



# Government Gazette

OF

## WESTERN AUSTRALIA

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No. 79 ]

PERTH: FRIDAY, 28th SEPTEMBER.

[ 1956.

### HEALTH ACT, 1911-1955.

#### Canning Road Board—Amendment to By-laws.

P.H.D. 657/50, Ex. Co. No. 1417.

WHEREAS under the provisions of the Health Act, 1911-1955, a local authority may make or adopt by-laws and may alter, amend or repeal any by-laws so made or adopted; and whereas Model By-laws described as Series "A" have been made and published in the *Government Gazette* on the 4th day of December, 1944: Now, therefore, the Canning Road Board, being a local health authority within the meaning of the 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, doth hereby amend the said adopted by-laws as follows, that is to say:—

1. After subparagraph (b) of paragraph (I) of by-law 4A of Part I, add a new paragraph (c) to read as follows:—

4A. (c) Every house used for human habitation shall have at least one sink installed in the kitchen or scullery. Such sink shall be properly supported at a suitable height and provided with an impervious draining board for draining crockery and utensils. All necessary "P" traps, pipes and other fittings shall be provided and shall comply with the provisions of the Metropolitan Water Supply, Sewerage and Drainage Act and Regulations made thereunder.

2. After by-law 4B, add a new by-law 4C as follows:—

4C. Every house used for human habitation shall be provided with—

- (a) a cooking stove, using solid fuel, properly installed to provide for the escape of smoke through a properly constructed brick chimney; or
- (b) a gas or electric cooking stove, or an oil burning stove.

Where a gas or oil-burning stove is used for cooking purposes, a cowl and flue of fire-resisting material shall be provided and such flue shall be taken up through the roof and discharged into the open air.

Passed at a meeting of the Canning Road Board on the 11th day of June, 1956.

C. J. KIELMAN,  
Chairman.

NOEL DAWKINS,  
Secretary.

Approved by His Excellency the Lieutenant-Governor in Executive Council,  
5th September, 1956.

R. H. DOIG,  
Clerk of the Council.

BUNBURY HARBOUR BOARD ACT, 1909-1928.  
Amendment of Regulations—Resolution.

Ex. Co. No. 1470.

THE Bunbury Harbour Board, acting pursuant to section 61 of the Bunbury Harbour Board Act, 1909-1928, hereby amends in the manner mentioned in the Schedule hereunder, the regulations made by the said Board under and for the purposes of the said Act, as published in the *Government Gazette* of the 26th day of November, 1909, and amended from time to time thereafter by notices published in the *Government Gazette*.

Schedule.

The abovementioned regulations are amended as follows:—  
By the repeal of Regulation No. 104b.

Adopted and passed by a resolution of the Bunbury Harbour Board members at a meeting of the said members on the twenty-sixth day of June, 1956.

The common seal of the Bunbury Harbour Board was at the same time affixed and impressed by order and in the presence of—

[L.S.]

W. E. MCKENNA,  
Chairman.  
F. J. WITHERS,  
Member.  
C. DONALDSON,  
Secretary.

Approved by His Excellency the Lieutenant-Governor in Executive Council, 5th September, 1956.

R. H. DOIG,  
Clerk of the Council.

BUNBURY HARBOUR BOARD ACT, 1909-1928.  
Amendment of Regulations—Resolution.

Ex. Co. No. 1470.

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Schedule.

The abovementioned regulations are amended as follows:—

By the repeal of Regulation No. 105a and the substitution in lieu thereof of the following new regulation.

No. 105a.

All rates of handling charges shall, for each complete penny variation in the ordinary hourly rate of pay to waterside workers based on the said rate of pay (viz. 8s. 2d.) as in operation from the 1st day of November, 1952, be increased or decreased as the case may require by one per centum.

Adopted and passed by a resolution of the Bunbury Harbour Board members at a meeting of the said members on the twenty-sixth day of June, 1956.

The common seal of the Bunbury Harbour Board was at the same time affixed and impressed by order and in the presence of—

[L.S.]

W. E. McKENNA,  
Chairman.  
F. J. WITHERS,  
Member.  
C. DONALDSON,  
Secretary.

Approved by His Excellency the Lieutenant-Governor in Executive Council, 5th September, 1956.

R. H. DOIG,  
Clerk of the Council.

#### BUNBURY HARBOUR BOARD ACT, 1909-1928.

##### Amendment of Regulations—Resolution.

Ex. Co. No. 1470.

THE Bunbury Harbour Board, acting pursuant to section 61 of the Bunbury Harbour Board Act, 1909-1928, hereby amends, in the manner mentioned in the Schedule hereunder, the regulations made by the said Board under and for the purposes of the said Act, as published in the *Government Gazette* of the 26th day of November, 1909, and amended from time to time thereafter by notices published in the *Government Gazette*.

##### Schedule.

The abovementioned regulations are amended as follows:—

Regulations numbered 82, 83, 84, 85, 86, 87, 88, 89, 90, 91 and 92 are repealed and the following inserted in lieu thereof as regulations 82, 83, 84, 85, 86, 87, 88, 89, 90, 91 and 92.

##### Tonnage Rates.

Regulations Nos. 82, 83, 84, 85, 86, 87, 88, 89, 90, 91 and 92.

No. 82. Payment of Tonnage Rates.—All vessels entering the port shall, unless hereinafter exempted, pay the tonnage rates prescribed by these regulations.

No. 83. When Payable.—The tonnage rates provided for hereunder shall be paid to the Board prior to the clearing of the vessel to which they apply.

No. 84. Computing Time in Berth.—For the purpose of assessing the tonnage rates payable, a vessel shall be deemed to occupy a berth as follows:—

- (a) Where such vessel uses a berth at a wharf or jetty or at a mooring buoy, from the time when the first line is made fast until the last line is let go.
- (b) Where such vessel anchors in the harbour, for the actual time occupied in shipping and/or discharging cargo, and/or embarking or disembarking passengers.
- (c) A vessel which remains at anchor in the harbour, having arrived solely for orders or supplies (including bunkers) for her own use, or to be refitted or repaired, or being in distress or under duress, shall be deemed to occupy a berth for a period of three hours, irrespective of the actual time the vessel is so occupied.

No. 85. General Rate Payable.—The tonnage rates payable shall be assessed at one-twelfth of a penny for each ton of the gross registered tonnage of a vessel for each complete hour during which the vessel occupies a berth. The minimum charge for each entry into the port shall be as for six hours, but in the case of a vessel occupying a berth in the harbour only, other than at a jetty or as provided in regulation No. 84 (c), the minimum charge shall be as for three hours.

No. 86. Should a vessel occupy more than one berth, the tonnage rates shall be assessed on the aggregate of the periods during which berths have been occupied, and where such aggregate is less than 12 hours, a minimum charge as for six shall be payable.

No. 87. Whale-chasers.—Whale-chasing vessels of less than 500 tons gross shall each pay as tonnage rates per entry into the port a fixed sum of £3 for any period or periods not exceeding four complete days and £1 per day or portion thereof for any subsequent period, during which a berth has been occupied; provided that, where such vessel does not occupy a jetty or wharf berth, the amount payable as tonnage rates shall be a fixed sum of 12s. irrespective of the period involved.

No. 88. Rebates of Tonnage Rates.—Subject to the conditions and exceptions specified in this regulation, and provided that a minimum charge as for six hours at the maximum rate applicable to the vessel shall in all cases be payable, rebates of the tonnage rates assessed under regulation No. 85 may be granted in accordance with the following provisions, namely:—

- (a) Where the vessel berths within the harbour under any of the following circumstances:—
  - (1) In distress or under duress.
  - (2) For fitting, refitting or repairs, in either of which circumstances the rebate allowable shall be 75 per cent.; or
  - (3) for orders or supplies, including bunkers for own use, and is berthed for that purpose for a period not exceeding 72 hours, in which case the rebate allowable shall be 50 per cent.
- (b) Should such distress, duress, fitting, refitting or repairs necessitate the replenishment of supplies which otherwise would not have been required, or the discharging temporarily or otherwise of any cargo not originally intended to be discharged at the port, the rebate of 75 per cent., as aforesaid, shall apply throughout the period of such operations.
- (c) Should the loading of supplies referred to in subparagraph (3) of paragraph (a) hereof necessitate the discharging and reshipping of cargo in order to comply with any regulation of the Board, the rebate of 50 per cent., as aforesaid, shall apply throughout the period of such operations.
- (d) Where a vessel, occupying a wharf berth, requires, prior to the commencement or subsequent to the completion of the ordinary work for which the vessel entered the port, to effect repairs or replenish supplies, then the rebate shall be at the same rate as for similar circumstances prescribed in clause (a) hereof, but only for the actual period so involved.
- (e) Where a vessel occupies a berth within the harbour for a period in excess of that taken for the handling of cargo and/or the replenishing of supplies, and such excess period is solely for the purpose of extending the tourist facilities for transit passengers, then the rebate allowable in respect of such excess period shall be 75 per cent.
- (f) Where a vessel ready to proceed to sea, is detained within the harbour through the operation of any precaution taken by the military or naval authorities, such vessel may be granted a rebate of the whole of the tonnage rates for such period of detention.
- (g) The master or agent of any vessel which may, under the preceding clauses of this regulation, be qualified for a rebate of tonnage rates during the whole or any portion of the time in port shall, prior to or within one hour of the vessel's arrival in port, in the case of clauses (a), (b) and (c), or within one hour of the commencement of the operations or delay referred to in clauses (d), (e) and (f), make a declaration in writing to the Secretary setting forth the circumstances applicable, provided that where the circumstances arise during other than ordinary working hours the declaration shall be made within one hour of the commencement of business on the next working day. In the absence of such declaration full tonnage rates shall be payable.

No. 89. Vessels Free of Tonnage Rates in Certain Cases.—(a) When exceptional weather conditions render it unsafe for any vessel (being ready for sea) to leave the Harbour, the Members may allow such vessel to be free of Tonnage Rates during the period of delay, provided that written application is made forthwith by the master or agent of the vessel and such application is certified by the Harbour Master as to the adverse weather conditions.

(b) Where any vessel enters the Port solely for the purpose of landing a sick or injured person and remains for such time only as may be necessary for that purpose, and provided that the master or agent of such vessel submits a written declaration as to the circumstances, the Members may, in their discretion, allow such vessel to be free of Tonnage Rates.

No. 90. Coasting Vessels.—Coasting vessels in commission, not exceeding 750 tons gross register, shall pay half the amount of Tonnage Rates prescribed for other vessels in like circumstances or like positions. Vessels shall be deemed to be in commission until such time as the owners thereof notify the Board in writing that they intend to lay their vessels up. Vessels so laid up shall pay to the Board a special lay-up fee of 12s. per week.

No. 91. Hulks, Tugs, etc.—Hulks, tugs, passenger steamers, lighters and barges using the wharves or waters of the Port shall pay, as Tonnage Rates, an annual fee as follows:—

Tugs, lighters and barges (50 tons gross measurement and under), each £3 per annum.

Tugs, passenger steamers, lighters, barges, coal and other hulks, and licensed launches (over 50 tons gross measurement) each £12 per annum.

The above fees are payable half-yearly in advance, to be calculated from the 1st day of January and July of each year.

No. 92. Repealed.

Adopted and passed by a resolution of the Bunbury Harbour Board at a meeting of the said Board on the twenty-sixth day of June, 1956.

The common seal of the Bunbury Harbour Board was at the same time affixed and impressed by order and in the presence of—

[L.S.]

W. E. McKENNA,  
Chairman.

F. J. WITHERS,  
Member.

C. DONALDSON,  
Secretary.

Approved by His Excellency the Lieutenant-Governor in Executive Council 5th September, 1956.

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

#### BUNBURY HARBOUR BOARD ACT, 1909-1928.

##### Amendment of Regulations—Resolution.

Ex. Co. No. 1470.

THE Bunbury Harbour Board, acting pursuant to section 61 of the Bunbury Harbour Board Act, 1909-1928, hereby amends in the manner mentioned in the Schedule hereunder, the regulations made by the said Board under and for the purposes of the said Act, as published in the *Government Gazette* of the 26th day of November, 1909, and amended from time to time thereafter by notices published in the *Government Gazette*.

## Schedule.

The abovementioned regulations are amended as follows:—

1. Regulation 103 is repealed and the following inserted in lieu thereof as regulation 103:—

## No. 103—Inwards Cargo.

The rates of Wharfage and Handling Charges on Inward Cargo shall be as under:—

	Wharfage.	Handling Charges.	Transshipment Cargo landed for shipment to Coastal, Interstate or Overseas Port.	
	s. d.	£ s. d.	s. d.	s. d.
Chaff, Hay and Straw (in bales or bags), per ton	13 6	1 4 6	1 0	
Beer, Wines and Spirits, for human consumption, per ton	14 0	1 0 0	1 0	
(If in lots of 4 tons or over, per ton)	12 6	1 0 0	1 0	
Bricks, including fire-bricks (per ton of 300 bricks)	13 6	1 0 0	1 0	
Cement (per ton of 5 casks or 16 bags)	13 6	1 9 0	1 0	
Fodder (in bags, bales, trusses, etc.), per ton	13 6	1 0 0	1 0	
Flour, Bran and Pollard (per ton of 2,000 lb.)	14 0	1 0 0	1 0	
Grain (including wheat, oats, maize, barley, rye, but not including rice linseed, bird seed, grass or other seeds), per ton of 2,240 lb.)	14 0	1 0 0	1 0	
Malt, per ton	14 0	1 0 0	1 0	
Meats of all classes, including hams, and bacon, poultry, game and by-products, per ton	14 0	1 0 0	1 0	
Oils and Grease (Lubricating) per ton (in containers)	13 6	1 0 0	1 0	
Rope and Cordage (including agricultural twines), per ton of 2,240 lb.	13 6	1 0 0	1 0	
Sugar, Glucose, Golden Syrup, Treacle and Molasses, per ton	6 0	1 0 0	1 0	
Tobacco, Cigars and Cigarettes, per ton	13 6	1 0 0	1 0	
Vehicles and Agricultural Implements, including motor cars mounted on own wheels, per ton measurement	13 6	15 0 each	1 0	
Vehicles and Agricultural Implements (unmounted, and finished parts of same), per ton measurement	13 6	1 0 0		
Ballast, per ton	3 0			
Ballast, per ton (if discharged at places appointed by the Board)	2 0			
Bullion and Specie, per box or bar	4 0	1 0	4 0	
Bicycles, Tricycles, etc., each	2 9	3 0	1 0	
Coal, in bags or loose, per ton	10 0	1 9 0	1 0	
Coke, in bags or loose, per ton	10 0	1 9 0	1 0	
Explosives, per ton measurement (consignee finding own labour for handling)	8 6			
Empty Returns, per ton	5 0	1 0 0	1 10	
Hides (raw or loose), each	0 3	0 1 0	0 1	
Hides (raw, in bags), per ton	13 6	1 0 0	0 2	
Kapok, Fibre and like material, per ton measurement	4 6	1 0 0	1 0	
Live Stock (Board supplies labour only when requested by Consignee)—				
Bulls, Bullocks, Cows, Steers, Heifers, Horses, Donkeys, each	6 3		0 8	
Calves, Foals and Dogs, each	5 0		0 6	
Pigs, Sheep and Goats, each	0 5		0 1	
Animals and Poultry (in cages or crates) at per ton of 40 c.f. of cage or crate	5 0	1 0 0	1 0	
Mannres, per ton	2 0	1 0 0	1 0	
Material in crude form for manufacture of artificial Mannres and Acids, Rock Phosphate, Phosphatic Gnano, Sulphur, etc., per ton	2 9	1 0 0	1 0	
Skins per ton (in bales)	13 6	1 0 0	0 3	
Timber, per ton	5 0	1 0 0	1 0	
Wool, per bale or per two pockets, bundles or bags	2 9	2 4	0 3	
All other goods at per ton (weight or incasrement)	13 6	1 0 0	1 0	

Handling charges as per rates shown for other cargo, according to service rendered in each case.

N.B.—The minimum wharfage due shall be 1s. 6d. and the minimum handling charge shall be 1s. per consignment.

## NOTES.

1. Cargo landed on wharves or jetties from a vessel in distress or for convenience of a vessel and reshipped by same vessel, 1s. 3d. per ton wharfage. Handling charges will be made according as said cargo is dealt with, on the same scale as other cargo.

2. Transshipment cargo is cargo appearing as such upon a vessel's manifest, or declared in writing to the Board before being transhipped direct ship to ship or being landed as being intended for transshipment into a vessel.

3. No wharfage dues will be charged in respect of ballast in the shape of stone, sand, shingle, or such like material transhipped overside vessel to vessel.

4. The Board will not supply labour to handle cargo transhipped overside vessel to vessel.

5. Cargo is allowed 48 hours' free storage in sheds, except transshipment cargo, which is allowed 72 hours.

6. Grain (as defined above), flour, agricultural and horticultural produce (including fruit), and coal, any of which being the product of the State of Western Australia, when brought into the Port of Bunbury for the purpose of transshipment for export beyond the State, shall be free of transshipping dues, but must pay handling charges incurred.

7. Cargo discharged (under Regulation 107) direct into trucks for consignment off the wharf, will be charged at half handling rates provided the Board receive into trucks, only.

8. Repealed.

9. Wool landed for reclassing, scouring, marking, dumping, etc. and re-shipped, will be regarded as transhipped cargo on a certificate from the shipper that it was the same wool as originally landed.

10. Wharfage dues on bulk petroleum products and other oils will be per ton of 250 gallons. Handling charges will be subject to arrangement, according as the oils are dealt with.

11. For extra handling and other charges on goods, see Regulations Nos. 109, 122, 123, 124, 125, 133, 134.

12. Wharf haulage is not included in the wharfage rate on materials in crude form for the manufacture of artificial manures and acids, rock phosphate, phosphatic guano, sulphur, etc.

13. Wharf haulage of 6s. 3d. per ton will be charged on all goods passing through the shed. (This charge will also apply if goods are handled by the Board in the Railway Yard.)

2. Regulation 104 is repealed and the following inserted in lieu thereof as Regulation 104:—

No. 104—Outwards Cargo.

The rates of Wharfage and Handling Charges on Outwards Cargo shall be as under:—

	Wharfage.	Handling Charges.	Delivered direct from Railway wagons to Ship's Slings—Board supplies Labour at Ship's side only.
	£ s. d.	£ s. d.	s. d.
Chaff, Hay and Straw (in bales or bags), per ton	10 0	1 0 0	10 0
Beer, Wines and Spirits, for human consumption, per ton	14 0	1 0 0	10 0
(If in lots of 4 tons or over, per ton)	12 6	1 0 0	10 0
Grain (including wheat, oats, maize, barley, rye, but not including rice, linseed, bird seed, grass or other seeds), per ton of 2,240 lb.	13 6	1 0 0	10 0
Meats of all classes, including hams and bacon, poultry, game and by-products, per ton	13 6	1 0 0	10 0
Oils and Grease (Lubricating) per ton (in containers)	13 6	1 0 0	10 0
Vehicles and Agricultural Implements including motor cars, mounted on own wheels, per ton measurement	1 0 0	17 0 each	8 6 each
Vehicles and Agricultural Implements (unmounted and finished parts of same), per ton measurement	1 0 0	1 0 0	10 0
Empty Returns, per ton	5 0	1 0 0	10 0
Hides (raw and loose), each	0 3	0 0 6	0 3
Hides (raw, in bags), per ton	10 0	1 0 0	10 0
Live Stock (Board supplies labour only when requested by consignee)—			
Bulls, Bullocks, Cows, Steers, Heifers, Horses, Donkeys, each	5 0	.....	.....
Calves, Foals, Dogs, each	4 0	.....	.....
Pigs, Sheep and Goats, each	0 4	.....	.....
Animals and Poultry (in cages or crates), per ton of 40 c.f. of cage or crate	5 0	1 0 0	10 0
Manures, per ton	2 0	1 0 0	10 0
Minerals—metallic and earthy and metallurgical products, mined in the State—			
(a) of gross value under £10 per ton	Nil	.....	.....
(i) in containers—per ton	Nil	.....	.....
(ii) loose—per ton	Nil	.....	.....
(b) Other—			
(i) in containers—per ton	1 8	.....	.....
(ii) loose—per ton	1 8	.....	.....
Wool—in bales or per two pockets, bundles or bags	1 6	2 4	1 4
Skins (in bales), per ton	10 0	1 0 0	10 0
All other goods at per ton (weight or measurement)	10 0	1 0 0	10 0

N.B.—The minimum wharfage shall be 1s. 6d. and the minimum handling charge shall be 1s. per consignment.

## NOTES.

1. The Board will not supply labour to handle cargo transhipped overside vessel to vessel.

2. Cargo is allowed 48 hours' free storage in sheds, except transhipment cargo, which is allowed 72 hours.

3. For extra handling and other charges on goods, see regulations Nos. 109, 122, 123, 124, 125, 133, 134.

## 4. Handling Charges:—

## Flour, Bran and Pollard:—

(1) Where shipped in lines of 50 tons and over—	s. d.
(a) If stacked prior to shipment, per ton of 2,000 lbs.	14 0
(b) If handled direct from railway wagons to ship's slings, per ton of 2,000 lbs. ....	7 0
(2) Where shipped in lines of less than 50 tons same as in-ward general cargo similarly handled.	
Oats: (Per ton of 2,240 lbs.) to be charged similar rates to flour, bran and pollard.	

## 5. Wharfage Charges—

Ballast, per ton ....	s. d. 1 6
Firewood, or rough timber exported as firewood, per ton ....	1 6
Timber, per load of 50 cubic feet when shipped to ports beyond the State of Western Australia ....	2 6
Per load of 50 cubic feet if shipped to ports within the State	1 3

Other goods shipped over wharves, or out of lighters, to ports within the State, shall be free of wharfage dues.

Goods wholly manufactured within the State, also products of the soil of the State, such as grain, flour, agricultural, horticultural, and other farm products, and coal (product of the State) shall be free of wharfage dues on shipment to any port.

In all cases where wharfage dues are levied or are not levied, and except where otherwise provided, 6s. 3d. per ton haulage will be charged in addition to any wharfage and handling charges incurred on goods passing through the shed. This charge will also apply if goods are handled by the Board in the railway yard.

Adopted and passed by the Bunbury Harbour Board Members at a meeting of the said Members held on the 26th day of June, 1956.

The Common Seal of the Board was at the same time affixed and impressed by order and in the presence of—

W. E. McKENNA,  
Chairman.

F. J. WITHERS,  
Member.

C. DONALDSON,  
Secretary.

[L.S.]

Approved by His Excellency the Lieutenant-Governor in Executive Council  
5th September, 1956.

(Sgd.) R. H. DOIG.



ALBANY HARBOUR BOARD ACT, 1926-1955.  
Albany Harbour Board—Resolution.

Ex. Co. No. 1411.

THE Albany Harbour Board constituted under and by virtue of the Albany Harbour Board Act, 1926-1955, doth hereby amend in the manner mentioned in the Schedule hereunder the Regulations made under the Act and published in the *Government Gazette* on the 30th day of March, 1951, and amended from time to time thereafter by notices published in the *Government Gazette*.

Schedule.

The abovementioned regulations are amended as follows:—

1. (i) By deleting from paragraph (a) of regulation No. 58 the words "one-twentieth" and "twelve" where appearing in lines 2 and 4 respectively and by inserting in lieu thereof the words "one-twelfth" and "six" respectively.
- (ii) By deleting from paragraph (b) of regulation No. 58 the word "twelve" (twice appearing) and inserting in both places the word "six."
- (iii) By deleting paragraph (c) of regulation No. 58.
2. (i) By deleting from regulation No. 59 the symbols and figures "15s." and "10s." and inserting in lieu thereof the symbols and figures "£1" and "12s." respectively.
- (ii) By deleting from regulation No. 59 the words "These rates shall be deemed to include the War Surtax of 20 per cent. prescribed by Regulation No. 76"
3. By deleting from regulation No. 60 the word "twelve" and by inserting in lieu thereof the word "six."
4. By deleting from regulation No. 62 the figures and symbols "10s." and inserting in lieu thereof the figures and symbols "12s."
5. By deleting from regulation No. 63 the words "The above fees shall be deemed to include War Surtax of 20 per cent prescribed under regulation No. 76."
6. By adding to regulation No. 71 the following, "In the case of a vessel not discharging any cargo, a "NIL" manifest must be furnished."
7. By adding to regulation No. 72 the following, "In the case of a vessel not shipping any cargo, a "NIL" manifest must be furnished. All manifests shall also show the tonnage of coal or fuel oil bunkered."
8. By deleting regulation No. 74 and inserting in lieu thereof the following:—

74. Rates of Wharfage and Handling Charges.—Subject to Regulation No. 75A. all goods landed from any vessel on to any wharves or jetties vested in the Board shall, except where otherwise specially provided pay wharfage dues and handling charges as follows:—

Inward Cargo.

Description of Goods.	Wharfage.	Handling Charges.	
		Delivered over wharves or at shed, Board receiving and delivering.	Discharged direct from ships' slings into railway wagons or other vehicles for consignment off the wharves.
All goods for which other specific rates are not provided—per ton	£ s. d. 13 6	£ s. d. 1 0 0	£ s. d. 6 0
Bronze coin (in boxes), Bullion Specie or Bank Notes—per box or bar	4 0	1 0	1 0
Chaff (in bags), Oats, Hay and Straw (in bales not compressed)—per ton	13 6	1 0 0	10 8
Coal (loose)—			
(a) If landed by tubs or baskets—per ton	10 0	....	3 8
(b) If landed by grabs—per ton	10 0	....	1 8
Coal landed for bunkering purposes—per ton. Handling charges as for Coal (loose)	1 3	....	....
Coke (in bags)—per ton	4 6	1 0 0	10 8
Coke (loose)—			
(a) If landed by tubs or baskets—per ton	4 6	....	6 8
(b) If landed by grabs—per ton	4 6	....	3 8

## Inward Cargo—continued.

Description of Goods.	Wharfage.	Handling Charges.	
		Delivered over wharves or at shed, Board receiving and delivering.	Discharged direct from ships' slings into railway wagons or other vehicles for consignment off the wharves.
	£ s. d.	£ s. d.	£ s. d.
	each.	each.	per ton.
Cycles, not including motor cycles (uncased and set up on own wheels and capable of being run on same) ....	4 0	2 0	6 0
Empty Returns—per ton ....	5 0	1 0 0	6 0
Empty Returns (not knocked down or nested)—per ton ....	5 0	10 0	6 0
Explosives—Minimum wharfage charge 8s. 6d. Consignee must find labour for handling—per ton ....	8 6	....	....
Fresh Fish—per ton ....	4 6	1 0 0	6 0
Furniture, secondhand (in transport boxes)—per ton ....	5 0	1 0 0	6 0
Hides—			
(a) Loose, dry—each ....	2	6	4
(b) Loose, wet—each ....	2	9	6
(c) In bags bundles or bales—per ton ....	13 6	1 0 0	6 0
Iron and Steel—			
(a) Angles, flats, rounds, etc., in pieces not exceeding 1 cwt.—per ton ....	13 6	1 4 0	10 8
(b) In bundles or pieces exceeding 1 cwt.—per ton ....	13 6	1 0 0	6 0
Livestock—			
Horses, cattle and other large stock—each ....	6 3	....	....
Calves, Foals and Dogs (not caged or crated)—each ....	5 0	....	....
Pigs, Sheep and Goats (not caged or crated)—each ....	5	....	....
Material (in crude form for the manufacture of artificial manure and acids such as Rock Phosphate, Phosphate Guano, Sulphur and Sulphur bearing ores, etc.)—			
(a) In bulk cargoes and landed loose :—			
(i) If landed by tubs or baskets—per ton ....	2 0	....	3 8
(ii) If landed by grab or skip—per ton ....	2 0	....	1 8
(b) In bags or mats—per ton ....	2 9	17 0	5 8
Minerals, metallic and earthy, and metallurgical products mined in the State—per ton ....	4 6	1 0 0	6 0
Motor Cars, Utilities, Trailers and Caravans for conveyance of passengers and/or personal effects only, used and uncased, and on own wheels—each ....	1 0 0	14 0	6 0
Motor Cars, Motor Vehicles, Vehicles, Agricultural, Horticultural and Industrial Machinery (uncased and set up on own wheels and capable of being run or towed on same)—per ton ....	1 0 0	....	6 0
Weighing up to 1 ton gross ....	....	15 0	....
Exceeding 1 ton and not exceeding 3 tons gross ....	....	1 5 0	....
Exceeding 3 tons and not exceeding 5 tons gross ....	....	1 16 0	....
Exceeding 5 tons gross ....	....	2 10 0	....
Motor Chassis, uncased and on own wheels—per ton ....	1 0 0	As for Vehicles	6
Motor Vehicle Parts, including chassis unmounted, bodies, etc., representing complete units, landed for assembly locally, but excluding spare parts for replacements, and tyres, tubes, etc.—per ton ....	11 6	1 0 0	6
Oils and Inflammable Liquids (fuel, lighting or lubricating)—			
(a) Either pumped ashore in bulk or transferred direct from a tanker to a commercial vessel by means of wharf pipelines—per ton ....	13 6	....	....
(b) In containers—per ton ....	13 6	1 0 0	6 0
Pipes—4 in. in diameter or less, not cased, crated or in bundles—per ton ....	13 6	1 4 0	10 8
Skins—per single undumped bale or per two bundles ....	13 6	2 4	1 4
Timber—per ton ....	5 0	2 0 0	11 6
Timber, when landed in mark order and when unit size of pieces or bundles is in excess of 2 cubic feet—per ton ....	5 0	1 0 0	6 0
Wool per single bale or per two pockets, bundles or bags ....	2 9	2 4	1 4
Minimum charges—per consignment ....	1 6	1 0	1 0

## Notes.

- (1) Cargo landed on wharves or jetties from a vessel in distress or for convenience of a vessel and reshipped by same vessel shall pay wharfage at the rate of 1s. 3d. per ton. Handling charges will be made according as said cargo is dealt with, on the same scale as other cargo.
- (2) (a) Transhipment cargo is cargo appearing as such upon vessel's manifest, or declared in writing to the Board before being transhipped direct ship to ship or being landed as being intended for transhipment into a vessel.
  - (b) Wharfage rates on transhipment cargo shall be—
 

Empty Returns—per ton ....	1s. 0d.
All other cargo—per ton ....	1s. 3d.
  - (c) Handling charges on transhipment cargo shall be at the same rates as inward cargo of a like nature, according to the service rendered in each case.
- (3) The Board will not provide labour to handle cargo transhipped overside vessel to vessel.

- (4) Wharfage dues on bulk petroleum products and other oils will be per ton of 250 gallons.  
 (5) For extra handling and other charges on goods, see regulations Nos. 83, 96, 97, 98, 98a, 99, 107 and 109.  
 (6) Wharf Haulage of 5s. per ton will be charged on all goods passing through the shed (This charge will also apply if goods are handled by the Board in the Railway Yard). The minimum charge per consignment will be 6d.  
 (7) Wharf haulage on vehicles, tractors, agricultural machines or similar items occupying separate rail trucks shall be charged at a minimum of 5 tons per four-wheeled truck or 10 tons per eight-wheeled truck used. When Railway ropes are used to secure the vehicles or machines, charge shall be at 2s. 6d. per rope.  
 (8) On cornsacks and woolpacks in bales, charges will be computed on basis of 15 cubic feet per bale of cornsacks and 14 cubic feet per bale of woolpacks.

9. By deleting regulation No. 75 and inserting in lieu thereof the following—

75. Subject to regulation No. 75A all goods shipped outwards over wharves or jetties or out of ships or lighters shall pay wharfage dues and handling charges as shown hereunder, with the following exceptions:—

- (a) Goods wholly manufactured within the State, also products of the soil of the State shall be free of wharfage dues on shipment to any other port.

Note.—The term "wholly manufactured within the State" means goods, unused, as distinct from secondhand, manufactured within the State of Western Australia from articles or ingredients the product of the State, or from raw materials imported which have not gone through any process of manufacture for the particular purpose of manufacture of the ultimate finished article.

The term "products of the soil of the State" means such goods as the Members from time to time declare to be products of the soil of the State, such as grain, flour, agricultural, horticultural and farm produce, and coal (the product of the State).

- (b) All other goods shipped to ports within the State of Western Australia shall pay wharfage at the rate of 2s. per ton.

#### Outward Cargo.

Description of Goods.	Wharfage.	Handling Charges.	
		Shipped over wharves, Board receiving and delivering.	Shipped direct ex railway wagons or other vehicles to ships' slings.
All goods for which other specific rates are not provided—per ton	£ s. d. 10 0	£ s. d. 14 0	£ s. d. 6 0
Bronze Coin (in boxes), Bullion Specie and Bank Notes—per box or bar	4 0	1 0	1 0
Bunker Coal—			
(a) Coal arriving alongside a vessel loose in railway wagons requiring to be shovelled into shoots leading direct from wagons into vessels' bunkers, or into baskets or other receptacles on the wharf—per ton	....	....	11 6
(b) Coal loaded into boxes or other similar receptacles prior to being brought alongside on to the premises of the Board for tipping into a vessel's bunkers, and arriving alongside a vessel in railway wagons, being tipped by vessel's labour, per ton	....	....	2 0
(c) Where the abovementioned boxes or receptacles are tipped by Board labour, per ton	....	....	3 8
(d) Coal arriving alongside vessel loose in railway wagons and loaded to the vessel by grabs, per ton	....	....	4 0
(e) The foregoing rates shall be increased by 50 per cent. in all cases where the quantity being worked into any one vessel does not exceed 100 tons.			
Chaff (in bags), Hay and Straw (in bales not compressed)—per ton	10 0	1 0 0	10 8
Cycles, not including motor cycles (uncased and set up on own wheels and capable of being run on same)—each	4 0	2 0	6 0
Empty Returns—per ton	5 0	14 0	6 0
Empty Returns (not knocked down or nested)—per ton	5 0	10 6	6 0
Explosives—Minimum wharfage charge, 6s. 8d. Consignee must find labour for handling—per ton	6 8	....	....
Flour, Bran and Pollard—per ton of 2,000 lb.	10 0	14 0	6 0
Flour, Bran and Pollard (in consignments of 50 tons or more)—per ton of 2,000 lb.	10 0	10 8	4 6
Fruit, fresh—per ton	10 0	14 0	9 0
Furniture, second-hand (in transport boxes)—per ton	5 0	14 0	6 0

## Outward Cargo—continued.

Description of Goods.	Wharfage.	Handling Charges.	
		Shipped over wharves, Board receiving and delivering.	Shipped direct ex railway wagons or other vehicles to ships' slings.
	£ s. d.	£ s. d.	£ s. d.
Hides—			
(a) Loose, dry—each	2	6	4
(b) Loose, wet—each	2	9	6
(c) In bags, bundles or bales (including hide pieces)—per ton	10 0	14 0	6 0
Livestock—			
Horses, Cattle and other Large Stock—each	5 0	....	....
Calves, Foals and Dogs (not caged or crated)—each	4 0	....	....
Pigs, Sheep and Goats (not caged or crated)—each	4	....	....
Meat, frozen or chilled (in carcasses form)—per ton	10 0	1 0 6	14 0
Metal Scrap—			
(a) Loose in pieces of 1 cwt. or more—per ton	3 6	....	9 0
(b) Loose, small—per ton	3 6	....	14 0
(c) In containers—per ton	3 6	14 0	6 0
Minerals, Metallic and Earthy, and Metallurgical Products, mined in the State—			
(a) Of gross value under £10 per ton :			
(i) In containers—per ton	<i>Nil</i>	14 0	6 0
(ii) Loose—per ton	<i>Nil</i>	....	9 0
(b) Other :			
(i) In containers—per ton	3 6	14 0	6 0
(ii) Loose—per ton	3 6	....	9 0
(c) The term "gross value" in respect of minerals, means the value F.O.B. Albany as declared for export purposes, and such value must be certified in writing under the hand of the actual exporter at the time of shipment.			
Motor Cars, Utilities, Trailers or Caravans for conveyance of passengers and/or personal effects only, used and uncased, and on own wheels—each	1 0 0	14 0	per ton. 6 0
Motor Cars, Motor Vehicles, Vehicles, Agricultural, Horticultural and Industrial Machinery (uncased and set up on own wheels capable of being run or towed on same)—per ton	1 0 0	....	6 0
Weighing up to 1 ton gross	....	10 0	....
Exceeding 1 ton and not exceeding 3 tons gross	....	17 0	....
Exceeding 3 tons and not exceeding 5 tons gross	....	1 5 0	....
Exceeding 5 tons gross	....	1 15 0	....
Oats—per ton	10 0	16 0	7 6
Sandalwood—			
(a) Loose—per ton (weight)	5 0	....	0 14 0
(b) Crated, cased, bagged or bundled—per ton (weight)	5 0	0 14 0	0 6 0
Skins (in bales or bundles)—per ton	10 0	14 0	6 0
Timber—			
(a) Railway sleepers—per ton	2 0	....	7 0
(b) Other—per ton	2 0	1 8 0	14 0
Wheat—per ton	10 0	14 0	6 0
Wheat (in consignments of 50 tons or more)—per ton	10 0	12 6	5 4
Wool—per single bale, or per two pockets, bundles or bags—each	1 6	2 4	1 4
Minimum charges—per consignment	1 6	1 0	1 0

## Notes.

- (1) The Board will not supply labour to handle cargo transhipped overside vessel to vessel.
- (2) For extra handling and other charges on goods, see regulations Nos. 83, 96, 97, 98, 98a, 99, 107 and 109.
- (3) Fuel Oil upon which a full inward wharfage rate of 13s. 6d. per ton has been paid shall, upon being subsequently bunkered for a vessel's own use, be granted a rebate of 8s. 6d. per ton of such wharfage.
- (4) Wharf haulage of 5s. per ton will be charged on all goods passing through the shed (This charge will also apply if goods are handled by the Board in the Railway Yard). Minimum charge per consignment, 6d.

## 10. By inserting after regulation No. 75 the following new regulation—

75A. Rebates of Wharfage Charges—The members may, in their discretion, and according to the circumstances of each case, allow such rebates as they consider reasonable on the wharfage charges prescribed by these regulations in respect of goods imported into the State for manufacturing, industrial or similar purposes, or in the case of exports where goods are wholly or partially manufactured or produced within the State, or in respect of other goods where, in their opinion, a rebate is justified.

11. By revoking regulation No. 76.
12. By deleting regulation No. 96 and inserting in lieu thereof the following—
96. Extra Handling Charges and Extra Charges on Special Cargo—
- (a) The rates of handling charges prescribed in regulations Nos. 74 and 75 shall include only the normal receiving, sorting, stacking and delivery of cargo, and the Secretary may make extra charges for handling packages over one ton in weight, or of an awkward shape, or where extra labour is required or unusual risk is involved.
- (b) In all cases where extra wages are payable by the Board under an order or award of the Court of Conciliation and Arbitration, a Board of Reference, or other competent authority, for the handling of any special cargo, the extra cost of such shall be payable by the consignee or the consignor of such cargo.
13. By revoking regulation No. 108.
14. By revoking regulation No. 154.
15. By deleting regulation No. 180 and inserting in lieu thereof the following:—
180. General Order—The Master of every vessel shall obey all lawful orders of the Harbour Master, and generally follow such directions as the weather, the crowded conditions of the Port, or other circumstances may render necessary or expedient, in the judgment of the Harbour Master, for the safety and interest of the whole shipping.
16. (i) By deleting from paragraph (1) of regulation No. 283 the figure and symbol “£1” and inserting in lieu thereof the figures and symbols “£1 2s. 6d.”
- (ii) By adding to regulation the following paragraph—
- (4) This regulation shall not apply to any package handled into or out of vehicles where the weight of the package is 5 tons or less, and where the package is subject to the payment of handling charges as prescribed in regulations Nos. 74 and 75.

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Passed by a resolution of the Albany Harbour Board at a duly convened meeting held on the 11th day of July, 1956.

The Common Seal of the Albany Harbour Board was at the same time affixed and impressed hereto by order of and in the presence of—

CHAS. E. BOLT,  
Chairman.

J. NORMAN, JNR.,  
Member.

[L.S.]

E. J. NORMAN,  
Secretary.

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Approved by His Excellency the Lieutenant-Governor in Executive Council  
5th September, 1956.

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

TRAFFIC ACT, 1919-1954.  
Municipality of Northam.

L.G. 2701/52.

PURSUANT to an Order in Council made under the authority of section 48 of the Traffic Act, 1919-1947 (now section 49 of the Traffic Act, 1919-1954), and in exercise of the powers therein conferred, the Municipality of Northam doth hereby make the following by-law:—

By-law No. 61—Traffic.

By-law No. 59.—Traffic heretofore made by the Municipality of Northam and published in the *Government Gazette* of the 11th April, 1956, is hereby altered as follows:—

The word "Western" appearing in subclause (a) of Clause 4—Public Stands, is hereby repealed and deleted and the word "Eastern" is hereby substituted in such subclause in lieu and instead thereof.

Passed by the Council of the Municipality of Northam on the 28th day of June, 1956.

[L.S.]

A. H. RUSHTON,  
Mayor.

N. J. D. RIDGWAY,  
Town Clerk.

Recommended—

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

Approved by His Excellency the Lieutenant-Governor and Administrator in Executive Council, this 5th day of September, 1956.

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

TRAFFIC ACT, 1919-1954.  
Municipality of Bunbury.  
Traffic By-laws.

L.G. 2254/52.

IN pursuance of the powers conferred by His Excellency the Governor by Order in Council published in the *Government Gazette* dated the 13th day of April, 1951, the Bunbury Municipal Council doth hereby make the following by-laws for control of traffic within the Municipality of Bunbury:—

The words "or on the East side of Parkfield Street between Stirling Street and Edward Street" to be added after the words "Strickland Street" in the last line of clause 1 of the Traffic By-laws made on 15th February, 1955, by the Bunbury Municipal Council and published on page 1067 of the *Government Gazette* of 11th May, 1955.

Made and passed by the Bunbury Municipal Council at a properly convened meeting of the Council held on the 11th day of June, 1956.

[L.S.]

PERCY C. PAYNE,  
Mayor.

R. F. G. HOUGHTON,  
Town Clerk.

Recommended—

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

Approved by His Excellency the Lieutenant-Governor and Administrator in Executive Council, this 5th day of September, 1956.

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

TRAFFIC ACT, 1919-1955.  
Mandurah Road Board By-laws.

L.G. 692/52.

THE Mandurah Road Board, pursuant to an Order in Council under section 49 of the Traffic Act, 1919-1955, and in exercise of the power thereby conferred, doth hereby make and publish the following by-law:—

No Parking.

No person in charge of any vehicle shall cause or permit such vehicle to be parked in Ormsby Terrace, Mandurah, on the West side between the Northern boundary of lot 329 and the Southern boundary of lot 331—this being the frontage of the Peninsula Hotel property along which a brick wall extends.

Any person who commits a breach of this by-law shall on conviction be liable to a fine not exceeding £20.

Passed by resolution of the Board at a meeting held on the 16th August, 1956.

RICHARD RUSHTON,  
Commissioner.

N. F. HAYNES,  
Secretary.

Recommended—

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

Approved by His Excellency the Lieutenant-Governor and Administrator in Executive Council, this 5th day of September, 1956.

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

TRAFFIC ACT, 1919-1954.

Collie Coalfields Road Board—Parking By-law.

L.G. 882/52.

THE Collie Coalfields Road Board, pursuant to an Order in Council under section 49 of the Traffic Act, 1919-1954, published in the *Government Gazette* of the 30th May, 1952, and in exercise of the power thereby conferred, doth hereby make the following by-law to have effect in the Collie Coalfields Road District.

No person in charge of any vehicle shall cause or permit such vehicle to stand on those portions of the road herein defined except at an angle of 45 degrees to the kerb.

That portion of the South side of Forrest Street, between a point 146 feet East of the Eastern building alignment of Steere Street and a point 236 feet East of the same alignment.

That portion of the South side of Forrest Street, between a point 316 feet East of the Eastern building alignment of Steere Street, and a point 30 feet West of Lefroy Street.

Passed by resolution of the Collie Coalfields Road Board at a meeting held on the 15th day of August, 1956.

N. S. COOTE,  
Chairman.

R. C. H. HOUGH,  
Secretary.

Recommended—

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

Approved by His Excellency the Lieutenant-Governor and Administrator in Executive Council, this 5th day of September, 1956.

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

## TRAFFIC ACT, 1919-1955.

Bridgetown Road Board.

Parking By-laws.

L.G. 254/55.

THE Bridgetown Road Board, pursuant to an Order in Council under section 49 of the Traffic Act, 1919-1955, published in the *Government Gazette* of the 15th April, 1955, and in exercise of the powers thereby conferred, doth hereby make the following by-law restricting the parking of vehicles in specified parts of roads at specified times.

No person in charge of any vehicle shall cause or permit such vehicle to be parked for a period of longer than 30 minutes between the hours of 9 a.m. and 5.30 p.m. on any week day excepting Saturday, and between the hours of 9 a.m. and 12.30 p.m. on any Saturday, in the specified portions of the roads set out hereunder:—

## Hampton Street—West Side.

(a) From the Northern building line of Steere Street, 20 feet North, a distance of 60 feet, as marked "Parking for 30 Minutes Only."

(b) From a point 478 feet South of the Southern building line of Steere Street, a distance of 60 feet, as marked "Parking for 30 Minutes Only."

## Steere Street—South Side.

From the Eastern building line of Hampton Street to a point 138 feet East, a distance of 60 feet, as marked "Parking for 30 Minutes Only."

## Penalty.

Any person offending against this by-law shall forfeit and pay on conviction a penalty not exceeding £2 (two pounds) for every such offence.

## Previous By-laws.

All by-laws of the Bridgetown Road Board on similar subjects are hereby repealed.

Passed by a resolution of the Bridgetown Road Board at a meeting held on the 10th day of August, 1956.

COLIN P. SCOTT,  
Chairman.

E. C. SIGGINS,  
Secretary.

Recommended—

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

Approved by His Excellency the Lieutenant-Governor and Administrator in Executive Council, this 5th day of September, 1956.

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

## ROAD DISTRICTS ACT, 1919-1954.

Kwinana Road Board.

By-law Relating to Lawns and Gardens in Roads.

L.G. 117/54.

IN pursuance of the powers in that behalf contained in section 201 of the Road Districts Act, 1919-1954, the Kwinana Road Board makes the following by-law relating to lawns and gardens in roads:—

1. In this by-law, unless the context otherwise requires—

"Board" means the Kwinana Road Board;

"carriage-way" means that part of a road which is formed or paved for use by vehicles;

"footpath" means that part of a road which is formed or paved for use by pedestrians;



2. The owner or occupier of premises abutting on a road may plant and maintain a lawn in the road subject to the following conditions:—

- (a) The lawn shall not extend beyond the side boundaries of the premises where they abut on the road. Provided that in the case of premises at the corner of two roads the lawn may extend round the corner.
- (b) The lawn shall not extend beyond the edge of the carriage-way nor shall it encroach on a footpath.
- (c) The lawn shall have an even surface from the edge of the carriage-way, or if there is a kerb to the carriage-way from the top of such kerb, to the footpath or edge of the road as the case may be.

3. (1) The owner or occupier of premises abutting on a road may, with the written permission of the Board, form and plant a garden in the road.

(2) The application for such permission shall be accompanied by a plan showing the position and measurements of the garden by reference to the carriage-way and the front boundary of the premises.

(3) The permission may be granted subject to such conditions as the Board may in any case decide.

4. The Board may at any time and without notice and without paying any compensation in respect thereof remove from a road any lawn or garden, or any part thereof, maintained in a road under this by-law.

5. No person shall ride or drive any animal or vehicle over any lawn or garden maintained in a road pursuant to this by-law.

Adopted by resolution of the Kwinana Road Board on the 21st day of August, 1956.

H. McGUIGAN,  
Commissioner.

Recommended—

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

Approved by His Excellency the Lieutenant-Governor and Administrator in Executive Council, this 5th day of September, 1956.

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

#### ROAD DISTRICTS ACT, 1919-1954.

##### Harvey Road Board.

##### By-laws Governing Long Service Leave to be Granted to Employees of the Harvey Road Board.

L.G. 1673/52.

THE Harvey Road Board, under and by virtue of the powers conferred on it in that behalf by the Road Districts Act, 1919-1951, and all other powers enabling it, doth hereby make and publish the following by-laws:—

1. In the interpretation of the by-laws, the following words shall have the meanings assigned to them hereunder:—

- (a) "Board" means the Harvey Road Board.  
"Employee" means and includes all persons employed in any capacity by the Board, and who are in the regular and full-time employ of the Board.
- (b) "Continuous service" means service in the employment of the Board during which an employee has not been absent from the service of the Board for a continuous period of more than two days or an aggregate period of more than 10 days without leave of absence being granted by the Board.

2. All employees of the Board shall, after each period of 10 years' continuous service as permanent full-time employees thereof commencing from the 1st day of July, 1951, be entitled to three months' long service leave, but no long service leave shall be granted to an employee unless he has completed a qualifying period of 10 years.

3. (a) The Board may grant long service leave to an employee of the Board who has been granted long service leave for 10 years' continuous service, if, before a further period of 10 years' continuous service is reached, such employee retires from the Board's service owing to having reached the retiring age of 65 years, or is retired on the grounds of ill-health, or dismissed through staff retrenchments, in which case the long service leave may be adjusted *pro rata*

Provided that no such grant shall be made to an employee of the Board who prior to completing a further period of 10 years' continuous service resigns his employment with the Board.

(b) The long service leave which may be granted under this by-law shall be for a period not exceeding one and three-tenths weeks for every completed year of service since the conclusion of the period of service which qualified the employee for his previous long service leave, and shall be on full pay.

4. An employee dismissed by the Board for neglect of duty or for irregular practices shall not be paid any sum in pursuance of the preceding by-law.

5. Absence on account of sickness shall not be deemed to be a break in continuity of service, providing the period of absence shall not exceed three months in any year, unless otherwise decided by the Board.

6. Long service leave shall be taken at the convenience of the Board, who will, as far as possible, meet with the wishes of the employee, but the Board may require the employee to take leave by giving not less than three months' notice.

7. In the event of the retirement or death of an employee, the Board may pay to such employee (or in the case of death, to his personal representatives, or if there be none, to his dependants) a sum of money equal to his wages or salary for the period of long service leave which the Board is empowered under these by-laws to grant to such employee at the date of his retirement or death, or if the Board after consideration of all the circumstances direct that the death of an employee be presumed, the Board may authorise the payment to the dependants of the employee a sum equivalent to the amount of wages or salary which would under this by-law have been granted to the employee immediately prior to the date of his death, such date to be determined by the Board.

8. (a) Employees due to take long service leave shall be paid their salary or wage for the period thereof at the rate equivalent to the salary paid in the week immediately preceding the taking of long service leave.

(b) The Board may, at its discretion, either (1) pay to an employee his wages or salary periodically during long service leave; or (2) pay to the employee in advance a sum representing the amount of his wages or salary for the period of his long service leave.

9. All annual leave to which an employee is entitled or will become entitled before the expiration of his long service leave, shall be taken by the employee in conjunction with his long service leave, but any public holidays which may occur during the taking of his long service leave are not to be paid for over and above the long service leave, but are to form part of such long service leave.

10. Long service leave shall be considered as a special period of recuperation after a lengthy term of service with a view to fitting the employee for a further term, and during such leave no employee shall undertake any form of employment for hire or reward, unless by special permission of the Board. Any contravention of this subclause shall entitle the Board to dismiss the employee from its service and to cease paying or to recover any amounts paid in advance on account of long service leave.

Passed at a meeting of the Harvey Road Board held on the 21st August, 1956.

R. L. HESTER,  
Chairman.

W. R. ECKERSLEY,  
Secretary.

Recommended—

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

Approved by His Excellency the Lieutenant-Governor and Administrator  
in Executive Council, this 5th day of September, 1956.

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

ROAD DISTRICTS ACT, 1919-1954.

Mandurah Road Board.

Hawkers—By-law 125.

L.G. 354/52.

THE general by-laws of the Mandurah Road Board as published in the *Government Gazette* (No. 57) of the 30th May, 1952, are hereby amended and added to as follows:—

By deleting the words—

The fees for a hawker's license shall be 20s. per annum

and substituting therefor—

By-law 125a. The fees for a hawker's license for the townsite and the outer ward shall be £10 per annum and for the outer ward only the fee shall be £6 per annum, and every such license shall expire on the 30th June next following the date on which such license is issued.

125b. No hawker shall loiter or hawk within a distance of 100 yards from any shop in the district which has for sale any goods, wares or merchandise similar to those being offered for sale by the hawker.

125c. Every application for a hawker's license shall be in writing addressed to the Secretary and shall state the part or parts of the district for which the license is desired and also shall state the kind of goods, wares or merchandise to be hawked.

125d. The Board may refuse to issue any license if in its opinion there are at the time of application a sufficient number of hawkers already licensed.

Passed by resolution of the Board at a meeting held on the 16th August, 1956.

RICHARD RUSHTON,  
Commissioner.

N. F. HAYNES,  
Secretary.

Recommended—

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

Approved by His Excellency the Lieutenant-Governor and Administrator  
in Executive Council, this 5th day of September, 1956.

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

ROAD DISTRICTS ACT, 1919-1954; TOWN PLANNING AND  
DEVELOPMENT ACT, 1928-1955.

Perth Road Board—By-laws Amending By-laws, Classifying Scarborough,  
Hamersley, Osborne, Inglewood and Maylands Wards.

L.G. 97/56.

THE Perth Road Board, under and by virtue of the powers conferred on it in that behalf by the Road Districts Act, 1919-1954, the Second Schedule thereof, the Town Planning and Development Act, 1928-1955, and all other powers enabling it, doth hereby make and publish the following by-laws:—

The by-laws of the Perth Road Board classifying Scarborough, Hamersley, Osborne, Inglewood and Maylands Wards passed at an ordinary meeting of the Perth Road Board on the 5th day of April, 1955, and published in the *Government Gazette* of the 3rd day of May, 1955, are hereby amended in the following manner:—

1. By-law 1 is amended by the insertion, after the definition of "Business Zone," of the following words:—

"Special Business Zone A" means a special business zone as classified by these by-laws.

2. After by-law 10B, the following new by-laws are inserted:—

Special Business Zone A.

10C. Area.—Those portions of the Perth Road District which are specified in the Sixth Schedule hereto are hereby classified as Special Business Zones A.

10D. Uses.—No person shall use any land or any building or structure in a Special Business Zone A except for the purposes of a Drive-in Cinema and reasonable appurtenances thereto.

3. After the Fifth Schedule, a new schedule is inserted as follows:—

The Sixth Schedule.

Special Business Zones A.

Osborne Ward.—The following portions of Osborne Ward:—

(a) Liege Street: Being part of lot 21 and lots 30-33 (inclusive) on L.T.O. Plan 925, Perthshire Location Au, Section J.

Passed by the Perth Road Board at the ordinary meeting of the Board held on the 21st day of August, 1956.

R. H. BANDY,  
Chairman.

LLOYD P. KNUCKEY,  
Acting Secretary.

Recommended—

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

Approved by His Excellency the Lieutenant-Governor and Administrator in Executive Council, this 5th day of September, 1956.

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

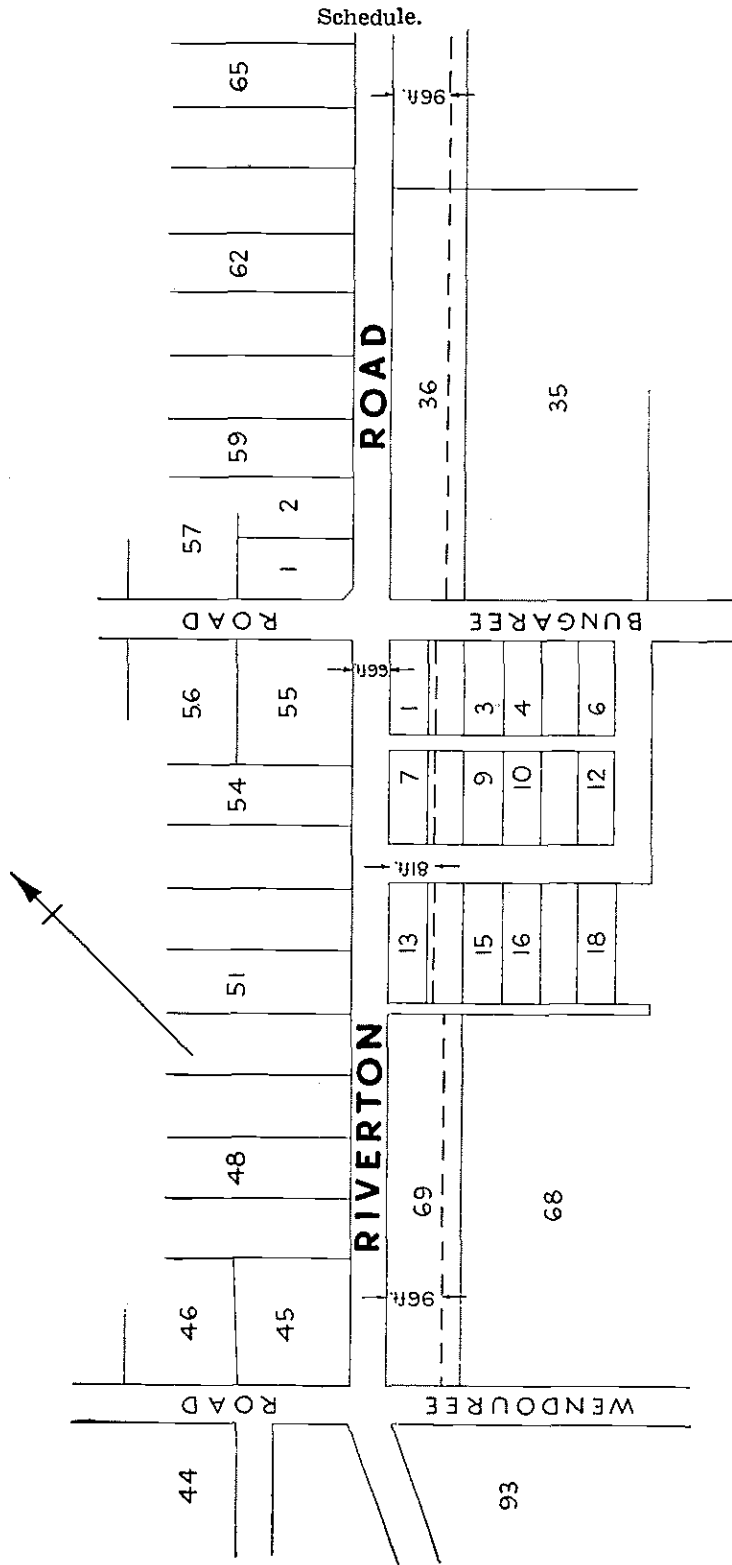
ROAD DISTRICT ACT, 1919-1954.

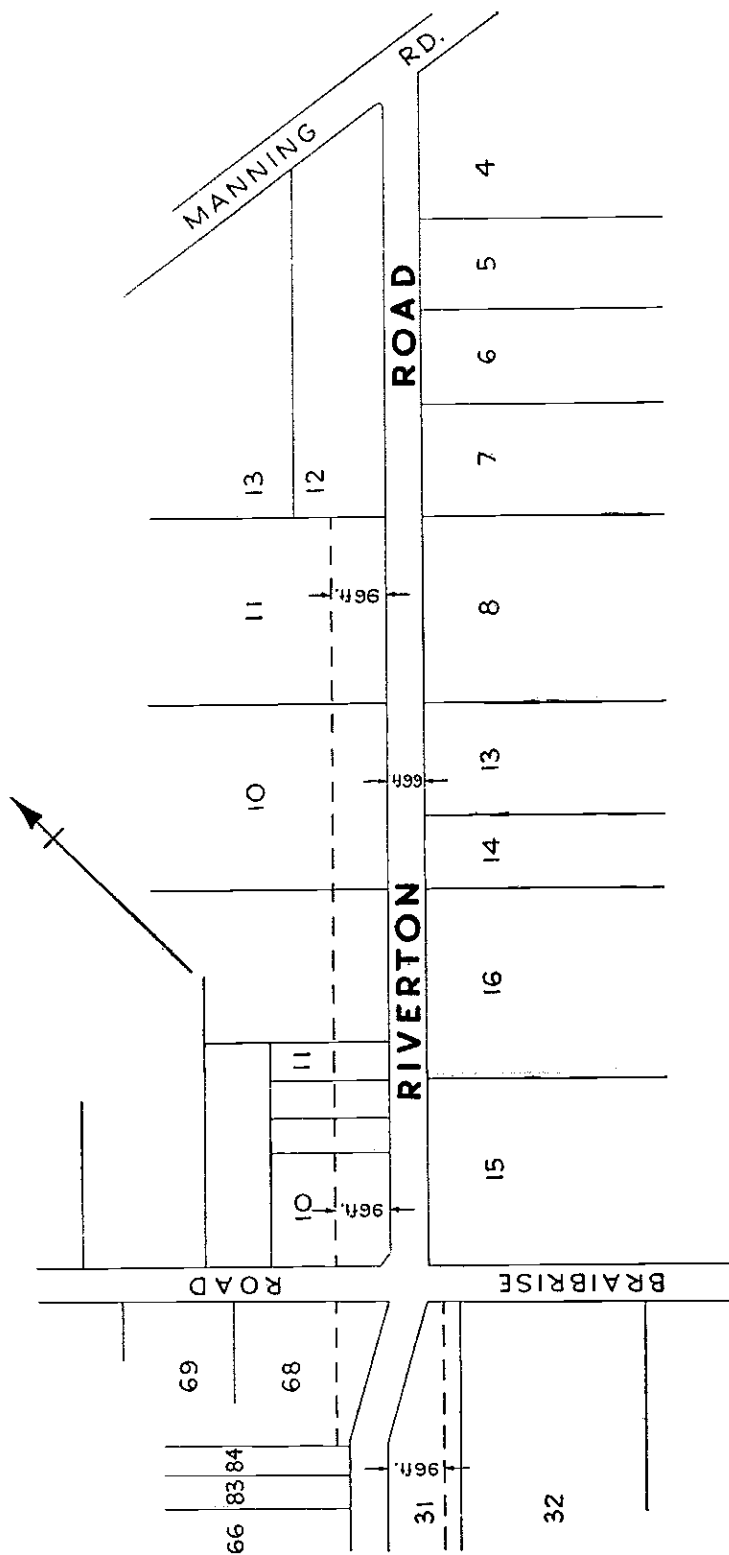
Canning Road Board.

By-law—Riverton Road Building Line.

L.G. 61/56.

IN pursuance of the powers in that behalf contained in the Road Districts Act, 1919-1954, the Canning Road Board hereby prescribes a new building line on the South Eastern side of and the North Western side of Riverton Road as shown in the plan in the schedule hereto.





Passed by resolution of the Board at the Meeting of the Board held on the 14th May, 1956.

C. J. KIELMAN,  
Chairman.

N. I. DAWKINS,  
Secretary.

Recommended—

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

Approved by His Excellency the Lieutenant-Governor and Administrator in Executive Council this 12th day of July, 1956.

E. P. FOREMAN,  
Acting Clerk of the Council.

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