES ACT, 1943-1951.

Notice of Situation of Registered Office and of the Days and Hours during which such Office is Accessible to the Public.

Pursuant to Section 99 (4).

Cygnets Finance Pty. Limited.

To the Registrar of Companies:

NOTICE is hereby given that the Registered Office of the Company is situated at the offices of J. D. Whyte Reilly and Co., Second Floor, London Assurance House, 12 Howard Street, Perth, and that the days and hours during which such office is accessible to the public are as follows:—Mondays to Fridays, 10 a.m. to 1 p.m. and 2 p.m. to 4 p.m. (excepting public holidays).

Dated this 23rd day of December, 1953.

A. J. O'GRADY,
Director of the Company.

Roe & Blackwood, 19 Howard Street, Perth, Solicitors for the Company.

COMPANIES ACT, 1943-1946.

Notice of Change in Situation of Registered Office.

Pursuant to Section 99 (4).

Sydney Atkinson Motors Limited.

NOTICE is hereby given that the Registered Office of Sydney Atkinson Motors Limited was, on the 21st day of December, 1953, changed to and is now situated at 20-40 Terrace Drive, Perth.

Dated this 24th day of December, 1953.

W. L. IVES,
Secretary.

ASSOCIATIONS INCORPORATION ACT, 1895.

I, JOHN ARCHIBALD McCALLUM, of Wheatley Street, Gosnells, in the State of Western Australia, Land Agent, a trustee or person hereunto authorised by Gosnells District Golf Club, do hereby give notice that I am desirous that such Club should be incorporated under the provisions of the Associations Incorporation Act, 1895.

Dated the 16th day of December, 1953.

(Sgd.) J. A. McCALLUM,
Trustee.

The following is a copy of the Memorial intended to be filed in the Supreme Court under the provisions of the said Act:—

In the matter of the Associations Incorporation Act, 1895.

Memorial of Gosnells District Golf Club filed in pursuance of the Associations Incorporation Act, 1895.

1. Name of Institution—Gosnells District Golf Club.

2. Object or Purpose of the Institution—(a) The objects of the Club are to promote, encourage and foster the game of golf and to provide facilities therefor, and to promote intercourse between this and other golf clubs, and to do all acts incidental and conducive to the attainment of these objects. (b) The Club will provide accommodation for the members and their guests upon the Club premises, of which the Club is *bona fide* occupier, and no profit direct or indirect shall be divisible amongst the members or any of them, or in support of any object other than the accommodation of the members or the members and their guests, except for such patriotic, charitable or benevolent object approved of by the committee. (c) The accommodation will be provided and maintained from the general funds of the Club and no member shall be entitled to derive any benefit or advantage from the Club which is not shared by every member thereof. (d) No payment or part payment of any secretary, manager or other officer or servant of the Club shall be made by way of commission or allowance from or upon the receipts of the Club for liquor supplied.

3. Where Situated or Established—Golf Course and Club Rooms, Alcock Street, Maddington.

4. The Name or Names of the Trustee or Trustees—John Archibald McCallum, Wheatley Street, Gosnells, Land Agent; Thomas Augustus Parker, Gosnells Road, Gosnells, Orchardist; Sam Arnold Collingwood, Albany Highway, Gosnells, Retired Farmer.

5. In whom the Management of the Club or Institution is Vested and by what Means (whether by Deed, Settlement or otherwise)—The committee of management for the time being of the said Club elected in accordance with the constitution and rules thereof.

IN THE SUPREME COURT OF WESTERN AUSTRALIA—PROBATE JURISDICTION.

In the matter of the Estate of Stanley Hall, late of 48 Anzac Terrace, Bassendean, in the State of Western Australia, Boilermaker's Assistant, deceased, intestate.

ALL claims or demands against the estate of the abovenamed deceased must be sent in writing to the Executor, The West Australian Trustee, Executor and Agency Company Limited, 135 St. George's Terrace, Perth, on or before the 8th day of February, 1954, 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 the claims and demands of which it shall then have had notice.

Dated this 24th day of December, 1953.

A. D. SMITH,
135 St. George's Terrace, Perth,
Solicitor for the Executor.

IN THE SUPREME COURT OF WESTERN AUSTRALIA—PROBATE JURISDICTION.

In the matter of the Will of Lillian Maria Deschamps, late of 2 Stuart Street, Maylands, in the State of Western Australia, formerly of 315 Railway Parade, Maylands, aforesaid, Widow, deceased.

ALL claims or demands against the estate of the abovenamed deceased must be sent in writing to the Executor, The West Australian Trustee, Executor and Agency Company Limited, 135 St. George's Terrace, Perth, on or before the 9th day of February, 1954, 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 the claims and demands of which it shall then have had notice.

Dated this 24th day of December, 1953.

A. D. SMITH,
135 St. George's Terrace, Perth,
Solicitor for the Executor.

THE W.A. INDUSTRIAL GAZETTE.

(Published Quarterly.)

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