

VICTORIA GOVERNMENT GAZETTE

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No. 3.]

FRIDAY, JANUARY 5.

[1917.]

ACTS OF PARLIAMENT.

PROCLAMATION

By His Excellency the Honorable Sir Arthur Lyulph Stanley, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George; Governor of the State of Victoria and its Dependencies in the Commonwealth of Australia, &c., &c., &c.

I, THE Governor of the State of Victoria in the Commonwealth of Australia, do hereby declare that I have this day assented, in His Majesty's name, to the Bills passed by the Parliament of the said State, the titles whereof are hereinafter set forth, that is to say:—

- "An Act to amend Part VI. of the *Instruments Act 1915*."
- "An Act relating to Venereal Diseases, and to amend Part V. of the *Police Offences Act 1915*."
- "An Act to empower the City of Melbourne and the City of Geelong to reclaim and improve insanitary low-lying or overcrowded areas."
- "An Act to amend the *Infectious Diseases Hospital Act 1914*."
- "An Act to make further provision for the *Recovery by Municipalities of Rates and other Moneys*."
- "An Act to amend the *Country Roads Act 1915*."
- "An Act to amend the Law relating to the Distribution of the Estates of Persons dying Intestate."
- "An Act to amend the *Administration and Probate Act 1915*."
- "An Act to declare the Rate for the Land Tax for the Year ending the thirty-first day of December One thousand nine hundred and seventeen and to amend the Land Tax Acts."
- "An Act to amend Part IX. of the *Constitution Act Amendment Act 1915*."
- "An Act to amend the *War Expenditure and Overdrafts Act 1914* and to validate certain Investments by Municipalities in Commonwealth War Loans."
- "An Act to amend the *Suprema Court Act 1915* with respect to the Qualifications of the Master-in-Equity."
- "An Act to regulate the Manufacture and Sale of Footwear and for other purposes."
- "An Act to amend the Law relating to Medical Practitioners."
- "An Act to authorize the raising of Money for Irrigation Works and Water Supply Works and for Drainage and Flood Protection Works in Country Districts."
- "An Act relating to Municipal Endowment."
- "An Act to authorize the raising of Money for Water Supply Purposes and to sanction the Issue and Application of such Money for the said Purposes."

- "An Act to sanction the issue and application of certain Sums of Money available under Loan Acts for Irrigation Works Water Supply Works Drainage and Flood Protection Works in Country Districts and for other purposes."
- "An Act for removing Anomalies and Correcting Errors in the Statute Law and for other purposes."
- "An Act relating to the Parliamentary Joint Statute Law Revision Committee."
- "An Act to sanction the issue and application of certain Sums of Money Available under Loan Acts for Railways and for other purposes."
- "An Act to provide for the Transfer of a Sum of not more than Forty-five thousand pounds from the Developmental Railways Account to the Consolidated Revenue."
- "An Act to authorize the Construction by the State of a Line of Railway from North Geelong to Pyansford."
- "An Act to repeal *The Rosstown Junction Railway Act* and *The Rosstown Junction Railway Amendment Act* and for other purposes."
- "An Act to empower the Victorian Railways Commissioners to dismantle the Lancefield and Kilmore Railway and to sell or otherwise dispose of the said Railway or Property and to demise any Land vested in them for the purposes thereof."
- "An Act to provide for the Modification of a certain Lease granted in pursuance of the *Thornbury Land Act 1912*."
- "An Act to make provision with respect to Contributions under the Friendly Societies Acts by Persons on War Service and for other purposes."
- "An Act to make provision for a State War Council and for other purposes."
- "An Act to make provision in regard to certain Expenditures in Connexion with State Railways."
- "An Act to amend the *Lunacy Act 1915* and for other purposes."
- "An Act to amend the *Midwives Act 1915*."

Given under my Hand and the Seal of the State of Victoria, at Melbourne, this twenty-eighth day of December, in the year of our Lord One thousand nine hundred and sixteen, and in the seventh year of the reign of His Majesty King George V.

(L.S.)

A. L. STANLEY.

By His Excellency's Command,

A. J. PEACOCK.

GOD SAVE THE KING!

Local Government Act 1915.

TOWN OF WILLIAMSTOWN.

APPOINTMENT OF RETURNING OFFICERS.

IN pursuance of the provisions of section 123 of the *Local Government Act 1915* (6 Geo. V. No. 2686), the Governor, with the advice of the Executive Council, has been pleased to appoint the councillors hereunder named to be Returning Officers for the Wards specified of the Town of Williamstown, viz.:—

South Ward—

Cr. JOHN ANTHONY DENNIS,

North Ward—

Cr. FREDERICK WOODS,

before whom an election shall be conducted on Thursday, the 18th day of January, 1917, to fill vacancies caused by the resignations of Councillors Peter Rodger, Enoch Hampshire, and Herbert Alexander Johns.

W. A. ADAMSON,
Commissioner of Public Works.

Department of Public Works (Local Government Branch), Melbourne, 28th December, 1916.

DEPARTMENT OF PUBLIC INSTRUCTION.

APPOINTMENT OF SCHOOL COMMITTEES.

THE Governor of the State of Victoria, with the advice of the Executive Council thereof, by Order made on the 28th December, 1916, under provisions contained in the *Education Act 1915* (6 Geo. V. No. 2644), has appointed the undermentioned persons to be Members of the School Committees for the respective schools as set forth herein, for the period ending 28th February, 1917:—

Geelong, No. 260.
King, Alfred
Ballarat, No. 1071.
Tonks, Ethel (Mrs.)
Cargarie, No. 1151.
Stalker, D. Brennan, D.
Campbell, R.
Timor, No. 1207.
Aitchison, John A.
Swanpool, No. 1310.
Sullivan, H. (Mrs.)
Mount Duneed, No. 2036.
Harvey, Sydney
North Goldie, No. 2272.
Watson, Willis
Yannathan, No. 2422.
McLeod, Annie (Mrs.) Matthews, Elizabeth (Mrs.)
Granite Flat, No. 2434.
Bish, John McEwen, John (jun.)
Brennan, William
Timboon, No. 2517.
Lacey, A. Angus, J. H.
Willow Grove, No. 2520.
Turnbull, William
Osborne, No. 2655.
Wilson, Frederick J. E.
Serviceton, No. 2831.
Sheldon, Thomas W.
Krowera, No. 2927.
Thompson, George (Mrs.)
Thorpdale, No. 2966.
Shackleton, Fred. Kaye, Charles (Mrs.)
Crib Point, No. 3080.
Emmins, William Herbert Gidman, William Henry
Waranga Railway Station, No. 3095.
Sayers, George
Watchem, No. 3224.
Curtis, R. (Mrs.)
Wonga Park, No. 3241.
Couper, Jas. D. Billings, W. M.
Doomburrim, No. 3428.
Clark, E. Chapman, W.
Mount Taylor, No. 3467.
Lind, Albert E. Goode, Albert
Wills, William (Mrs.) Wills, William
Wangerrip, No. 3474.
Rowe, E. J. Atkinson, M. J.
Cardinia, No. 3689.
Moxom, Walter Thomas
North Fitzroy, No. 3918.
Ross, John Howlett

F. W. MABBOTT,
Clerk of the Executive Council.

At the Executive Council Chamber,
Melbourne, the 28th December, 1916.

APPOINTMENTS.

THE Governor of the State of Victoria, by and with the advice of the Executive Council thereof, has, by Orders made on the 28th day of December, 1916, been pleased to make the undermentioned appointments, viz.:—

DEPARTMENT OF TREASURER.

Acting Collectors of Imposts,

The Governor in Council, upon the recommendation of the Public Service Commissioner (section 168 of Act No. 2713), has appointed the persons named hereunder to be Acting Collectors of Imposts, that is to say:—

WILLIAM J. ATTWOOD

to be Acting Collector of Imposts in connexion with the Department of Chief Secretary, during the absence of W. P. Heathershaw on leave;

FRANK GALLAGER

to be Acting Collector of Imposts in connexion with the Department of Public Instruction at Warragul, vice J. P. McLennan transferred.

F. W. MABBOTT,

Clerk of the Executive Council.

At the Executive Council Chamber,
Melbourne, the 28th December, 1916.

Health Act 1915.

OFFICER OF HEALTH.

THE Board of Public Health, by virtue of the powers conferred on it by the *Health Act 1915*, has approved of the appointment by the Council of the Shire of Kowree of FRANCIS WILLIAM CAVE, L.R.C.P., as Officer of Health for the said shire, vice Hugh Stanislaus Bourke, M.B., resigned.

T. W. H. HOLMES,

Secretary, Board of Public Health.

Public Health Department,
Melbourne, 20th December, 1916.

Fire Brigades Act 1915.

PERMISSION FOR FIRE BRIGADES
DEMONSTRATION.

IN pursuance of the provisions of section 64 of the *Fire Brigades Act 1915*, and subject to the Regulations made thereunder, the Country Fire Brigade Board has granted permission to hold a Fire Brigades Demonstration, at Rushworth, on the 29th January next.

J. N. STEVENS,

Secretary, Country Fire Brigades Board.

Offices of the Board,
Melbourne, 28th December, 1916.

The Licensing Act 1915.

REGISTRATION OF BREWERS.

SHELDRIK & CO., carrying on the business of a brewer at premises situate at Collins-street, Hamilton, and The Ballarat Brewing Company Proprietary Limited, carrying on the business of a brewer at premises situate at Brown-street, Hamilton, in the Licensing District of Hamilton, have been registered for the year 1917 under the provisions of section 130 of the *Licensing Act 1915*.

Dated at Hamilton this 30th day of December, 1916.

F. M. O'MEARA,
Clerk of Licensing Courts.

MUNICIPAL CLERKS BOARD.

TWENTY-FIFTH EXAMINATION.

NOTICE is hereby given that the twenty-fifth Examination of persons desiring to obtain certificates of competency to qualify themselves to hold the office of municipal clerk will be held on Wednesday, the 21st February next.

The attention of intending candidates is directed to the Regulations published in the *Government Gazette* of the 7th June, 1916, page 2152, and notices of intention to appear at examination must be received not later than the 31st January, 1917.

H. E. G. THOMAS,

Secretary, Municipal Clerks Board.

Department of Public Works
(Local Government Branch),
Melbourne, 3rd January, 1917.

Companies Act 1915.

NOTICE is hereby given, in pursuance of section 230 (4) of the *Companies Act 1915*, that at the expiration of three months from the date hereof the names of the following Companies will, unless cause is shown to the contrary, be struck off the Register and the said Companies will be dissolved.

Dated this twenty-ninth day of December, 1916.

Registrar-General's Office,
Melbourne.

J. EDWARDS,
Deputy Registrar-General.

Name of Company.	Date of Registration.	Number of Registration.
Briagolong Cheese Factory Company Limited	5th July, 1875	No. 358
Carlton and West End Breweries Limited	15th September, 1881	No. 615 (folios 1796, 1793, 1803)
The Alexandra Quartz Crushing Company Limited	18th September, 1889	No. 2346 (folio 4047)
The Share Finance Company Limited	17th September, 1891	No. 2641 (folios 3606 and 3607)
Wattle Hill Cheese and Butter Manufacturing Company Proprietary Limited	27th September, 1904	No. 3834
The Miller Confectionery Proprietary Limited	30th December, 1904	No. 3884
The Hartnett Patent Milking Machine Company Limited	16th February, 1906	No. 4014 (folio 4035)
Davies and Kershaw Gold Estates Proprietary Limited	12th June, 1906	No. 4046
Quambatook Estate Proprietary Limited	22nd March, 1907	No. 4142
McIntyre Brothers Proprietary Limited	11th February, 1908	No. 4249
The Galley Reach Rubber Estates Limited	22nd March, 1909	No. 4401 (folio 4431)
Loani Plantation Proprietary Limited	22nd April, 1910	No. 4573
Australasian Bleack-Love Primary Battery Company Limited	15th June, 1910	No. 4599
The Picture and Patents Company Proprietary Limited	10th November, 1910	No. 4677
Midget Giant Cement Brick Machine Proprietary Limited	7th April, 1911	No. 4776
Ryan, Lewis and Company Proprietary Limited	19th June, 1911	No. 4833
The Lorne Timber Mills Limited	16th April, 1912	No. 5030
Kanter Wheels Limited	20th May, 1912	No. 5057
Empire Shirt Factory Proprietary Limited	24th May, 1912	No. 5063
W. J. Stock Furnishing Proprietary Limited	19th July, 1912	No. 5134
Australian Life Agencies Limited	23rd July, 1912	No. 5140
The Residential Golf Links Proprietary Limited	29th July, 1912	No. 5145
T. R. Jones & Co. Proprietary Limited	15th October, 1912	No. 5207
Tokio Town Proprietary Limited	28th October, 1912	No. 5218
Donnybrook Mineral Springs Proprietary Limited	1st November, 1912	No. 5225
W. J. Holder & Company Proprietary Limited	23rd December, 1912	No. 5262
M. Ortner Proprietary Limited	23rd December, 1912	No. 5263
Australian Violin and Orchestral College Proprietary Limited	4th February, 1913	No. 5279
Pyrotan Leather Limited	5th June, 1913	No. 5369
The Brassey Fishing Company Proprietary Limited	1st August, 1913	No. 5424
Anstralian Patent Machine Stone Dresser Limited	7th August, 1913	No. 5428
The A.E.M. Syndicate Proprietary Limited	13th November, 1913	No. 5504
Rotary Color Printing Proprietary Limited	27th November, 1913	No. 5516
Patents Pyrotan Proprietary Limited	5th January, 1914	No. 5545
The Patent Bucket Company of Australia Proprietary Limited	28th January, 1914	No. 5554
Portland Place Mansions Limited	10th March, 1914	No. 5595
Australian Indents Proprietary Limited	16th July, 1914	No. 5714
Australian Elevators Limited	1st August, 1914	No. 5729
Granito Company Proprietary Limited	5th August, 1914	No. 5732
Paulo and Company Proprietary Limited	8th October, 1914	No. 5767
Pomeroy Hydraulic Transmission Limited	2nd March, 1915	No. 5854
Nicholsons Patent Slimes Separator Company Proprietary Limited	9th November, 1915	No. 6058
Worlds Attractions Proprietary Limited	7th January, 1916	No. 6108
Carnegie Amusements Company Proprietary Limited	14th January, 1916	No. 6109

The Marine Act 1915.

CERTIFICATES.

LIST of Certificates of Competency and of Exemption from Pilotage issued by the Marine Board of Victoria from the 1st to the 31st December, 1916.

CERTIFICATES OF COMPETENCY.

Name.	No.	Date.	Grade.	Particulars of Identification—	
				Born.	At—

Foreign-going.

(Issued under Order in Council dated 9th May, 1891, and valid in the United Kingdom.)

Stevenson, John Scott	2196*	9th December, 1916	1st Engineer	1880	Reefton, New Zealand
Pashevsky, Alfons	2197	13th December, 1916	1st Mate, Steam-ships	1885	Riga, Russia
Gray, Alexander George	2198	22nd December, 1916	1st Engineer	1890	Erbersaig, Scotland

River and Bay.

Jones, Henry Ellis	0592	18th December, 1916	Master, River and Bay Steam-ship under 100 tons g.r.t.	1879	Carnarvon, Wales
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PILOTAGE EXEMPTION CERTIFICATES.

(Issued by the Marine Board of Victoria under the provisions of the *Marine Act 1915*.)

Name.	No.	Date.	Ports.
Hill, Thomas Vivian	0639	4th December, 1916	Port Phillip (by South and West Channels) and Melbourne.
Spain, Bayer	0640	8th December, 1916	" " " " " "
Nielsen, Jens Peter	0641	18th December, 1916	" " " " " "
Thomson, Herman August	0642	20th December, 1916	Port Phillip (by South and West Channels), Geelong and Melbourne

* Duplicate of No. 1655.

Marine Board of Victoria,
Melbourne, 3rd January, 1917.

J. GEO. McKIE,
Secretary.

Land Surveyors Act 1915.

LIST OF LICENSED SURVEYORS.

THE subjoined List of Licensed Surveyors, registered under the provisions of the *Land Surveyors Act 1915*, is published in pursuance of the provisions of the said Act.

An asterisk (*) denotes that the Surveyor holds a Federal qualification.

NOTICE.

It is particularly requested that every change of address, or any inaccuracy or omission in the list, may be communicated without delay to the Secretary.

- *Beckett, Albert Reginald, Wangaratta
- Ainsworth, Alfred Bower, Alexandra
- Albrecht, Charles Edmund, Shire Office, Serpentine
- Allan, Robert, Ballarat
- *Allingham, Robert, South Africa
- Anderson, Arthur, 424 Collins-street, Melbourne
- *Anderson, Charles Robert, 435 Collins-street, Melbourne
- Anderson, William Routledge, Colac
- *Andrew, Walter John, Sunshine
- *Andrews, Arthur Tremayne, La Trobe-terrace, Geelong
- *Archdall, William Albert, Castlemaine
- *Ardlie, Albert William, New Guinea
- *Arndt, Karl, 89 Queen-street, Melbourne
- Arney, Arthur Edward, Public Works Department, Perth, W.A.
- Arrowsmith, Robert, Chiltern
- *Atkinson, Norman Harold, High-street, Ashburton
- Aughtie, Albert Edward, Town Hall, South Melbourne
- Bagot, John Meyler, Queensland
- *Baragwanath, William, Mines Department, Bendigo
- *Barker, David, Department of Lands and Survey
- Barker, William, Dromana
- *Barnard, Norman Francis Watts, c/o Lands Department, Melbourne
- *Bartels, Edward Christiān Le Broeg, Regent-street, Oakleigh
- Bastow, Henry Robert, Harcourt
- *Bate, John Henry, Stawell
- *Bate, Wm. Jno. Clifford, Leongatha
- *Bellingham, Geo. H. John, Wollongong, N.S.W.
- Beswicke, John, 47 Queen-street, Melbourne
- *Birch, Garnet Gordon, The View, Bendigo
- *Birch, Richard, W.A.
- Black, George, Neerim-road, Chaulfield
- *Black, George Dunedin, Office of Titles
- *Black, Robt. Alex., State Rivers
- Bolton, John Rollett, 49 Ormond-road, Elwood.
- *Bone, Chandos Eric, 200 Berry-street, East Melbourne
- Boyd, Daniel Mossom, Department of Lands and Survey
- *Braid, Ernest Leslie, Titles Office, Melbourne
- Brazier, Richard, "Lyndoch," Malvern-road; Malvern
- Breen, Charles Campbell, Geelong
- Breen, Michael Duggan, Waverley-road, East Malvern
- Broadhurst, Robert Henson, Shire Hall, Rupanyup
- *Brosnan, Joseph Esmonde, South Australia
- Brown, Edmond Joseph, "Indi," New-street, Brighton
- *Brown, Harold John, Queensland
- *Brown, John Hunter, St. Arnaud
- *Brown, Wm. Hepple, Staff Surveyor, Department of Lands and Survey, Perth.
- Bruce, Eyre Lewis, Traralgon
- Bruford, Alexander Blake, 47 Queen-street
- *Bruford, Alexr. Romilly, Shire Hall, Warracknabeal
- Burgess, Hugh, Railway Department
- Burnett, John Talbot, c/o Home Affairs Department, Melbourne
- Calcutt, Francis Macnamara, Railway Department, Melbourne
- Calder, Henry, Perth, W.A.
- Calder, William, Chairman, Country Roads Board
- Callanan, Michael, "Coolebah," Somerville
- Callanan, Simon, Department of Lands and Survey
- *Callaway, Arthur Emuss, Country Roads Board
- Campbell, Peter, District Surveyor, Melbourne
- *Campbell, Angus, "Kaleno," Station-road, Mont Albert
- *Candy, Charles Wm. Albert Augustus, c/o Harbor Trust, Melbourne
- *Cane, Francis Alfred, Omeo
- Cannon, William McKay, Office of Titles
- *Cappi, Ernest, 47 Munro-street, Coburg
- Castles, Arthur Edgar, Tongala
- Cazaly, Owen Robson, Queenscliff
- Champion, Henry Vine, 87 Queen-street, Melbourne
- Chaplin, Walter Thomas, Rochester
- Chinn, Henry, W.A.
- *Chomley, Francis Charles, Department of Lands and Survey
- *Chrisp, Hugh Macdonald, St. Kilda
- *Christiansen, James August, N.S.W.
- *Clare, Edward Ernest Philip, Malay States
- Clark, John Robert, View-street, Bendigo
- *Clarke, Edmund, 23 Derby-road, Camberwell
- Clarke, James Livingstone, Railway Department
- Cleeland, James Fraser, Kerang
- *Coane, Henry Edward, 70 Queen-street, Melbourne
- Coane, John Montgomery, 70 Queen-street, Melbourne
- *Cole, Daniel Fenton, Shire Hall, Cobden
- Coote, Francis James, Union-street, Malvern
- *Cornell, Henry Percy, Murrayville
- *Cornthwaite, George, Colac
- Couchman, William Gregson, Dunolly
- *Coverdale, John Creighton, Bloomfontein, South Africa
- *Craig, Walter Lennox, 15 Cockspur-street, London, S.W.
- Crawford, Robert Alexander, Kobyboyn, via Seymour
- Crawley, John William, Warrnambool
- *Creswell, Edmund Lindsay Gordon, c/o State Rivers
- *Cross, Edward William, Maitland, N.S.W.
- *Crouch, Herbert Casely, 443 Little Collins-street, Melbourne
- *Crowther, Herbert, Shire Hall, Bright
- D'Alton, St. Eloy, Jeparit
- *Davidson, Charles Moore Stirling, Elwood-street, Brighton
- Davies, John Hugh, "Cymry," Mooroopna
- Dobson, Arthur Dudley, New Zealand
- *Dowling, Ernest John, c/o Home Affairs Department
- *Dowling, Frederick, Office of Titles
- Duffy, William, 179 Macquarie-street, Sydney, N.S.W.
- *Easton, William Robert, Perth, W.A.
- *Edwards, Reginald William, Engineers' Training School, Roseville, N.S.W.
- Ellis, Solomon Phillips, Singapore
- Embley, John Thomas, Melbourne.
- Ewing, Thomas, Kyneton
- *Farrau, Charles Walter Cunningham, Winchelsea
- Farrer, Arthur, Mill-street, Ballarat
- Fender, Thomas, Tasmania
- Fennelly, Richard, Kilmore
- *Finch, Loyal Harley, Town Hall, Ballarat
- *Finn, Wm. Geo., Merriwa, N.S.W.
- *Fitzherbert, Arthur James, Mildura
- Flint, Percy Walter Ernest, Surveyor-General's Office, Perth
- Force, John Maguire, Railway Department, Melbourne
- Formby, Robert, 3rd-street, Knightsbridge, Adelaide, S.A.
- Fowler, Thomas Walker, Engineer-in-Chief, Hobart
- Fraser, Donald, Darebin-street, Heidelberg
- *Fraser, Thomas, Queen-street, Melbourne
- Gallo, D'Arcy Gilbert
- *Garlick, Edward Thomas Mervyn, James-street, Geelong
- *Gibbs, Gilbert Browse, Water Supply Office, Rochester
- Gibson, Daniel William, Ingham, Queensland
- *Gibson, James, Durban, South Africa
- Gilchrist, Eneas Fraser, Town Hall, Prahran
- *Gillespie, James George, "Toolang," St. Kilda-road, Melbourne
- Goldsmith, Lewis, Metropolitan Board of Works
- Goodwin, John Thomas Hill, Department Home Affairs
- *Gorham, Edwin Arthur, Shire Hall, Healesville
- Grano, William Henry, Ararat
- *Grant, Alexander John, Marong
- *Gray, Robert James, Department of Lands and Survey
- Greene, Arthur Henry, Brook-street, Camperdown
- Griffin, John George, 350 George-street, Sydney
- *Grover, Walter John, Lands Department, Melbourne.
- Hadley, Arthur Capel, Horsham
- Hammond, Frank, Hamilton
- Hardy, John, Ford-street, Ivanhoe
- *Hargrave, Herbert Oliver, Tenterfield, N.S.W.
- *Harrison, Robert John, Sydney
- *Hayes, William Roderick, Fiji
- *Heath, Arthur Victor, Town Hall, Port Melbourne
- *Heath, Charles Robert, 114 Elizabeth-street
- *Hector, Maximilian, Russia
- Henderson, Anketell Matthew, 352 Collins-street, Melbourne
- Henderson, James Allan, Bruthen
- Henderson, John Baillie, Water Supply Department, Brisbane
- Henry, Alfred, Office of Titles
- Henry, John Polson, West Australia
- Henry, Thomas Edward Campbell, Town Hall, Portland
- *Hill, Thomas, Department Home Affairs, Melbourne
- Holtom, William Victor, 97 Queen-street, Melbourne
- *Hood, James Walter, "Marama," Stanhope-grove, Camberwell
- Hope, John Denbigh, Bairnsdale
- Hore, John, Ballarat
- *Horsfall, Francis Arthur, Town Hall, Koroomburra
- *Horsfield, Richard, State Rivers and Water Supply Commission
- Hossack, Arthur George, G.P.O., York, W.A.
- *Husband, Charles Thomas Main, Malay States
- Hutchinson, Jeremiah, Tallangatta

- Hynes, Frederick George Gregory, Department of Mines
- *James, Philip Montague, Drouin
- Jenkins, James Elliott, Department of Lands and Survey
- Jobbins, George, 114 Elizabeth-street, Melbourne
- *Johnson, Joseph James, Titles Office, Melbourne
- *Johnstone, James, 80 Swanston-street, Melbourne
- Jones, George Thomas, Learmonth
- Joyce, Edward, Mines Department, Perth
- *Keele, Edward John, 285 Collins-street, Melbourne
- Kelly, John North, Fitzroy-street, St. Kilda
- *Kernot, Charles Home, State Rivers Commission
- *Kerr, James Reginald, W.A.
- *King, Alfred, Public Works Department
- *King, John Henry Richard, Victoria Barracks
- *Kirkcaldy, Norman Melville, c/o Messrs. Royle and Co., Bond-street, Sydney
- *Knibbs, Stanley George Curthroys, Kooyong Koot-road, Hawthorn
- Knipe, George Alexander, Railway Department, Melbourne
- Krause, Ferdinand Moritz, South Africa
- Lang, Alexander Bruce, Surveyor-General, Lands Department, Melbourne
- *Langford, William, Oakleigh
- Langtree, Michael Campbell, Union Club, Sydney
- Lardner, John, Leongatha
- *Larkin, John Patrick, Assistant Marine Surveyor, Hastings
- Lavery, Hugh, "Airlie," Lara-street, South Yarra
- Lawson, Charles William Ruffe, N.S.W.
- *Lazarus, Julius Samuel, Shire Hall, Leigh Creek
- *Leahy, Alfred James, Ouyen, Victoria
- *Leckie, Peter Martin, Heidelberg-road, Ivanhoe
- Lees, Edward Herbert, Mallacoota, via Orbost
- *Leonard, Edward Aloysius, W.A.
- *Leverett, Sydney, Town Hall, Hawthorn.
- Levin, Ernest Arthur, Office of Titles
- *Little, G. A., Werribee
- Lupson, John Thomas, 267 Burke-road, Camberwell
- *Lupson, Ernest John, c/o State Rivers
- Madden, Walter, 113 Queen-street, Melbourne
- Magill, Arthur Fisher, Nhill
- Manwaring, William, Southey-street, Sandringham
- *Martin, Michael, Shire Hall, Linton
- Mason, John Blair, Dunedin, N.Z.
- Mather, Robert Andrew, Sewerage Trust, Geelong
- Maughan, George, Creswick
- Maxwell, George, Wangaratta
- Maxwell, James Roland, Tylden
- Maxwell, Oswald Clowes, Wangaratta
- *Meinhardt, Albert Waldemar, Beach-road, Beaumaris.
- *Meinhardt, Wm. Julius, Beach-road, Beaumaris
- Meudell, Alan Morham, 97 Queen-street, Melbourne
- *Meyer, Leopold Donnelly, Malay States
- *Mickle, Claude Alexander, Camperdown
- Minto, George, Kangaroo Flat
- *Mitchell, Reginald John, Westbury-street, St. Kilda
- Moore, Edgar John, 28 Domain-street, South Yarra
- *Moore, Henry William, Department of Lands and Survey
- Moorhouse, Henry, 348 Glenferrie-road, Glenferrie
- Moors, Henry Erskine, Shire Hall, Mount Moriac
- *Morton, Henry Edgar, Town Hall, Melbourne
- Mott, Fénélon de la Motte, District Surveyor, Bairnsdale
- Muir, John James, N.S.W.
- *Muntz, Alexander Jamison, 412 Collins-street, Melbourne
- Muntz, Edwin Parnell, Bank-place, Melbourne
- Muntz, John Edward, Queensland
- *Muntz, John James Nelson, Bank-place, Melbourne.
- Muntz, William Jamison, Town Hall, Kew
- *Murdoch, Thomas, Department of Home Affairs
- *Murphy, William, Vaughan-street, Fitzroy
- Murray, Reginald Augustus Frederick, 395 Collins-street
- Murray, Stuart, Kyneton
- Murray, Thomas, State Rivers and Water Supply Commission, Melbourne
- *McClelland, David John, Monomeith-street, Canterbury
- *McEachern, Wm., Rosewood, via Wagga, N.S.W.
- McGillicuddy, Patrick, Mount Pleasant, Church-street, Richmond
- McIntosh, Donald Henry, Trust Office, Woodend
- McKinnon, Alexander, "Evie," Walsh-street, South Yarra.
- *McNab, Rupert Francis, State Rivers and Water Supply Commission
- Nankivell, Robert, Seymour-road, Elsternwick
- Nankivell, Roger Leonard, Maldon
- *Nish, Samuel George, Town Hall, Fitzroy
- Noall, Alfred John, 95 Queen-street
- *Nolan, Jeremiah Lucius, 73 Park-street west, South Melbourne
- Oliver, Harrie Glenn, Shire Hall, Lara
- *Ord, Lindsay Maynard, Defence Department, Brisbane
- Ord, Thomas Hugh, Hamilton
- Parsons, Geo., 317 Collins-street
- *Parsons, Henry, 317 Collins-street
- *Paterson, James, Office of Titles
- Pearson, Charles Arthur, Omeo
- *Pearson, Oscar George, Lands Department, Melbourne
- *Pellow, Edward, Mortlake
- Peppercorn, John Saxon, Cairns, Queensland
- *Percival, Arthur, Canberra, N.S.W.
- Pinniger, George Stewart, District Surveyor, Bendigo
- Poole, James Robert, Department of Lands and Survey
- Purchas, Claude Albert Guyon, 462 Little Collins-street
- *Quinlan, Cecil Verdon, 2 Shipley-street, South Yarra.
- *Rain, Robert James, Canberra, N.S.W.
- *Rain, William Alexander, Mayston-road, Hawthorn
- Reed, Joseph Martin, I.S.O., Secretary for Lands, Melbourne
- Reeves, William Charles, Shire Hall, Violet Town
- *Reid, John Cecil Dury, Canberra
- Reilly, John Langtree, 157 Queen-street
- *Richardson, Edgar Robert, Survey Department, Seremban, Nigri Sembilan, Malay Free State
- *Richardson, Joseph Richard, Town Hall, Adelaide
- *Ridoutt, Frederick Charles, Public Works Department
- *Roberts, George, Existing Lines Office, Railway Department
- Robertson, James Charles Grant, Office of Titles, Melbourne
- *Robertson, Leslie Rose Gladstone, Queensland
- *Robinson, Frederick Thomas, 70 Queen-street, Melbourne
- Robinson, Henry Edmond, "Moorabbee," Monaro-road, Malvern
- Robinson, James, Rosedale
- Robinson, Walter Crowe, Heathcote
- Roxburgh, Alexander James, 317 Little Collins-street, Melbourne
- *Rutherford, Herbert Lindsay, Stawell
- Sando, Harry Edwin, Town Hall, Clunes
- *Sarvas, Johan, Working Men's College, Melbourne
- *Schooling, William John, Penshurst
- Scott, Robert Dunbar, "Laura," Surrey Hills
- Scott, William Henry, Melbourne
- Sellers, Daniel Bateman, "Olivia," Sale
- Shaw, Alfred, Warrenbayne, via Baddaginnie
- Sheeran, James Dalton, Ballarat
- Sherrard, William Henry, Office of Titles
- *Sides, Wm. Gordon, c/o State Rivers Commission
- Smith, Albert Casson, Melbourne and Metropolitan Board of Works, Melbourne
- Smith, Alexander Chalmers, Shire Hall, Moorabbin
- *Smith, Bernhard Alexander, 352 Collins-street, Melbourne
- Smith, Clarence, Maryborough
- *Smith, Eustace Lyndon, S.R. and W.S. Commission
- Smith, Frederick Dudley, Brunswick
- Smith, Oliver Talbot, Dunolly
- Smith, William Charlesworth, Department of Mines, Perth, W.A.
- *Smith, William Robert, 63 Lydiard-street, Hawthorn
- Snowden, William, M. and M. Board of Works
- Speed, Robert Derrinal, Ararat
- Stane, George Robert Bowen, Town Hall, Horsham
- Stane, William Percy, 317 Collins-street, Melbourne
- Stoddart, James, Public Works Department, Perth, W.A.
- Stokell, Robert William, 27 Adelaide-street, Launceston, Tasmania
- Struthers, George, Broken Hill, N.S.W.
- *Suter, Ronald Ammondale, Queensland
- *Sutton, Edward Hamilton, Office of Titles
- Tarrant, Harley, 71 Railway-road, Malvern
- Tarrant, Joseph, 71 Railway-road, Malvern
- Terry, Marmaduke, Survey Department, Perth, W.A.
- Thomas, Caleb, Warragul
- *Thomson, Alexander Donald, Mildura
- Thorn, Leeson, Yarra-street, Geelong
- Thorn, William, Chief Surveyor, Department of Mines
- Tibbitts, Wm. Henry, N.S.W.
- Tiernan, Alfred Martin, Melbourne
- *Tiernan, Martin, Collins House
- Tobin, Albert Edward William, District Surveyor, Ararat
- Tolley, George Hall, Wyuna
- *Tolley, Howard George, Public Works Department, N.S.W.
- *Tompkins, Charles Presswell, South Africa
- Travis, Roderick Warren, Beechworth
- *Turner, Rockley Leahy, Queensland
- Turner, Tom Heppingstone, Marine-parade, St. Kilda
- *Turner, Tom Langford, Queensland
- *Tuxen, Saxil, 60 Market-street
- Tyers, Alexander Mackenzie, Shire Office, Bacchus Marsh
- Urbahns, John Frederick William, Winchelsea
- *Vance, Thomas Alexr., Malmesbury

Vernon, William Sherwood, High-street, Glen Iris.
 Walker, James, "Gunyah," Armadale-street, Armadale
 Walker, Horace, Melbourne
 *Walters, Frederick John, 331 Collins-street, Melbourne
 *Waraker, Ernest Morton, Survey Office, Brisbane
 Warriek, William Mitchell, Department Home Affairs
 *Webb, Walter Edward, 352 Collins-street Melbourne
 White, Henry Charles, Department of Lands and Survey
 *Whitham, William Lawrence, Swan Island, Queenscliff
 Wight, Gerard, 423 Chancery-lane
 *Williams, Arthur Ridley, Town Hall, Hawthorn
 Wilson, Charles Anthony Corbett, Teesdale
 *Wilson, Egbert James, Bairnsdale
 *Wilson, Frederick Anthony, Casterton
 Wilson, William, Melbourne and Metropolitan Board of Works
 *Wood, Arthur Branscombe, Moulamsin, N.S.W.
 *Wood, James Henry, Railway Department
 *Woodcock, Robert Hopper, Shire Hall, Dandenong
 *Woolley, William John Moore, Town Hall, Caulfield
 *Worthington, David Edward Bodycomb, No. 8 The Towers, High-street, St. Kilda

H. C. WHITE,
 Secretary to the Board.

Department of Lands and Survey,
 Melbourne, 3rd January, 1917.

Mining Development Act 1915.

DEPARTMENT OF MINES.

ADVANCES TO MINERS FOR PROSPECTING.

IN pursuance of the provisions of Part VII. of the *Mining Development Act 1915* (6 Geo. V. No. 2699), His Excellency the Governor of the State of Victoria, with the advice of the Executive Council thereof, has, by Order made on the 25th day of December, 1916, granted an advance by way of a loan to the party of miners named in the Schedule hereunder of the amount set forth therein, for the purpose of assisting the said party to prospect for gold, or any minerals or metals other than gold, in the locality mentioned in such Schedule, that is to say:—

SCHEDULE. Party of Miners.

Name.	Locality.	Amount.
W. A. Fox and party ...	Walhalla ...	£ s. d. 40 0 0

F. W. MABBOTT,
 Clerk of the Executive Council.

At the Executive Council Chamber,
 Melbourne, the 25th December, 1916.

SHIRE OF FERNTREE GULLY.

BY-LAW No. 15.

A By-law of the Shire of Ferntree Gully, made under the provisions of the *Health Act 1915*, and numbered 15, to regulate the removal and disposal of nightsoil in the township of Belgrave.

IN pursuance of the powers contained in the *Health Act 1915*, and of any other power thereunto enabling them in that behalf, the Council of the Shire of Ferntree Gully, in the name of the President, Councillors, and Ratepayers of the said shire, for the purpose of carrying the said Act into execution within their jurisdiction, make the following by-law, and do hereby order, as follows:—

1. This by-law shall come into force and operation on its confirmation by the Board of Public Health and immediately after its publication in the *Government Gazette*.

2. This by-law shall apply to, and have operation in, the township of Belgrave in the area set out in clause 12 hereto, but it shall cease to apply to any portion or portions of the said area that may from time to time be exempted from its operation by special order of the council.

3. The occupier of any premises in which there is a closet or privy shall cause a space under the seat of each closet or privy on such premises to be prepared, and shall permit the same to be used for the double pan service hereinafter provided for, and shall cause the privy or closet to be kept in a fit state for such service.

4. The council shall cause each closet or privy to be supplied, or kept supplied, with two pans for the reception of nightsoil, and a lid to closely fit the same, and shall cause one or other of such pans to be kept under the seat aforesaid.

5. The occupier aforesaid, or other person having control or management of the premises, shall cause to be kept in every closet or privy belonging thereto a supply of dry powdered earth, ashes, charcoal, lime, sawdust, or some other material efficient for deodorizing nightsoil, and shall cause all nightsoil deposited in the pan of such closet or privy to be immediately on the deposit thereof, covered with a quantity of deodorizing material sufficient to thoroughly and effectually deodorize the contents of such pan.

6. The contents of any pan during intervals of weekly removals shall not be permitted to reach within two inches of the topmost edge of the pan, and, to insure this, the occupier of any premises affected by this by-law shall provide a sufficient number of closets or privies, or shall make arrangements with the council for the removal and replacing of any pan at more frequent intervals than one week.

7. The council shall, at least once a week, cause the pan in use to be closed with a lid, and removed, with its contents, from the premises in the day-time, and another pan to be left in its place.

8. Before leaving any pan in a closet or privy, the council shall cause the same to be cleansed by superheated steam and tar-painted inside, or by some equally efficient means.

9. The occupier aforesaid, or other person, shall not contract for the removal of nightsoil from such premises except in accordance with the provisions of this by-law.

10. The council shall have power, in lieu of making a rate, to make a charge on each occupier on the pans supplied, and for the removal of nightsoil and other work herein directed, the amount, in default of payment, to be recovered in any Court of Petty Sessions.

11. Notwithstanding any provisions contained in this by-law, it shall be lawful for the council, where it deems the circumstances of intermittent occupation at any premises to so warrant, to cause any pan in use to be removed, and cleansed, and replaced by another pan at intervals of once in each fortnight.

12. The sanitary area for the township of Belgrave shall be as follows:—All land comprised within boundary lines running parallel at a distance of 20 chains on either side to the boundaries of the main Ferntree Gully-Belgrave-road, and its continuation, viz., the main Monbulk-road, commencing at the intersection of roads at the present site of the Church of England, opposite the southern boundary of Crown allotment 21, section B, parish of Narree Worran, and proceeding by said road through the Belgrave township towards Monbulk to the point of intersection of the main road and the western branch of the Monbulk Creek, opposite the western boundary of Crown allotment 44, section B, parish of Narree Worran, county of Mornington.

13. If any person or the council commit a breach of this by-law, he or they shall be liable for every breach to a penalty not exceeding Five pounds, and not less than Five shillings for each day during which such breach shall be committed or commenced.

Resolution agreeing to above By-law passed by council on 9th day of September, 1916, and confirmed at meeting held on 7th day of October, 1916.

Signed and sealed this 7th day of October, 1916, in the presence of—

(SEAL) HY. MONK, President.
 G. PICKETT, Councillor.
 A. E. SELMAN, Councillor.
 T. M. HEANY, Shire Secretary.

The foregoing By-law was allowed and confirmed by the Board of Public Health in and for the State of Victoria (it having been first certified that notice of the intention to apply for such confirmation had been given in the shire for which the same has been made in the manner required by law) this twentieth day of December, in the year of our Lord. One thousand nine hundred and sixteen.

By order of the Board,

T. W. H. HOLMES,
 Secretary.

VICTORIAN RAILWAYS.

VICTORIAN GOVERNMENT TOURIST BUREAU.

Collins-street (opposite Town Hall), City. Inquire personally or by letter *re Holiday Trips, Tourists' Resorts, &c.* Tickets issued daily. Telephone 2898 and 2899 Central.

DINING-CAR SERVICE.

A dining-car is run on Inter-State Express trains. Tariff:—No. 1 saloon—Dinner, 4s.; breakfast, 3s. No. 2 saloon—Dinner, 2s.; breakfast, 2s.; lunch, either saloon, 2s.

INTER-STATE CHEAP EXCURSIONS.

Fast Excursion Trains will run as under:—Wednesday, 10th January.—Leave Melbourne for Adelaide at 4.40 p.m. Fares:—Single—First class, £1 14s.; second class, £1. Return—First class, £3; second class, £2. Thursday, 11th January.—Leave Melbourne for Sydney at 10 p.m. Fares:—Single—First class, £2; second class, £1 10s. Return—First class, £4; second class, £3. Full particulars respecting tickets booking to Mount Gambier, Penola, Naracoorte, Wolsley, Broken Hill, &c., on posters at stations.

WEEK-END EXCURSIONS.

Week-end tickets are issued at Holiday Excursion Fares from any station to any other station distant more than 9 miles by the last train on Fridays, and by all trains on Saturdays, also by the last train in the week on any line on which no train runs on Fridays or on Saturdays. The tickets will be available for return till the last through train on the following Monday, provided that on any line on which no train runs on Monday such tickets will be available for return by the first train in the week following their issue. Week-end tickets are also issued (1) at all stations on lines on which trains run on Sundays; (2) by the following trains from Melbourne on Fridays:—Bendigo line, 4.50 p.m.; Ballarat line, 5.6 p.m.; Warrnambool and Queenscliff lines, 4.22 p.m.; Seymour line, 4 p.m.; Bairnsdale line, 4.30 p.m.; Healesville line, 4.53 p.m.; Frankston and Mornington line, 5.8 p.m.

The Metropolitan Suburban Traffic is excepted from the above arrangements, also that within the Ballarat suburban radius of North Creswick and Buninyong.

SUNDAY TRAINS.

Warburton line.—Leave Melbourne, Flinders-street, at 9.30 and 10.40 a.m. for Warburton, stopping all stations, and at 11.10 a.m., stopping only at Box Hill, Ringwood, Croydon, Lilydale, and all stations thence, and return from Warburton at 5.48 and 6.8 p.m., stopping at certain stations to Lilydale, and at Croydon, Ringwood, Box Hill, Camberwell, Glenferrie, and Richmond, and at 6.34 p.m., stopping all stations to Melbourne. The 5.48 p.m. Up train also stops at Auburn, Hawthorn, and Glenferrie. Return fares:—First class, 3s. 6d.; second class, 2s. 6d.

Healesville line.—Leave Melbourne, Flinders-street, for Healesville at 10.30 a.m., stopping certain stations to Lilydale and all stations thence, and at 11.22 a.m., stopping only at Box Hill, Ringwood, Croydon, Lilydale, and all stations thence, and return at 6.13 p.m. and 6.55 p.m., stopping all stations to Lilydale and at certain stations thence. Passengers from stations between Flinders-street and Lilydale at which the 11.22 a.m. does not stop will require to travel by the 10.40 a.m. train to Lilydale and join the Healesville train there. Return fares:—First class, 3s. 6d.; second class, 2s. 6d.

Ferntree Gully and Gembrook lines.—Leave Flinders-street (from No. 1 platform, east end) at 10.25 a.m. for Upper Fern Tree Gully and Emerald, picking up at Richmond, Hawthorn, Glenferrie, Auburn, Camberwell, Box Hill, and Ringwood, and stopping at all stations thence; also at 11 a.m. for Fern Tree Gully and Gembrook, picking up at Richmond, Box Hill, and Ringwood, and stopping at all stations thence; and at 1.55 p.m. for Upper Fern Tree Gully and Belgrave, stopping at all stations. On return, leave Gembrook at 5 p.m., stopping at all stations to Bayswater (except Selby, Belgrave, and Upwey), and thence only at Glenferrie and Richmond to set down passengers; also leave Belgrave at 6.50 p.m., stopping at all stations to Ringwood, thence only at Box Hill, Camberwell, Glenferrie, and Richmond to set down passengers; and at 6.47 p.m. from Emerald, stopping at all stations to Box Hill, thence only at Camberwell, Auburn, Glenferrie, and Richmond to set down passengers. These trains leave Upper Fern Tree Gully at 7.9, 7.30, and 8.7 p.m. respectively for Melbourne. Return fares to Fern Tree Gully:—1st class, 1s. 9d.; 2nd class, 1s. 3d. Gembrook—2nd class, 2s. 6d. Passengers from stations, East Richmond to Mitcham inclusive, at which the 11 a.m. does not stop, will require to travel by the 10.40 a.m. Lilydale train to Ringwood, and join the Gembrook train there. Passengers from

Melbourne for Fern Tree Gully and Gembrook Sunday trains will require to book and enter platform at Prince's-bridge station (not Flinders-street).

Mornington line.—Leave Flinders-street at 10.45 a.m. for Mornington, stopping at all stations, and reaching Mornington at 12.40 p.m., leaving Mornington on return at 7.9 p.m., stopping at all stations and reaching Melbourne at 8.50 p.m. Return fares:—First class, 3s. 6d.; second class, 2s. 6d.

Pakenham line.—Leave Flinders-street for Pakenham at 11.5 a.m., and return at 7.9 p.m. Return fares:—First class, 3s. 6d.; second class, 2s. 6d.

Lyndhurst, Cranbourne, Clyde.—Leave Flinders-street at 11.5 a.m. for Lyndhurst, Cranbourne, and Clyde, reach Clyde at 3.50 p.m., and return from there at 5.50 p.m., arriving in Melbourne at 9 p.m. Passengers change trains at Dandenong. Holiday excursion fares.

Bacchus Marsh line.—Leave Flinders-street at 11.10 a.m., and return from Bacchus Marsh at 7.10 p.m. Return fares:—First class, 3s.; second class, 2s.

Whittlesea line.—Leave Flinders-street at 11.1 a.m., return from Whittlesea at 7.25 p.m. Return fares:—First class, 2s. 6d.; second class, 1s. 6d.

Eltham and Hurstbridge line.—Leave Prince's-bridge for Hurstbridge at 10.5 a.m., stopping at all stations, and at 10.45 a.m., stopping only at Clifton Hill, Heidelberg (Rosanna if required), Eltham, and all stations thence, and at 11 a.m. and 5.50 p.m. for Eltham, stopping at all stations; returning from Hurstbridge at 5.40 p.m. (6.2 p.m. from Eltham), stopping at all stations; and at 6.45 p.m. (7.8 p.m. from Eltham), stopping only at Balee, Diamond Creek, Eltham, Heidelberg, Clifton Hill, and all stations thence, and at 7.34 p.m. from Eltham, stopping at all stations.

Return fares to Eltham:—First class, 1s. 3d.; second class, 1s.; and to Hurstbridge—First class, 1s. 9d.; second class, 1s. 3d.

Tickets available for return on day of issue only.

Full particulars on posters at stations.

THROUGH RAIL AND COACH TICKETS TO MOUNT BUFFALO.

Tickets are issued daily at the Victorian Government Tourist Bureau, Collins-street, and at Spencer-street station to Mount Buffalo, available from Melbourne to Bright (rail), thence by coach to Mount Buffalo, and return, at the following combined fares:—First class, 56s. 8d.; second class, 42s. 10d. Tickets available for return for two months from date of issue. The rail journey cannot be broken.

Seymour, Benalla, Wangaratta, Beechworth, and Albury will also issue through rail and coach tickets to Mount Buffalo via Bright, at the following combined fares:—From Seymour, first class, 43s. 8d.; second class, 34s. 2d.; from Benalla, first class, 30s. 10d.; second class, 25s. 6d.; from Wangaratta, first class, 26s.; second class, 22s. 6d.; from Beechworth, first class, 24s. 8d.; second class, 21s. 6d.; and from Albury, first class, 33s. 11d.; second class, 27s. 8d. The tickets will be available for return for two months from date of issue, and the rail-way journey cannot be broken.

Passengers from stations other than Seymour, Benalla, Wangaratta, and Beechworth may obtain tickets at holiday excursion fares to the nearest of these stations on payment in addition of the through rail and coach fare to Mount Buffalo.

MOUNT BUFFALO INCLUSIVE WEEK TICKETS.

Special inclusive week tickets, covering transport and accommodation, are issued on Mondays by the 6.15 a.m. train, and on Fridays by the 4 p.m. Express train. First class, £5 10s., at the Government Chalet; second class, £4 10s., at "The Bungalow." Excursionists wishing to travel by motor from Bright may do so, weather permitting, on payment at Bright of 2s. 6d. extra.

BEECHWORTH, HEALESVILLE, AND WARBURTON EXCURSIONS.

"Seven (7) days' trip, including first class rail, accommodation, and coach drives—Beechworth, £5; Healesville, £2; Warburton, £3 5s."

SUNDAY EXCURSIONS.

Sunday trains at special cheap fares run on the Warburton, Healesville, Ferntree Gully and Gembrook, Pakenham, Mornington, Bacchus Marsh, Whittlesea, and Eltham and Hurstbridge lines; and at holiday excursion fares to Lyndhurst, Cranbourne, and Clyde. See posters at stations.

CHEAP EXCURSION FROM GEELONG AND SOUTH GEELONG TO DRYSDALE AND QUEENSCLIFF ON SATURDAYS, 9TH DECEMBER, 1916, TILL 31ST MARCH, 1917, INCLUSIVE.

The special train will leave Geelong at 2 p.m., and South Geelong at 2.5 p.m.; and return from Queenscliff at 7.45 p.m., and Drysdale at 8.10 p.m. Return fares:—To Drysdale, first class, 1s. 9d.; second class, 1s. 3d.; to Queenscliff, first class, 2s.; second class, 1s. 6d.

Children under 14 years, half fare. Tickets can be obtained at Geelong and South Geelong stations up till the departure of the train. They will be available by the special train only. Passengers holding week-end or ordinary tickets to Drysdale and Queenscliff may travel to Geelong by the 10.15 a.m. from Ballarat, and 11 a.m. train from Melbourne, thence by the 2 p.m. special.

CHEAP EXCURSION TO RIDDELL, GIBBORNE, MACEDON, WOODEND, TRENTHAM, LYONVILLE, AND DAYLESFORD, ON SATURDAYS, 6TH AND 20TH JANUARY; 3RD AND 17TH FEBRUARY; 3RD, 17TH, AND 31ST MARCH, 1917.

The special train will leave Spencer-street at 9.10 a.m., and return from Daylesford at 6.50 p.m. Return fares:—1st class, 14d. per mile; 2nd class, 1d. per mile; children under 14 years, half fare. Tickets can be obtained at the Victorian Government Tourist Bureau, corner of Collins and Swanston streets, up till 5.0 p.m. the previous day, and at Spencer-street, North Melbourne, and Footscray stations up till starting time of train. See posters at stations.

SUMMER EXCURSIONS.

From 15th November, 1916, till 30th April, 1917, tickets in connexion with the following excursions will be issued:—Seaside and Gippsland Lakes; Mountainous Districts; through Rail and Coach; Buchan Caves; Mount Buffalo (issued throughout the year); Wednesday, Saturday, and Sunday Excursions to Williamstown, Port Melbourne, St. Kilda, Brighton Beach, Sandringham, and Mordialloc; Family Suburban Seaside Excursions. Full particulars can be obtained from the "Book Time-table" or from posters at stations.

SEASIDE AND GIPPSLAND LAKES EXCURSIONS.

From 15th November, 1916, till 30th April, 1917, Seaside Excursion Tickets will be issued at Melbourne and some of the principal stations to Geelong (Melbourne excepted), Queenscliff, Dean Marsh (Melbourne excepted), Forrest (Melbourne excepted), Timboon (Melbourne excepted), Portland, Warrnambool, Port Fairy, Carrum, Seaford, Frankston, Hastings, Mornington, Bittern, Stony Point, Sale, Bairnsdale, Tooradin, Foster, Bannison, Toora, Welshpool, Alberton, or Port Albert, and combined railway and steam-boat tickets for the Gippsland Lakes. The tickets will be available for return for two months, and the journey may be broken at Melbourne for three clear days going and returning. See posters at stations.

EXCURSION FARES TO MOUNTAINOUS DISTRICTS.

From 15th November, 1916, till 30th April, 1917, first and second class return tickets will be issued at Spencer-street or Flinders-street stations (as the case may be), to Beechworth, Yackandandah, Myrtleford, Porepunkah, Bright, Huon, Tallangatta, Alexandra, Yea, Mansfield, Walhalla, and Briangolong, from Echuca, Bendigo, Kerang, St. Arnaud, Maryborough, Geelong, Ballarat, Ararat, Stawell, Horsham, Warracknabeal, and Seymour to Beechworth, Yackandandah, Myrtleford, Porepunkah, Bright, Alexandra, Yea, Mansfield, Healesville, Warburton, and Gembrook; from Benalla, Wangaratta, and Shepparton to Healesville, Warburton, and Gembrook; from Warrnambool, Port Fairy, and Portland to Beechworth, Myrtleford, Porepunkah, Bright, Healesville, Warburton, and Gembrook; from Mangalore to Bright; from Albury, Wangunyah, Wodonga, and Yarrowonga to Beechworth; and from Bendigo, Boort, Chillingollah, Donald, Echuca, Kerang, Korong Vale, Mildura, Sea Lake, Swan Hill, and Wycheproof, to Macedon and Woodend.

THROUGH RAIL AND COACH TICKETS.

From 15th November, 1916, till 30th April, 1917, through rail and coach tickets will be issued at Spencer-street or Flinders-street stations (as the case may be), at the Government Tourist Bureau, Collins-street, and at Messrs. Thos. Cook and Son to Forest-road, Hazel Dell, Ferny Creek, Sassafras, Olinda, The Hermitage, Narbethong, St. Pilla's, Marysville, Kerang, Claverton, Nyora, Buxton, Acheron, Taggerty, Cathedral Side, Jamieson, Thornton, Upper Thornton, Eildon Weir, Darlingford, Tambo Crossing, Essay, Swift's Creek, Cassilis, Omeo, Buchan, Marlo, Lorne, Port Campbell, Peterborough, Ocean Grove, Barwon Heads, Torquay, Portarlington, Clifton Springs, Anglesea, Airey's Inlet, St. Leonards, Flinders, Inverloch, Walsh's Creek, and Apollo Bay; also from Geelong, Ballarat, Ballarat East, and Camperdown to Port Campbell and Peterborough; and from Geelong and South Geelong to Lorne.

Through rail and coach circular tickets will also be issued as follow:—(1) Melbourne to Healesville (rail), thence to Marysville and Alexandra (coach), and Alexandra to Melbourne (rail) and *vice versa*, also issued from Alexandra for circular journey. Fares—First class, 31s. 6d.; second class, 26s. 8d. (2) Melbourne to Healesville (rail), thence to Alexandra *via* Narbethong (motor), and Alexandra to Melbourne (rail) and *vice versa*, also issued from Alexandra

for circular journey. Fares—First class, 30s.; second class, 25s. 2d. (3) Melbourne to Yarra Glen (rail), thence to Toolangi and Healesville (coach), and Healesville to Melbourne (rail), also *vice versa*. Fares—First class, 14s. 6d.; second class, 12s. 6d. (4) Melbourne to Upper Ferntree Gully (rail), thence to Bayswater *via* Sassafras (coach), and Bayswater to Melbourne (rail) and *vice versa*. Fares—First class, 7s. 3d.; second class, 6s. 8d. (5) Melbourne to Bright (rail), thence to Omeo and Bruthen (coach), thence to Melbourne (rail), also *vice versa*. Fares—First class, 94s.; second class, 80s. 4d. (6) Melbourne to Warburton (rail), thence to Walsh's Creek (coach), and Walhalla to Melbourne (rail); also *vice versa*. Fares—First class, 21s. 10d.; second class, 16s. 6d. Passengers make their own arrangements for the journey between Walsh's Creek and Walhalla. (7) Melbourne or Geelong to Forrest (rail), thence to Apollo Bay and Beech Forest (coach), and Beech Forest to Melbourne or Geelong (rail); also *vice versa*. Fares—Melbourne: First class, 41s. 4d.; second class, 35s. 4d. Geelong: First class, 32s. 8d.; second class, 29s.

For full particulars see posters at stations.

EXCURSIONS TO THE BUCHAN CAVES.

Commencing on 15th November, 1916, Flinders-street station, the Government Tourist Bureau, Collins-street, and Messrs. Thos. Cook and Son will issue through rail, boat, and coach circular tickets from Melbourne to the Buchan Caves and return, available over the following routes:—Melbourne to Bairnsdale (rail), Bairnsdale to Cunningham (steamer), Cunningham to Lake Tyers (coach), Lake Tyers to Nowa Nowa (motor launch), and Nowa Nowa to Buchan (coach), returning Buchan to Nowa Nowa (coach), Nowa Nowa to Lake Tyers (motor launch), Lake Tyers to Cunningham (coach), Cunningham to Sale (steamer), and Sale to Melbourne (rail); or alternately going *via* Sale and returning *via* Bairnsdale. The journey cannot be broken on rail portion of route, but may be broken at the junction of the rail and boat or coach routes. Tickets are available for return for two (2) months from date of issue. Combined fares—First class, 66s.; second class, 55s. 6d. These tickets are also issued from Dandenong, Warragul, Moe, and Traralgon at proportionately reduced fares.

THROUGH RAIL AND BOAT TICKETS TO COWES, NEWHAVEN (PHILLIP ISLAND), AND SAN REMO.

Through rail and boat tickets are issued daily at the Government Tourist Bureau, Collins-street, Messrs. Thos. Cook and Son, Collins-street, and at Flinders-street and all stations to Mentone inclusive, also at some of the principal stations to Cowes, Newhaven (Phillip Island), and San Remo, available for return for two months. The journey cannot be broken except on tickets issued at country stations, on which passengers may break the journey at Melbourne for three days both going and returning.

WEDNESDAY, SATURDAY, AND SUNDAY EXCURSIONS.

From 15th November, 1916, till 30th April, 1917, inclusive, Cheap Suburban Seaside Excursion tickets will be issued by all trains from 10 a.m. on Saturdays (north and south suburban stations, 10 miles radius, will issue tickets by connecting trains, which arrive at Melbourne about 10 a.m.), and by all trains on Sundays, and by all trains from 1 p.m. on Wednesdays, as follows:—Children under sixteen years, half fare.

These tickets are available for return on day of issue only.

To Williamstown.—From Flinders-street, Spencer street, North Melbourne, and South Kensington. Rail only—First class, 9d.; second class, 6d. From Footscray and Seddon, second class, 6d. Rail and bath—First class, 1s.; second class, 9d. From stations nearer to Williamstown, children under sixteen years can travel at half ordinary return fares on these days. From any north or south suburban station within a radius of 10 miles from Flinders-street, Spencer-street, or Prince's-bridge—First class, 1s. 3d.; second class, 9d. Passengers may terminate the journey at or return from North Williamstown or Williamstown Beach if desired. These tickets are available *via* Port Melbourne and ferry steamer or *via* Footscray on either route.

To Port Melbourne or St. Kilda.—From any north or south suburban station within a radius of 10 miles from Flinders-street, Spencer-street, or Prince's-bridge—First class, 1s.; second class, 9d.; when cheaper than ordinary return fare.

To Brighton Beach.—From Spencer-street, Flinders-street, Richmond, and South Yarra—First class, 9d.; second class, 6d. From Prahran and Windsor—Second class, 6d. From stations nearer to Brighton Beach, children under sixteen years can travel at half ordinary return fares on these days. From any north or south suburban station within a radius of 10 miles from Flinders-street, Spencer-street, or Prince's-bridge—First

class, 1s. 3d.; second class, 9d. Passengers may terminate the journey at or return from Brighton or Middle Brighton if desired.

To Sandringham.—From Spencer-street, Flinders-street, Richmond, South Yarra, and Prahran.—First class, 1s.; second class, 9d. From stations nearer to Sandringham, children under sixteen years can travel at half ordinary return fare on these days. From any north or south suburban station within a radius of 10 miles from Melbourne.—First class, 1s. 6d.; second class, 1s. Passengers may terminate the journey at or return from Hampton if desired.

To Mordialloc.—From Flinders-street, Richmond, and South Yarra.—First class, 1s. 6d.; second class, 1s. From Hawksburn, Toorak, and Armadale.—Second class, 1s. From stations nearer to Mordialloc, children under sixteen years can travel at half ordinary return fares on these days. Passengers may terminate the journey at or return from Cheltenham or Mentone if desired.

FAMILY SUBURBAN SEASIDE EXCURSIONS.

A special family card ticket will be issued at Melbourne and at all suburban stations within a radius of 20 miles of Melbourne to the following seaside resorts at the undermentioned fares by all trains from 10 a.m. on week days, and by all trains on Sundays:—

	From Melbourne and from stations not exceeding 10 miles from Melbourne.		Exceeding 10 miles but not exceeding 15 miles from Melbourne.		Exceeding 15 miles but not exceeding 20 miles from Melbourne.	
	1st Class.	2nd Class.	1st Class.	2nd Class.	1st Class.	2nd Class.
(a) To Port Melbourne and St. Kilda ...	s. d. 2 6	s. d. 1 6	s. d. 3 0	s. d. 2 0	s. d. 3 6	s. d. 2 6
(b) To Williamstown, Brighton Beach, and Sandringham ...	3 0	2 0	3 6	2 6	4 0	3 0
(c) To Mordialloc ...	4 0	3 0	4 6	3 6	5 0	4 0
(d) To Carrum ...	4 6	3 6	5 0	4 0	5 6	4 6
(e) To Frankston ...	5 0	4 0	5 6	4 6	6 0	5 0

Each ticket entitles two adults and four children under sixteen years, or one adult and five children under sixteen years, to travel between the issuing station and one of the above-named stations. Tickets are available for one return journey on the day of issue only. Journey may be broken at Melbourne only. The following public holidays:—Christmas Day, Boxing Day, New Year's Day, Good Friday, Easter Saturday, Easter Monday, and any other holidays notified from time to time—are excepted from the above arrangement.

HURSTBRIDGE SUNDAY TRAIN.

On Sundays, in addition to the 10.45 a.m. train to Hurstbridge, the 11 a.m. train, Prince's-bridge to Eltham, will be run on to Hurstbridge, and return at 5.35 p.m., stopping at all stations both ways.

MILITARY CAMP AT SEYMOUR.

On Sundays a special train will leave Flinders-street (No. 9 platform) for Seymour at 10.58 a.m., stopping at all stations to Essendon, thence as required to pick up passengers. On return, leave Seymour at 7.0 p.m., stopping to set down passengers as required to Essendon, thence at all stations. Cheap special fares:—From Melbourne.—Return, 1st class, 4s. 6d.; 2nd class, 3s. 6d.; children under 3 years, free; over 3 and under 14 years, half fare. Tickets available for the day only. The above fares will also apply from stations between Melbourne and Seymour if cheaper than Holiday Excursion Fares.

BROADMEADOWS SUNDAY TRAINS.

On Sundays trains will leave Flinders-street for Broadmeadows at 12.45, 1.35, 2.25, 3.8, 4.8, 6.8, 8.8, 9.8, and 10.8 p.m., and leave Broadmeadows for Flinders-street at 9.42 a.m., 2.16, 2.56, 3.56, 5.56, 6.36, 7.56, 9.8, and 9.56 p.m. Passengers will require to change trains at Essendon.

SUMMER TIME-TABLE.—COUNTRY LINES.

The summer time-tables for country lines, shown on the time-tables exhibited at stations as obtaining on and after 4th December, 1916, will become effective, commencing Monday, 8th January, 1917, and the following are the principal alterations, viz.:—

Elmore—Cohuna.—The train at present timed to depart from Cohuna daily at 5 a.m. for Elmore will leave at 5.30 instead, reaching Elmore in time to connect with the train to Bendigo as at present.

Boort—Manangatang.—The train at present timed to depart from Ultima at 2.30 a.m. on Mondays will depart at 2.20 a.m., and run earlier thence to Boort, and the train timed to depart from Manangatang at 5.45 a.m. on Tuesdays, Thursdays, and Saturdays for Boort and Korongvale will depart at 5.37 a.m., and will run earlier from intermediate stations.

Bendigo—Swan Hill.—The 11.52 a.m. train from Bendigo will run to the later schedule daily, reaching Swan Hill at 6.25 p.m. On the return journey the train will depart from Swan Hill at 10.50 a.m. daily for Bendigo. The 12.5 p.m. departure time from Swan Hill for Bendigo on Tuesdays, Thursdays, and Saturdays is therefore cancelled.

Swan Hill—Piangil.—The following will be the full service:—Depart Swan Hill at 8.10 p.m. on Wednesdays, Thursdays, and Saturdays, for Piangil, connecting with the 11.52 a.m. from Bendigo, and on the return journey depart from Piangil at 7.15 a.m. on Mondays, Thursdays, and Fridays, connecting at Swan Hill with the 10.50 a.m. to Bendigo.

Mildura—Ouyen.—The 8 a.m. train from Mildura on Mondays will depart earlier from certain roadside stations.

Dimboola—Serviceton.—The train timed to depart from Dimboola at 5.30 a.m. on Saturdays for Serviceton will leave at 5.25 a.m., and earlier from roadside stations.

Ararat—Hamilton—Portland.—An additional train will be scheduled to depart from Ararat at 9.55 p.m. on Tuesdays, forming connexion with the 4.30 p.m. express from Melbourne, and will reach Hamilton at 12.27 a.m. The 10.17 a.m. train from Hamilton to Portland, the 2.55 p.m. train from Portland to Hamilton, and the 6.23 p.m. from Hamilton to Ararat will run on Wednesdays in addition to the present days.

Warrnambool—Port Fairy.—The trains at present leaving Port Fairy at 5.45 a.m. and 1.30 p.m. daily for Melbourne will depart three minutes earlier.

Queenscliff line.—The trains at present timed to depart from Queenscliff at 6.20 a.m. and 3.35 p.m. daily for Geelong will depart at 6.15 a.m. and 3.30 p.m. respectively, and earlier from roadside stations.

Ballarat—Skipton.—The train at present timed to depart from Ballarat at 1.40 p.m. on Saturdays for Skipton will depart at 2 p.m. instead.

Hamilton—Warrnambool.—The 6.10 a.m. on Mondays and the 6.45 a.m., Mondays excepted, trains from Hamilton to Warrnambool have been scheduled to depart earlier from Penshurst and other roadside stations.

Beech Forest—Crowes.—The train at present timed to depart from Beech Forest daily at 3.40 p.m. for Crowes will, on Saturdays only, depart at 4.10 p.m., and will run thence 30 minutes later to Crowes. On other week days the present time of departure of 3.40 p.m. will remain.

Dimboola—Rainbow—Yaapeet.—The train at present timed to leave Yaapeet on Tuesdays and Fridays at 6 p.m., and Rainbow at 8.10 p.m., will depart from Yaapeet at 5.30 p.m., and from Rainbow at 7.10 p.m., running thence one hour earlier to Dimboola.

Jeparit—Yanac.—The train at present timed to depart from Yanac at 6.55 p.m. on Tuesdays will leave at 6.10 p.m., running correspondingly earlier to Jeparit to connect with the earlier running of the train from Rainbow to Dimboola.

Melbourne—Seymour.—The train at present timed to depart from Melbourne at 2.40 p.m. daily for Seymour will depart at 2.30 p.m., and run correspondingly earlier to destination.

Tallangatta line.—The daily train from Tallangatta will depart 4 minutes earlier for Wodonga.

Cobram line.—Passengers to and from Cobram line will require to change trains at Strathmerton.

Warragul—Melbourne.—The 6.25 a.m. daily train from Warragul to Melbourne will depart earlier from certain roadside stations to Dandenong, and will leave Dandenong at 8.45 a.m. instead of 8.57 a.m., reaching Melbourne at 9.40 a.m.

South-Eastern line.—The train at present timed to leave Flinders-street at 3.10 p.m. on Wednesdays for Korumburra and Port Albert, connecting with the Won-thaggi line, will depart from Flinders-street at 3.20 p.m.

The train at present timed to leave Leongatha at 7.35 a.m. daily for Melbourne will depart at 7.30 a.m.

The train scheduled to leave Dandenong on Sundays at 3.10 p.m. for Clyde, returning thence at 5.50 p.m., will depart from Dandenong at 4.25 p.m., returning from Clyde at 5.40 p.m.

Outtrim line.—The 2.45 p.m. train on Mondays, Wednesdays, Thursdays, and Fridays, from Korumburra to Outtrim, and the 3.45 p.m. train from Outtrim to Korumburra daily, will run five minutes earlier.

GEO. H. SUTTON, Secretary.

The Melbourne Harbor Trust Act 1915.

REGULATIONS.

IN pursuance of the *Melbourne Harbor Trust Act 1915*, the Melbourne Harbor Trust Commissioners make the following regulations:—

1. In the construction, and for the purposes of these Regulations, the following terms shall, if not inconsistent with the context or subject matter, have the respective meanings hereby assigned to them:—

THE ACT means, and shall include, the "*Melbourne Harbor Trust Act 1915*," and any Act amending the same.

BALLAST includes every kind of stone, gravel, sand and soil, and every commodity or thing commonly used for the ballasting of vessels.

BOAT includes every description of vessel used in navigation not being a ship.

BOATMAN (see "Master.")

BUOYS and BEACONS include all other marks and signs of the sea.

CARGO see "Goods."

CARRIAGE includes every mechanical construction drawn or self-propelled, and used, or which may be used, upon any wharf, road, street or way for the conveyance or transport of persons or goods.

COLLECTOR means any person authorised by the Commissioners to collect or receive moneys on their behalf.

COMMISSIONERS, TRUST, each means the Melbourne Harbor Trust Commissioners.

CONSIGNEE (see "Owner.")

CONSIGNOR (see "Owner.")

DAYTIME means from sunrise to sunset.

EXPLOSIVE shall have and include, the several meanings assigned to, or comprised within it, or defined in the "Explosives Acts," or in any Act or Order-in-Council amending the same or regulation thereunder.

GOODS, CARGO, each includes all wares, merchandise and articles of every description.

HARBOR MASTER includes any person acting as such, or as Assistant Harbor Master, under the authority of the Commissioners.

MASTER includes any pilot and any person having lawfully or "de facto" the command or management of a vessel for the time being, and in reference to any boat belonging to a ship, includes the master of the ship and includes also boatman, waterman or other person temporarily, or otherwise, engaged in the navigation or management of the boat.

MONTH means calendar month.

NIGHT-TIME means from sunset to sunrise.

OFFICER OF THE COMMISSIONERS means any person employed by the Commissioners.

OWNER, when used in relation to goods, includes the Agent of the Owner, and also any Consignor, Consignee, Shipper or Agent for the sale or custody, loading or unloading, of such goods, as well as the Owner thereof, and includes also the holder of any Bill of Lading or other document representing such goods, and every person having or claiming any right, title or interest thereto or therein.

OWNER, when used in relation to a ship, includes any person and a shareholder in any Company or body corporate to whom the whole or part of a ship belongs, either beneficially or otherwise.

PERSON includes a corporation, whether aggregate or sole, and any Commission or other public body, although not incorporated, and persons trading together in partnership.

PORT, THE PORT.—The Port means so much of the Port of Melbourne, the waters falling into it, and the lands on the margin, as is included within the metes and

bounds described in part one of the Second Schedule of the Act (excluding therefrom the lands described in part two of the said Schedule), and any lands over which the Commissioners may acquire or be given control, power or authority.

RATE, RATES, each means any toll, rate, charge, due, license fee or other payment in the nature thereof, now or hereafter imposed or made payable by or under the Act or these regulations, or any amendment of or addition to either.

RIVER includes the Coode Canal and all rivers and creeks over which the Commissioners have jurisdiction.

SECRETARY means the Secretary to the Commissioners, or any person acting as such under their authority.

SHIP includes every description of vessel not propelled exclusively by oars, and includes hulk store and repairing ship.

SHORE means the shore, so far as the tide flows and re-flows, between high and low water marks at ordinary tides.

TONNAGE, TONS or words of similar import, when used in connection with a vessel's carrying capacity, mean the gross registered tonnage (British standard).

TON means (except where otherwise stated) a ton of 2240 lbs. weight avoirdupois, or 40 cubic feet measurement, at the option of the Commissioners.

TRUST (see "Commissioners.")

VESSEL means any ship, lighter, keel, barge, boat, wherry, raft or craft or any other kind of vessel whatever, whether navigated by steam or otherwise.

WHARF includes pier, jetty, landing stage, quay, dock, slip, platform, breastwork, and all approaches to and all sheds or other constructions upon either, and shall include any storage or shelter shed of the Commissioners adjacent to or used in connection with any wharf as herein defined.

WRECK includes jetsam, flotsam, lagan and derelict.

WEEK, DAY or HOUR means and includes a portion of a week, day or hour when the whole has not been required or used.

CONDUCT OF BUSINESS AND OFFICERS.

1. The offices of the Commissioners shall be open for the transaction of business between the hours of 9 a.m. to 1 p.m., and from 2 p.m. to 5 p.m. on Monday to Friday inclusive, and between 9 a.m. and 12 noon on Saturday, excepting the office for the collection of Wharfage Rates, which shall be open to the public from 9 a.m. to 3.30 p.m. on Monday to Friday inclusive, and from 9 a.m. to 11.30 a.m. on Saturdays.

3. The Common Seal of the Commissioners shall be kept under lock and key in a box having two locks, of one of which locks the Chairman shall have a key, and of the other of which locks the Secretary shall have a key, and a duplicate of each such keys shall be lodged at such bank as the Commissioners may direct. The Common Seal shall not be affixed to any document unless by order of the Commissioners, and in the presence of the Chairman and one other of the Commissioners, or, in the absence of such Chairman, unless two Commissioners be present, and every document sealed shall bear the signatures of two Commissioners and the Secretary.

4. All moneys due or payable to the Commissioners shall be paid to them only, or to such collector or officer as they may authorise to collect or receive the same. No payment otherwise made shall be binding on the Commissioners in any way whatsoever.

5. Every Collector or Officer, as last aforesaid (except Collectors of Wharfage Rates, as hereinafter provided), shall, upon the day on which he has collected or received money, or within such other time as the Commissioners may direct, pay over the same to the Treasurer of the Commissioners, and at the same time furnish him with

particulars thereof, and the receipt of such Treasurer for the moneys so paid shall be a sufficient discharge to said Collector or Officer.

6. The Treasurer shall make, or cause to be made, true entries in the books provided by the Commissioners for that purpose of all moneys or cheques paid to or received by him for and on behalf of the Commissioners, and he shall, within twenty-four hours after receipt thereof, or such shorter period as the Commissioners may direct, pay the same moneys and cheques into such bank as the Commissioners may from time to time appoint, to the credit of the Harbor Trust Fund. No money shall be drawn out of the bank save by cheque, signed by two Commissioners, and countersigned by the Secretary and Treasurer, or by such substitute as the Chairman of the Trust may appoint.

7. Collectors of Wharfage Rates shall daily pay the amount of such rates received by them, without any deduction whatever, to the credit of the Harbor Trust Fund, in such bank as the Commissioners may from time to time direct, and shall, on the day following the receipt by them of such moneys, deliver to the Secretary a credit slip showing the receipt of such moneys by the bank.

8. Every Officer who receives or pays any moneys for or on behalf of the Commissioners, shall first provide security to an amount, and of such a nature, as may be approved of by the Commissioners, for the due and proper payment by him of all such moneys as he shall receive on behalf of the Commissioners and for the faithful execution of his office.

9. No Officer and no Assessor or Auditor of the Commissioners shall be surety for any other Officer, or for the performance of any contract made with the Commissioners.

10. Every Officer of the Commissioners who receives any gift or consideration, or any benefit or advantage whatsoever by way of an inducement or reward for any act done, or to be done, or any forbearance observed, or to be observed, or any favor or disfavor shown, or to be shown in relation to the affairs or business of the Commissioners, or for obtaining or having obtained, or aiding or having aided to obtain for any person an agency or contract for or with the Commissioners, shall be liable to be prosecuted for every such offence and to be dismissed.

11. Every Officer of the Commissioners who divulges to any person not in the service of the Commissioners any particulars from or contained in any document submitted or furnished to the Commissioners, or to such Officer for them, or any information whatever not of a public nature, unless authorised by the Commissioners, shall be dismissed from the service of the Commissioners.

12. No Officer or other person employed by the Commissioners shall lend to or borrow from any employee of the Commissioners.

13. The Harbor Master is hereby authorised and required to give such orders and directions relative to the following matters and purposes as may be necessary to promote order within the Port, and for the safety and equal convenience of all vessels therein. That is to say—

- (A) For regulating the time at and the manner in which any vessel shall enter into, go out of, or lie in the Port, and its position, mooring or un-mooring, placing and removing whilst therein.
- (B) For regulating the position in which any vessel shall take in or discharge its cargo, or any part thereof, or shall take in or land passengers, or shall take in or deliver ballast within the Port.
- (C) For regulating the manner in which any vessel entering the Port shall be dismantled, as well for the safety of the vessel as for preventing injury to other vessels, and to the Port and the moorings thereof.
- (D) For removing unserviceable and neglected vessels and other obstructions from the Port, and keeping the same clear, or for removing any such vessel from one part of the Port to another.

- (E) For regulating the quantity of ballast or dead weight in the hold which each vessel in the Port shall have during the unshipping of her cargo, or after having discharged the same.

Provided that nothing in this Regulation shall authorise the Harbor Master to do, or cause to be done, any act repugnant to or inconsistent with the Act, or any other Act of Parliament, or any law relating to Customs or any Regulation thereunder.

14. The master of a vessel shall keep his vessel sufficiently stiffened so that it may be moved safely at any time, and regulate such vessel according to the directions of the Harbor Master, and any master of a vessel who neglects or refuses to obey such direction, or does not, after notice in writing, forthwith regulate his vessel in accordance therewith, shall be liable, in addition to any penalty imposed, to pay all expenses incurred in consequence of such neglect or refusal.

15. Every person employed at any work, or engaged in any occupation on any wharf, and every boatman or waterman lying with his boat at any landing or passenger stairs, shall promptly and without question obey every order of the Harbor Master.

16. The Harbor Master may at any time order any person to quit any wharf, shed or building under the control of the Commissioners, and every such person must instantly obey every such order.

17. The Harbor Master may regulate all carriages delivering or removing goods at or from any wharf, and in the case of goods intended for shipment, the Master, Owners or Agent of the vessel in which goods are to be shipped shall cause the goods to be unloaded from such carriage as and when directed by the Harbor Master, or when, in the opinion of the Harbor Master such is necessary, give a permit to enable the carter to pass through the gate with his load.

NAVIGATION OF VESSELS.

18. The following are the signals to be observed within the Port of Melbourne:—

HARBOR PILOT.—The ensign at the foremast head.

HEALTH OFFICER, HOBSON'S BAY.—Ensign at the mainmast head, with blue flag underneath.

QUARANTINE.—Yellow flag at the mainmast-head.

SEA PILOT.—The Pilot Jack at the foremast head.

POLICE.—Day Signal: The ensign at the mainmast head
Night Signal: Two lights vertical at any mast-head or the peak, having five feet between the two.

CUSTOMS BOAT.—Pilot Jack at the peak.

TUG-BOAT.—Rendezvous flag N at the peak or mizzen-mast.

EXPLOSIVES ON BOARD.—Red burgee at the main

MEDICAL ASSISTANCE.—Flag B at the peak.

BOARDING OFFICER.—Blue flag at the main.

MAILS ON BOARD.—White flag at the fore, to be kept flying till the mails are out of the ship.

GOVERNMENT IMMIGRANTS ON BOARD.—Ensign at the mizzen mast-head.

CLEARANCE OFFICER OUTWARDS.—White flag at the mainmast head when the ship is ready for sea.

LAUNCHING VESSELS FROM PATENT SLIPS OR BUILDING YARDS.—Square red flag to be hoisted on a flag-staff one hour before launching.

BALLAST.—Flag S at mizzen.

WATER.—Flag M at mizzen.

BLASTING OPERATIONS.—Square red flag to be hoisted at the work.

VESSELS TO ENTER VICTORIA DOCK.—Flag V at the fore (see also Regulation No. 19).

19. Signals to be used by vessels navigating the Victoria Dock and River:—

- (A) The master of a vessel proceeding from the Victoria Dock to the River shall, when abreast of the east end of No. 3 Shed, give a prolonged blast on the whistle of not less than six seconds duration, to be repeated when abreast of the centre of No. 1 Shed.
- (B) If such vessel shall have another vessel or vessels in tow, the Master shall give three blasts in succession, viz., one prolonged blast as above, followed by two short blasts, the short blasts to be of one second duration, with an interval of one second between each blast.
- (C) The Master of a vessel moored on either side of the Dock to the westward of the east end of No. 3 Shed, shall give the signals immediately upon leaving the berth, to be repeated when abreast of No. 1 Shed.
- (D) The Master of a vessel proceeding down the River, upon hearing a warning signal given from a vessel proceeding down the Dock, shall reply by a prolonged blast on the whistle of not less than six seconds duration, and, if towing one or more vessels, shall also give the two additional short blasts, as above, but not otherwise.
- (E) The above sound signals must be given in all cases, and at all times, day or night, at the points stated, but they may be repeated at any point as often as the circumstances may demand.
- (F) The Master of a vessel proceeding either up or down the River, intending to berth in the Victoria Dock, shall hoist the flag V at the fore, and keep it flying until the vessel has passed into the Dock; in the former case it must be hoisted before entering the Coode Canal, and in the latter as soon as the vessel leaves her river berth. The signal shall be hoisted on the towing vessel when lighters or barges are being towed, and in all other cases the signal shall be hoisted on the vessel being towed.
- (G) On vessels not having a foremast, a temporary pole or staff, on which to show the flag, may be used.
- (H) This Regulation shall not apply to vessels of less than 20 tons gross tonnage.

In connection with the above Regulation, a warning signal, consisting of a red ball between sunrise and sunset, and a red light between sunset and sunrise, will be hoisted at the dockhead flagstaff when a vessel is about to leave the Dock, and be immediately hauled down as soon as she has passed clear of the entrance.

20. The following signals shall be used before swinging in the River:—

- (A) The Master of a steam vessel proceeding up or down the River, shall, when at least 1,500 feet distant from the point at which it is intended to swing, give a warning signal, consisting of four (4) blasts, viz., One (1) prolonged blast immediately followed by three (3) short blasts, i.e., a prolonged blast of about five seconds duration, followed by three (3) short blasts of one second duration each, having an interval of one second between the prolonged and each succeeding short blast, and repeat the signal immediately prior to the commencement of swinging.
- (B) When tug-boats are towing sailing vessels, hulks or steamers not under steam, the above signal shall be given on the tug-boat, by the Master of the Tug, in place of on the vessel being towed.
- (C) The Master of a vessel leaving her berth to swing at a point in the River at a distance less than 1,500 feet from her berth, shall give the first signal immediately on casting off.
- (D) The Master of a vessel shall not cast off the moorings thereof for the purpose of swinging at

her berth unless or until the River be sufficiently clear of traffic to enable the vessel to be swung without causing an obstruction.

- (E) This Regulation shall not apply to vessels whose length by Lloyd's Register does not exceed 100 feet.

21. The Master of every vessel exceeding 20 tons burden shall in the day-time hoist and keep flying her national colors, under the following circumstances:—

1. When entering the Port, from the time of entering until the vessel has arrived at her final destination.
2. On Sundays and public holidays while lying in Port, weather permitting.
3. On leaving the Port.

22. The Master of every vessel within the Port shall observe and obey the Regulations for Preventing Collisions at Sea, or any Collision Regulations of the Commonwealth of Australia substituted therefor or in addition thereto, as well as the Regulations of the Commissioners.

23. The Master of every vessel shall cause the guns thereof to be unshotted before entering the Port, and no person shall, whilst therein unless permission in writing be given by the Harbor Master, or in case of urgently requiring assistance at night time, discharge or use any gun, firearm, blue lights, rockets or other explosive.

24. Every ship under weigh within the Port shall be in charge of a competent master, and shall be manned by a sufficient number of experienced seamen, and in the case of steamships, shall carry a properly qualified Engineer and necessary staff.

25. The Master of every steam and every sailing vessel, being under weigh within the Port, either by day or night, shall, provided an uninterrupted view over the bow is not obtainable from the look-out bridge or deck of his ship, cause a special look-out to be kept by a man stationed in such a position that an uninterrupted view over each bow, and also right ahead, may be obtained with certainty.

26. Any Regulation applying to steam vessels shall apply to vessels propelled by any other mechanical power.

27. No Steamship shall be navigated at a greater speed per hour over the ground than—

- (A) From Queen's Bridge to east end of Coode Canal, 4 nautical miles.
- (B) In or through Coode Canal, 5 nautical miles.
- (C) From west end Coode Canal to Beacons at entrance to River, 7 nautical miles.
- (D) Within any other part of the Port, 8 nautical miles.
- (E) Passing works in progress on banks of river, sunken vessels, vessels aground or at anchor, tugs with trains in tow, or vessels moored at any wharf, 4 nautical miles.

This Regulation shall not apply to Steam Lighters, Steam Launches or small vessels drawing less than seven feet of water, and whose engines are under 25 horse-power, nominal.

28. No sailing vessel under sail alone shall enter any River Channel unless she holds a commanding breeze, which will enable such vessel to be navigated through the same without tacking or luffing up; nor shall any vessel track or pole up or down any River Channel.

29. Vessels proceeding up the River shall give way to vessels proceeding down the River.

30. The Master of a steam vessel having a vessel or vessels in tow shall, when meeting another steam vessel also towing a vessel or vessels, slacken speed as far as practicable, and keep a reduced speed until the respective steam vessels and the tow of each have passed each other.

31. The Master of any steamer employed in towing any vessel shall not—

- (A) In the River or the entrance to Victoria Dock, tow such vessel alongside or abreast of such steamer, excepting when two steamers are employed in towing.

- (B) Nor tow any vessel stern foremost, excepting between the Queen's Bridge and the Victoria Dock entrance, and between the Yarraville and Footscray Wharves.
- (c) Nor tow two vessels alongside or abreast of each other.
- (b) Nor tow vessels in train, when such train exceeds 160 yards in length measured from stem of the towing vessel to the stern or end of the last vessel towed.
32. The Master of a vessel when approaching another vessel proceeding in the opposite direction shall, at a distance of not less than 100 yards apart, reduce speed and keep on that side of the fairway or mid-channel which lies on starboard side of such vessel, so as to afford all possible facility for the vessels safely passing each other. This Regulation shall not apply to dredgers in course of being shifted from one place to another, or to tugs with trains of punts or barges in tow; but the Master of every steamship meeting such dredgers or tugs, and the Masters of such dredgers and tugs, must use every exertion to avoid collision.
33. The Master of every vessel proceeding up or down the River, and of every vessel anchored close to any fairway, or moored to any wharf, or in tier, shall have the yards of such vessel apeak or braced fore and aft, and the jibboom and flying jibboom rigged close to the bowsprit cap; all davits, bunks, booms and other outrigging gear shall be rigged in, and the Master shall obey such further direction as the Harbor Master may give.
34. The Master of every vessel within the Port shall, during night-time, exhibit the lights required by the Regulations for Preventing Collisions at Sea, or any Regulations of the Commonwealth of Australia substituted therefor, or in addition thereto.
35. The Master of every vessel in tow during night-time shall cause to be exhibited thereon a red light on the port side, and a green light on the starboard side, as described in the said Collision Regulations, but shall not exhibit a white light. If the vessel in tow is under 20 tons gross, and does not carry the lights prescribed by such Regulations, the Master thereof shall carry thereon a lantern, having a green slide on one side and a red slide on the other side, and on the approach of any other vessel shall, at a sufficient distance therefrom to prevent a collision, exhibit such lantern so that the light thereof shall show through the red slide only on the port side, and through the green slide only on the starboard side.
36. The Master of every boat under weigh at night-time, and not in tow, shall exhibit an efficient white light thereon, in such a position as to be plainly visible all round, and shall also carry, and cause to be as therein mentioned exhibited, the lantern referred to in the preceding Regulation for vessels under 20 tons burden in tow.
37. The Master of a vessel at anchor, or fastened to a mooring buoy or other fixture, shall, during night-time, cause to be exhibited a bright white light in a globular lantern, of not less than eight inches in diameter, and so constructed and placed as to show a clear, uniform, unbroken light, visible all round the horizon at a distance of at least one mile. In cases of vessels over 150 feet in length there shall be exhibited thereon two such lights, one at the bow and one at the stern thereof, as prescribed by the Regulations for preventing collisions at sea.
- This Regulation shall not apply to vessels moored to the shore, or to any wharf, or to vessels within the following limits, viz.:-
1. A line drawn from the boat landing of the Port Melbourne Town Pier to the south end of the steamboat jetty on the east side of the Port Melbourne Railway Pier.
 2. A line drawn from the inshore end of the New Railway Pier, Port Melbourne, to the red dolphin at the northern side of the entrance to the River Yarra.
 3. A line drawn from the black dolphin at the southern side of the entrance to the River Yarra, to the end of the Ann-street Pier, Williamstown.
38. A vessel lying in tier outside a vessel moored to the shore or to any wharf, shall, during night-time, exhibit from her off-side bow, and also from her off-side quarter, a light of the same character, and so placed as to effect the same purpose as in the preceding clause prescribed for vessels at anchor.
39. In the event of a vessel grounding, the Master thereof shall, in addition to the white light or lights required by Regulation 37 for vessels at anchor, exhibit or cause to be exhibited at night-time two red lights, placed vertically six feet apart, in globular lanterns not less than eight inches in diameter, and of such a character as to be visible all round the horizon at a distance of at least 2 miles, and in such a position relative to the white light or lights as to indicate to the Master of an approaching vessel the position and extent of the obstruction caused by such grounding, and who shall also have a man on board, or in a boat adjacent, so stationed as to enable such man to give warning to approaching vessels; and the Master shall also during day-time exhibit, or cause to be exhibited, on the vessel grounded, two balls or shapes placed in same positions as the red lights are required to be in the night-time.
40. The Master of a dredger having its moorings laid out, whether such dredger is at work or not, shall cause the following signals and lights to be exhibited:-
- (A) BY DAY-TIME: A red flag at the masthead and a red ball or shape at the yard-arm, which shall be an indication to an approaching vessel that the dredger must be passed on the side of such yard-arm whereon the ball or shape is exhibited.
 - (B) BY NIGHT-TIME: The white light or lights required under Regulation 37, also two (2) globular red lights of not less than eight inches in diameter, placed vertically six feet apart, in place of the ball or shape. The position of these red lights shall be an indication to an approaching vessel to pass the dredger on the side whereon they are exhibited.
- When the moorings of the dredger are not laid out, the lights required by Regulation 34 or 37, as required, shall be exhibited.
41. The Master of a steam vessel shall, at least 300 yards from any dredging machine, diving punt, or rock-breaking machine, belonging to the Commissioners, go "dead slow," and prior to his vessel passing over or along the mooring chains of any dredging or rock-breaking machine or punt, he shall stop the engines of such vessel until his vessel has passed clear of such mooring chains.
42. Whenever a red flag is hoisted upon a pole on the River bank at each end of any works or silt-landing depot, the Master of any steamship abreast of the red flag nearest to it, shall reduce the speed of the engines of such vessel to "dead slow," until his vessel shall have passed at least 50 yards beyond the flag at the other end of any such work, silt depot or barges or punts used in connection therewith.
43. The Master of every steamship shall, at least 300 yards from any ferry, slow the engines of his vessel to "dead slow," and when his vessel is at a distance of 100 yards from such ferry, shall stop the engines, and shall not put them on ahead again until his vessel has passed clear of such ferry and ferry-boat's chains. Nor shall any vessel navigating the River pass or approach within 50 feet of any part of any steam ferry-boat while such ferry-boat is moored in her dock on either side of the River.
44. No rafts or logs of timber shall be navigated, anchored or moored in any channel or fairway of the Port, nor in any river under the control of the Commissioners, so as to impede the navigation, and every such raft, when anchored or moored at night-time, shall have exhibited thereon by the owner thereof the light or lights

required by these Regulations for vessels at anchor or moored. Provided, however, that the Commissioners may permit the anchoring or storing of timber or rafts of timber in any place or places they may appoint for the purpose.

45. Except for purposes of navigation, no steam whistle, siren, bell or fog-horn shall be sounded on any vessel navigating the Port.

46. On the occasion of any race, regatta or public procession within the Port, the Masters of vessels under weigh shall cause them to be navigated so as not to obstruct, impede, or interfere with such race, regatta or procession, or to endanger the safety of any persons assembled thereat, and shall obey all directions given by the Harbor Master or any person authorised by the Commissioners to superintend or assist in superintending the observance of their Regulations or orders.

47. No vessel shall be taken up or down the River for the purpose of being admitted into any graving dock, nor shall any vessel be docked, undocked, or moved to or from any dock or dock wharf, unless a permit in writing has been obtained from the Harbor Master.

48. No Master of any vessel shall permit her to approach any dock or wharf, for the purpose of coming thereto, whilst any vessel is passing therefrom, or until ordered to do so by the Harbor Master; nor shall the Master of any vessel take, or attempt to take, such vessel out of any dock, or leave any wharf, whilst another vessel is entering or approaching thereto, or until ordered to do so by the Harbor Master.

49. No vessel shall be navigated or lie in the River with its anchor or anchors hanging at the cat head or a'cockbill; but such anchor or anchors shall be hung perpendicularly from the hawse pipe, and when berthed shall be slackened down and kept with the stock awash or taken on board.

50. No vessel, any part whereof, or of the cargo therein, is on fire, or (if carrying cargo consisting entirely or principally of oils, chemicals, or any other substance of a dangerous or inflammable nature), on which a fire existed within twenty-four hours previously to her arrival in the Port, or being in such a leaky or otherwise unusual condition, as may in the opinion of the Harbor Master endanger the safety or navigation of the Port, shall enter the River without the special permission in writing of the Harbor Master. The Master of such vessel shall forthwith, on arrival in the Port, notify in writing to the Harbor Master, the existence of such fire, or the fact that a fire had existed on board thereof within twenty-four hours previously to her arrival, or the leaky or unusual condition of such vessel, as the case may be.

51. While any vessel is entering, departing from, or within the Port, the Master shall by every means in his power, consistent with the safety of such vessel, assist every duly authorised officer of the Government or of the Commissioners in boarding or leaving such vessel, and no person on board any such vessel shall interfere with or obstruct any such officer or any pilot whilst carrying out their duties respectively.

52. No ship which is liable to pilotage on entering or leaving the Port of Melbourne shall be navigated within the Port, unless such ship be in charge of a pilot duly licensed for the purpose, or except under the supervision of the Harbor Master.

53. If any vessel be sunk or stranded within the Port, or if any obstruction shall impede the navigation and use of the Port, or any part thereof, the Master, owner or agent of such vessel, or the owner of the property by which such obstruction is caused, shall immediately notify the Harbor Master of the position of such obstruction, and immediately take steps for the removal thereof, and pending such removal, shall mark the position of such vessel or obstruction as the Harbor Master may direct.

54. Should a collision take place whereby any damage is caused to any vessel or wharf, or should any vessel ground or sink in the River or Bay, then the Master of

every such vessel, and every other person concerned in any such collision, grounding or sinking, shall immediately report the circumstances to the Harbor Master in writing.

55. The Master and owner of every vessel shall severally be responsible for the due performance and observance of such of the Regulations as apply to such vessel; and when any vessel is under the direction of a pilot, the said pilot shall be responsible for the due performance and observance of the Regulations; but the responsibility of the pilot shall in no wise relieve the Master and the owner of the vessel of their responsibility.

MOORING OF VESSELS.

56. No vessel shall be permitted, unless unavoidable circumstances compel, to be anchored, moored or to lie in any fairway or channel or near the middle of any river; nor shall any cable, chain, hawser, rope or other obstruction be placed across either through or above water in any such fairway, channel or river, without the permission in writing of the Harbor Master. The Commissioners may from time to time, by notice published at least twice in one Melbourne daily newspaper, at intervals of not less than four or more than seven days, set apart and define by bearings or otherwise, as they may deem most convenient, any other portion of the Port within which no vessel shall be brought up or moored.

57. Whenever by unavoidable circumstances it has become necessary to anchor a vessel in any fairway, channel or river, the Master of the vessel so anchored shall, as soon as possible, weigh anchor, and place the vessel in such a situation as not to interrupt or interfere with the free passage of other vessels.

58. No vessel shall anchor in the Coode Canal, or moor or make fast to the warping piles on its banks; and should any vessel from any cause whatever be detained in the Coode Canal, the Master must immediately procure a steam tug and cause such vessel to be removed therefrom.

59. The Master of a vessel which is not under weigh shall cause her to be, and be kept, properly and effectually moored. If she be moored with her two anchors, they must not be placed in a position which may endanger the safety of other vessels navigating or moored in the Port. Such extra anchors, warps, moorings and chains for securing such vessel shall be run out from time to time as the Harbor Master may direct.

60. A Master or pilot in charge of any vessel intending to anchor in Hobson's Bay for a period of over 48 hours shall moor such vessel with two anchors in a clear berth, and in such position as will permit her to swing clear of the channels and fairways.

61. The Master of a vessel whose anchor is let go shall cause to be attached to it a watch buoy capable at all stages of the tide of marking the position of such anchor, but shall at any time remove such watch buoy if so required by the Harbor Master.

62. The Master of a vessel moored with two anchors shall cause both cables to be kept clear, and the Master of a vessel moored with one anchor shall keep the second anchor ready to be cast. Every cable shall be kept by the Master ready to be slipped, veered or hove in.

63. If any vessel parts from her anchor or mooring, or should an anchor be accidentally dropped overboard from any vessel not being attached thereto, the Master of the vessel concerned shall cause the fact to be reported to the Harbor Master as soon as practicable. Every anchor, kedge, cable or mooring slipped, parted or cut from, or dropped as aforesaid, shall be weighed within two hours, unless permission in writing to the contrary has been obtained from the Harbor Master.

64. A vessel shall not anchor or drop anchor near any of the following positions:—

- (1) A line across the River Yarra, between Clarendon-street and Spencer-street.
- (2) A line across the River Yarra, between Johnson-street and the western end of No. 12 Shed.

- (3) A line between the Melbourne and Metropolitan Board of Works pumping station at Spotswood and a point due east on the Port Melbourne side of the River Yarra.
- (4) A line across the River Yarra, between the Williamstown-road and the Strand.
- (5) A line between H.M.A.S. "Cerberus" and a base on the shore, marked by a post painted black and white, and bearing from the ship north 48 degrees west (Cor. Mag.)
- (6) Any part of the Port in which a ferry-chain, cable, telephone wire or water or sewerage pipe is laid.

Any breach of this Regulation shall be punishable by a fine of £20.

65. Every vessel riding by a hawser or rope, or otherwise attached to any portion of a wharf, or to another vessel moored or berthed thereat, shall be considered as moored or berthed at a wharf, and shall be subject to all rates and Regulations affecting vessels moored directly to or berthed at a wharf.

66. The Master of a vessel about to be berthed at a wharf, and whilst so berthed, shall have the anchors thereof hove up, with the stock awash or taken on board, and the lower yards topped or braced sharp up, and all other projections stowed within the rails of his vessel. In order to facilitate removal, or for other reasons, the Harbor Master may require the vessel to be further dismantled or the gear thereof shifted.

67. No vessel shall lie in tier third off from any berth in the Port, except by special permission in writing of the Harbor Master.

68. The Harbor Master shall appoint the place where all vessels shall lie or take up an anchorage within the Port, and no vessel shall be anchored in such place of anchorage, or brought or placed alongside of any wharf, without his authority or contrary to his directions; nor shall the position of any vessel be changed, nor shall any vessel be moved from or leave any berth, without his permission.

69. The Harbor Master shall in all cases decide the question of priority when two or more Masters of vessels desire to occupy a particular berth at a wharf at the same time. Any vessel on being appointed to a berth must immediately proceed to occupy it, and go on discharging or loading, otherwise the berth may be given to another vessel. No vessel, whilst waiting for a berth occupied by another vessel, shall be allowed to approach within 150 yards of the one already berthed.

70. At least 48 hours before a berth at a wharf is required for a vessel, the agent or Master thereof shall make application to the Harbor Master on the form appointed therefor.

71. The Master or agent of every registered vessel shall produce the certificate of the registry of such vessel to the Harbor Master, and, on demand, to any other officer of the Commissioners. In the event of any alteration being made in any vessel which requires the certificate to be amended, the Master or Agent shall forthwith advise the Harbor Master thereof, and produce to him the amended certificate.

72. Every vessel arriving at a River berth shall lie with her head up stream, unless permission is granted for her to swing head down before berthing.

73. The Master of a vessel berthed at a wharf shall, if so directed by the Harbor Master, permit mooring or berthing in tier to his vessel, and also give free passage for persons and goods across and over the deck of his vessel to and from the wharf and any other vessel moored or berthed in tier to the vessel first named.

74. The Master of any vessel berthed alongside any wharf, or moored or anchored within the Port, shall run out such extra warps, moorings, chains and anchors for securing such vessel as the Harbor Master may direct.

75. The Master of a vessel which shall be moored or navigated on any part of the River with a warp, hawser, rope or chain across the River, or which shall have a rope

across the River for any purpose whatever, unless in the act of entering or departing from any dock, or swinging in any basin, shall, when practicable, cause the same to be slackened down and sufficiently sunk on the approach of any other vessel which shall be proceeding, dropping, steaming or sailing up or down the River, so that such last-mentioned vessel may pass safely over and without delay.

76. The Master of a vessel in Port shall cause at least one seaman to be at watch on deck, except:—

1. Vessels laid up, coal hulks, ballast or other lighters lying within such limits as the Harbor Master may have authorised them to occupy; but all such vessels shall have always one person on board.
2. Vessels (not being vessels moored to or lying at any wharf), and boats lying within either of the areas limited in Regulation 37.

Where there is no Master, the owner or agent of such vessel, or person having lawfully or de facto, the control thereof, shall be liable for any breach of this Regulation.

77. Every person in charge of or on watch on board a vessel shall at once answer a challenge by police, Customs officer or officer of the Commissioners.

78. No Master of a ship shall make her fast or hang her on to another ship without permission, unless ordered to do so by the Harbor Master.

79. No Master of a vessel shall moor or make fast, or hang on to any buoy or beacon not being a compass adjusting, mooring or warping buoy or beacon, and no vessel shall be moored, made fast, or hung on to any mooring buoy without the permission of the Harbor Master.

80. No person shall make fast any rope or mooring to any wharf other than to the mooring piles, rings, hooks or bollards provided for mooring purposes, nor to any steps or hand-rail, nor to any shed, pillar, lamp-post, crane or other erection on a wharf.

81. The Master of a vessel at anchor shall not permit any boat to ride astern of or be attached to such vessel at a greater distance therefrom than 18 feet, nor shall he permit any lighter or deeply-laden boat, log or logs of timber or other floating object, likely to obstruct or injure any other vessel, to ride astern of or be fastened to his vessel while at anchor.

82. No vessel shall, for any purpose of trade or commerce (except vessels plying for hire with passengers only), be unmoored or got under weigh on Sundays, and no work shall be done on or in connection with any vessel in the Port on Sundays, except such as may be necessary for the cleanliness or safety thereof and of the crew, and in the case of the excepted vessels the comfort and safety of the passengers, unless by the express permission in writing of the Harbor Master.

83. No vessel shall be anchored or shall lie at a less distance than one hundred fathoms from any wharf, except for the purpose of immediately hauling alongside.

84. Every hawser or rope by which a vessel is made fast to a wharf or the shore shall, if required by the Harbor Master, be defended by at least one metal disc of a size and pattern approved of by the Harbor Master, and every such metal disc shall, if not affixed to the hawser or rope to the satisfaction of the Harbor Master, be removed to a position on the said hawser or rope pointed out by him. The Master of every such vessel shall comply with every Regulation of the Board of Public Health affecting vessels moored to a wharf or to the shore.

85. Every vessel moored to a wharf or to another vessel moored to a wharf shall be provided with a good and sufficient gangway stage, which shall be effectively lighted at night time, for the use of persons coming from or going on board such vessel, and every such stage shall be made of not less than two (2) inch planks, and shall be at least two (2) feet six (6) inches broad, with cross battens and ropes on both sides from the vessel to the

wharf, or from vessel to vessel, supported by wooden or iron stanchions not less than three (3) feet high, and also with a good and sufficient net of not less than the following dimensions, viz., length, eighteen (18) feet; breadth, eight (8) feet; to be made of not less than one and a half (1½) inch rope, to be even and a half (¾) inches from seizing to seizing, so as to form fifteen (15) inch meshes, placed underneath the stage.

So much of this Regulation as refers to providing nets shall not extend or apply to tug steamers or small vessels which trade within Port Phillip Bay, or to vessels moored to any wharf in the Yarra or the Maribyrnong Rivers.

86. Every vessel lying in the bay and not alongside any wharf shall be provided with a good and sufficient gangway ladder, and the same shall be sufficiently lighted at night-time, such gangway and the lighting thereof to be subject to approval by the Harbor Master.

87. During night-time every deck opening or opening in the side of a vessel moored at a wharf shall, unless work in loading or unloading is proceeding on such vessel, either be closed or efficiently lighted and protected.

88. The Master of every vessel carrying passengers shall, when arriving at or departing from a wharf or transferring passengers at night-time, provide and use a sufficient number of bright lights, so placed as to enable passengers to land, board or transfer with ease and safety. Such lights shall both, as to quality and number, be subject to the approval of the Harbor Master.

89. The Master of every vessel moored shall—

- (A) Cause all furnace fires therein to be so regulated as to prevent accidents by fire and nuisance from smoke.
- (B) Extinguish all other fires between the hours of 10 p.m. and 4 p.m.
- (C) Have all fires for domestic purposes safely secured, and use no naked lights.
- (D) At the close of each day satisfy himself that there are no signs of fire in any part of his vessel, and that the preceding portions of this Regulation are observed, and daily make an entry in his log-book of the facts.

The Harbor Master may at any time board any vessel to ascertain by inspection whether this Regulation is being complied with, and may extinguish all fires and lights contrary thereto.

90. The Master of every vessel under four hundred tons register shall provide such vessel with fire buckets, in the proportion of four to each hundred tons register of the vessel, and two for every additional hundred tons up to a thousand tons, one-half of which buckets shall be constantly hung up in some convenient place on the vessel, with lanyards attached ready for drawing water.

91. In the event of any fire occurring on board a vessel in the Port, or on any wharf, all persons in charge of or otherwise belonging to any vessel then in the Port, shall afford such assistance towards extinguishing the fire, and the protection of the neighbouring vessels, as the Harbor Master, or person deputed by him, may demand.

92. Before a vessel, the cargo of which consists wholly or substantially of oil or other inflammable goods, shall be entitled to occupy a berth at any wharf, the Master, owners or agent shall obtain and deliver to the Commissioners a policy of insurance in their name against damage to their property by fire arising from the ignition of such cargo. Such policy shall be obtained from an insurance company approved by the Commissioners and shall be for such amount as the Commissioners may require, and for such period as the vessel shall be at the wharf or as any part of the cargo shall remain on the premises of the Commissioners.

93. The Master of a steam vessel shall not, without the permission of the Harbor Master, work, or allow to be worked, the propeller of his vessel whilst moored to a wharf.

94. No steam whistle shall be used on board any vessel whilst moored alongside any wharf, whether as a signal of arrival or departure, or for any other purpose whatever; but a bell may be rung for a reasonable time previous to the departure of any steamer from the wharf.

95. No vessel shall be unmoored from a wharf until the portion of the wharf which has been occupied for, or devoted to, the service of such vessel has been thoroughly cleared of all rubbish and swept clean, and all portable appliances and material used in loading or unloading such vessel, and all rubbish and litter, have been removed to some place appointed or approved of by the Harbor Master. In case of non-observance of this Regulation, the Master, owner and agent of the vessel shall respectively be liable for any expense incurred by the Commissioners in remedying the neglect, and any such expense shall be recoverable, in addition to the penalty imposed for breach thereof.

96. No person shall permit a boat in his charge to remain at any landing place for passengers longer than required to receive or land passengers, which must be done expeditiously.

97. The Master of any boat lying alongside any steps or landing place or ship's gangway shall cause such boat to give way to Government vessels on duty, to the vessels of the Commissioners, and also to other vessels with passengers.

98. Before the mooring of a vessel at a wharf, all latrines and water closets of such vessel shall be cleaned and locked up, and they shall not be used whilst the vessel remains so moored. Under special circumstances the Harbor Master may grant permission in writing to use any latrine or water closet temporarily. No refuse of any kind shall be discharged from such vessel or the scuppers thereof whilst so moored, and all steam pipes shall be effectively screened. No ash ejector shall be used on any vessel within the Port.

99. The Master of every vessel shall moor, unmoor, place or remove such vessel according to the directions of the Harbor Master, given in accordance with the Act and these Regulations, but should there be no person on board of any such vessel to whom directions could be given, or, in the opinion of the Harbor Master, competent to attend to such directions, the Harbor Master may cause such vessel to be moored, unmoored, placed or removed as he shall under the circumstances think fit, and for that purpose he may cast off, unloose, slacken or cut the rope, or unshackle or break the chain by which any such vessel is moored or fastened, and all expenses attending the mooring, unmooring, placing or removing of such vessel shall be paid to the Commissioners by the Master thereof, together with any costs of ascertaining and recovering the same. Provided always that, before the Harbor Master shall cast off, unloose, slacken, cut, unshackle or break any rope or chain by which any vessel without any person on board competent to protect the same shall be moored or fastened, he shall cause a sufficient number of persons to be put on board of such vessel for the protection thereof, the cost and expense attending which, and of recovering the same, shall also be paid by the Master of such vessel to the Commissioners.

100. The removal by, or in charge of, the Harbor Master, to or from a wharf, of a vessel shall be deemed to be a service performed in respect of such vessel, and shall be paid for by the Master, owner or agent of or for the vessel. The Commissioners may from time to time determine the fees to be charged and paid for such removals.

101. Every person desiring to use any of the compass-adjusting buoys within the Port shall first make application to the Harbor Master, and pay to the Commissioners a fee of one pound one shilling for each time either of the said buoys is so used.

102. No Master of a vessel, using any of the compass-adjusting buoys, shall use the propelling power of such vessel to swing her round the central buoy; but he must either warp (where warping buoys are provided) or employ a tug boat to tow the vessel round.

CARGO OF VESSELS.

103. Except where otherwise provided herein, the owner of all goods and the owner or agent of any vessel in, whose custody goods have been placed on any wharf, for the purpose of import or export, shall be bound to see that the Regulations of the Port in all matters affecting such goods are properly observed and carried out, and shall be liable for every breach of such Regulations, whether committed by himself or those acting for him.

104. The Master, Owner or Agent of any vessel shall, within 24 hours after its arrival, deliver to the Harbor Master a statement in writing in the form appointed, signed by such Master, Owner or Agent, and showing the gross and net registered tonnage of the vessel, and the gross tonnage of the cargo on board, which is to be discharged within the Port, and if required by the Harbor Master, furnish him with a copy of the ship's manifest. The Master or agent of every vessel by which goods are or have been shipped shall, within 48 hours after shipment thereof, deliver to the Commissioners a true copy of the outward manifest of such vessel, upon the form appointed therefor, and shall faithfully render all particulars required in such form and sign the same as correct, and, if required by the Commissioners, verify the same by Statutory Declaration. In the case of a vessel having no cargo on board when entering or leaving the Port, the statement shall be marked "Nil," and shall be delivered as aforesaid.

105. No goods shall be left, placed or allowed to remain upon any wharf or in any shed without the permission in writing of the Harbor Master.

106. No goods shall be unshipped or deposited upon any wharf or road, or in any shed, unless same are delivered to a Licensed Wharfinger and until the Master, Owner or Agent of the vessel, from which goods are to be unshipped, has delivered to the Harbor Master a statement, signed by such Master, Owner or Agent, containing full particulars of the quantities and descriptions of the cargo which it is intended to unship.

107. No person shall act as a Wharfinger unless licensed by the Commissioners for that purpose, and all licenses shall be issued under such conditions as the Commissioners may direct. The Agent of the vessel may be appointed as a Licensee.

108. When goods are delivered to a Licensed Wharfinger, other than the Agent of the vessel, the Master of the vessel shall deliver to the Commissioners, before the vessel casts off or is unmoored from the wharf, a statement in writing, signed by himself and the Licensed Wharfinger, bearing the date of such signatures and containing the following particulars:—

- (A) The name of the ship or vessel from which such goods were unshipped and the name of the Owner and Master of such ship or vessel.
- (B) A description of the goods unshipped and the identifying marks or numbers on the goods or on the outside packages of cases containing the goods, as the case may be.
- (C) The state, order and condition in which the goods were unshipped, or of the outside packages or cases containing the goods, as the case may be.
- (D) The nature and extent of any apparent damage to the goods unshipped, or to the outside packages or cases containing the goods, as the case may be.

Notwithstanding anything herein contained, the Commissioners may exempt any vessel or any berth from the provisions of Regulations Nos. 106 and 108.

109. Licenses granted to act as a Wharfinger shall be subject to the Regulations of the Commissioners, and "inter alia," to the following conditions:—

1. The Licensed Wharfinger shall take delivery of the goods of Consignees as and when the same are discharged from the vessel, and shall deal with the goods as the Regulations of the Commissioners prescribe, either by making delivery to the consignee or by stacking same as and where the Harbor Master shall allow, or by storing

same in the shed at the berth where the vessel is discharging, or by delivering same to the Commissioners for removal to a warehouse.

2. All goods taken delivery of by the Licensed Wharfinger shall be deemed to have been received by him in good order and condition, unless the receipt given by him to the vessel for same, and/or the Bill of Lading, shows that they were in a damaged or bad condition. If the Licensed Wharfinger has signed for the goods to the ship in a damaged or bad condition, and produces to the consignee proof to that effect, then the Consignee's remedy, if any, for such damage shall be against the Master or Owner of the vessel in accordance with the Bill of Lading, and not against the Licensed Wharfinger.
3. The Licensed Wharfinger shall be liable for loss of, or injury to, goods received by him as in good order and condition, damage from fire or causes arising therefrom, and other exceptions in the Bill of Lading excepted. The Licensed Wharfinger shall not be liable for loss of, or injury to, such goods occurring after the expiry of 24 hours after notice to remove the goods has been received by the Commissioners from him, provided:—
 - (1) That such notice shall not be given until six days after the final discharge of the vessel from which the goods were unshipped.
 - (2) That the quantity of goods to be removed does not exceed 200 tons in weight or measurement.
 - (3) That a notice, in form approved by the Commissioners, stating when the Licensed Wharfinger's liability will cease has been given to consignees by advertisement in at least one Melbourne daily paper and by posting in a conspicuous place in the shed containing the goods.
4. The Licensed Wharfinger shall place all packages unshipped in apparent bad order in the cage provided in the shed at which the vessel is discharging, and shall post a list of such goods in a conspicuous place in the shed, so as to be available for inspection by Consignees. He shall be liable for the number of packages received by him.
5. Should a Consignee desire to repair or open for Customs inspection or sampling any packages landed in apparent good order and condition, he must first sign a clean receipt for same, and such packages shall be thereafter at Consignee's risk and expense. After such repairing, inspection or sampling, such packages must be removed from the shed the same day, but if this is found impracticable, removal may be held over until the next working day, and pending such removal the packages shall be placed in the cage.
6. The charges to be made by Licensed Wharfingers for work done by them shall not exceed the amount specified hereunder, but the Commissioners may by resolution from time to time vary the amount of all or any of such charges.

Cement	...	...	11½d per ton.
Pig Iron	...	...	11½d. "
Scrap Iron	...	...	11½d. "
Oil, in cases or barrels*	...	...	11½d. "
Oil, in drums	...	...	1/12 "
Glass, plate	...	...	1/6 "
All other goods	...	...	1/12 "

Charges to be calculated on weight or measurement, according to the option of the Commissioners.
7. A Licensed Wharfinger shall not use any wharf or shed for the storage of outward cargo unless with the consent of the Commissioners, who may from time to time determine the charges that may be made by the Licensed Wharfinger for the storage and handling of such goods.
8. The Licensed Wharfinger shall not deliver any goods unless the Commissioners' authority to deliver is

- presented as provided in Regulation 113, and in the case of goods liable to storage fees under Regulation 143, unless the Commissioners' receipt for such fees as well as their authority to deliver is presented.
9. Each Licensed Wharfinger shall use the wharf and shed accommodation allotted to the vessel for which he is acting, to the satisfaction of the Harbor Master, and shall keep and leave the wharf, shed and offices thoroughly cleared of all rubbish and litter and swept clean. He shall in all matters obey the orders of the Harbor Master.
 10. Every Licensed Wharfinger shall give to the Commissioners an undertaking in writing to hold the Commissioners indemnified against all claims of the Department of Trade and Customs in respect of the goods taken delivery by him.
 11. The Commissioners may appoint a Licensed Wharfinger to act in regard to any vessel or at any berth, provided that when a Licensed Wharfinger, being the agent of a vessel, undertakes to act as such for every vessel of which he is either the Agent or Consignee, the Commissioners will not require him to act as the Wharfinger in regard to any vessel of which he is not the Agent or Consignee.
 12. Every person licensed by the Commissioners to act as a Wharfinger, immediately after the granting of such license, and before he shall be capable of acting as such Wharfinger, shall give to the Commissioners a bond, to be approved of by them, for the sum of £100, for the due fulfilment of the above conditions, and that he will act whenever called upon by the Commissioners.
 110. No person shall enter upon any wharf with goods for shipment without first delivering to the Licensed Wharfinger or Agent of the vessel in which the goods are to be shipped a cart note or other written document in duplicate, as may be required by the Commissioners, containing a full and true account, with the numbers and measurements or weights of such goods. Such Wharfinger or Agent shall give a receipt on the duplicate copy of such cart note or other document for goods received by him.
 111. Within twenty-four hours after the arrival of any vessel from which goods other than coal are to be landed, discharged or transhipped in the Port, the Master or Owner shall deliver to the Collector of Wharfage Rates a true and complete copy of the manifest of the said vessel, in respect of all goods intended to be landed, discharged or transhipped in the Port, and such copy shall be in the form appointed therefor, and shall be signed by the Master or Owner and by the Agent (if any) as being correct, and, if required by the Commissioners, the Master or Owner or Agent shall verify the same by Statutory Declaration. The Master, Owner or Agent of the vessel shall on demand by the Collector of Wharfage Rates, produce and submit to the said Collector the Master's copy of all Bills of Lading. No goods shall be landed, discharged or transhipped in the Port without the consent of the Collector until such copy manifest as aforesaid has been delivered to him. If the Master, Owner or Agent fails to deliver the copy of the manifest within the time aforesaid, or lands, discharges or transships any goods from his vessel before such copy manifest is delivered to the Collector, or prior to his consent being obtained, he shall be liable to a penalty of £20. If the copy manifest delivered to the Collector be inaccurate in any material respect, any person by whom, or by whose authority the said copy was signed as being correct, shall be liable to a penalty of £20.
 112. In the case of a vessel not laden, the manifest form shall be marked "Nil" as to goods other than ballast, and shall be delivered as aforesaid, and if any such vessel has ballast on board which the Master thereof intends to discharge, he shall give written notice of his intention to the Collector of Wharfage Rates, and in such notice shall state the nature and quantity of ballast to be discharged.
 113. The Owner or Consignee or his Agent of all goods intended to be landed other than coal, shall, before inspecting or removing the goods, sign and deliver to the Collector full and accurate particulars of such goods according to the prescribed form, and shall submit invoices, freight notes or other documents relating to the goods, and pay to the Collector the rates, tolls and charges payable in respect thereof, and no Company, person or persons, occupying any wharf at which goods may be landed, shall deliver such goods unless the Commissioners' authority to deliver is presented. Such authority shall be the Bill of Lading, sub-order on Bill of Lading, or delivery order bearing the "please deliver" stamp of the Trust. Any person interfering with or removing goods, or causing or permitting goods to be removed before the provisions of this Regulation have been complied with, shall be liable to a penalty of £10.
 114. No person shall remove any goods from any wharf or shed within the fenced-in area without delivering to the Customs Officer at the gate a permit from the Master, Owner or Agent of the importing ship to remove such goods, and satisfying such Officer that the provisions of Regulation 113 have been complied with.
 115. Where goods are intended for transshipment, whether to be landed on any wharf or to be discharged into lighters, or to be transhipped from one vessel to another, the Owner or Consignee or his Agent of the goods shall, before the goods are so discharged or transhipped, deliver to the Collector true and accurate particulars, according to the prescribed form, of all goods intended to be so discharged or transhipped.
 116. Goods manifested for other Ports, and not intended for transshipment, shall not be landed on the wharf without the consent in writing of the Harbor Master.
 117. Goods unshipped, but not removed from the wharf or vessel whereon or into which they have been discharged, may be transhipped, although not specified therefor in the copy manifest of the vessel from which the same were unshipped, provided that within 48 hours after the unshipment thereof, true and accurate particulars in the form appointed therefor are delivered to the Collector of all goods intended to be transhipped.
 118. Transshipment of goods, as mentioned in the Act and these Regulations, shall mean transshipment within the Port of goods to be sea-borne without the Port, provided that a transshipping entry is passed before the expiry of 48 hours from the final discharge of the vessel in which they were imported, and the goods actually reshipped within ten (10) days from such discharge.
 119. Where a transshipping entry has not been passed before the expiry of 48 hours, payment at the rate of 1/- per ton may be accepted as the Wharfage Rate on goods for transshipment, provided that the goods have not been removed from the wharf or vessel whereon or into which they have been discharged, and that the transshipping entry is passed, and the goods be actually re-shipped within 10 days of the final discharge of the vessel in which they were imported.
 120. No coal shall be landed upon any wharf from any vessel carrying coal, and hereinafter called a collier, or from any vessel used for storage of coal, hereinafter called a lighter, unless an entry has been previously passed or a permit granted to land such coal by the Collector.
 121. When a permit has been granted to land coal, complete entries shall be passed by the Company or person desiring to land such coal, within seven days after the arrival of such vessel within the Port.
 122. All such entries must be delivered to the Collector, accompanied by a stevedore's certificate, showing the distribution of the coal and the time and date of the final discharge of the vessel.
 123. Pit certificates, issued by the Owner or Owners of collieries or their duly authorised agents, shall be

produced to the Collector by the Master or Agent in Victoria of the vessel carrying such coal at the time of entering such vessel inwards.

124. All coal put overside from any vessel into other vessels, will be treated as transshipments, free of wharfage rates, but in all instances (except in the case of lighters used for storage purposes) when coal is put from one vessel into another vessel not intended to go beyond the State of Victoria, import entries must be passed, such as will satisfy the Collector that no wharfage rates are payable. When coal is put into lighters used for storage purposes, transshipment entries shall immediately be passed, clearly stating the word "Lighter" before the name of the receiving vessel.

125. All coal landed from any vessel at any wharf within the Port, and not transhipped within forty-eight hours of the final discharge of such vessel, shall be subject to payment of wharfage rates.

126. Receipts for all coal exported or transhipped shall be produced to the Collector, and such receipts shall, after the entries aforesaid have been endorsed thereon by him, be retained and filed by him.

127. Register books shall be kept by the coal importers at their offices on the wharf, and such register shall show the distribution of the inward cargo of each collier; that is to say, the number of tons landed, the number of tons transhipped into any vessel, and the number of tons retained for stores, and the number of tons (if any) then remaining in such vessel. Such transactions shall be entered immediately after the final discharge of a collier, and must be available for signature by the Collector or any person to be appointed by him to check the same. Such books shall be accessible at any time, and as often as may be required, to any officer of the Commissioners.

128. No coal shall be landed from any lighter at any wharf within the Port without an entry having been previously passed, or a permit granted by the Collector to land such coal.

129. All coal landed from lighters at any wharf within the Port, will be subject to payment of wharfage rates, and an "Import" entry must be passed for such coal, the name of the lighter appearing therein as the importing vessel.

130. No coal transhipped from a lighter or lighters shall be subject to payment of wharfage rates; but a transshipment entry must be passed for such coal by the Company or person desiring to tranship, and the name of the lighter or lighters shall appear in such entry as the importing vessel or vessels.

131. Every lighter intended to be used for the storage of coal shall be registered by the Owner thereof with the Collector, and no lighter shall be recognised by the Commissioners for such purpose unless so registered, and books shall be kept at the coal importers' offices on the wharf, showing weight of all coal received and discharged into and from every lighter, the name of the owner of coal received, and the distribution of all coal, with the names of the persons to whom the same was delivered; such transactions shall be entered within twenty-four hours after the transaction; such books shall be available for inspection, verification and signature by the Collector or any person to be appointed by him for such purpose, so soon after each transaction as he shall think fit, and shall be accessible to, and may be inspected at any time and as often as he may require by any officer of the Commissioners.

132. The lighter books mentioned in the last preceding Regulation shall be balanced at the end of each quarter year; that is to say, at the end of the months of March, June, September and December in every year, and the Collector or other person aforesaid shall certify as to the correctness or otherwise of each such balance.

133. A false entry in any Register above referred to, shall render the person making the same, and the Master of the vessel, and the Owner of the coal, in respect of which such false entry has been made liable to be prosecuted.

134. No coal shall be discharged, or placed at or upon any of the wharves of the Commissioners except at such places as may be appointed by the Commissioners for that purpose, and in such a manner as shall be approved by the Harbor Master.

135. All coal discharged at any berth not occupied by the Importer under license from the Trust, must be entirely removed from the wharf and site at the rate of 150 tons per day, dating from the commencement of the discharge of the vessel from which the same has been landed, but all coal discharged must be removed before the vessel from which the coal has been discharged leaves the berth. If any part of such coal be not so removed, the Owner, Master or Agent shall pay to the Commissioners one half-penny for every ton of the gross register tonnage of the vessel for each day or part of a day that coal is left on the said wharf after the vessel has left the berth. Nothing in this Regulation contained shall affect this right of the Commissioners or the Harbor Master to remove the coal from the wharf, or the liability of the Owner, Master or Agent of the vessel, or of the owner of the said coal, in respect of any breach of the Regulation.

136. The Master of a vessel shall, if required by notice in writing, signed by the Harbor Master and left on board such vessel, cause the loading or unloading thereof to be proceeded with vigorously and without any intermission day or night (except for Sundays), and to the Harbor Master's satisfaction, and shall render all necessary facilities, material and gear to permit of expeditious loading or unloading. On the failure of the Master to cause the loading or unloading of his vessel to be proceeded with to the satisfaction of the Harbor Master, or should the Master refuse or fail to render and provide the necessary assistance, facilities, material and gear as aforesaid, he shall, in addition to all other charges, pay to the Commissioners the sum of £1 for each and every hour and part thereof, during which any such failure or refusal shall continue, or during which the notice aforesaid shall not be faithfully complied with. Sundays and any period during which the weather conditions may, in the opinion of the Harbor Master, be such as to render it impracticable to comply with the notice, or to furnish the assistance required, or be liable to damage the cargo whilst in course of loading or unloading, being excepted.

137. The Harbor Master may at any time require that a vessel shall be loaded or unloaded by stevedores, and the Master, Owner or Agents of the vessel shall comply with such requirements, and shall bear and pay the expense thereof. The Commissioners shall not be responsible for any such employment and subsequent expense.

138. The Master of a vessel discharging alongside a wharf, shall not unload timber from the bow or stern ports, except at such berths as the Commissioners may appoint for that purpose.

139. Cargo may be discharged from or taken in by any vessel berthed in tier over and across the deck of the vessel berthed at the wharf. The Master of the latter vessel shall allow and afford such facilities for the purpose as the Harbor Master may direct.

140. Vessels discharging or taking in cargo shall be removed to any berth pointed out for that purpose by the Harbor Master.

141. Subject as hereunder provided, all goods (other than ales, wines, spirits, or other fermented or spirituous liquors) landed and placed upon a wharf or in a shed, shall be removed therefrom within three days after the final discharge of the vessel in which they were imported. If, in the opinion of the Commissioners, the exigencies of trade will permit, such goods may be allowed to remain upon a wharf or in a shed for more than three days, but in no case for more than six days from final discharge of the vessel in which they were imported.

142. Unless such goods be removed within the time mentioned in the last preceding clause, they may be removed by the Commissioners, and stored in any bonded or

other warehouse on, behalf of and at the risk and expense of the Owners thereof. Provided that no goods liable to duty shall be removed, unless with the consent of the Collector of Customs, who shall nominate the warehouse to which such goods shall be removed.

143. Should any goods be not removed within the time limited by Regulation 141, there shall be payable by the Owners thereof, as and by way of storage rent, in respect thereof, the sum of one shilling per ton for the first week, and for every subsequent week the sum of threepence per ton additional to the amount per ton payable for each immediately preceding week, i.e., one shilling and threepence per ton for the second week, one shilling and sixpence for the third week, and so on. For the purpose of this Regulation, a fraction of a ton shall be deemed a ton.

Nothing herein contained shall prevent the Harbor Master, without notice, removing or ordering the removal to some warehouse of any such goods at any time after the respective times hereinbefore appointed for their removal, and the Owner of such goods shall pay all charges and expenses connected with such removal, including the warehouse rent and charges, in addition to the storage fees herein provided.

144. In the computation of time for the purposes of the Regulations, Nos. 141, 161, and 163, no Sunday and no other day which the Commissioners may declare or appoint to be considered a holiday on any specified wharf whereon goods are lying, will be included.

145. No goods shall be placed on any wharf for shipment until the vessel by which it is intended to ship the goods has been berthed at the wharf, except by permission in writing of the Harbor Master.

146. All goods placed in any shed or on any wharf shall be placed and stacked therein in such a manner as may be pointed out by the Harbor Master, and as far as possible as may be convenient for the Customs' Officers, and all persons engaged in the depositing, stacking, sorting or removing of any goods at, in or from any sheds, or upon any wharf, shall obey the orders of the Harbor Master.

147. No person shall discharge or place any goods on any wharf, or in any shed, at such a time and in such a manner as to cause a greater weight to rest on the wharf or floor of the shed than 5 cwt. to each square foot of the wharf or shed.

148. The cargo of a vessel loading or discharging at any wharf shall not occupy a greater space on any such wharf than the length of such vessel, except by permission in writing of the Harbor Master, and shall be so placed as to keep the mooring post or rings free, and allow a clear passage of at least five feet from the edge of the wharf nearest the vessel, upon which space no goods shall be allowed to remain. All fire plugs must be left clear, with a space of three (3) feet all round each, and a passage of three (3) feet wide leading up thereto.

149. No goods, carts, carriages or other articles shall be placed or deposited within 25 feet of any public crane, or so as to prevent the free use and working of the cranes.

150. Goods shall not be placed upon any roadway abutting upon a wharf without the permission of the Harbor Master having first been obtained.

151. No person other than an officer of the Commissioners shall make use of, or interfere with for any purpose whatsoever, any goods belonging to any other person while such goods are in any shed or on any wharf or roadway within the Port, and persons taking delivery of goods shall do so in such a manner as not to disarrange the goods remaining in the shed or on the wharf or roadway.

152. No goods, luggage or any other article shall be placed and allowed to remain on any landing, landing steps or approaches thereto, appurtenant to a wharf.

153. The Master of a vessel loading or unloading goods shall be responsible for the proper slinging of all such goods, and for any damage that may occur either from the breakage of slings, or from goods being improperly slung.

154. The Master of a vessel lying alongside any wharf shall be responsible for all damage caused to goods lying on such wharf by water used for washing-down decks, or for any other purpose, upon such vessel.

155. The Master of a vessel lying alongside any wharf shall have closed from use, or shall have properly screened and protected, in a manner to be approved by the Harbor Master, all openings out of which water, steam or other fluid is liable to be discharged, so as to ensure that such water, steam or other fluid shall not fall on or wet the wharf or goods thereon.

156. The Owner or person in charge of any acids, benzene, chemicals, fibre, gasoline, kerosene, kapok, lime, matches, naphtha, oils, petrol, pitch, resin, spirits, tar, turpentine or any other combustible or inflammable dangerous or objectionable goods or substance, which shall be landed upon any wharf or exposed upon the deck of any vessel moored thereat, shall cause the same to be removed within two hours after being so landed as aforesaid, and until such goods are removed, shall place a watchman, approved by the Harbor Master, in charge of same. No person shall place any such goods or substance upon any wharf for shipment therefrom until the vessel in which the same goods are to be shipped is moored to the wharf, and until such goods are shipped, the Owner shall place a watchman, approved by the Harbor Master, in charge of same.

157. The Harbor Master may, at the expense of the Owner thereof, provide, during the time any such combustible, inflammable or dangerous goods or substance are not removed, a sufficient number of persons to guard the same, or may, at the risk and expense of the Owner, remove the same to a suitable warehouse, to be there stored. All expenses incurred for watchman, or in any such removal and storage, shall be paid by the Owners to the Commissioners.

158. No inflammable acids, benzene, gasoline, kerosene, naphtha, petrol, petroleum, turpentine, vitriol, or other goods of a dangerous nature, shall be placed in any transit shed, nor shall any casks containing oil, castor oil in cases, cement, chemicals, fibre, green skins or hides, galvanised iron or fencing wire, iron or steel in pig bars or bundles, kapok, lead in pigs or rolls, matches, manures, pitch, rags, resin, tar, salt in bags, or whitening be placed in any closed transit shed.

MINERAL SPIRITS.

159. The following special conditions shall apply to the discharging or landing or watching of mineral spirits:—

- (A) The term "Mineral Spirits" shall be deemed to mean and include all mineral oils and all productions therefrom, and all admixtures containing mineral oil, which have a flashing point of under 73 degrees Fahrenheit, and such other mineral oils and productions therefrom, and admixtures containing mineral oil, as may from time to time be defined as "Mineral Spirits," under the provisions of the Commonwealth Customs Act of 1901 or any amendment thereof.
- (B) No mineral spirits shall be unshipped or landed at any wharf other than a wharf which may from time to time be set apart for the purpose by the Harbor Master.
- (C) No mineral spirits shall be unshipped or landed until the Master of the ship concerned shall have given to the Harbor Master twenty-four hours notice in writing of his intention so to do.
- (D) No mineral spirits contained in casks, barrels or other vessels shall be unshipped or landed until the hold or holds of the ship has, or have been, thoroughly ventilated to the satisfaction of the Harbor Master.
- (E) No mineral spirits contained in casks, barrels or other vessels shall be unshipped or landed unless such casks, barrels or other vessels are staunch.

- and free from leakage, and are of such strength and construction as will prevent breakage or leakage.
- (F) No mineral spirits shall be unshipped or landed except between the hours of sunrise and sunset.
 - (G) No mineral spirits shall be unshipped or landed until the trucks or other vehicles into which such mineral spirits are to be loaded for removal, shall be placed in readiness to receive them, and such unshipping or landing shall be carried out with due diligence, and all mineral spirits so unshipped or landed at any wharf shall be forthwith removed to some proper place of storage.
 - (H) No mineral spirits shall be unshipped or landed until the Master of the ship shall have erected to the satisfaction of the Harbor Master a partition or wall enclosing the truck or other vehicle into which such mineral spirits are to be loaded, and such partition or wall shall be sufficiently high, close and continuous as to prevent the access of any person on the wharf to such truck or other vehicle.
 - (I) During the time from which the holds or tanks of any ship carrying mineral spirits are first opened for the purpose of unshipping or landing mineral spirits, until such time as all mineral spirits have been unshipped or landed from such ship, no fire or artificial light, other than a safety lamp, of a construction approved of by the Harbor Master, shall be used either on board the ship or on shore within one hundred (100) feet of the place at which such mineral spirits are being unshipped or landed.
 - (J) During the progress of unshipping or landing operations, smoking shall be strictly prohibited on board the ship from which mineral spirits are being unshipped or landed, and within one hundred (100) feet of the place at which such mineral spirits are being unshipped or landed, and no person engaged in such unshipping or landing shall carry any fuse, match or other appliance whatsoever which might produce ignition.
 - (K) No mineral spirits shall be allowed to discharge or escape on to any wharf or into the waters of the Port.
 - (L) The Master of every ship engaged in unshipping or landing mineral spirits shall take every precaution to insure safety during the progress of unshipping or landing operations, and shall be responsible for accidents by fire in connection with the unshipping or landing of mineral spirits from such ship.
 - (M) Two or more ships carrying mineral spirits shall not, except for the purposes of transshipment, lie within one hundred (100) feet of one another at any wharf, unless in the opinion of the Harbor Master it is impracticable to maintain such distance.
 - (N) Every ship from which mineral spirits are being unshipped or landed shall have a competent person on board in charge of such ship, until the whole of the mineral spirits has been unshipped or landed, and every such ship shall at all times have a responsible person on board to carry out and give effect to the provisions of these Regulations.
 - (O) The Master of every ship shall, when required so to do by the Harbor Master, afford him every reasonable facility to inspect and examine the mineral spirits on such ship, so as to ascertain whether the provisions of these Regulations have been and are being observed.

This Regulation shall not apply to shipments of less than 50 tons in measurement.

150. No vessel having as cargo any oils, chemicals or other materials of a dangerous or inflammable character, shall be anchored within the Port, except in such place as

may be pointed out by the Harbor Master, and no cargo shall be discharged except at the wharf or anchorage, and in the manner prescribed by the Harbor Master, nor shall any such cargo be carried or waterborne by any vessel or vehicle, unless such vessel or vehicle shall have been previously approved of by the Harbor Master. The Master of a vessel carrying any such cargo shall take every precaution against loss or damage by fire, or otherwise, to any of the shipping, wharfs or buildings in the Port during the time such cargo remains on board his vessel, or while it is being discharged therefrom.

161. The Owner, Consignee or person claiming a right to ales, wines, spirits or other fermented or spirituous liquor imported and landed upon any wharf, or placed in any open or closed transit shed, shall cause the same to be removed within forty-eight hours from the time of landing from the importing vessel, and unless such liquor shall be so removed, it may be removed and stored at the risk and expense of the Owners or Consignees thereof. Provided that no such liquor liable to duty shall be removed unless with the consent of the Collector of Customs. If any such liquor shall not be removed from any wharf or any open or closed transit shed within the time specified, there shall be payable to the Commissioners in respect of the use of such wharf or shed, the sum of one shilling per ton for the first week, and for every subsequent week the sum of threepence per ton additional to the amount per ton payable for each immediately preceding week; that is to say, one shilling and threepence for the second week, and so on. For the purposes of this Regulation, a fraction of a ton shall be deemed a ton. Nothing herein contained shall prevent the Harbor Master, without notice, from removing, or ordering the removal, to some bonded warehouse of any such liquor at any time after the respective times hereinbefore appointed for its removal, and the Owner of such liquor shall pay all charges and expenses connected with such removal, including the warehouse rent and charges.

162. All such liquor may be removed by the Consignee or Owners to the shed situated in Mountain-street, and known as the "wet shed."

163. The Consignees or Owners of all such liquor removed to the "wet shed" shall pay to the Commissioners, for receiving and delivering, the sum of 2/- per ton, or fraction of a ton, on payment of which the liquor may remain in the "wet shed" free of further charges for a period of six days, but at the risk of the Consignee or Owner.

164. The Owners, Consignees or persons claiming such liquor remaining in the "wet shed" after the expiration of six days from the date of having been placed therein, shall pay to the Commissioners in respect of the use of such shed one shilling per ton for the first week, and for every subsequent week the sum of threepence per ton additional to the amount per ton payable for each immediately preceding week; that is to say, one shilling and threepence per ton for the second week, one shilling and sixpence per ton for the third week, and so on. For the purposes of this Regulation a fraction of a ton shall be deemed a ton.

165. All such liquor not removed from the "wet shed" within thirty days of having been placed therein, may be removed by the Commissioners and placed in the King's Warehouse, or a bonded store, at the risk and expense of the Owners thereof, subject to the lien of the Commissioners thereon for all charges and expenses incurred previously to such removal.

166. The Master of a vessel loading or unloading goods, which, in the opinion of the Harbor Master shall require protection, shall cause good and sufficient tarpaulins, port sails, canvas or other protection approved of by the Harbor Master, to be so secured from the side of the vessel during the whole time of loading or unloading, as effectually to prevent any part of such goods from falling into the Port or on to the wharf.

167. If any cargo or other material is, by accident or otherwise dropped or let fall overboard, the Master or Agent shall forthwith report the same to the Harbor Master, and the Harbor Master shall be at liberty to take such steps as may seem to him advisable to recover and land such cargo or other material, and all expenses of such recovery and landing shall be paid by the Master of the vessel out of which such goods were being landed, or into which they were being shipped.

168. The Commissioners shall not be responsible for the loss of or damage to any goods from any cause whatsoever, whilst on or in any wharf or shed, or on or in property under their control, whether such goods are under or liable to storage, rent or otherwise. Nor shall the Commissioners be responsible for damage caused to or by any goods drifting loose from any place of storage thereof.

EXPLOSIVES.

The following words, "Explosive," "Gunpowder," "Magazine," shall, if not inconsistent with the context or subject matter, have the several meanings assigned to them in the "Explosives Act 1915."

169. Whenever in these Regulations an explosive is distinguished as belonging to a particular class or division of a class, the classification of explosives, as contained in an Order-in-Council, made in pursuance of the said Explosive Act is intended.

170. No explosives shall be conveyed through waters under the jurisdiction of the Commissioners, except—

(A) Explosives belonging to the First Division of the Sixth Ammunition Class, namely, safety cartridges for small arms, percussion caps, railway fog signals, safety fuse for blasting.

(B) The following explosives of the Second Division of Fireworks Class, viz., Squibs, crackers, serpents, rockets (other than war rockets), maroons, stars, lances, wheels and Roman candles.

(C) Other explosives, and in such quantities and under such conditions as may from time to time be approved by the Harbor Master.

(D) Explosives carried for a ship's own use, and in such quantities as are necessary to meet the law's requirements for signalling purposes, and provided that the explosives are kept, while the ship is in Port, in a magazine of copper or other suitable material, and that if two or more of the following explosives be in the ship, they be kept in separate and completely enclosed receptacles in the magazine, viz.:—Gunpowder rockets, sound signal rockets, blue lights, Holmes lights, pyrotechnic signals of any other kind.

(E) Explosives of His Majesty's ships, provided that before being moored alongside any wharf, or before going into dock, ships belonging to His Majesty's Imperial or Commonwealth Navy shall have all explosives on board, except filled shell, small arm, machine gun and quick-firing ammunition removed therefrom. Provided that the Commissioners may, subject to conditions, exempt any ship from the provisions of this sub-clause.

171. Before the expected arrival of a vessel having explosives on board, and before the shipping or discharging of explosives, at least 48 hours' notice in writing shall be given to the Harbor Master by the Importer or Exporter, as the case may be, or by the Agent of either.

172. The Port Phillip Rules (Explosives) for the time being, except in so far as inconsistent with anything herein contained, shall apply to all matters within the jurisdiction of the Commissioners.

VESSELS PLYING FOR HIRE.

173. No vessel shall be used in plying for, or be let out on hire for the carriage of passengers or goods or ballast, for any valuable consideration or reward, or be used as a tug, launch, ferry-boat, ferry-steamer, storage or coal

hulk, or for any purpose of trade whatever within the Port, unless such vessel shall have been previously licensed by the Commissioners.

This Regulation shall not apply to steam vessels engaged in daily traffic between other ports and the Port of Melbourne, nor to steam vessels engaged on holiday or special excursion traffic or towing, between ports outside the Port of Melbourne and the last-mentioned Port.

174. Every application for a license or renewal of a license for a vessel to carry goods or ballast, or to be used as a storage or coal hulk, shall be accompanied by the certificate of a duly qualified Marine Surveyor, appointed for the purpose by the Commissioners, setting out that such Marine Surveyor has personally examined such vessel, with the date of such examination, and that such vessel is stout, staunch and in good condition, and in every respect suitable for the purpose for which the license is sought, and that the load-line specifying the depth to which she may be safely immersed is fixed to his satisfaction. A fresh certificate shall be obtained whenever such shall be considered necessary by the Commissioners or their Officers.

175. With every application for a license or renewal of a license, the applicant shall lodge with the Commissioners the appointed fee for the survey and examination of the vessel for which the license is sought.

176. Before the issue of a license, either by way of renewal or otherwise, and provided the required fee has been lodged, the vessel will be surveyed and examined either by a Marine Surveyor, as provided in Regulation 174, or by an officer of the Commissioners authorised for the purpose, who will report to the Commissioners in respect to:—

(A) The dimensions of the vessel.

(B) The state of repair, sea-worthiness and cleanliness thereof.

(C) If mechanically propelled, the state of repair and working capacity of the machinery, and the protection afforded to passengers or others against contact with such machinery.

(D) The equipment of the vessel with machinery, gear and furniture, having regard to the purpose for which a license is sought.

(E) If a license for passenger traffic is sought:—

1. The number of passengers the vessel may with safety be permitted to carry.

2. The sufficiency of the life-belts or other life-saving means provided.

3. The sufficiency of the ballast provided in such vessel, and the means taken to secure the same therein.

(F) If a license for goods traffic is sought:—

1. The marking of the vessel having regard to the Regulations in that behalf.

2. The quantity of goods the vessel may with safety be permitted to carry.

And if on such survey and examination the vessel proves to be in every respect pertaining to the nature of the traffic or business for which a license has been applied for, give a certificate thereof to the Commissioners.

177. The number of passengers to be carried by a vessel propelled by any mechanical power, shall in no case exceed the number stated in any valid certificate of survey issued by a recognised official authority in respect of such vessel.

178. The number of passengers to be carried by a boat licensed for passenger traffic shall not exceed the number which can be seated, allowing 18 inches of the sitting accommodation provided in the same vessel for every adult passenger. Two children under 12 years of age being reckoned as one adult. The accommodation measured must be clear of all interference with the working of the vessel, and the person in charge of a licensed boat shall not permit a greater number of persons to be carried than the number specified in the license of such vessel.

179. For every 150 lbs. weight of luggage carried with passengers in a licensed boat, one passenger shall be deducted from the maximum number of passengers authorised to be carried.

180. Every licensed vessel shall be kept fully equipped with proper gear and furniture, and with every appliance requisite for the particular employment for which the vessel is licensed, and in a seaworthy and clean condition, and properly marked as required by these Regulations, and whilst employed adequately manned for her safe navigation. Not less than two licensed boatmen or watermen, one of whom shall be in charge, shall be deemed to be an efficient crew for vessels licensed to carry upwards of twenty persons.

181. To every vessel licensed will be assigned a serial number, which with the letters M.H.T. must, as to the vessels hereunder comprised, forthwith be painted, together with the further particulars as hereunder mentioned. All such painting must be approved of by the Harbor Master:—

(A) In vessels propelled by any mechanical power the serial number of the licensed vessel, in figures not less than four inches in height on each side of the bows, and on the inside of the gunwale in some conspicuous place, the name of the owner of such vessel, together with, in the case of a vessel licensed to carry passengers, the maximum number of passengers licensed to be carried in letters and figures not less than two inches in height, and on the outside of the stern of all such vessels, the name thereof.

(B) In boats licensed to carry passengers, and not propelled by mechanical power, the serial number of the licensed boat, in figures not less than four inches in height, upon each side of the bow thereof. On the outside of the stern the name of the vessel, and on the inside of the stern, or on some other place approved by the Harbor Master, the maximum number of passengers authorised to be carried, and also the name of the owner, or of the boatman, or waterman, or ferryman, plying with it for hire; the letters and figures to be not less than two inches in height.

(C) In all other vessels licensed, the serial number of the licensed vessel on each side of the bows thereof in figures not less than 12 inches deep and two inches wide.

182. In addition to the marks named in the preceding Regulation, every vessel plying for hire for the carriage of goods or ballast or the storage of goods shall have—

(A) An iron batten not less than three inches wide secured to both sides of the stem and stern posts, so marked as to show the draft of water for every five tons weight carried.

(B) Inscribed or cut on her stern and stem post, and also amidships, a mark denoting the depth to which such lighter may be immersed, such marks to be painted white on a black ground not less than twelve inches in length and two inches in width, the lower edge of which marks shall be deemed the load-line, and the full extent of immersion to which such vessel may be loaded, and no vessel shall be loaded to a greater draft than indicated by these lines.

(C) Her name, the name of her Owner or Owners, and her carrying capacity, painted on both bows in letters of such dimensions as may be approved of by the Harbor Master, and such names and figures shall be kept clear and legible to that officer's satisfaction.

183. No person shall alter any number, name, mark or other writing placed upon any licensed vessel in accordance or compliance with these Regulations without notice to the Harbor Master, and without obtaining his consent in writing, and every such alteration shall be endorsed upon the license of such vessel.

184. Every license for a vessel shall cease to be valid on change of ownership of such vessel, and on every change of ownership notice in writing must be given to the Commissioners by the holder of the license of such vessel, and the license handed in to them. Should the holder of the license fail to do this, he shall not be eligible to receive any other license.

185. The Harbor Master, or any other officer or person appointed by the Commissioners for the purpose, may at any time survey and examine any licensed vessel, and the state of repair thereof, and the machinery (if any), gear, furniture and equipment therein and thereof, and the accuracy of any measurement, and may appoint the time, place and manner when, where and in which such inspection, examination or measurement shall be made, and the owner of a licensed vessel shall, when called upon so to do, submit such vessel for survey and examination. Any defects, inaccuracies or deficiencies found, or breach of any Regulation affecting the vessel or license thereof, shall, in addition to the penalty incurred thereby, render the license liable to revocation.

186. The expense of measuring, re-measuring and of marking any vessel sought to be licensed or licensed vessel, shall be borne and paid by the owner thereof, and no license or renewal thereof shall be issued until all such expenses have been paid.

187. Every licensed vessel must be equipped with the life-saving appliances required for her class by the Regulations of the Marine Board of Victoria, or Regulations under any Act of the Commonwealth in lieu thereof.

188. No person shall be in charge of the machinery on any licensed vessel for the purpose of driving or working the same, unless such person shall hold proper qualifications therefor, which must be produced to and approved by the Commissioners. Every vessel used for carriage or storage of goods must have at least one seaman on board.

189. No licensed vessel shall be used for any purpose other than that for which such vessel was licensed, nor be permitted to carry more passengers or goods than the number or quantity named in the license thereof.

190. No Owner or other person in charge of a licensed vessel shall let any such vessel out for hire to any person or persons, unless the intended hirer or hirers is or are capable of safely navigating the same.

191. The Commissioners may from time to time determine the fares and rates to be charged by the licensees of licensed vessels for the carriage, conveyance or transport of passengers within the Port, and for the hiring of licensed boats, and upon every such determination notice thereof shall be posted at the offices of the Commissioners, and a copy given to every such licensee, and after such posting no licensee shall charge, or attempt to charge, any sum in excess of the rate so determined. Every such licensee shall keep an authorised copy of the fares and rates permitted to be charged on board his licensed vessel, and shall produce the same on demand to any person engaging or a passenger in such vessel. Failure to provide a licensee with a copy of any such determination as aforesaid shall not be a defence for any breach of this Regulation.

192. A license may be suspended or revoked if, from any cause the vessel, in respect of which such license has been issued, shall become unseaworthy, or in the opinion of the Harbor Master unfit for the use for which it is licensed, and every such license when so suspended or revoked shall be delivered up to the Commissioners, and the said vessel shall be dealt with as the Commissioners shall direct.

193. All goods or property left in any licensed vessel shall be delivered by the finder to the Master or Owner of the vessel, who shall, as soon as practicable after the same shall have been found, hand same to the Harbor Master.

194. Every person to whom any licensed vessel has been let out on hire, shall, in addition to the Owner, be responsible for the due observance of all Regulations affecting the same.

195. In addition to the above, the following Regulations shall apply to ferry Boats:—

- (A) The machinery of all steam ferry boats shall be inspected half-yearly by an officer appointed by the Commissioners for that purpose.
- (B) No ferry boat shall approach within 20 yards of any steam vessel in the river, either to put on board or remove passengers or goods, unless the Master or person in charge of such steamer shall have previously stopped the engines.
- (C) Every ferry boat, whilst plying for hire, shall during night-time exhibit a white light in a globular lantern, to be approved by the Harbor Master, and sufficiently elevated as to be visible all round at a distance of at least half a mile.

196. The person in charge of any ferry-boat shall not allow a greater number of persons on his boat than that stated in the license of the boat; and no person shall attempt to force his way into any ferry-boat after being informed that the licensed number of persons is on board.

The fares and tolls as the Commissioners may from time to time determine shall be payable in advance.

PERSONS PLYING FOR HIRE.

197. No person shall be, or act as a master of a licensed vessel, or be employed as a boatman, waterman or ferryman in any licensed boat plying for hire or carrying passengers for any valuable consideration or reward, unless such person has been licensed by the Commissioners.

198. No person shall ply for hire either as a carrier or as a porter unless such person has been licensed by the Commissioners.

199. The Commissioners may grant to any person carrying on the business of a carter or carrier such number of licenses as they may think fit, to be called "Carriers' Employees' Licenses," in respect of employees of such person authorising such employees when approved of by the Commissioners to assist solely in loading the vehicle or vehicles of such person, and each of such employees while so engaged shall wear, so that the same may be easily seen and recognised, a badge specifying the name of his employer.

200. With every application for a license under the last three preceding Regulations, there must be lodged written evidence that the applicant is a person of respectability and of temperate habits, and that the applicant possesses a competent knowledge of the duties for the performance of which a license is sought.

201. The Commissioners may, in addition to the written evidence produced, require an applicant to submit to an examination as to his competency by the Harbor Master or some other person appointed by the Commissioners for the purpose.

202. Every such licensed person shall wear a badge approved by the Commissioners, and having inscribed thereon the number of his license firmly fixed to his coat or other external body dress, or on the front of his hat or cap, so that the same may be distinctly seen at all times when plying for hire, and no licensed person shall transfer or lend his badge to any person whomsoever.

203. No licensed person shall refuse to take an engagement when offered, unless otherwise engaged (the onus of proof of such other engagement shall be on such person), provided that he and his vessel or carriage are capable of executing such engagement.

204. Every licensed boatman or waterman who takes a passenger out to a vessel moored away from a wharf or pier, shall, if required, return for such passenger unless prevented by weather conditions, of which the Harbor

Master shall be the sole judge. Before leaving the wharf or pier he shall announce to his passenger the hour or hours at which he will return to the vessel.

205. No licensed waterman, carrier or porter shall board any vessel without the consent of the Master thereof, nor obstruct any gangway or landing stage of a vessel, nor, unless hired, take hold of or seize any passenger's luggage or article of any kind.

206. No carter or carrier shall bring his vehicle up to the wharf, unless and until he shall have been engaged, when he may back his vehicle into the wharf and load the same; but no carter or carrier, or carriers' employee shall act as a porter or carry goods to any but the vehicle to which he is attached, whether as driver or as licensed employee as aforesaid.

207. No carrier shall be licensed to ply for hire within the Port, and no driver of a cab or coach shall ply within the Port, unless duly licensed by the Council of the City of Melbourne, or by some other authorised body; and each carrier or driver shall conform to and obey the rules, regulations and by-laws laid down and enacted by the Council or other authority by which he has been licensed, so far as not inconsistent with these Regulations, and may exact the fares from time to time fixed by such Council, and no more; but the existence of any such license shall in no wise bind the Commissioners to grant a license to such person, and nothing herein contained shall prevent the Commissioners or their officers from prohibiting the driver of any carriage, cab, lorry or other vehicle, even though licensed as in this Regulation mentioned, from plying for hire within the Port, should they consider it necessary to do so.

208. Upon the arrival of any vessel porters shall arrange themselves on the wharf, at least five feet from the edge thereof, until regularly called and passed on board by an officer of the vessel on arriving; and no porter, on being engaged to carry luggage, shall attempt to transfer it to another, but shall himself accompany his employer agreeably to his engagement.

209. The Commissioners may from time to time determine the charges to be made by licensed persons for their services, and upon every such determination the same shall be posted at the offices of the Commissioners, and a copy given to every licensed person, and thereupon no licensed person shall make, or attempt to make, any charge for his services in excess of the amounts so determined as aforesaid. Failure to provide a licensee with a copy of any such determination as aforesaid shall not be a defence for any breach of this Regulation.

COOPERS.

210. No person, other than an officer of His Majesty's Customs, shall open, close or repair, pack or re-pack any case, box, barrel or package in any of the sheds or on any wharf or roadway within the Port, unless such person has been licensed by the Commissioners so to do, provided that the occupiers of special berths on the north and south sides of the River Yarra may grant permits to any person to open, close or repair packages at their respective wharves. This Regulation shall not apply to a member of the crew of a discharging vessel, appointed by the Master and approved by the Harbor Master, to repair packages landed in a broken condition.

211. No such license will be granted to any person who is in the employment of any other person, unless, on the written certificate of the latter, that the applicant is a proper person to receive such license; nor unless the said employer shall undertake to be responsible for all losses and damages sustained by anyone arising from the acts or omissions of the employee while the license shall be in force.

212. No licensed cooper shall open, close, pack, re-pack or repair any case, box, barrel or package in any of the sheds, or on any wharf or place within the Port unless he has previously entered in a register the number of his license and the marks and numbers of the case he intends

to deal with, and has signed such entry with his usual signature. The Master, owner or agent of each vessel landing cargo shall provide such a register, and shall at all times make such register available for inspection by any officer of the Commissioners or police officer.

213. No licensed cooper shall take any bag of any description on to any wharf, unless his name and the number of his license is legibly and conspicuously inscribed on such bag.

214. Every person licensed under the provisions of Regulation No. 210 shall, whilst at work in the sheds or on the wharves of the Commissioners, wear a badge having inscribed thereon the number of his license, which badge must be firmly attached to the left breast or arm of his coat or other external body dress, or on the front of his hat or cap, so that the same may be distinctly seen. No such licensed person shall transfer or lend his license or badge to any other person.

215. Every license to be issued hereunder shall be subject to the condition that it may be revoked or suspended at any time by the Commissioners if, in their opinion, the conduct of the licensee necessitates the revocation or suspension thereof; and when the license is so revoked, or suspended, the same shall on demand be delivered up to the Commissioners.

THE SUPPLY AND DISCHARGE OF BALLAST.

216. No person shall supply or discharge or remove ballast to or from any vessel unless such person is licensed by the Commissioners for the purpose.

217. Every person licensed to supply or remove ballast to or from any vessel shall pay such fees as the Commissioners may from time to time determine for each ton of ballast supplied or removed, and shall furnish to the Commissioners a statutory declaration showing the quantity of ballast supplied or removed by him.

218. No Master or owner of a vessel shall employ, or be privy to the employment of, nor receive from or discharge ballast to, any unlicensed person or into any unlicensed vessel.

219. The Master or owner of a vessel receiving ballast shall have power at any time during the employment of a ballast vessel with him, to inspect and examine such ballast vessel, and to order the pumping out thereof, and to test the accuracy of all marks and measurements, and the weight of ballast supplied, and no Master or owner of a ballast vessel shall refuse to allow any inspection, examination or test, or disobey any order in accordance with this Regulation. The penalty for every such refusal or disobedience shall be £5.

220. Unless the ballast line of a vessel has been accurately defined, or approved of by the Harbor Master, no person shall deliver ballast from any carriage to the Master of such vessel until such ballast has been weighed on a weighing machine of, or approved of by, the Commissioners, and the weighbridge ticket delivered to the Master of the vessel.

221. Every Master or owner of a ballast vessel supplying or delivering, and every person contracting for or engaging in the supply, delivery, discharge or removal of ballast, who shall make any misrepresentation or false suggestion, either verbally or in writing, as to the weight of ballast supplied, delivered, discharged or removed to, or from any other vessel, shall be guilty of an offence. The penalty for every such offence shall be £20.

222. The Master or owner of a vessel taking in or discharging ballast shall use proper tarpaulins or shoots, so as to effectually prevent any part thereof falling overboard; and no ballast shall be taken on board or discharged from any vessel during the night-time without special permission in writing from the Harbor Master.

THE SUPPLY OF WATER.

223. No person shall supply water to any vessel unless such person is licensed by the Commissioners for that purpose. The Commissioners may supply water as required for any vessel, and may from time to time appoint the charges therefor. Such charges shall be at per 1000 gallons, and shall be payable by the Master or owner or agent of the vessel to which the water has been supplied.

MACHINERY ON WHARVES.

224. No person shall place, or permit to be used, on a wharf, or other property of the Commissioners, any machinery for the purpose of hoisting or conveying goods or any other material or thing, without the license of the Commissioners, and no machinery shall be used for any such purpose until the same has been licensed by the Commissioners.

225. Every application for a license to place or to use machinery on a wharf, or other property of the Commissioners, for the purpose indicated in the preceding Regulation, shall include particulars of such machinery and of the use intended to be made thereof, and there must be lodged therewith the appointed fee for inspection and examination of such machinery.

226. Before the issue of a license, either by way of renewal or otherwise, the machinery sought to be licensed must be submitted for inspection and examination by an authorised officer of the Commissioners, who will report to the Commissioners in respect to:—

- (A) The nature and condition thereof.
- (B) The suitability and safety thereof for the work to which it is intended to be applied;

and if, on such inspection and examination, the machinery is found to be in good working order and condition, and suitable and safe to be used for the work intended, then such officer shall give his certificate thereof to the Commissioners.

227. No person shall be in charge of any such licensed machinery, for the purpose of driving or working the same, unless such person shall hold proper qualifications therefor, which must be produced to the Commissioners, nor unless licensed by the Commissioners. With every application for a license the qualifications of the applicant must be stated.

228. All licensed machinery may be inspected by an officer of the Commissioners authorised for the purpose at any time, and any license may be suspended or cancelled by the Commissioners if the machinery licensed be reported by such officer as defective in any particular, or unfit for the work engaged in.

229. No certificate for machinery will be granted for a longer period than twelve months, and every such certificate shall terminate on the 31st day of December in the year in which the certificate is granted.

WHARF CRANES.

230. Every person desiring to use a crane of the Commissioners shall make application on the prescribed form therefor to the Commissioners, who may grant permission to use the same on payment of the fee which they may from time to time appoint.

231. Every person about to use a crane shall see that all the working parts thereof have been carefully oiled, and must not lift a greater weight than that indicated on the jib as the maximum lift thereof, and must not use any such crane for breaking out weights from vessels, or for any other purpose than lifting and landing.

232. The person who has hired the use of a crane shall be responsible therefor, and shall make good any damage sustained by such crane when in his use.

233. The Commissioners accept no responsibility for a crane when in use by any hirer thereof, and the persons using the crane when hired on behalf of the hirer, are to be deemed servants of the latter, and not of the Commissioners.

MOORINGS.

234. No vessel shall be moored to the bed shore margin or bank of the Port, nor shall any person lay down or use any moorings therein unless under license from the Commissioners, and subject to the payment of the appointed rates, and no moorings shall be removed without the permission of the Commissioners.

235. Every application for a license to lay down moorings must be accompanied by full particulars as to site and nature of moorings and vessel to be moored thereat, and whether the moorings are intended to be permanently or otherwise occupied.

236. For the use of moorings, or the right to moor a vessel as aforesaid, for any time exceeding one month, application must be made for a license.

237. For the use of moorings or the right to moor a vessel as aforesaid, for any time being one month or less, no application will be necessary, but the rates appointed therefor must be paid prior to mooring, when practicable, or, failing such prior payment, immediately after mooring, or upon demand by the Collector.

238. The Commissioners may exempt any particular class of vessels or special vessels (not at the time engaged in passenger or goods traffic), which may be brought into the Port, or to any particular part thereof, under special circumstances, or in connection with any public ceremony or event, from the payment of mooring rates.

239. The above Regulations, numbered 234 to 237 inclusive, shall not apply to vessels moored in the stream whilst waiting for a wharf berth, or moorings at which to receive or discharge goods.

OFFICES, LOCKERS, BOXES, ETC.

240. No structure, post or pillar of any material, nature or description, or for any purpose whatsoever, shall be erected or placed upon, over, under or within any property under the control of the Commissioners without their license.

241. Plans of all proposed constructions upon, or to be used upon, any wharf or landing, or within any structure attached thereto, or any building of the Commissioners, must be submitted to them for approval, and no such construction must be proceeded with until the Commissioners have approved of such plans, and no alteration in any such construction must be made without their permission.

242. Every such licensed structure shall, unless otherwise agreed to by the Commissioners, become their property upon the termination from any cause of the license.

243. If the licensee shall have the right to remove any such structure, he shall exercise his right before the termination of his license, and shall leave the site thereof in good order and to the satisfaction of the Commissioners. If the structure is not so removed, the Commissioners shall have the option of retaining the same as their absolute property, free from all claims of the licensee or any other person, or may cause the same to be removed at the risk and expense of the licensee, including in such expense a sum equal to one-half of the license fee as a penalty for the failure to remove the structure at the termination of the license.

244. The license fees for a site or area on or within a wharf for any purpose will be calculated at per square foot of the superficial area proposed to be occupied, used or enclosed.

245. No person shall construct or place any tool box, locker, or any other receptacle for workmen's tools, on any wharf or in any of the sheds of the Commissioners,

nor use any tool box or locker belonging to the Commissioners, unless licensed by the Commissioners so to do.

246. Licenses for a tool box, locker or other receptacle for workmen's tools may be issued under the following conditions:—

- (A) Every such box shall be of a size and pattern to be approved of by the Commissioners, who will provide a common plan and specification, which may be used free of charge by any licensee.
- (B) A serial number will be assigned to each such box, licensed by the Commissioners, which number shall, together with such other letters and signs as the Commissioners may appoint, be painted on some conspicuous part of the box in letters at least one inch in height, to the approval of the Commissioners.
- (C) Every licensee will be entitled to one key for every such licensed box, provided that additional keys may be provided to approved persons on payment by the licensee of an additional fee of £1 for every additional key. A duplicate key of each box shall be retained by the Commissioners. The keys handed to the licensee must be returned to the Commissioners on the termination of the license.
- (D) Every licensee shall deposit with the Commissioners the sum of £1, the whole or any part of which may be forfeited in the event of any damage to the box or lock thereof, and the expense of repairing any damage to the box shall be borne by the licensee, and if not paid by him may be deducted from the deposit above referred to.

247. Every building, construction, locker or box, and the contents of every such, shall at all times be liable to inspection and examination by any officer of the Commissioners or of His Majesty's Customs, or of the Police, and all locks must be released or opened upon the demand of such officer, and if not so released or opened, may be forced.

SALE OF GOODS.

248. No person shall carry on or conduct any business, or hawk, sell or expose for sale, or barter any goods or articles of trade for sale or exchange within the Port, unless duly licensed to do so by the Commissioners, or upon premises leased from the Commissioners, and no person shall sell or offer for sale any newspaper, periodical, magazine or book unless duly licensed to do so by the Commissioners. Every such licensed person shall wear a badge approved by the Commissioners, so that the same may be distinctly seen at all times when engaged in selling, and no licensed person shall lend or transfer his badge to any person whomsoever.

249. No newspapers, magazines, periodicals, books or pictures which, in the opinion of the Commissioners, are of an immoral, obscene or objectionable nature, are to be sold, exposed for sale or displayed anywhere within the Port.

250. No person shall conduct any auction sale within the Port, unless with the consent in writing of the Commissioners.

BOAT RACES.

251. No boat race, or procession of boats, will be permitted to take place on the River Yarra below the Queen's Bridge, or in the Coode Canal, without the permission of the Commissioners, who may impose such conditions as they may see fit for the safety of the public, and the convenient navigation of the River; nor will any steamer or launch be allowed to follow any race unless the Master or owner has previously obtained the written consent of the Commissioners, and no steamer or launch allowed to follow a race shall at any time approach nearer than 100 yards of the sternmost boat.

BATHING.

252. No person shall bathe from any wharf or any part of the Port, except at such places and such times as the Commissioners may from time to time appoint or license for bathing purposes, and no person shall bathe in any appointed or licensed place, or in any licensed public or private bath-house, or from any licensed bath box, or site, unless such person is for the purpose suitably clothed.

253. No public or private bath-house or box shall be constructed, erected or built within the Port, unless a license for the area or site to be occupied thereby has been granted by the Commissioners, and no bath-house or box shall be permitted to remain unless licensed by the Commissioners.

254. The lessees, licensees, owners or occupiers of public baths and private bath-houses and boxes, wholly or partly within the boundaries of the area vested in the Commissioners, shall make such improvements or additions thereto, for the convenience and safety of the users of public baths, and for public decency in both public and private baths, as the Commissioners may direct.

255. The licensees, lessees, owners or occupiers of public baths shall:—

- (A) Erect gauges in at least three (3) different portions of the area licensed and used for bathing, which shall properly and plainly show the depth of water at such places at all states of the tide, and shall keep all such gauges in good order.
- (B) Provide proper and sufficient life-saving apparatus, and keep the same in good order and condition, and ready for use at all times.
- (C) Display, or cause to be displayed or affixed, at all times, in conspicuous and convenient places, full and clear-printed instructions for the resuscitation of the apparently drowned.
- (D) If the baths are used during night-time, have the same lighted to the satisfaction of the Commissioners.
- (E) Have in attendance, whenever the baths are in use, a person or persons expert in the art of swimming, and ready to render assistance when necessary.
- (F) Permit children attending schools situate within certain limits defined by the Commissioners to have the use of the baths, without charge, on two days in each week between the hours of 2 p.m. and 4 p.m.

Such children must be accompanied by a teacher engaged at the school at which they attend. The days to be mutually arranged between the licensees, lessees, owners or occupiers of the baths and the head teacher of such school, or in case of disagreement, to be named by the Commissioners; the children to provide their own towels and bathing dresses if required. In the case of baths used by both males and females at different hours, the hours for female children may be those ordinarily set apart for adult females.

256. Every public baths and every bath-house and box may be inspected by an authorised officer of the Commissioners at any time, and if such baths, bath-house or box shall be found in a bad state of repair, or in any way defective, the license thereof may be cancelled.

FISHING.

257. No person shall, without the permission of the Commissioners, use any of the wharves in the River Yarra, between the Queen's Bridge and Coode Canal, or any of the wharves of the Victoria Dock, for the purpose of fishing therefrom; nor shall any person without such permission use any boat in such dock for the purpose of fishing therefrom.

258. No person shall use for the purpose of catching fish any net or any fixed engine (as defined by the "Fisheries Act 1915"), in any waters within the jurisdiction of the Commissioners, or drag or draw therefrom on

to the dry land any net containing fish, or catch or take therefrom any protected fish during the close season therefor, or any fish of a length, weight or size the taking whereof is or may be prohibited by any Act of Parliament or proclamation thereunder, or shoot any fish therein.

259. Every breach of any Act of Parliament or proclamation thereunder, affecting the preservation or taking of fish, committed in any waters within the jurisdiction of the Commissioners, shall be an offence against these Regulations.

LICENCES OTHER THAN LICENCES FOR LAND.

260. Every application for a license or a renewal of a license shall be on the proper form therefor, which may be had at the offices of the Commissioners, and must be supported by such documentary or other evidence, certificates, particulars or information as may be required by the Commissioners.

261. Every such application, duly signed by the applicant, together with all required supporting documents, particulars or information above referred to, must be lodged at the offices of the Commissioners, together with any fee appointed.

262. All license fees must be paid in advance before the issue of the license, and no right or privilege intended to be conferred by license shall be exercised in anticipation of the issue of a license, without the consent in writing of the Commissioners.

263. Unless otherwise provided in the license, all licenses shall terminate on the 31st day of December of the year in which the same shall be issued.

264. The issue of a license shall not, unless otherwise provided, confer a right to a renewal thereof.

265. Every application for a renewal of license must be lodged at the offices of the Commissioners at least 10 days before the expiration of the license sought to be renewed, together with the appointed fee; and before the issue of the renewal license, the expired or expiring license must be delivered to the Commissioners.

266. No personal license shall be assignable or transferable or be lent to any other person, and no other license shall be assignable or transferable, either by action of law or otherwise, without the consent of the Commissioners in writing, and the payment of a transfer fee of £1.

267. Any person licensed who may be prevented by sickness or any cause from pursuing the avocation, business or calling for which he has been licensed may propose a substitute, who shall, if required by the Commissioners, furnish written evidence as to character and ability. The Commissioners, if satisfied, may, upon such terms and for such time or times as they may think fit, grant to the proposed substitute a permit to act for the licensee. Every such substitute shall comply with and observe the Regulations and the conditions of his nominator's license.

268. No licensee shall, in the exercise of any right or privilege conferred by or the performance of any act under his license, conduct himself dishonestly, improperly or disorderly, or be guilty of abusive or insulting language, or act so as to jeopardise in any way the safety of passengers or goods in any licensed vessel or carriage, or goods or other property entrusted to his care.

269. Every licensee shall, so far as the same are applicable to the exercise of any right or privilege conferred by his license, conform to and observe the Regulations of the Commissioners, and also the provisions and conditions of the license.

270. Every licensee shall continually retain possession of his license, and shall also provide himself with a copy of the Regulations, and shall, whenever required, produce for inspection either or both, as may be asked for, to any officer

of the Commissioners, or to any Customs officer, police officer on duty in the Port, or to any person wishing to hire or having hired him, or being a Master, boatman or waterman engaged on a licensed passenger vessel, to any passenger thereon.

271. Every breach, non-observance or non-performance by a licensee of any Regulation applicable to him, or to the exercise of any right or privilege conferred by license, or of any condition of his license, shall be an offence, and shall, in addition to the penalty incurred thereby, render the license liable to be suspended or cancelled at the discretion of the Commissioners without prior notice, and the licensee shall have no recourse against the Commissioners for any loss or damage which may accrue to him from such suspension or cancellation.

272. The following fees shall be payable in respect of the several Licenses specified in these regulations, viz.:-

BALLAST.—For each person licensed to supply or remove ballast, per annum ... £0 5 0
For each ton of ballast supplied or removed ... 0 0 3
For digging or raising sand or other material within Trust boundary, per annum.

1/- per ton of 40 cubic feet, with a minimum fee of £5 per annum.

BOATS.—Including every boat (howsoever propelled) licensed to carry passengers, per annum.

1/- per passenger licensed to be carried, with a minimum fee of 5/- per annum.

TUGS, LAUNCHES, LIGHTERS, HULKS, BARGES.—
Not exceeding 300 tons gross register, per annum ... £5 0 0
Exceeding 300 tons gross register, per annum ... £10 0 0
For the weighing in or out or measuring of vessels licensed or sought to be licensed.

1/- per ton, with a minimum fee of 20/- per vessel.

STEAM HOIST.—Fees for every yearly examination, each ... £1 0 0
Persons in charge thereof, for each license ... 0 5 0
For every license to place a Steam Hoist on wharf, road or other property of the Trust ... 2 2 0

BOATMEN AND WATERMEN.—For each license, per annum ... 0 5 0

FERRYMEN.—For each person employed on a Ferry Boat, per annum ... 0 5 0

ITINERANT VENDORS with basket or barrow, per annum ... 1 0 0

ITINERANT VENDORS of Fruit, etc., with dray, for each dray, per annum ... 3 0 0

CARTERS AND CARRIERS.—For every license, per annum ... 0 5 0

CARRIERS' EMPLOYEE.—For every license, per annum ... 0 5 0

COOPERS.—For every license, per annum ... 0 5 0
per week ... 0 1 0

COOPERS' BOXES.—To place a Tool Box or Locker on any wharf or to use any Tool Box or Locker of the Commissioners, per annum ... 5 0 0

PORTERS.—For every license, per annum ... 0 5 0

LEASES AND LICENCES OF LAND AND OTHER PROPERTY.

273. Every application for a lease shall be in writing, signed by the applicant and addressed to the Commissioners, and shall clearly set forth full particulars of the land or other property which it is desired to lease, and specify the purpose for which it is required, and the applicant shall, if requested by them, furnish the Commissioners with such further particulars as they may deem necessary.

274. With every application there shall be lodged any fee appointed by the Commissioners, and also, when required by them, a deposit in cash of such proportion of the whole of the first year's rent as they may determine. The fee lodged will not be returned even though the application or tender be withdrawn before consideration of the same by the Commissioners. All other moneys lodged will be refunded to unsuccessful applicants.

275. Every applicant whose application is granted must, within 14 days after request in writing, execute or accept a lease in the form adopted by the Commissioners, and in case of refusal or neglect so to do within the time aforesaid, the application may at the option of the Commissioners be deemed to be abandoned, and all moneys lodged or deposited therewith may be declared absolutely forfeited to them; but no such forfeiture shall be deemed to free the applicant in default from such further liability in respect of his default as the Commissioners may have the power to impose or enforce.

SPECIFIC OFFENCES.

276.—Every person who shall commit any of the acts following shall be guilty of an offence, that is to say:—

1. Boil or heat any pitch, tar, resin, turpentine, spirits, oil, or other such-like combustible matter, in or on any vessel or on the property of the Commissioners, except in such places and in such manner as shall be specially appointed by the Harbor Master for that purpose.
2. Burn any refuse or other material in or upon any shed, wharf, or approach thereto, or road within the Port, or on any other property of the Commissioners.
3. Bring or discharge any loaded gun or firearm on any wharf or work, or on any property of the Commissioners.
4. Pump or discharge any oil, spirit or other inflammable liquid into the waters of the Port, or on to any wharf therein.
5. Cause any vessel within the Port to be fumigated or smoked without the permission in writing of the Commissioners, and under the direction of the Harbor Master.
6. Use drags or grapplings for the purpose of lifting articles or things from the bed of the Port, or disturb such bed in any way whatever, without the consent in writing of the Commissioners first obtained.
7. Remove any stone, sand, shell, marl, seaweed or any other material whatever from any property or place under the control of the Commissioners without having first obtained a license from the Commissioners so to do.
8. Use upon any wharf, or in any shed, any artificial light except the same be securely enclosed and in charge of some trustworthy person, and unless such light be approved by the Harbor Master.
9. Ride or drive at a rate of speed beyond a walking pace, or negligently, or on the wrong side of any wharf, road or street, or drive or conduct two carriages at the same time, or bring on to or move, or cause to be moved, upon any wharf any two-wheeled carriage, which shall, with the load, exceed 3 tons in weight, or any carriage which shall with the load exceed 6 tons in weight, or be of a construction likely to damage the decking of the wharf, or without the consent of the Commissioners drive on to any wharf any carriage self-propelled.
10. Ride or drive any animal or vehicle upon or along any footpath of any wharf, road or street, or place any obstruction thereon whereby life or limb is likely to be endangered.

11. Permit any carriage to be backed up against any wharf or shed, or to stand upon any wharf or road, or other property of the Trust, unless while the same is being actually and actively employed in loading or unloading goods, or in the transport of passengers to and from the wharf, or if employed as aforesaid to remain so backed up or upon any such place longer than actually required in the course of such employment, and of the time so required the Harbor Master shall be the judge; or without the consent of the Commissioners permit any carriage to remain on any roadway or other property of the Trust during non-working hours.
 12. Take any carriage other than hand-trucks into any closed shed for the purpose of loading or discharging goods, except by the permission in writing of the Harbor Master.
 13. Take any carriage upon or off any wharf except by the nearest ramp.
 14. Take or attempt to take upon or across the bridge at the entrance to the Railway Coal Canal any cart or carriage having a greater weight or load than five tons; or take or attempt to take upon or across the said bridge any cart or carriage, if there be at the same time any other cart or carriage thereon, the weight of which, and of the cart or carriage requiring to be taken across, whether loaded or unloaded, shall exceed five tons.
 15. Negligently or violently or otherwise than as directed by the Harbor Master, discharge or unload from any vessel or carriage pig-iron, timber, stone, machinery, or other goods or packages, on to any wharf, or draw or trail any sledge, timber or other heavy material upon a wharf, or place any materials or substance upon any wharf or approach thereto, or road or street upon, or within property under the control of the Commissioners to the injury or obstruction thereof.
 16. Cut, break or destroy the mooring or fastening of any vessel, or remove, unmoor, interfere with, cast off, or take away from any wharf or place appointed or licensed by the Commissioners for the mooring of vessels, any boat, without the permission of the owner or licensee thereof.
 17. Attach any rope, tackling or other gear to any portion of any shed, crane, lamp-post or other erection on any wharf, or make use of any rope, tackling or gear so attached for any purpose whatever, without the permission in writing of the Harbor Master.
 18. Clamber on or about the structure of any wharf below the deck level, or on or over any gate or fence, or interfere with any crane or hoist, or electric fittings or mains, or turn any valve or cock, or open or shut any fire-plug or hydrant, unless authorised by the Harbor Master so to do.
 19. Remove or in any way interfere with any life-saving gear, life-hook, drag, grapple, life-buoy, or any other life-saving apparatus, unless such interference be for the purpose of saving life, or by the police in dragging for drowned persons.
 20. Remove or in any way interfere with any board put up for the purpose of publishing any Regulation, notice or penalty, or obliterate any of the letters or figures thereon.
 21. Except for the purposes of examination by the Customs authorities, sort, bulk or repack goods, or weigh or sample grain or other goods upon any wharf or in any shed without the consent in writing of the Commissioners, and as directed by the Harbor Master.
 22. Tout for or solicit customers or patronage for any shop, residence, restaurant, boarding-house, hotel or place of amusement, or passengers for any vessel or carriage.
 23. Throw, drop, deposit or place, or permit to be thrown, dropped, deposited or placed, ballast, gravel, earth, stone, sand, coal, rubbish, filth, cinders, ashes, wreckage, refuse, animals (with intention to drown the same), dead animals, fish or birds, filth or any putrifying or objectionable matter into the waters of the Port, or on any other property of the Commissioners, except at the places and in the manner approved by the Commissioners.
 24. Permit to be discharged from any sewer or drain into or upon any part of the Port or the waters thereof, or upon or into any wharf, street, road or other property of the Commissioners, drainage of any description, except in such places and in such manner as the Commissioners may appoint, approve of or direct, or deposit or discharge, or permit to be deposited or discharged, any refuse, rubbish, dead animals, fish or birds, filth, drainage of any description, or any putrefying or objectionable vegetable or animal matter, in a position where the same may be washed by rain or otherwise into or upon the Port or the waters thereof, or into or upon any property under the control of the Commissioners.
 25. Hold any meeting or address any assemblage upon or within property under the control of the Commissioners, without the consent of the Commissioners in writing.
 26. Smoke in, under or near to any shed or upon any wharf, or loiter therein or thereon, or lounge or sleep among the cargo placed in or under any shed or upon any wharf, or when directed by any Police Officer or Officer of the Commissioners, refuse to leave any property under the control of the Commissioners, or obstruct any officer or employee of the Commissioners in the execution of his duty.
 27. Smoke in the hold of any vessel moored at any wharf.
 28. Bring any ale, beer, wine or other fermented or spirituous liquor on to any wharf or approach thereto, or in any shed, except for the purpose of import or export.
 29. Play at any game, be the worse for liquor, use filthy, offensive, abusive or insulting language, or act in an idle, disorderly or obscene manner, or commit any nuisance on or against any property of the Commissioners, or expose his person.
 30. Affix to or post or stick or write on any wharf, building, wall, fence, rail, hoarding, post, board, buoy, beacon or vessel under the control of the Commissioners any printed or written matter, picture or inscription, unless licensed by the Commissioners.
 31. Graze any sheep, cattle or horses upon any lands under the control of the Commissioners, except on such terms as the Commissioners may from time to time determine.
277. Every person who shall commit or be accessory to the committal of any of the acts following shall, for every such offence, unless otherwise provided by the Act, incur a penalty of not less than £5:—
1. Injure, remove, alter or destroy any light exhibited within the Port for navigation or otherwise, or any erection, vessel, buoy, beacon, lamp, lamp-post or lamp iron, bearing or containing such light, or any cable or wire leading thereto, or shall extinguish any such light.
 2. Alter, injure or destroy any signal, signal staff, buoy, beacon, pile, guiding post, semaphore or flag.
 3. Sink, soil, deface, injure, throw down or destroy any vessel, wharf, shed, fence, wall, hoarding, breakwater, breastwork, embankment, drain, pipe or any property whatever under the control of the Commissioners.

GENERALLY.

278. The Master, Owner and Agent of a vessel, and Pilot, whilst in charge, shall each be responsible for the due performance and observance of all Regulations applying to such vessel, and in no case shall the responsibility of either relieve the other or others of his or their responsibility.

279. Neither the Commissioners nor any officer of the Commissioners shall be responsible for the security and safety of any vessel, nor for any damage to a vessel caused through defective condition of any berth, mooring or appliance used in carrying on the work of the Port.

280. Should any accident causing loss of life, personal injury, loss of or damage to property, occur within the Port or on or within property under the control of the Commissioners, then each and every person in any way concerned in such accident, or to whom the accident is directly or indirectly due, shall immediately report the circumstances to the Commissioners in writing.

281. The Master of a vessel shall immediately report to the police the death of any person which may occur on board his vessel, and shall afterwards, in due course and according to law, cause the body to be buried on shore.

282. No vessel shall be careened, hove down or hauled on shore for the purpose of inspection or repairs without permission from the Harbor Master in writing.

283. No ballast lighter, scow or other similar open vessel shall ply within the Port without having sufficient coamings, at least eight inches high above the deck planking.

284. No boat shall be placed or allowed to remain on the stage of any landing-place, or hove down alongside thereof.

285. No vessel above 30 tons register shall be hauled up or launched from or removed to or from any patent slip, slipway or launching way within the Port, without the permission of the Harbor Master in writing.

286. No person shall use the slips or launching ways of the Commissioners for the purpose of launching any vessel unless he shall have obtained written permission from them so to do, and shall have paid the fees fixed by them, and have given the security and agreed to comply with the other conditions to be prescribed by them for such use. The fees for the use of the slip or launch-way shall be £10, and the applicant will be required to deposit with the Commissioners the sum of £250 as security that he will properly take up, and, at the end of the time allowed for launching purposes, will relay the roadway to the satisfaction of the Engineer to the Commissioners, and remove all launching ways, cradles and materials used by him, so that the public convenience and traffic may not be interfered with. Not more than twelve consecutive hours will be allowed for launching purposes, and a sum of £5 for every hour after the time herein allowed shall be paid by the applicant. If the applicant fails to do the work required of him, the Commissioners may without notice do it for him, and the cost thereof, and any sum due as aforesaid for delay shall be deducted from the said deposit, so far as the same will go, and the balance, if any, must be paid to the Commissioners within twenty-four hours after demand made.

287. No person shall make, repair, dress or scrape spars or masts, or do any kind of carpenter, smith, boilermaker or rigging work on any wharf, or under any shed thereon, or hang or place sails, masts, spars, or any other thing to or upon any of the beams or joists of the sheds, or on any other erection upon the property of the Trust, without the permission in writing of the Harbor Master.

288. Every boat and all timber and every other article of value found drifting on the waters of the Port, or stranded on the shores or banks thereof, and not apparently in the charge of any person, shall be immediately delivered up by any finder thereof to the Harbor Master, or may be taken possession of by him, and he shall, subject as hereunder, retain the same until claimed by the owner,

and such owner shall, before receiving his property from the Harbor Master, pay to the Commissioners all expenses incurred in connection therewith. Should any such property, not being of a perishable nature, be not claimed within six months, or in the case of goods of a perishable nature within one day after the date of possession thereof being taken by the Harbor Master, such property shall be deemed to be forfeited by the owner, and shall become the property of the Commissioners, to be dealt with as they may think fit, and in case of sale thereof, the former owner shall have no claim whatever on the proceeds of sale.

289. Bathing of horses in the waters of the Port or exercising horses upon the foreshore thereof is prohibited, except at such places and during such hours as the Commissioners may appoint for such purposes.

290. Bathing of dogs is prohibited from any wharf or from any part of the foreshore, or of the banks of the River, within 100 yards of any wharf.

291. No Owner or Master of any vessel, or other person, shall give or offer a bribe to any officer or person employed by the Commissioners.

292. Unless otherwise specially provided, Sundays and public holidays shall be counted in the computation of time required by any Regulation, but where the last day of the time within which any act has to be done happens to be a Sunday or public holiday, then such Sunday or holiday, as the case may be, shall be excluded from the computation.

293. All Regulations in force at the date hereof are hereby repealed, except for the purpose of proceedings for offences committed prior to the repeal, and also of enforcing rights and claims arising under the Regulations prior to such repeal.

TOLLS, RATES AND CHARGES, DUTIES, DUES, AND FEES.

294. The owner of goods unshipped or shipped, and in addition in respect of goods shipped, the Master, owner and agent of every vessel into which goods are shipped, shall be liable for the payment of rates on or in respect of any such goods, and no claim made or proceedings by the Commissioners upon or against one or more person or persons liable to pay any such rates shall relieve any other or others of his or their liability or responsibility, either for rates or for any penalty incurred for non-payment or evasion thereof.

295. In case the Commissioners shall, on default in payment of any rates in respect of goods, exercise the power of sale over such goods conferred by the 117th Section of the Act, and the net proceeds of sale shall be insufficient to pay the rates in respect of which default has been made, no person shall, by the exercise of such power of sale, be relieved from the payment of the amount of any deficiency or from the payment of any penalty incurred for non-payment or evasion of such rates.

296. The Commissioners, by their Officers, shall have the power to enter any vessel in the Port, in order to ascertain the rates payable in respect of the vessel or of the goods therein, and the Master of such vessel shall give every facility to such officer in the execution of his duty, and no person shall hinder or molest the officer or persons aforesaid, or refuse to allow him or them to enter the vessel for the purpose aforesaid.

297. The Commissioners may from time to time and for such period as they may deem desirable, appropriate any wharf or part of a wharf as a special berth for any vessel or class of vessel, and may impose such conditions for the use of such berth as they may determine. The charge for the appropriation of such berth, unless otherwise agreed upon, shall be at the rate of 3/- per 100 feet in length of the berth for each quarter of a day during the time a vessel is berthed thereat, with a minimum charge equal to the charge for one day for each berthing, and shall be paid by the Master, Owner or Agent of the vessel, and

such charge shall be in addition to any other toll or rate which may be or may become due or payable under the Regulations.

298. In addition to the charge payable under the preceding regulation, and also in addition to any other toll or rate payable under the regulations, the Commissioners may make such further reasonable charges for the use of any sheds and apparatus or other conveniences provided in connection with any such special berths as they think proper. They may from time to time alter, amend, vary or revoke any such charges, or appoint others in addition thereto or in substitution therefor.

299. The Master, Owner or Agent of a vessel occupying any berth at a wharf, or part of a wharf, on which a shed is erected, and which the Commissioners have not appropriated as a special berth, shall pay to the Commissioners the sum of £14 for the first day and 10/- for each subsequent quarter of a day that such vessel is berthed thereat, provided that when such wharf or part of a wharf or shed is used for the storage of outward cargo prior to the arrival of the vessel by which it is to be shipped, the charges shall be £2 per day for the first day, and 10/- for each subsequent quarter of a day, from the time cargo is first deposited until the arrival of the vessel. Should the charges paid under this Regulation exceed sixpence per ton on the cargo unshipped or shipped from or into such vessel, on application to the Commissioners a refund will be made of the amount paid in excess of such sixpence per ton.

300. The Master, Owner or Agent of a vessel occupying any berth at a wharf, or part of a wharf on which a shed is erected, and which the Commissioners have not appropriated as a special berth, shall pay to the Commissioners the sum of 10/- for the use of each telephone installed at such berth.

301. Whenever, in the opinion of the Harbor Master, artificial light is necessary for the safe loading or unloading of a vessel, the Master, Owner or Agent of such vessel shall use such light as may be directed by the Harbor Master, and shall pay to the Commissioners the sum of £1 per night or part of a night for the use of such light.

302. Whenever the Commissioners shall supply light for working cargo in the hold of a vessel, the Master, Owner or Agent shall pay to the Commissioners the sum of £1 per night or part of a night for the use of such light.

TONNAGE RATES.

303. In addition to any other toll or penalty which may be or may become due under the Regulations for the time being in force, a rate shall be paid in respect of every vessel during the time such vessel uses, directly or indirectly, any wharf of the Commissioners, of one halfpenny per ton of the gross register tonnage of such vessel for every day during which any such vessel uses any such wharf, provided that one-fourth, one-half and three-fourths of the above rates shall be paid for parts of a day of or less than 6, 12, and 18 hours respectively, and subject to a minimum charge equal to the charge for one day, provided that vessels trading solely between ports within the Commonwealth shall pay only 50 per cent. of the said rates, and vessels trading solely within Port Phillip Heads shall pay only 25 per cent. of the said rates; but in all cases the minimum charge shall be two shillings and sixpence.

The word "wharf" used in this Regulation shall mean and include any place of mooring or moorings whereat a vessel may be anchored or moored during the shipping or unshipping of passengers or goods on or from such vessel.

304. The preceding Regulation shall not apply to any vessel subject to Regulation 308 or to any vessel licensed under Regulation 173.

305. The Commissioners may, by agreement in writing, accept in lieu of the rates imposed by Regulation 303, for the use of any wharf or place of mooring, a gross sum per annum, or for any lesser period of a year, and every such gross sum so agreed upon shall be paid by such portions or instalments thereof, in advance, as the Commissioners may determine.

306. A vessel lying in tier outside a vessel moored to or alongside any wharf of the Commissioners shall be liable to the rates imposed by Regulation 303, as if she were directly moored to the wharf.

307. Where a vessel engaged only in the Inter-State, State or Bay trade is laid up out of commission, and is moored to or alongside any wharf of the Commissioners, the following rates shall be paid for the use of the wharf, viz.:-

Vessels not exceeding 200 tons, per month or part of a month...	£0 5 0
Vessels exceeding 200 tons and not exceeding 500 tons, per month or part of a month...	0 10 0
Vessels exceeding 500 tons and not exceeding 1000 tons, per month or part of a month...	1 0 0
Vessels exceeding 1000 tons, per month or part of a month...	1 10 0

Nothing in this Regulation shall prevent the Harbor Master from directing the removal of any vessel so laid up from any wharf at any time he may think fit.

308. When a vessel arrives in the Port in distress, or where a vessel requires to use any wharf of the Commissioners for the purposes of repairs only, the Commissioners may grant her the use of any wharf of the Commissioners free of rates for a fixed period.

309. All rates and charges made payable by Regulations 303-308 shall be paid to the Treasurer of the Commissioners, at the office of the Commissioners, or to a collector appointed to receive the same by the Commissioners, and such Treasurer or collector shall give to the person who shall pay such rates and charges a receipt signed by such Treasurer or collector for the amount received by him.

WHARFAGE RATES.

310. There shall be paid to the Commissioners in respect of all goods landed from any vessel within the Port, unless exempted by any Act of Parliament or these Regulations, the rates specified in the Schedule to this Regulation, provided:-

- (1) That goods which have been produced or manufactured within the Commonwealth, and which arrive at this Port from any Port in the Commonwealth, shall pay only 50 per cent. of the rates specified.
- (2) That goods arriving from any place, within Port Phillip Heads shall pay only 25 per cent. of the rates specified.

SCHEDULE.

Ballast, consisting of sand, shingle or stone	3d.	per ton
Coal	2/-	"
Empty returns, being drums, casks, cases, boxes, crates, baskets, biscuit and lolly tins and bags	1/-	"
Oil—Kerosene in bulk	5/-	" of 250 gal.
Oil—Fuel in Bulk	5/-	" "
Phosphatic Rock	1/8	" "
Sand and Shell	1/-	" "
Sand (carried as cargo) and Shell	1/-	" "

GOODS AT 5S. PER TON.

Aerated Waters
Ales and Beers
Artists' Materials
Apparel
Bags, n.e.i.
" Bran Bags
" Cornsacks
" Woolpacks
Benzine
Bullion
Carbide Calcium
Chemicals
Cinematographs, etc.

Cocoa and Beans
 Coffee and Beans
 Cocoa Butter
 Confectionery
 Cotton Goods
 Curios
 Dental Goods
 Drugs and Medicines and Druggists' Sundries
 Drapery
 Fancy Goods
 Furs
 Hops
 Instruments—Dental, Mathematical, Musical, Optical,
 Scientific, Surgical, Surveying, Veterinary
 Jewellery
 Jute and Coir Goods and Matting
 Kerosene
 Matches and Match-making Material
 Metals—Bars, Rods, Blocks, Plates, Sheets, Pipes,
 Tubes and Strips of
 Aluminium
 Brass
 Britannia Metal
 German Silver
 Magnolia Metal
 Muntz Metal
 Nickel
 Platinum
 Yellow Metal
 Copper
 Lead
 Zinc
 Motor Cars
 Motor Spirit and Gasoline
 Naphtha
 Oils
 Parian Ware
 Pianos and other musical instruments
 Perfumery
 Plated and Silver Ware
 Phonographs and Records
 Photographic Goods and Materials
 Rubber
 Spirits and Spirituous Liquors
 Statuary
 Sugar
 Tea
 Tobacco, Cigars, etc.
 Tobacconists' Sundries, Pipes, etc.
 Turpentine
 Wines
 Wire and Cable, Copper
 Wire, Woven
 Woollens
 Works of Art

GOODS AT 2S. 6D. PER TON.

Cement
 Iron and Steel, plain
 Timber
 Wire, iron and steel, plain

GOODS AT 3S. 4D. PER TON.

All Other

Goods arriving from any Port within the Commonwealth, but not produced or manufactured within the Commonwealth, shall pay the same rate as they would be liable to if imported direct from outside the Commonwealth.

Goods brought in a vessel from any other place within the Port of Melbourne shall when landed pay the same rate as goods arriving from any place within Port Phillip Heads.

The Commissioners may calculate the rates specified as aforesaid at per ton by weight or by measurement at their option.

GOODS EXEMPT FROM WHARFAGE.

Firewood
 Goods belonging to His Majesty's Government
 Passengers' Luggage
 Guano
 Bones
 Bonedust
 Live Stock

311. Every person liable to pay wharfage rates to the Commissioners in respect of goods, merchandise and things landed from any vessel at any wharf within the Port, shall pay the said rates to the Collector appointed to receive the same at the receiving office of the Commissioners.

312. All rates shall be paid in Australian currency, and Imperial weights and measures shall be used.

PENALTIES.

313. Except where specific penalties are imposed, the penalty for each breach of these regulations shall not be less than £1, nor more than £20, plus any damages and expenses consequent on the particular breach.

The common seal of the Melbourne Harbor Trust Commissioners was hereto affixed this 18th day of December, 1916.

G. F. HOLDEN, Chairman.

(SEAL) HENRY MEEK, Commissioner.

J. H. McCUTCHAN, Secretary.

These regulations are in substitution for those which were approved of on the 11th December, 1916, but not gazetted.

Approved by the Governor in Council,
18th December, 1916.

F. W. MABBOTT,
Clerk of the Executive Council.

CONTRACTS ACCEPTED.—(Series 1916-17.)

Serial No.	Particulars.	Amount.	Name for Approval.	Charge against Vote or Fund.
	GAS COKE—	£ s. d.		
	Supply of Gas Coke to the places named hereunder, in such quantities as may be required, during the year 1917—	Per ton		
1375	Item No. 1. Melbourne District (excepting Royal Mint)	1 1 0	Metropolitan Gas Co. ...	Contingencies, 1916-17
1376	Item No. 2. Penal Establishment, Coburg	1 9 0	Heidelberg Shire Gas Works	
	Item No. 5. Hospital for Insane, Mont Park	1 5 9		
1377	Item No. 6. State Research Farm, Werribee	1 7 0	Metropolitan Gas Co. ...	
	CHARCOAL—			
1378	Supply of Charcoal to the Cool Store, Doncaster, in such quantities as may be required, during the year 1917	2 5 6	A. Deschamp, Lilydale ...	
	LIMEROCK—			
1379	Supply of Limerock to the Maffra Beet Sugar Factory, Maffra, in such quantities as may be required, for the season 1917	1 9 0	David Mitchell Estate ...	

Approved—A. J. PEACOCK, Treasurer. 16.12.1916.

PROPOSED REVOCATION OF THE TEMPORARY RESERVATION OF LANDS.

IN pursuance of the provisions of the *Land Act* 1915, notice is hereby given that it is the intention of the Governor in Council to revoke the temporary reservation of the land hereinafter referred to, viz.:-

The following Notices were gazetted 10 on 13th December, 1916, pursuant to Orders of the 4th December, 1916.

DAYLESFORD.—The temporary reservation, by Order of the 25th November, 1861, of five acres three roods eighteen perches of land in the borough of Daylesford, situated in section 37A, as a site for Police purposes, is about to be revoked so far as regards the portions thereof hereinafter described, viz.:-One acre one rood eighteen perches, being allotments 34A, M, and N; and part of allotments 35 and O of section 37A: Commencing at the north-west angle of allotment 34; bounded thence by Camp-street bearing north one chain twenty-three links and four-tenths; thence by lines bearing respectively S. 89 deg. 32 min. E. one chain seventy-five links, S. 44 deg. 55 min. E. twelve links, and seven-tenths, S. 79 deg. 33 min. E. eighty-eight links and two-tenths, and S. 2 deg. 14 min. W. ninety-eight links; and thence by allotment 34 bearing N. 80 deg. 47 min. W. two chains sixty-seven links to the point of commencement. And commencing at the north-east angle of allotment 34; bounded thence by that allotment bearing S. 0 deg. 26 min. W. two chains seven links; thence by allotment 32 and a line bearing S. 89 deg. 34 min. E. five chains forty-eight links; thence by Daly-street bearing N. 0 deg. 27 min. E. one chain seventy-five links; thence by the north boundary of allotment N bearing N. 89 deg. 27 min. W. two chains forty-eight links; and thence by the east and north boundaries of allotment 35 bearing N. 1 deg. 7 min. E. twenty-three links and a half, and N. 88 deg. 9 min. W. three chains to the point of commencement.—(D.13⁽²⁾) (16.C.67161).

MANGALORE.—The temporary reservation, by Order of the 23rd December, 1874, of eight acres three roods fourteen perches of land in the parish of Mangalore, situated in section B, as a site for Watering purposes, is about to be revoked.—(N.R.494) (2790/59.61).

MALLACOOTA INLET.—The temporary reservation, by Order of the 12th October, 1909, of eleven thousand four hundred acres, more or less, of land in the parishes of Mallacoota, Maramingo, Wau Wauka, Wau Wauka West, and Betka, as a site for a National Park, is about to be revoked so far as regards the portion thereof hereinafter described, viz.:-One hundred and seventy-five acres, more or less, parish of Mallacoota, being the portion situated west of the west boundaries of allotments 2c, 6a, 6A, 5, and 9, and south of allotments 13 and 14, extending from the south boundary of allotment 14 to the west boundary of allotment 2c.—(M.550⁽³⁾) (16.Rs.1176).

The following Notice was gazetted 1P on 29th December, 1916, pursuant to Order of the 18th December, 1916.

ALBERTON.—The temporary reservation, by Order of the 17th December, 1860, of one acre two roods of land in the township of Alberton, as a site for Public Buildings, is about to be revoked.—(A.12) (13.C.60580).

W. HUTCHINSON,
Commissioner of Crown Lands and Survey.

Department of Lands and Survey, Melbourne.

REVOCATION OF THE TEMPORARY RESERVATION OF LANDS.

IN pursuance of the provisions of the *Land Act* 1915, His Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, has, by Orders made on the 28th day of December, 1916, revoked the temporary reservation of the lands hereinafter referred to, viz.:-

ALBERTON.—Site for State school. See *Gazette* of 15th November, 1916, page 4334.

BUNGAL.—Site for a Race-course and other purposes of Public Recreation. See *Gazette* of 15th November, 1916, page 4384.

BUNGAL AND KERIT BAREET.—Site for Timber Reserve. See *Gazette* of 15th November, 1916, page 4384.

F. W. MABBOTT,
Clerk of the Executive Council.

At the Executive Council Chamber,
Melbourne, the 28th December, 1916.

No. 3.—JANUARY 5, 1917.—17065.—3.

LAND PERMANENTLY RESERVED FROM SALE.

IN pursuance of the provisions of the *Land Act* 1915, His Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, has, by Order made on the 28th day of December, 1916, reserved from sale, permanently, the land hereinafter mentioned, viz.:-

YACKANDANDAH.—Site for Public purposes. See *Gazette* of 29th November, 1916, page 4974.

F. W. MABBOTT,

Clerk of the Executive Council.

At the Executive Council Chamber,
Melbourne, the 28th December, 1916.

LAND TEMPORARILY RESERVED FROM SALE, ETC.

IN pursuance of the provisions of the *Land Act* 1915, notice is hereby given that His Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, has, by Order made on the 28th December, 1916, reserved, temporarily, from sale and leasing, and from having a licence granted in respect thereof, and has also excepted from occupation for mining purposes or for residence or business under any miner's right or business licence the lands hereinafter described, viz.:-

MURRUMGOWAR.—Site for a State School, also excepted from occupation for mining purposes or for residence or business under any miner's right or business licence.—Three acres, county of Croajingolong, parish of Murrungowar, being part of allotment 51b: Commencing at a point on the southern side of the road being the northernmost angle of said allotment 51b formed by the convergence of two lines, bearing respectively N. 72 deg. 42 min. E. and S. 83 deg. 53 min. E.; bounded thence by the said road bearing S. 83 deg. 53 min. E. three hundred and seventy-nine links, S. 39 deg. 34 min. E. four hundred and twelve links and a half, and S. 0 deg. 56 min. W. four hundred and one links; and thence by lines bearing respectively west three hundred and five links and N. 23 deg. 22 min. W. eight hundred and twenty-seven links to the point of commencement.—(M.539⁽³⁾) (16.C.67972).

F. W. MABBOTT,

Clerk of the Executive Council.

At the Executive Council Chamber,
Melbourne, the 28th December, 1916.

LANDS TEMPORARILY RESERVED FROM SALE, ETC.

IN pursuance of the provisions of the *Land Act* 1915, notice is hereby given that His Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council thereof, has, by Orders made on the 28th December, 1916, reserved, temporarily, from sale and leasing, and from having a licence granted in respect thereof, and has also excepted from occupation for residence or business under any miner's right or business licence the lands hereinafter described, viz.:-

BALLOONG.—Site for Public Recreation, also excepted from occupation for residence or business under any miner's right or business licence.—Twenty acres three roods thirty-three perches, county of Buln Buln, parish of Balloong: Commencing at the north-east angle of allotment 18b of section 2; bounded thence by a road bearing S. 86 deg. 10 min. E. one thousand four hundred and eighteen links; thence by a line bearing S. 32 deg. 13 min. W. three thousand one hundred links; thence by allotment 50 and a line bearing N. 57 deg. 47 min. W. seven hundred and sixteen links; and thence by allotment 18b aforesaid bearing N. 54 deg. 31 min. E. one thousand links and N. 0 deg. 57 min. E. one thousand seven hundred and fifty-five links to the point of commencement.—(B.76⁽²⁾) (16.C.67846).

WODONGA.—Site for Railway purposes, also excepted from occupation for residence or business under any miner's right or business licence.—Three roods thirty-six perches, county of Bogong, town of Wodonga, being allotment 7 of section T: Commencing at the north-east angle of the allotment; bounded thence by a street bearing S. 20 deg. 30 min. W. two hundred and eighty-eight links; thence by allotment 8 bearing N. 69 deg. 30 min. W. five hundred links; thence by allotment 6 bearing N. 20 deg. 30 min. E. one hundred and one links; and thence by allotment 1 of section E bearing east five hundred and thirty-four links to the point of commencement.—(W.3089⁽¹⁾) (16.C.67758).

F. W. MABBOTT,

Clerk of the Executive Council.

At the Executive Council Chamber,
Melbourne, the 28th December, 1916.

COMMITTEE OF MANAGEMENT OF A RESERVE
FOR PUBLIC RECREATION IN THE TOWN OF
MORNINGTON AND PARISH OF MOOROODUC.

WHEREAS by section 184 of the *Land Act 1915* it is provided that it shall be lawful for the Governor in Council or the Board of Land and Works to appoint and remove any number of persons, not less than three, or any municipal council or the governing body of any corporation to be a Committee of Management of any specified Crown land reserved either temporarily or permanently for any of the purposes set out in section 10 of the *Land Act 1915*, and not conveyed to or vested in trustees: Now therefore the Board of Land and Works doth hereby appoint Thomas Male to be a Member of the Committee of Management of the land permanently reserved by Order in Council of 18th March, 1882, as a site for Public Recreation in the town of Mornington and parish of Moorooduc, in the room of Alfred Edward Bates, who has ceased to be a councillor of the shire of Mornington, provided nevertheless that the said Thomas Male shall hold office as a Member of such Committee of Management for so long only as he may continue to be a councillor of the shire of Mornington.

In witness whereof the common seal of the Board of Land and Works was hereunto affixed this 22nd day of December, One thousand nine hundred and sixteen, in the presence of—

(SEAL) W. HUTCHINSON, President.
(Corr. 10/C.63904.) J. M. REED, Member.

COMMITTEE OF MANAGEMENT OF A RESERVE
FOR PUBLIC RECREATION IN THE PARISH OF
MOOROODUC AND TOWN OF OSBORNE.

WHEREAS by section 184 of the *Land Act 1915* it is provided that it shall be lawful for the Governor in Council or the Board of Land and Works to appoint and remove any number of persons, not less than three, or any municipal council or the governing body of any corporation to be a Committee of Management of any specified Crown land reserved either temporarily or permanently for any of the purposes set out in section 10 of the *Land Act 1915*, and not conveyed to or vested in trustees: Now therefore the Board of Land and Works doth hereby appoint Thomas Male to be a Member of the Committee of Management of the land permanently reserved by Order in Council of 14th August, 1882, for Public Recreation, in the parish of Moorooduc and town of Osborne, in the room of Alfred Edward Bates, who has ceased to be a councillor of the shire of Mornington, provided nevertheless that the said Thomas Male shall hold office as a Member of such Committee of Management for so long only as he may continue to be a councillor of the shire of Mornington.

In witness whereof the common seal of the Board of Land and Works was hereunto affixed this 22nd day of December, One thousand nine hundred and sixteen, in the presence of—

(SEAL) W. HUTCHINSON, President.
(Corr. 10/C.63904.) J. M. REED, Member.

APPOINTMENT OF YARRAWONGA AS A PLACE
FOR THE HOLDING OF COUNTY COURTS.

*At the Executive Council Chamber, Melbourne, the
twenty-eighth day of December, 1916.*

PRESENT:

His Excellency the Governor of Victoria.

Sir A. J. Peacock | Mr. McLeod
Mr. Lawson | Mr. Hutchinson.

WHEREAS by Part I. of the *County Court Act 1915* (6 Geo. V. No. 2633), it is amongst other things enacted that it shall be lawful for the Governor in Council to direct that County Courts shall be holden for the determination of certain actions cognizable by courts of common law, and with a limited jurisdiction in equity under the said Act, and, with the advice aforesaid, to alter the place of holding any such court or to direct that the holding of any such court be discontinued, and from time to time, with the advice aforesaid, to direct in what towns and places a County Court shall be holden: Now therefore His Excellency the Governor of the State of Victoria, with the advice of the Executive Council thereof, doth hereby direct that

YARRAWONGA

be a place at which County Courts shall be holden once at least in every six months.

And the Honorable H. S. W. Lawson, His Majesty's Solicitor-General for the State of Victoria, shall give the necessary directions herein accordingly.

F. W. MABBOTT,
Clerk of the Executive Council.

**RE THE HOLDING OF LICENSING COURTS AT
MELBOURNE.**

*At the Executive Council Chamber, Melbourne, the
fifth day of January, 1917.*

PRESENT:

His Excellency the Governor of Victoria.

Sir A. J. Peacock | Mr. Hagelthorn.
Mr. McLeod

WHEREAS His Excellency the Governor, by and with the advice of the Executive Council, has from time to time, pursuant to the provisions of the Licensing Acts in force in that behalf for the time being, appointed places at which the Licensing Courts for the Licensing Districts throughout the State of Victoria should be held, and the intervals at which such Courts should be held: And whereas it is desirable that all such Courts should also be held at Melbourne, in the State of Victoria, as occasion requires: Now therefore His Excellency the Governor of the State of Victoria, by and with the advice of the Executive Council aforesaid, doth appoint Melbourne as a place at which the Licensing Courts hereinbefore referred to shall be held at least once in each year.

And the Honorable Harry Sutherland Wightman Lawson, His Majesty's Attorney-General and Solicitor-General for the State of Victoria, shall give the necessary directions herein accordingly.

F. W. MABBOTT,
Clerk of the Executive Council.

Courts.

A SPECIAL Court of Petty Sessions for the Revision of the Jury Lists for the Jury District of Benalla will be held at the Court House, Benalla, on Thursday, the fifth day of April, 1917, at a quarter past Ten a.m.—E. F. BIESKE, Clerk of Petty Sessions.

ELECTORAL REVISION COURT.—An Electoral Revision Court for the Revision of the General List of Electors for the Yea Division of the Southern Province of the Legislative Council will be held at the Court House, Yea, on Thursday, the 18th day of January, 1917, at the hour of Ten a.m. in the forenoon.—T. W. COMMONS, Clerk of Courts (Acting), Yea.

NOTICE is hereby given that a Sitting of the Licensing Court for each Licensing District in the State of Victoria is hereby appointed to be held in the Court of Marine Inquiry Room, Melbourne, in the State of Victoria, on Monday, the fifteenth (15th) day of January, 1917, at half-past Ten o'clock in the forenoon. Dated at Melbourne this 4th day of January, 1917.—ROBERT BARK, Licensing Magistrate.

OMEO.—JURY REVISION COURT.—Notice is hereby given that a Special Court of Petty Sessions will be held at the Court House, Omeo, on Thursday, 5th April, 1917, at Eleven a.m., for the purpose of revising the Jury Lists for the Jury District of Omeo. Dated at Omeo this 4th day of January, 1917.—W. FLEMING, Clerk of Petty Sessions.

SWAN HILL.—Notice is hereby given that a Sitting of the Licensing Court for the Licensing District of Swan Hill will be held at the Court House, Swan Hill, on Thursday, the 11th day of January, 1917, at Ten a.m. Dated at Swan Hill this 30th day of December, 1916.—T. A. KEELY, Clerk of the said Court.

WARRAGUL.—JURY REVISION COURT.—Notice is hereby given that a Special Court of Petty Sessions will be held at the Court House, Warragul, on Tuesday, the 3rd day of April, 1916, at Eleven o'clock in the forenoon, for the purpose of revising the Jury List for the Jury District of Warragul. Dated at Warragul this 3rd day of January, 1917.—A. NOONAN, Clerk of Petty Sessions.

SITTINGS of the Supreme Court for the hearing of Criminal Trials and Trials of Causes for the year 1917; pursuant to Order in Council of 4th day of December, 1916.

Ararat	Thursday, 8th March
Ballarat	Tuesday, 6th February
Beechworth	Friday, 16th March
Benalla	Tuesday, 1st May
Bendigo	Tuesday, 20th February
Castlemaine	Tuesday, 20th March
Geelong	Thursday, 15th February
Hamilton	Thursday, 19th April
Horsham	Tuesday, 6th March
Maryborough	Thursday, 17th May
Melbourne	Thursday, 15th February
Sale	Tuesday, 27th February
Shepparton	Tuesday, 3rd April
St. Arnaud	Tuesday, 15th May
Warrnambool	Tuesday, 13th February

GENERAL SESSIONS for the year 1917; pursuant to Order in Council of 11th day of December, 1916.

Ararat	Tuesday, 15th May
Bairnsdale	Tuesday, 6th March
Ballarat	Monday, 5th March
Beechworth	Tuesday, 13th February
Benalla	Tuesday, 27th February
Bendigo	Tuesday, 20th March
Camperdown	Friday, 23rd February
Casterton	Wednesday, 21st March
Castlemaine	Tuesday, 24th April
Charlton	Thursday, 19th April
Colac	Wednesday, 21st February
Daylesford	Tuesday, 29th May
Donald	Wednesday, 18th April
Echuca	Wednesday, 25th April
Geelong	Tuesday, 20th February
Hamilton	Wednesday, 7th February
Horsham	Tuesday, 12th June
Kerang	Wednesday, 21st March
Korumburra	Tuesday, 13th March
Kyneton	Wednesday, 7th February
Mansfield	Wednesday, 16th May
Maryborough	Friday, 23rd February
Melbourne	Thursday, 1st February
Mildura	Tuesday, 27th March
Nhill	Wednesday, 14th March
Omeo	Wednesday, 4th April
Sale	Thursday, 8th March
Seymour	Wednesday, 14th February
Shepparton	Tuesday, 6th March
St. Arnaud	Friday, 2nd March
Stawell	Tuesday, 20th March
Wangaratta	Tuesday, 20th February
Warracknabeal	Wednesday, 21st March
Warragul	Tuesday, 27th February
Warrnambool	Tuesday, 27th March
Yarram Yarram	Wednesday, 14th February

MELBOURNE.—COUNTY COURT.

THE times appointed for "Return Days" in the Melbourne County Court during the year 1917 (*i.e.*, the day to be appointed in any summons or proceeding for the appearance of the party summoned) shall be as follows:—

RETURN DAYS.

In Cases under £50.	£50 and under £250.	Other Cases.
February 1st and 15th	February 1st	February 15th
March 1st and 15th	March 1st	March 15th
April 2nd and 16th	April 2nd	April 16th
May 1st and 16th	May 1st	May 16th
June 1st and 18th	June 1st	June 18th
July 2nd and 15th	July 2nd	July 15th
August 1st and 15th	August 1st	August 15th
September 3rd and 17th	September 3rd	September 17th
October 1st and 16th	October 1st	October 16th
November 1st and 15th	November 1st	November 15th
December 3rd and 10th	December 3rd	December 10th

Dated at Melbourne this 8th day of December, 1916.

(By order of the Judges).

D. F. McGRATH,
Registrar, Melbourne.

COUNTY COURTS for the year 1917.—Dates fixed by the Judges.

Ararat	Tuesday, 20th February
Bairnsdale	Tuesday, 6th March
Ballarat	Monday, 12th February
Beechworth	Wednesday, 14th February
Benalla	Wednesday, 21st February
Bendigo	Tuesday, 20th March
Birchip	Thursday, 19th April
Camperdown	Thursday, 22nd February
Casterton	Thursday, 8th March
Castlemaine	Tuesday, 6th February
Charlton	Wednesday, 25th April
Colac	Wednesday, 21st February
Daylesford	Tuesday, 27th February
Donald	Wednesday, 18th April
Echuca	Wednesday, 25th April
Geelong	Tuesday, 20th February
Hamilton	Thursday, 15th February
Horsham	Tuesday, 13th March
Kerang	Wednesday, 21st March
Korumburra	Tuesday, 13th March
Kyneton	Wednesday, 7th February
Mansfield	Thursday, 1st March
Maryborough	Friday, 23rd February
Melbourne	Thursday, 1st February
Mildura	Tuesday, 27th March
Nhill	Wednesday, 14th March
Numurkah	Wednesday, 4th April
Omeo	Wednesday, 4th April
Ouyen	Wednesday, 28th March
Rochester	Wednesday, 28th March
Sale	Thursday, 8th March
Sea Lake	Tuesday, 24th April
Seymour	Wednesday, 7th February
Shepparton	Tuesday, 6th March
St. Arnaud	Friday, 2nd March
Stawell	Tuesday, 20th March
Swan Hill	Thursday, 22nd March
Traralgon	Thursday, 1st March
Wangaratta	Tuesday, 20th February
Warracknabeal	Wednesday, 21st March
Warragul	Tuesday, 27th February
Warrnambool	Tuesday, 27th March
Wonthaggi	Wednesday, 18th April
Yarram Yarram	Wednesday, 14th February

CCOURTS OF MINES.—Dates fixed by the Judges.

COURT OF CHIEF JUSTICE.

Melbourne	—
ARARAT DISTRICT.	
Ararat	Tuesday, 20th February
Stawell	Tuesday, 20th March
BALLARAT DISTRICT.	
Ballarat	Monday, 12th February

BEECHWORTH DISTRICT.

Beechworth	Wednesday, 14th February
Benalla	Wednesday, 21st February
Mansfield	Thursday, 1st March

BENDIGO DISTRICT.

Bendigo	Tuesday, 20th March
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CASTLEMAINE DISTRICT.

Castlemaine	Tuesday, 6th February
Heidelberg (at Melbourne)	—
Hepburn (Daylesford)	Tuesday, 27th February
Kyneton	Wednesday, 7th February

GIPPSLAND DISTRICT.

Bairnsdale	Tuesday, 6th March
Omeo	Wednesday, 4th April
Sale	Thursday, 8th March
Yarram Yarram	Wednesday, 14th February

MARYBOROUGH DISTRICT.

Maryborough	Friday, 23rd February
St. Arnaud	Friday, 2nd March

NOTICE is hereby given that the Sittings of the County Courts, Courts of Insolvency, and Courts of Mines, appointed to be holden at the undermentioned places during the year 1917, and published in the *Government Gazette* of the 13th December, 1916, pp. 5122-3, have been altered as follows:—

Place of Court.	Dates altered.	
	From—	To—
BEECHWORTH	Tuesday, 13th February	Wednesday, 14th February
	Tuesday, 7th August	Wednesday, 8th August
BENALLA	Tuesday, 27th February	Wednesday, 21st February
	Tuesday, 26th June	Wednesday, 8th June
	Wednesday, 14th November	Friday, 16th November
BENDIGO	Wednesday, 6th June	Tuesday, 5th June
CAMPERDOWN	Friday, 23rd February	Thursday, 22nd February
	Tuesday, 4th September	Wednesday, 19th September
CASTERTON	Wednesday, 21st March	Thursday, 8th March
	Wednesday, 23rd May	Thursday, 7th June
	Wednesday, 4th July	Thursday, 6th September
	Wednesday, 18th September	Thursday, 1st November
CASTLEMAINE	Wednesday, 28th November	Friday, 27th April
CHARLTON	Tuesday, 24th April	Wednesday, 25th April
	Thursday, 19th April	
	Wednesday, 13th June	Wednesday, 29th August
	Thursday, 23rd August	Wednesday, 24th October
	Thursday, 4th October	Tuesday, 7th August
COLAC	Wednesday, 8th August	Tuesday, 20th December
DAYLESFORD	Thursday, 13th December	Tuesday, 19th June
ECHUCA	Wednesday, 20th June	Tuesday, 29th May
GEELONG	Wednesday, 6th June	Thursday, 15th February
HAMILTON	Wednesday, 7th February	Thursday, 10th May
	Wednesday, 20th June	Thursday, 16th August
	Wednesday, 15th August	Thursday, 13th December
	Wednesday, 21st November	Thursday, 3rd May
KYNETON	Wednesday, 9th May	Thursday, 11th October
MARYBOROUGH	Wednesday, 24th October	Tuesday, 24th July
NUMURKAH	Wednesday, 25th July	Tuesday, 24th April
SEA LAKE	Wednesday, 18th April	Tuesday, 28th August
	Wednesday, 4th July	Tuesday, 23rd October
	Wednesday, 3rd October	Wednesday, 7th February
SEYMOUR	Wednesday, 14th February	Tuesday, 3rd April
	Wednesday, 4th April	Tuesday, 14th August
	Friday, 21st August	Tuesday, 23rd October
	Friday, 2nd November	Wednesday, 15th August
SHEPPARTON	Wednesday, 22nd August	Wednesday, 24th October
	Tuesday, 23rd October	Thursday, 1st March
TRARALGON	Tuesday, 13th March	Thursday, 15th November
WANGARATTA	Tuesday, 13th November	Wednesday, 18th April
WONTHAGGI	Wednesday, 25th April	Tuesday, 17th July
	Wednesday, 25th July	Thursday, 8th November
	Friday, 9th November	

Dated at Melbourne this 28th day of December, 1916.

(By order of the Judges).

D. F. McGRATH,
Registrar, Melbourne.

Tenders.

PUBLIC WORKS DEPARTMENT, MELBOURNE.

TENDERS will be received at this office, until Twelve o'clock on the days and for the purposes undermentioned.

Particulars may be learnt at this office, and also at the offices named in each instance.

The Board of Land and Works will not necessarily accept the lowest or any tender.

4th January, 1917.

Tarnagulla.—Removal of buildings at Police Station, Rheola, and re-erection as forester's quarters at. Particulars at Police Stations, Tarnagulla and Maryborough. Preliminary deposit, £5. Final deposit, 5 per cent.

Tyntynder Central.—Erection of teacher's residence, State School No. 3795. Particulars at Police Station, Swan Hill. Preliminary deposit, £5. Final deposit, 5 per cent.

11th January, 1917.

Bunganaill.—Removal of State School No. 1446, Womangel, and re-erection at State School No. 1440. Particulars at State School No. 1440, Bunganaill, and Police Stations, Nagambie and Shepparton. Preliminary deposit, £5. Final deposit, 5 per cent.

Arcadia.—Removal and re-erection of State School No. 1880. Particulars at State School No. 1880, Arcadia; Public Works, Shepparton; and Police Station, Benalla. Preliminary deposit, £5. Final deposit, 5 per cent.

18th January, 1917.

Birregurra.—Underpinning walls, painting, &c., State School No. 723. Particulars at Public Offices, Geelong, and Police Station, Colac. Preliminary deposit, £5. Final deposit, 5 per cent.

Tenders to be addressed to the Honorable the Commissioner of Public Works, and marked "Tender for—."

W. A. ADAMSON,
Commissioner of Public Works.

Melbourne, 3rd January, 1917.

VICTORIAN RAILWAYS.

SEPARATE Tenders are invited for the undermentioned works, &c. Tenders, indorsed "Tender for —," must be lodged, with the preliminary deposit, in the Tender-box, Railway Offices, Melbourne, at or before Eleven a.m. on the date specified. Particulars at the Contractors' Room, Spencer-street, and as stated.

MILD STEEL TINNED FOOTWARMERS.

Wednesday, 10th January.—Manufacture, supply, and delivery of mild steel tinned footwarmers. P.D., ½ per cent.

MILD STEEL TINNED FOOTWARMER PARTS.

Wednesday, 10th January.—Manufacture, supply, and delivery of mild steel tinned footwarmer parts. P.D., £1.

CAST STEEL WHEEL CENTRES.

Wednesday, 10th January.—Manufacture, supply, and delivery of cast steel wheel centres for consolidation engine. P.D., ½ per cent.

SALE OF RESIDENCE.

Wednesday, 10th January.—Purchase and removal of departmental residence, No. 452, at Pascoe Vale. Particulars also at Pascoe Vale Station. Deposit, £1.

BALLARAT RESIDENCE.

Wednesday, 17th January.—Erection of residence (brick), for workshops manager, at Ballarat. Particulars also at Ballarat Station. P.D., £35.

BENDIGO RESIDENCE.

Wednesday, 17th January.—Erection of residence (brick), for workshops manager, at Bendigo. Particulars also at Bendigo Station. P.D., £36.

STEEL FISHPLATES.

Wednesday, 31st January.—Supply and delivery of steel fishplates for 60-lb. "D" class rails. (Electrification.) Fresh tenders. P.D., $\frac{1}{2}$ per cent.

CANVAS FOR TARPAULINS.

Wednesday, 31st January.—Supply and delivery of canvas for tarpaulins. P.D., $\frac{1}{2}$ per cent.

ELECTRIC LIGHT WIRE.

Wednesday, 7th February.—Supply and delivery of vulcanized rubber electric light wire. P.D., $\frac{1}{2}$ per cent.

GENERAL STORES.

Wednesday, 7th February.—Supply and delivery of fixed quantities of the undermentioned materials required during the year commencing 1st July, 1917:—Sundry ironmongery; sundry ironmongery (builders'); sundry ironmongery (tools); hammers; saws and blades; machine saws; shovels, picks, &c.; spanners; emery, &c.; hinges; locks, keys, &c.; nails; screws; N.P. badges; steel letters, &c.; split pins; rivets (various); copper boilers, &c.; tinware; carriage window springs; tubes and fittings; bolts and nuts; nuts; iron washers; aluminium and antimony; brass; copper (sheet and tubing); iron; galvanized iron; lead; blister, cast, and D.S. steel; mild steel; spring steel; steel blooms; tinned plates; zinc; crane chain; fencing wire; sundry wire; signal wire; wire netting. Deposits as specified.

Wednesday, 14th February.—Supply and delivery of fixed quantities of the undermentioned materials required during the year commencing 1st July, 1917:—Napery, &c.; feather dusters; linoleum; upholstery and furniture; chamois skins; seaming twine; mops; ship-chandlery; matches, soap, &c.; kerosene oil; glass; paperhangings; painters' and grainers' sundries; methylated spirits; crushed bones; inks; pens, pencils, &c.; drysalteries, &c.; writing and drawing paper; printing and writing paper; brown paper; pasteboards, &c.; expanded metal; charcoal. Deposits as specified.

The samples, which are exhibited by the Department, may be seen on application to the Stores Purchasing Agent, Spencer-street Store (foot of Lonsdale-street).

HALF-WATT LAMPS.

Wednesday, 21st March.—Supply and delivery of half-watt lamps, lanterns, and contact couplings. P.D., $\frac{1}{2}$ per cent.

TERMINAL BLOCKS.

Wednesday, 4th April.—Supply and delivery of terminal blocks (complete) for electrical connexions. P.D., $\frac{1}{2}$ per cent.

ELECTRIC LIGHT WIRE.

Wednesday, 4th April.—Supply and delivery of rubber-covered, taped and braided electric light wire for power signalling. P.D., $\frac{1}{2}$ per cent.

"KEERITE" INSULATED WIRE.

Wednesday, 18th April.—Manufacture, supply, and delivery of "Keerite" insulated wire for power signalling, electrification. P.D., $\frac{1}{2}$ per cent.

LEAD-COVERED TELEPHONE CABLE.

Wednesday, 25th April.—Supply and delivery of one pair 20-lb. dry core lead-covered telephone cable for power signalling. P.D., $\frac{1}{2}$ per cent.

LEASING RAILWAY LANDS.

Applications are invited for letting on building leases for business purposes land at or near stations. Terms up to 21 years. For particulars apply to Estate Officer, Spencer-street, Melbourne, or to local stationmasters or roadmasters.

No tender will necessarily be accepted.

GEO. H. SUTTON, Secretary.

SUPPLY OF COIR YARN FOR THE PENAL DEPARTMENT.

TENDERS will be received until Eleven o'clock a.m. on Wednesday, 31st January, 1917, from persons willing to supply Coir Yarn to the Penal Establishment, Pentridge, as per Schedule No. 48. Tenderers to state when delivery can be made.

Preliminary deposit, £5; security, £20.

Samples as an indication of the class of yarn required may be seen at the office of the Secretary to the Tender Board.

Printed forms of tender, showing the quantity required, specifications, and conditions of contract can be obtained at the Office of the Secretary to the Tender Board, Treasury, Melbourne.

Tenders must be accompanied by the preliminary deposit, as shown above, in bank notes, or a bank draft in favour of the Secretary to the Tender Board (cheques will in no case be received), which will be returned within ten days to unsuccessful tenderers on their application.

Security will be required, either in Victorian Government Debentures, Savings Bank Deposit Book, or Bank Deposit Receipt in favour of the Secretary to the Tender Board, or cash deposit, as the tenderer may elect.

The security must be completed and contract signed within five days of acceptance of the tender, failing which the contract may be again advertised or another tender accepted.

In the event of the tenderers withdrawing their tenders before notification of acceptance, or failing to take up their accepted tender within the prescribed period after notification of acceptance, the preliminary deposit will be forfeited, and in addition they may be disqualified from tendering or holding any future contract for Government supplies for a period of twelve months, such disqualification to date from the notification of acceptance of the tender.

The Government will not necessarily accept the lowest or any tender.

The conditions of contract and stipulations of advertisement are those for General Stores for 1916-17, published in the *Government Gazette* of 19th April, 1916, page 1678.

Tenders, enclosed in an envelope, and having the words "Tender for Coir Yarn" written thereon, must be deposited in the Tender-box at the Pay Office, Treasury, Melbourne.

A. J. PEACOCK,
Treasurer.

Treasury,
Melbourne, 30th December, 1916.

Insolvency Notice.

In the Court of Insolvency, Midland District, at Kyneton.

NOTICE is hereby given that the estate of Richard Walke, of Malmsbury, in Victoria, baker, has been sequestrated, and that a general meeting of creditors in the said estate will be holden at the Insolvency Court Offices, at Kyneton, on Saturday, the 13th day of January, A.D. 1917, at the hour of half-past Ten o'clock in the forenoon, for the election of trustees, and for the other purposes mentioned in the 72nd section of the *Insolvency Act* 1915.

Dated at Kyneton this 3rd day of January, A.D. 1917.

W. A. L. FOSTER,
Chief Clerk.

Private Advertisements.

NOTICE is hereby given that the partnership heretofore subsisting between George Alfred Chant, of number 23 Darling-street, South Yarra, in the State of Victoria, commercial traveller; Gordon Gilmaurice Fletcher, of number 280 Queen's-parade, Clifton Hill, in the said State, tailor; and Leslie Francis Smith, of number 59 Bourke-street, Melbourne, in the said State, manufacturer, carrying on business as clothing manufacturers, at number 434 Little Bourke-street, Melbourne aforesaid, under the style or firm of Gordon Fletcher & Co., has been dissolved as from the 30th day of November, 1916.

Dated the twentieth day of December, One thousand nine hundred and sixteen.

GEORGE A. CHANT.
L. F. SMITH.

Witness to signatures of George Alfred Chant and Leslie Francis Smith—OLIVER B. MCCUTCHEON, solicitor, Melbourne.

GORDON G. FLETCHER.

Witness to signature of Gordon Gilmaurice Fletcher—JOHN D. M. DICKSON, reporter, Esplanade, Port Melbourne. 3241

SHIRE OF NUNAWADING.

BY-LAW No. 28.

A By-law of the Shire of Nunawading, made under section 198 of the *Local Government Act 1915*, with the approval of the Governor in Council, and numbered 28, for carrying out certain of the purposes provided for in the said section, viz.:—Regulating and restraining the erection and construction of buildings and erections, and for requiring the pulling down and removal of buildings and erections erected or constructed contrary to this By-law, or not pulled down or removed as required by or under this By-law, and for selling the materials and applying the proceeds in reimbursing the expenses of pulling down and removing such buildings and erections, and any fees and penalties due by the owner thereof, and appointing fees to be charged and received by the Council of the Shire of Nunawading for any act done or to be done by any of its officers under this By-law, and for any permit or licence to be issued by the Council, and for other purposes in connexion with the foregoing purposes.

IN pursuance of the powers conferred by the *Local Government Act 1915*, the President, Councillors, and Ratepayers of the Shire of Nunawading order as follows:—

1. This By-law shall come into operation on the day after publication in the *Government Gazette*.

2. No person shall erect, build or construct, or cause to be erected, built or constructed any building or erection contrary to the provisions of this By-law.

3. (1) No person shall commence any building or any addition to any building without first having paid to the Council the necessary fees in accordance with the following scale:—“New Buildings” of an area of 5 squares or less, 10s.; of an area of over 5 squares, £1. Additions to buildings:—Where the value of the addition, as estimated by the Council or its Building Surveyor, does not exceed £20, 2s.; where the value exceeds £20 but does not exceed £50, 5s.; where such value exceeds £50 but does not exceed £100, 10s.; where such value exceeds £100, £1. The decision of the Council or the Building Surveyor subject to review by the Council as to the area of a new building or the value of an addition under this clause shall be final and conclusive.

(2) No person shall erect build construct or cause to be erected built or constructed any building or erection without first obtaining written permission from the Council so to do and without first submitting to the Council its Secretary or Building Surveyor the plans and specifications of the proposed building or erection together with such further particulars in writing regarding the same as shall be necessary to enable the Council or its Building Surveyor to determine if all the provisions of this By-law applicable thereto are complied with. A written permission to erect a building or addition obtained pursuant to this clause shall expire after twelve months from its grant unless extended by resolution of the Council.

4. No building which is intended to be used or which shall be used as a dwelling-house and no addition to any such building shall be built constructed or erected within a distance of 15 feet measured horizontally from the building line of the street or road the building is intended to or shall front.

5. Except as hereinafter provided no building with an external wall of wood which is intended to be used, or which shall be used as a dwelling-house and no addition with an external wall of wood to any building which is intended to be used or which shall be used as a dwelling-house shall be built, constructed or erected—

- (a) within a distance of 4 feet measured horizontally of any street road lane or right-of-way at the side of any such building;
- (b) within a distance of 4 feet measured horizontally of land not in the same possession or occupation;
- (c) within a distance of 8 feet measured horizontally of another building or erection with an external wall of wood in the same possession or occupation.

Provided always that any such building or addition may abut on the building line of any street road lane or right-of-way at the side of such building or be less than the prescribed distance therefrom or from land not in the same possession or occupation or from a building or erection with an external wall of wood in the same possession or occupation used or intended to be used wholly or partially as a dwelling provided that the wall or walls which abut on or face within the prescribed distance such street road lane right-of-way land not in the same possession or occupation or building or erection as the case may be shall be of concrete of approved thickness or of brick or stone at least 8½ inches in

thickness projecting in all cases at least 1 inch beyond the woodwork front and back and at least 1 foot through the roof covering or gutter adjoining the same.

6. The roof of every building or erection which is intended to be or shall be used as a dwelling-house shall be covered on the outside with incombustible coverings and approved sound boards shall be used for any external wall or walls thereof if of wood.

7. Stables coach-houses and outbuildings shall be subject to the like conditions as are hereinbefore imposed in regard to dwelling-houses by clauses 4, 5 and 6 hereof, except that clause 5 (a) shall not apply to them as far as it relates to any lane or right-of-way.

8. (1) The main rooms in every dwelling-house hereafter built or re-built shall be in every part not less than 10 feet in height from floor to ceiling.

(2) Provided nevertheless that the main rooms in every dwelling-house of more than one story hereafter built or rebuilt except rooms on the ground floor shall not be less than 9 feet in height from floor to ceiling. Main rooms on the ground floor shall be subject to the preceding sub-clause hereof. Living rooms wholly or partly in the roof shall not be less than 9 feet in height from floor to ceiling throughout not less than one-third of the area.

(3) Every main room and kitchen in a dwelling-house shall have one or more windows opening directly into the external air with a total superficies of glass clear of sash frames free from obstruction to light equal to at least one-tenth of the floor area of the room and so constructed that a substantial part of the windows equal in general to at least one-twentieth of the floor area can be opened for ventilation. The requirements of this sub-clause may under special circumstances be dispensed with or modified by the Council or the Building Surveyor subject to review by the Council, but in such cases other approved provision for lighting or ventilation must be made.

(4) For the purposes of this clause the expression “Main Rooms” shall be deemed to mean rooms used or intended to be used as bedrooms, dining rooms and ordinary living rooms but not kitchens. The decision of the Council or of the Building Surveyor subject to review by the Council as to whether a particular room comes within the scope of this clause or not shall be final and conclusive.

(5) The provisions of this clause in reference to the height lighting and ventilation of main rooms in dwellings shall so far as applicable be extended to all shops.

9. (1) The interiors of all walls and ceilings of every building which is intended to be used or shall or may be used as a dwelling-house shall be constructed of lath and plaster wood or approved fire-resisting materials.

(2) Bricks used in any building shall be good hard and well burnt and if old shall be thoroughly cleaned before being so used.

(3) All timbers used in any building shall be of good sound material free from rot large and loose knots shakes or any imperfections whereby the strength of the timber may be impaired.

(4) The following conditions shall apply as to spacing and scantlings of timber—

- (a) Stumps to be not less than 4-in. x 4-in. redgum, jarrah or other approved timber spaced to 4 feet centres and fixed on 6 in. x 6 in. x 1½ in. sole plates.
 - (b) Studs and ceiling joists to be not less than 4 in. x 1½ in. spaced not more than 18 inches apart centre to centre and properly braced.
 - (c) Rafters not less than 4 in. x 1½ in. spaced 3 feet centre to centre, in the case of iron roofs, and 18 inches centre to centre in the case of slate, tile, or other similar roofs, securely braced with purlins and collar ties.
- Floor joists to be not less than 4 in. x 2 in. spaced 18 inches apart centre to centre on 4-in. x 3-in. bearers spaced 6 feet apart. Floors to be fixed level and in all buildings to be in no part less than 9 inches over the surface of the ground.

(d) Vermin plates to be provided to all walls.

10. No person shall erect build construct or cause to be erected built or constructed any building or erection to be used as a dwelling-house only or as a combined shop and dwelling within the area and streets mentioned in Schedule A hereto unless the whole of the said building or erection of whatever material constructed shall in the case of the area or streets mentioned in the first part of the said Schedule A cover an area of not less than 1,000 square feet and in the case of the area or streets mentioned in the second part of the said Schedule A cover an area of not less than 750 square feet. In calculating the area of all such buildings or erections

subject to the said Schedule A which shall be two-storied the area of both floors shall be included in calculating the prescribed area of 1,000 square feet or 750 square feet but the ground floor must in either case have an area of at least 500 square feet.

11. Every wall of brick or stone shall have an approved damp-proof course or courses of asphalt or other impervious material above the surface of the ground below the lowest floor and in cases where it is not desirable to place the same throughout the building at one uniform level then the said damp-proof course must be laid in horizontal layers connected at the end by a vertical course of the same materials.

12. The space under the ground floor of every building shall have a sufficiency of openings through all walls under the floor to thoroughly ventilate the same.

13. No person shall erect, build, construct, or cause to be erected, built, or constructed any building or erection to be used as a dwelling-house only except in conformity with the following:—

(a) The site or curtilage of such dwelling-house shall have a superficial area of at least 5,000 square feet, and have a frontage of not less than 50 lineal feet to a street or road, and that except in the cases of corner sites the buildings erected thereon shall cover not more than one-fourth of the superficial area of such site.

(b) The dwelling-house and other buildings to be erected, built or constructed upon any site or curtilage included in any subdivision of land made with the approval of the Council prior to the coming into operation of this By-law, and not provided for in sub-clause (a) shall except in the case of corner sites cover not more than one-fourth of the superficial area of such site or curtilage fronting a street or road.

(c) The dwelling-house and other buildings to be erected, built or constructed upon any corner site or curtilage fronting to two streets or roads shall cover not more than one-third of the superficial area of such site or curtilage.

14. Two or more buildings or houses may be erected together in one block provided that they shall be separated from each other by a wall of concrete of approved thickness or of brick or stone at least 8½ inches in thickness projecting in the case of wooden houses at least 1 inch through the woodwork front and back and in all cases projecting 1 foot at least through the roof covering or gutter adjoining the same whether belonging to the same owner or not. Each building or dwelling-house in a block shall be subject to the provisions of this By-law applicable to its class.

15. No shop shall be erected in the area and streets mentioned in Schedule B hereto unless the walls thereof are constructed of concrete of approved thickness or of brick or stone. Dwelling rooms attached to shops may be subject to this By-law be of wood.

16. Clauses 4, 5 and 6 hereof shall apply to any building which is intended to be or shall be used as a shop or combined shop and dwelling provided nevertheless that with the consent of the Council or the Building Surveyor subject to review by the Council the said clauses 4 and 5 or either of them may be modified in the case of any such building by permitting the same to abut wholly or partially on the building line of the street or road in front or to be less than the prescribed distance therefrom.

17. No person shall erect or cause or permit to be erected any portico or verandah over the footway of any street in the municipality without first obtaining the consent of the Council in writing and such portico or verandah shall be of the shape figure dimensions and materials as set forth on the plan and specifications adopted by the Council but the lowest part of such portico or verandah shall in no case be of less height than eight feet above the level of the outer edge of the footway.

18. No opening shall be made in the roof of any such verandah for the purpose of affording light unless such opening be properly framed and glazed with approved glass protected underneath with a fine mesh wire netting or armoured glass to the satisfaction of the Building Surveyor.

19. No fowlhouses shall be erected at a less distance than 25 feet from any building used as a dwelling on the same allotment or allotments adjoining. No building of the description referred to in this clause of this By-law shall be erected except to the rear of any dwelling-house on the same allotment.

20. No privy closet or urinal which is not connected with the underground sewerage system and approved by the Melbourne and Metropolitan Board of Works shall be erected at a less distance than 9 feet from the door or window of any dwelling-house on the same allotment or allotments adjoining or a less distance

than 9 feet from any street and shall in each case be effectively screened from public view. Provided that in case there is a right-of-way abutting on such allotment the privy closet or urinal may be erected to the boundary between such allotment and the right-of-way.

21. Proper provision shall be made for effectively removing storm water and sanitary drainage away from every building.

22. The distances mentioned in clauses 4, 5, 20 and 21 of this By-law shall be respectively measured from the verandah or any other projection nearest to the point at which such building may be from such other building, street, lane, right-of-way, or boundary line.

23. The Building Surveyor at all reasonable times during the progress and during fourteen days next after the completion of any building or addition to any building affected by any of the provisions of this By-law may and he is hereby authorized to enter and inspect such building or addition and the owner or builder thereof shall produce to the Building Surveyor or Shire Secretary for the time being for the inspection the original plans and specifications approved by the Council for the building demanded by him.

24. If any building shall be partly or wholly built contrary to the provisions of this By-law the Council by its Shire Secretary, Building Surveyor or other authorized agent may give to the owner or builder or leave upon the site of such building fourteen days' notice in writing to bring such building into conformity with the said provisions or requiring the pulling down or removal of such building and if default shall be made in complying with such notice and notwithstanding the imposition or recovery of any penalty it shall be lawful for the said Council by its Building Surveyor or other authorized agent to enter upon such building and on the site thereof with a sufficient number of workmen and for that purpose to break down any fence surrounding the land on which such building is situate and to demolish and pull down the said building or any part or parts thereof and to do any other act that may be necessary for the purpose and to remove the materials thereof to some convenient place and if the Council in its discretion thinks fit to sell the same in such manner as it thinks fit and all expenses incurred by the Council its Shire Secretary, Building Surveyor or other authorized agent in demolishing and pulling down the said building or any part thereof or of removing the materials thereof and selling the same and in doing other acts as aforesaid and all fees and penalties due by the owner or builder thereof may be deducted and retained by the Council out of the proceeds of such sale and the Council shall restore any surplus (if any) arising from such sale to such owner or builder or other person legally entitled thereto on demand.

25. This By-law shall not apply to any fence greenhouse fernery or aviary or to outbuildings on areas of not less than five acres used for agricultural or similar purposes only or to temporary offices and sheds used by builders during the construction of any building at or about the site of such building for a period not exceeding twelve months.

26. This By-law shall not apply to any building of the Government of the Commonwealth of Australia the State of Victoria the Melbourne and Metropolitan Board of Works or the Shire of Nunawading.

27. Penalties.—Any person who shall be guilty of any wilful breach of any of the provisions of this By-law shall be liable for every such offence to a penalty of not less than One pound and not exceeding Twenty pounds. And if such offence is a continuing one to a further penalty not exceeding One pound per day for each day such offence is continued.

28. Except where a different intention is expressed herein this By-law shall apply to and have operation in and throughout the whole of the Surrey Hills, Box Hill, Blackburn and Mitcham Ridings and that portion of the South Riding (lying west of Middleboro-road) of the Shire of Nunawading.

29. Notwithstanding anything hereinbefore provided to the contrary the Council may under special circumstances and for special causes declare that clauses 4 and 11 hereof either in the whole or in part shall not apply to any particular building.

30. From and after the date of this By-law coming into operation By-law No. 21 shall be, and the same is hereby repealed.

31. In this By-law save where the context is inconsistent therewith—

"Approved" means approved by the Building Surveyor subject to review by the Council.

"Building Surveyor" means the Building Surveyor or Acting Building Surveyor for the time being of the said Shire.

"Council" means the Council of the Shire of Nunawading.

"Dwelling-house" means a building used or constructed or adapted to be used wholly or principally for human habitation.

"Lane" or "Right-of-way" means a street or road less than 33 feet wide.

"Secretary" means the Shire Secretary or Acting Shire Secretary for the time being of the said Shire.

"Shop" means a building in which goods are regularly offered or exposed for sale or in which meals or refreshments are regularly offered or provided for payment and also includes the saloons or shops of barbers and hairdressers and offices of agents and auctioneers. A *bona fide* private boardinghouse shall not be included in this definition by reason only of the fact that meals or refreshments are occasionally supplied to persons other than boarders.

"Square" applied to the measurement of any area means the space of 100 square feet.

"Street" or "road" means and includes "street" and "road" and "private street" and "private road" as respectively defined in the *Local Government Act* 1915, section 3.

SCHEDULE A.

PART 1.

Surrey Hills Riding.

White Horse-road on south side, from York-street eastward to Nelson-street. Zetland-road. Victoria-crescent south of White Horse-road and from Curlew-street to Kingsley-crescent. High-street. Nelson-street. Mont Albert-road from Pine-street on east to York-street on west. Balmoral-crescent. Tower-street. Canterbury-road both sides (from Elgar-road on east to Balmoral-crescent on west). Station-road from Pine-street on east to St. George's-avenue on west. St. James's-avenue. St. John's-avenue. Benwarren-road. Marlborough-street. St. George's-avenue.

PART 2.

Surrey Hills Riding.

The whole of the Riding except the streets and portions of streets mentioned in the First Part of this Schedule.

Rox Hill Riding.

The whole of the Riding.

Blackburn Riding.

Blackburn-road, Railway-road, Station-street, Central-road to Lake-road, Gordon-crescent, Wolseley-crescent, South-parade, Railway-parade.

Mitcham Riding.

White Horse-road, Mitcham-road from south-east corner of Crown portion 120, northwards, Calcutta-street, Simla-road, Benares-road, Meerut-street, Agra-street, Delhi-street, Colombo-street, Station-street, Doncaster East-road, Victoria-avenue, Britannia-street, Edward-street, Albert-street, Purches-street, McDowell-street; and William-street, Burnett-street, and Harrison-street from Mitcham-road to Doncaster East-road.

SCHEDULE B.

BRICK AREA FOR SHOPS.

Surrey Hills Riding.

The area within the following boundaries:—Commencing at the intersection of Canterbury-road and Alexandra-avenue, thence along the western boundary of the shire to White Horse-road, thence along the White Horse-road to Victoria-crescent, thence along Victoria-crescent to Elgar-road, thence along Elgar-road to Canterbury-road, thence along Canterbury-road to the commencing point; (except Charles-street, George-street, Blenheim-avenue, Churchill-grange, and Station-road, east of Churchill-grange). The south side of Canterbury-road. The north and west side of Victoria-crescent. The north side of White Horse-road, from the western boundary of the shire to Victoria-crescent. Inglisby-road, Elgar-road (west side). Erasmus-street, Edyvean-street, Broughton-road, from Canterbury-road to Shepherd-street, Florence-road, Russell-street, Boundary-road (east side), Everton-grove; and Lamborne-street, Bentley-street, Newton-street, Pembroke-street, and Harding-street from Canterbury-road to Erasmus-street.

Rox Hill Riding.

Station-street, White Horse-road, Main-street, West Station-street, Bank-street, Rutland-road, Carrington-road, Canterbury-road, Elgar-road, from Canterbury-road to White Horse-road.

Resolution for passing this By-law agreed to by the Council on the 31st October, 1916, and confirmed on the 28th November, 1916.

The seal of the President, Councillors, and Rate-payers of the Shire of Nunawading was hereunto affixed in the presence of—

A. G. PROUDFOOT, President.

(SEAL) E. ROUGHTON, Councillor.

JOHN R. KEFFORD, Shire Secretary.

Approved by the Governor in Council,

18th December, 1916.

F. W. MABROTT,

Clerk of the Executive Council.

3268

THE MELBOURNE PARCELS EXPRESS PROPRIETARY LIMITED (IN LIQUIDATION).

NOTICE is hereby given that the First Meeting of Creditors in the above matter will be held at Scottish House, William-street, Melbourne, on the ninth day of January, 1917, at Four o'clock in the afternoon.

Dated the 23rd day of December, 1916.

ALAN GRACE, Liquidator.

Gillott, Moir, and Ahern, of National Mutual Building, corner of Collins and Queen streets, Melbourne, solicitors for the liquidator. 3262

Companies Act.

JOHN GRAY & COMPANY PROPRIETARY LIMITED.

VOLUNTARY WINDING UP.

AT a Meeting of the above company, at the office, Campbell-street, Swan Hill, on the 14th of September, 1916, it was decided to wind up the company, Ernest G. Gray being appointed liquidator.

JOHN GRAY, Managing Director.

4th January, 1917.

NOTICE.

The business of the above John Gray & Company Proprietary Limited, Swan Hill, will be carried on for the future under the name of John Gray & Son. 3263

Companies Act 1915.

LEICHHARDT CLONCURRY COPPER MINES LIMITED.

NOTICE is hereby given that a meeting of the creditors of the above-named company will be held at the registered office of the company, Collins House, 360 Collins-street, Melbourne, on Monday, the twenty-second day of January, 1917, at the hour of Eleven o'clock in the forenoon, pursuant to and for the purposes mentioned in section 189 of the above Act.

Dated this fourth day of January, 1917.

3230

F. G. HUGHES, Liquidator.

NOTICE TO CREDITORS.—WILLIAM MIDDLETON, DECEASED.

PURSUANT to the provisions of the *Trusts Act* 1915, notice is hereby given that all persons having any claims against the estate of William Middleton, late of Kyneton, in the State of Victoria, formerly farmer, but latterly of no occupation (who died on the thirtieth day of August, One thousand nine hundred and sixteen, and probate of whose will was granted by the Supreme Court of the State of Victoria, in its probate jurisdiction, on the ninth day of November, One thousand nine hundred and sixteen, to The Perpetual Executors and Trustees Association of Australia Limited, of 89-91 Queen-street, Melbourne, in the said State, the sole executor named and appointed by the said will), are hereby required to send in particulars, in writing, of such claims to the said association, at its office, 89-91 Queen-street, Melbourne aforesaid, on or before the twentieth day of February, One thousand nine hundred and seventeen. And notice is hereby also given that after the last-mentioned date the said association will proceed to distribute the assets of the said William Middleton, deceased, amongst the parties entitled thereto, having regard only to the claims of which it shall then have had notice; and the said association will not be answerable or liable for the assets, or any part thereof, so distributed to any person of whose claim it shall not then have had notice.

Dated this fourth day of January, One thousand nine hundred and seventeen.

H. HURRY & SON, solicitors, Kyneton, proctors for the said association. 3270

STATUTORY NOTICE TO CREDITORS.

PURSUANT to the *Trusts Act* 1915, notice is hereby given that all persons having claims against the estate of Molesworth Richard Greene, late of Greystones, Rowsley, in the State of Victoria, esquire, deceased (who died on the tenth day of October, 1916, and probate of whose will was granted by the Supreme Court of the said State, in its probate jurisdiction, on the twenty-first day of December, 1916, to William Pomeroy Greene, of "Laradoc," Walsh-street, South Yarra, in the said State, stock and share broker), are hereby required to send particulars, in writing, of such claims to the said executor, care of Messieurs Hedderwick, Fookes, and Alston, of 103-105 William-street, Melbourne, in the said State, solicitors, on or before the fourteenth day of February, 1917, after which date the said executor will proceed to distribute the assets of the said Molesworth Richard Greene, deceased, which shall have come to his hands amongst the persons entitled thereto, having regard only to the claims of which he shall then have

had notice. And notice is hereby further given that the said executor will not be liable for the assets so distributed, or any part thereof, to any persons of whose claims he shall not have had notice as aforesaid.

Dated this third day of January, 1917.
HEDDERWICK, FOOKES, & ALSTON, of 103-105 William-street, Melbourne, proctors for the said executor.
3261

Mining Notices.

IN THE MATTER OF THE LEICHHARDT CLONCURRY COPPER MINES LTD.

AT Extraordinary General Meetings of the above-named company, duly convened and held respectively on the fourteenth day of December, 1916, and the twenty-ninth day of December, 1916, the subjoined special resolutions were duly passed and confirmed, namely:—

- (a) That the company be wound up voluntarily.
- (b) That Frederic Godfrey Hughes, of 360 Collins-street, Melbourne, be and he is hereby appointed liquidator for the purpose of the winding up.

Dated this twenty-ninth day of December, 1916.

V. J. SADDLER,
3229 Chairman at the Second Meeting.

THE THORNTON GOLD MINING COMPANY N. L.
AN Extraordinary Meeting of Shareholders in the above company is hereby convened, and will be held at the company's office, 60 Queen-street, Melbourne, on the 19th January, 1917, at Eight p.m.

Business.—1st. To consider and, if deemed expedient, to carry the following resolution, namely: That the capital of the company be reduced to £7,500 by reducing the number of shares in the company from 56,000 shares of 12s. 6d. each to 30,000 shares of 5s. each, of which 14,000 shares shall be issued fully paid up and 16,000 shares shall be contributing, or as the meeting shall direct. 2nd. To confirm the minutes of the meeting.

By order of the Board,
3234 WM. LASCELLES, Manager.

DUKE EXTENDED GOLD MINING COMPANY NO LIABILITY.

NOTICE is hereby given that an Extraordinary Meeting of the above-named company is hereby convened, and will be held at the registered office of the company, 339 Collins-street, Melbourne, on Tuesday, the twenty-third day of January, One thousand nine hundred and seventeen, at half-past Two o'clock in the afternoon, for the transaction of the following business:—

1. To increase the capital of the company by raising the amount of each of the fifty thousand shares existing in the company from One pound to One pound ten shillings.
2. To authorize the directors to dispose of the forfeited shares in the hands of the company.
3. To confirm the minutes of the meeting.

By order of the Board,
A. J. PEACOCK, Manager.
Arthur Phillips, solicitor, 60 Queen-street, Melbourne. 3242

THE NEW ARGUS GOLD FINDING COMPANY NO LIABILITY.

NOTICE.—A Call (the 69th) of Threepence per share has been made, due and payable at the company's office, Camp Chambers, Eaglehawk, on Wednesday, 10th January, 1917.

W. B. WALKER, Manager. 3181

SLOANES & SCOTCHMANS UNITED QUARTZ MINING COMPANY NO LIABILITY.

NOTICE.—A Call (the 84th) of One penny per share has been made on the capital of this company, due and payable to me, at the registered office of the company, Main-street, Stawell, on Wednesday, the 10th day of January, 1917.

JAMES PATON, Manager. 3182

EMPRESS GOLD MINES NO LIABILITY, MOUNT MAGNET, W.A.

A CALL (No. 10) of Threepence per share on the increased capital has been made, due and payable at the registered office of the company, No. 31 Queen-street, Melbourne, on Wednesday, the 10th day of January, 1917.

FRED. TRICKS, Manager.
31 Queen-street, Melbourne. 3183
No. 3.—JANUARY 5, 1917.—17065.—4.

EDNA MAY BATTLER GOLD MINING COMPANY NO LIABILITY, WESTONIA, W.A.

A CALL (No. 7) of Sixpence per share has been made, due and payable at the registered office of the company, No. 31 Queen-street, Melbourne, on Wednesday, the 10th day of January, 1917.

FRED. TRICKS, Manager.
31 Queen-street, Melbourne. 3184

THE PRINCESS DAGMAR GOLD MINING COMPANY NO LIABILITY.

A CALL (the 90th) of Threepence per share has been made, payable at the company's office, Commonwealth Chambers, Bendigo, on Wednesday, 10th January, 1917.

J. G. STANFIELD
3189 (Edward Dyason Proprietary Ltd.), Manager.

THE SEA GOLD MINING AMALGAMATED COMPANY NO LIABILITY.

A CALL (the 85th) of Threepence per share has been made, payable at the company's office, Commonwealth Chambers, Bendigo, on Wednesday, 10th January, 1917.

J. G. STANFIELD
3190 (Edward Dyason Proprietary Ltd.), Manager.

VICTORIA CONSOLS MINING COMPANY NO LIABILITY.

A CALL (the 24th) of Threepence per share has been made, payable at the company's office, Commonwealth Chambers, Bendigo, on Wednesday, 10th January, 1917.

J. G. STANFIELD
3191 (Edward Dyason Proprietary Ltd.), Manager.

SOUTH GOLDEN FLEECE COMPANY NO LIABILITY.

NOTICE.—A Call (the 3rd) of Threepence per share has been made on the capital of the company, due and payable at the company's office, Commercial House, Charing Cross, Bendigo, on Wednesday, the 10th day of January, 1917.

J. J. STANISTREET
3192 (McColl, Rankin, and Stanistreet), Manager.

CENTRAL PLATEAU COMPANY NO LIABILITY, SEBASTOPOL.

NOTICE.—A Call (No. 256) of Twopence per share has been made on the capital of the company, and will be due and payable to the manager, at the office of the company, on Wednesday, 10th of January, 1917.

W. M. ACHESON, Manager.
38 Lydiard-street south, Ballarat. 3195

BIRTHDAY TUNNEL COMPANY NO LIABILITY, BERRINGA.

NOTICE.—A Call (No. 34) of Threepence per share has been made on the capital of the company, and will be due and payable to the manager, at the office of the company, on Wednesday, 10th of January, 1917.

W. M. ACHESON, Manager.
38 Lydiard-street south, Ballarat. 3196

HOME REEFS GOLD MINES COMPANY NO LIABILITY.

A CALL (the 7th) of Sixpence per share has been made on the uncalled capital of the above company, due and payable to the manager, at the registered office of the company, Gavan-street, Bright, on Wednesday, 10th January, 1917.

P. J. BREEN, Manager. 3202

SOUTH GERMAN REEF GOLD MINING CO. NO LIABILITY, MALDON.

NOTICE is hereby given that a Call (the 111th) of Threepence per share has been made upon the capital of the company, due and payable at the company's office, Main-street, Maldon, on Wednesday, 10th January, 1917.

A. R. W. DABB, Manager. 3203

VIRGINIA GOLD MINING COMPANY NO LIABILITY.

A CALL (the 43rd) of Sixpence per share has been made, payable at the company's office, Commonwealth Chambers, Bendigo, on Wednesday, 10th January, 1917.

J. G. STANFIELD
3205 (Edward Dyason Proprietary Ltd.), Manager.

THE IRONBARK COMPANY NO LIABILITY.

A CALL (the 95th) of Threepence per share has been made, payable at the company's office, Commonwealth Chambers, Bendigo, on Wednesday, 10th January, 1917.

J. G. STANFIELD
3206 (Edward Dyason Proprietary Ltd.), Manager.

**GOLDEN AGE QUARTZ MINING COMPANY
NO LIABILITY.**

A CALL (the 94th) of Threepence per share has been made, payable at the company's office, Commonwealth Chambers, Bendigo, on Wednesday, 10th January, 1917.

J. G. STANFIELD
3207 (Edward Dyason Proprietary Ltd.), Manager.

**GREAT EXTENDED HUSTLERS REEF QUARTZ
MINING COMPANY NO LIABILITY.**

A CALL (the 90th) of Sixpence per share has been made on the uncalled capital of the above-named company, payable at the company's office, Albion Chambers, Bendigo, on Wednesday, 10th January, 1917.

J. H. CRAIG, Manager.

**VICTORIA GOLD MINING COMPANY
NO LIABILITY.**

A CALL (the 2nd) of Threepence has been made, due and payable at the registered office, 339 Collins-street, Melbourne, on Wednesday, 10th January, 1917.

A. J. PEACOCK, Manager.

**ROSE HILL GOLD MINING COMPANY
NO LIABILITY.**

A CALL (the 2nd) of Threepence per share has been made on the capital of the company, due and payable at the office of the company, 339 Collins-street, Melbourne, on Wednesday, 10th January, 1917.

HY. PEACOCK, Manager.

MONARCH GOLD MINES NO LIABILITY.

A CALL (the 9th) of One penny per share on the uncalled capital of the company has been made, due and payable at the registered office of the company, 406 Collins-street, Melbourne, on Wednesday, 10th day of January, 1917.

Dated at Melbourne the 28th day of December, 1916.
W. A. RENO, Manager.

MOUNT PELION MINES NO LIABILITY.

NOTICE is hereby given that a Call (3rd) of Two shillings and sixpence per share on contributing shares of above company has been made, due and payable at registered office of company, 395 Collins-street, Melbourne, on Wednesday, 10th January, 1917.

J. MCKINLEY WILSON, Manager.

**LANGI LOGAN SOUTH GOLD MINING COMPANY
NO LIABILITY.**

A CALL (the 73rd) of Threepence has been made, due and payable at the registered office, 339 Collins-street, Melbourne, on Wednesday, 10th January, 1917.

A. J. PEACOCK, Manager.

**DUKE EXTENDED GOLD MINING COMPANY
NO LIABILITY.**

A CALL (the 72nd) of One penny has been made, due and payable at the registered office, 339 Collins-street, Melbourne, on Wednesday, 10th January, 1917.

A. J. PEACOCK, Manager.

SUNGEI RAIA TIN MINES NO LIABILITY.

A CALL (15th) of Threepence per share has been made on the increased capital of the company, and is due and payable at the company's office, 317 Collins-street, Melbourne, on Wednesday, 10th January, 1917.

A. S. CARROLL, Manager.

**THE COHEN'S LONG TUNNEL UNITED GOLD
MINING COMPANY NO LIABILITY.**

A CALL (16th) of Threepence per share on the increased capital of the company (making 5s. 6d. paid) has been made on shares, numbered 1 to 30,000, and is due and payable at the company's office, on Wednesday, 10th January, 1917.

A. S. CARROLL, Manager.

LEONORA GOLD BLOCKS NO LIABILITY.

A CALL (the 5th) of One shilling per share (making 9s. 6d. paid up) has been made on all the contributing shares in the company, numbered from 1 to 30,000, due and payable at the registered office of the company, 47 Queen-street, Melbourne, on Wednesday, 10th January, 1917.

M. I. MURCHIE, Manager.
47 Queen-street, Melbourne, 4th January, 1917.

**RISEING STAR EXTENDED GOLD MINING
COMPANY NO LIABILITY.**

NOTICE is hereby given that a Call (the 11th) of Threepence per share has been made on the contributing shares of the above, due and payable at the registered office of the company, 360 Collins-street, Melbourne, on Wednesday, 10th January, 1917.

By order of the Board,
GEORGE S. ANDERSON, Manager.
30th December, 1916.

**STANDARD GLENGONNA GOLD MINING
COMPANY NO LIABILITY.**

A CALL (the 39th) of One penny per share has been made, due and payable to the manager, at the registered office, 395 Collins-street, Melbourne, on Wednesday, the 10th day of January, 1917.

W. A. BUTLER, Manager.

**FOSTER ALLUVIAL EXTENDED GOLD MINING
COMPANY N. L.**

A CALL (the 8th) of Three halfpence per share has been made, due and payable to the manager, at the registered office, 395 Collins-street, Melbourne, on Wednesday, the 10th day of January, 1917.

W. A. BUTLER, Manager.

**RIVERINA SOUTH GOLD MINING COMPANY
NO LIABILITY.**

NOTICE is hereby given that a Call (the 10th) of Sixpence per share, on all shares in the company, has been made, due and payable to the manager at the registered office of the company, Equitable Building, Collins-street, Melbourne, on Wednesday, the 10th day of January, 1917.

By order of the Board,
NORMAN PICOT, Manager.
Edward Dyason Pty. Ltd., Equitable Building, Collins-street, Melbourne.

MAIN REEF G. M. CO. N. L., MAINDAMPLE.

A CALL (the 42nd) of One penny per share has been made, due and payable at the office of the company, Equitable Building, Collins-street, Melbourne, on Wednesday, 10th January, 1917.

S. J. PLAIN, Manager.

SOUTH WATTLE GULLY G. M. CO. N. L., CHEWTON.

A CALL (the 48th) of One penny per share has been made, due and payable at the office of the company, Equitable Building, Collins-street, Melbourne, on Wednesday, 10th January, 1917.

S. J. PLAIN, Manager.

WORKING MINERS G. M. CO. N. L., KEVINGTON.

A CALL (the 84th) of One penny per share has been made, due and payable at the office of the company, Equitable Building, Collins-street, Melbourne, on Wednesday, 10th January, 1917.

S. J. PLAIN, Manager.

**BELGIUM AND PERSEVERANCE GOLD MINING
COMPANY NO LIABILITY.**

NOTICE is hereby given that a Call (the 28th) of Threepence per share has been made upon all the shares in the company, due and payable to me, at the registered office, Commercial Union Buildings, 413 Collins-street, Melbourne, on Wednesday, 10th January, 1917.

F. L. SMYTH
3235 (W. Grant Meudell and Smyth), Manager.

**MALVERN TIN MINING COMPANY
NO LIABILITY.**

NOTICE is hereby given that a Call (the 11th) of Threepence per share has been made upon all the contributing shares in the company, due and payable to me, at the registered office, Commercial Union Buildings, 413 Collins-street, Melbourne, on Wednesday, 10th January, 1917.

F. L. SMYTH
3236 (W. Grant Meudell and Smyth), Manager.

**O'CONNOR'S GOLD MINING COMPANY
NO LIABILITY, DRUMMOND NORTH.**

A CALL (49th) of Three halfpence per share has been made on the uncalled capital of the above company, due and payable to the manager, at the office of the company, Modern Chambers, 317 Collins-street, Melbourne, on Wednesday, 10th January, 1917.

E. WILLIAMS, Manager.

MOUNT JASPER COPPER MINES NO LIABILITY.

A CALL (46th) of Two shillings and sixpence per share has been made on the uncalled capital of the above company, due and payable to the manager, at the office of the company, Modern Chambers, 317 Collins-street, Melbourne, on Wednesday, 10th January, 1917.

P. J. O'CONNOR, Manager.

**PRICE COPPER MINING COMPANY
NO LIABILITY, TASMANIA.**

A CALL (14th) of Twopence per share has been made on capital of above-named company, same to be due and payable at office of company, 6-7 The Block, Collins-street, Melbourne, on Wednesday, 10th January, 1917.

CHAS. L. WIBER, Manager.

DEVON GOLD MINING COMPANY NO LIABILITY.

A CALL (the 8th) of Threepence per share has been made upon the capital of the company, due and payable at the registered office, 407 Collins-street, Melbourne, on Wednesday, 10th January, 1917.
3243 WM. RYALL, Manager.

LLANBERRIS NUMBER ONE COMPANY NO LIABILITY, BALLARAT.

A CALL (98th) of Threepence per share has been made on the capital of the company, due and payable on Wednesday, 10th January, 1917, at the company's office, Lydiard-street, Ballarat.
3244 W. M. WILLIAMS, Manager.

NORTH WOAHP HAWP GOLD MINING COMPANY NO LIABILITY.

A CALL (79th) of Threepence per share has been made on the capital of the company, due and payable on Wednesday, 10th January, 1917, at the company's office, A.M.P. Building, Ballarat.
3246 W. D. THOMPSON, Manager.

NEW NORMANBY QUARTZ MINING COMPANY NO LIABILITY.

A CALL (95th) of Threepence per share has been made on the capital of the company, due and payable on Wednesday, 10th January, 1917, at the company's office, A.M.P. Building, Ballarat.
3247 W. D. THOMPSON, Manager.

GREAT EXTENDED TUNNEL GOLD MINES NO LIABILITY, WALHALLA.

NOTICE is hereby given that a Call (the 59th) of One-halfpenny per share has been made, due and payable on Wednesday, 10th January, 1917, at the company's office, 60 Queen-street, Melbourne.
3248 THOS. HAMILTON, Manager.

ROSE OF DENMARK GOLD MINES NO LIABILITY, GAFFNEY'S CREEK.

NOTICE is hereby given that a Call (the 29th) of Threepence per share has been made, due and payable on Wednesday, 10th January, 1917, at the company's office, 60 Queen-street, Melbourne.
3249 THOS. HAMILTON, Manager.

WHITE CRYSTAL TIN MINING COMPANY NO LIABILITY.

A CALL (the 21st) of Threepence per share has been made on the capital of the company (Nos. 1 to 120,000), due and payable at the company's office, National Mutual Building, 395 Collins-street, Melbourne, on Wednesday, 10th January, 1917.
3250 J. C. BELL, Managing Director.

STOCKYARD CREEK ALLUVIAL GOLD MINING COMPANY NO LIABILITY.

NOTICE is hereby given that a Call (the 1st) of One pound per share has been made on the uncalled capital of the company's reserved share issue, due and payable to the manager, at the registered office, Echo Office, Station-street, Foster, on Wednesday, 10th January, 1917.
3251 A. E. DICKSON, Manager.

Echo Office, Station-street, Foster.

HANOVER GOLD MINING COMPANY NO LIABILITY.

NOTICE is hereby given that a Call (the 51st) of One halfpenny per share has been made on the uncalled capital of the company, due and payable to the manager, at the registered office, 123 Queen-street, Melbourne, on Wednesday, 10th January, 1917.
3252 W. BRUCE FOX, Manager.

123 Queen-street, Melbourne.

CLONBINANE GOLD AND ANTIMONY MINING COMPANY NO LIABILITY.

NOTICE is hereby given that a Call (the 15th) of Threepence per share has been made on the uncalled capital of the company, due and payable to the manager, at the registered office, 123 Queen-street, Melbourne, on Wednesday, 10th January, 1917.
3254 W. BRUCE FOX, Manager.

123 Queen-street, Melbourne.

CLANCY'S REEF GOLD MINES NO LIABILITY.

NOTICE is hereby given that a Call (the 41st) of One penny per share has been made on the uncalled capital of the company, due and payable to the manager, at the registered office, 123 Queen-street, Melbourne, on Wednesday, 10th January, 1917.
3250 W. BRUCE FOX, Manager.

123 Queen-street, Melbourne.

No. 3.—JANUARY 5, 1917.—17065.—5.

LITTLE NUGGETTY GOLD MINING COMPANY NO LIABILITY.

A CALL (the 34th) of Twopence per share has been made on the capital of the company on all shares numbered 1 to 35,400 inclusive, due and payable to me, at the registered office, 150 Queen-street, Melbourne, on Wednesday, 10th January, 1917.
3258 BERNARD BRADLEY, Manager.

GRAND NATIONAL GOLD MINING COMPANY NO LIABILITY.

A CALL (the 3rd) of Threepence per share has been made on the capital of the company, due and payable to me, at the registered office of the company, 150 Queen-street, Melbourne, on Wednesday, 10th January, 1917.
3260 BERNARD BRADLEY, Manager.

ELDORADO GOLD MINES NO LIABILITY.

A CALL (15th) of One penny per share has been made upon all contributing shares, due and payable at registered office, 413 Collins-street, Melbourne, on Wednesday, 10th January, 1917, making shares 2s. 5d. paid up.
3271 HORATIO S. DICKSON, Manager.

EMPRESS GOLD MINES NO LIABILITY.

A LL shares on which call No. 9 of Threepence per share remains unpaid are forfeited, and will be sold by public auction, at the Stock Exchange of Melbourne, on Tuesday, the 9th January, 1917, at half-past Eleven a.m., unless previously redeemed.
3185 FRED. TRICKS, Manager.

31 Queen-street, Melbourne.

EDNA MAY BATTLER GOLD MINING CO. N. L., WESTONIA, W.A.

A LL shares on which call No. 6, of Sixpence per share, and previous calls, remain unpaid are forfeited, and will be sold by public auction, at the Stock Exchange of Melbourne, on Tuesday, the 9th January, 1917, at twenty-five minutes to Twelve a.m., unless previously redeemed.
3186 FRED. TRICKS, Manager.

31 Queen-street, Melbourne.

BIRTHDAY TUNNEL COMPANY NO LIABILITY, BERRINGA.

NOTICE.—All shares in this company on which a call remains unpaid will be sold by public auction, on Tuesday, the 16th day of January, 1917, at half-past Twelve o'clock p.m., at the Mining Exchange, Ballarat.
3193 W. M. ACHESON, Manager.

38 Lydiard-street south, Ballarat.

CENTRAL PLATEAU COMPANY NO LIABILITY, SEBASTOPOL.

NOTICE.—All shares in this company on which a call remains unpaid will be sold by public auction, on Tuesday, the 16th day of January, 1917, at half-past Twelve o'clock p.m., at the Mining Exchange, Ballarat.
3194 W. M. ACHESON, Manager.

38 Lydiard-street south, Ballarat.

GREAT EXTENDED HUSTLERS REEF QUARTZ MINING COMPANY NO LIABILITY.

MESSRS. D. ANDREW & CO. will sell by public auction, at the Beehive Exchange, Bendigo, on Tuesday, 16th January, 1917, at half-past Four p.m., all shares in the above company on which the 89th call of Sixpence per share is then unpaid.
3208 J. H. CRAIG, Manager.

CORNISH UNITED GOLD MINING COMPANY NO LIABILITY.

NOTICE.—All shares, from 1 to 40,000, on which the 10th call of Threepence per share (or any previous call) remains unpaid will be sold by public auction, at the Beehive Exchange, Bendigo, on Tuesday, 16th January, 1917, at half-past Four p.m., unless the call, with expenses, be previously paid to me.
3210 J. G. STANFIELD, Manager.

3210

SUFFOLK UNITED COMPANY NO LIABILITY.

NOTICE.—All shares, from 1 to 40,200, on which the 20th call of Threepence per share (or any previous call) remains unpaid will be sold by public auction, at the Beehive Exchange, Bendigo, on Tuesday, 16th January, 1917, at half-past Four p.m., unless the call, with expenses, be previously paid to me.
3211 J. G. STANFIELD, Manager.

3211

**SHEEPSHEAD GOLD MINING COMPANY
NO LIABILITY.**

POSITIVE SALE.

NOTICE.—All shares, from 1 to 40,000, on which the 35th call of Threepence per share (or any previous call) remains unpaid will be sold by public auction, at the Beehive Exchange, Bendigo, on Tuesday, 16th January, 1917, at half-past Four p.m., unless the call, with expenses, be previously paid to me.

3212 J. G. STANFIELD, Manager.

**THE COHEN'S LONG TUNNEL UNITED GOLD
MINING COMPANY NO LIABILITY.**

ALL shares forfeited for non-payment of the 15th call of Threepence per share will be sold by public auction, on Saturday, 13th January, 1917, at half-past Eleven a.m., at the Stock Exchange, Melbourne.

3221 A. S. CARROLL, Manager.

MOUNT CUTHBERT NO LIABILITY.

NOTICE is hereby given that all shares in the above company forfeited for non-payment of the 3rd call on the increased capital of One shilling per share, due and payable on the 13th December, 1916, will be sold by public auction, at the Stock Exchange, Collins-street, Melbourne, on Saturday, 13th January, 1917, at half-past Eleven a.m., unless previously redeemed.

3223 W. B. ARNOLD, Secretary.

**RIVERINA SOUTH GOLD MINING COMPANY
NO LIABILITY.**

NOTICE is hereby given that all shares (included in numbers from 1 to 60,000 inclusive) on which the 9th call of Sixpence per share, due and payable on 13th December, 1916, remains unpaid will be sold by public auction, in the Vestibule of the Stock Exchange, Melbourne, on Saturday, the 13th day of January, 1917, at half-past Eleven a.m.

By order of the Board,

NORMAN PICOT, Manager.
Edward Dyason Pty. Ltd., Equitable Building, Melbourne.
3227

G. S. G. AMALGAMATED GOLD MINING CO. N. L.

ALL shares in arrear of the 87th (December) call of Threepence per share will be sold by public auction, at the Stock Exchange, Collins-street, Melbourne, on Tuesday, 16th January, 1917, at Twelve noon.

3239 S. J. PLAIN, Manager.

**LLANBERRIS NUMBER ONE COMPANY
NO LIABILITY, BALLARAT.**

ALL shares on which the 97th call of Threepence per share remains unpaid on Tuesday, 16th January, 1917, will be sold by public auction, at Four o'clock p.m., at the Mining Exchange, Ballarat, on that date.

W. M. WILLIAMS, Manager.
22 Lydiard-street north, Ballarat.
3245

**HANOVER GOLD MINING COMPANY
NO LIABILITY.**

ALL shares forfeited for non-payment of the November, 1916, call (the 50th) of One penny per share, and previous calls, will be absolutely sold, at the Stock Exchange Hall, Collins-street, Melbourne, on 13th January, 1917, at half-past Eleven a.m., unless previously redeemed.

W. BRUCE FOX, Manager.
123 Queen-street, Melbourne.
3253

**CLONBINANE GOLD AND ANTIMONY MINING
COMPANY NO LIABILITY.**

ALL shares forfeited for non-payment of the November, 1916, call (the 13th) of Threepence per share, and previous calls, will be absolutely sold, at the Stock Exchange Hall, Collins-street, Melbourne, on 13th January, 1917, at half-past Eleven a.m., unless previously redeemed.

W. BRUCE FOX, Manager.
123 Queen-street, Melbourne.
3255

CLANCY'S REEF GOLD MINES NO LIABILITY.

ALL shares forfeited for non-payment of the November, 1916, call (the 39th) of One penny per share, and previous calls, will be absolutely sold, at the Stock Exchange Hall, Collins-street, Melbourne, on 12th January, 1917, at half-past Eleven a.m., unless previously redeemed.

W. BRUCE FOX, Manager.
123 Queen-street, Melbourne.
3257

**LITTLE NUGGETTY GOLD MINING COMPANY
NO LIABILITY.**

ALL shares forfeited for the non-payment of the 33rd call of Twopence per share (due 13th December, 1916), and previous calls, will be sold by public auction, in the Stock Exchange Vestibule, Collins-street, Melbourne, on Monday, 15th January, 1917, at half-past Eleven a.m., unless previously redeemed.

3259 BERNARD BRADLEY, Manager.

THE IRONBARK COMPANY NO LIABILITY.

POSITIVE SALE.

NOTICE.—All shares, from 1 to 30,000, on which the 94th call of Threepence per share (or any previous call) remains unpaid will be sold by public auction, at the Beehive Exchange, Bendigo, on Tuesday, 16th January, 1917, at half-past Four p.m., unless the call, with expenses, be previously paid to me.

3264 J. G. STANFIELD, Manager.

CLARENCE UNITED COMPANY NO LIABILITY.

POSITIVE SALE.

NOTICE.—All shares, from 1 to . . . on which the 76th call of Threepence per share (or any previous call) remains unpaid will be sold by public auction, at the Beehive Exchange, Bendigo, on Tuesday, 16th January, 1917, at half-past Four p.m., unless the call, with expenses, be previously paid to me.

3265 J. G. STANFIELD, Manager.

**THE COLLMANN AND TACCHI'S FREEHOLD
MINING COMPANY NO LIABILITY.**

POSITIVE SALE.

NOTICE.—All shares, from 1 to 29,400, on which the 113th call of Threepence per share (or any previous call) remains unpaid will be sold by public auction, at the Beehive Exchange, Bendigo, on Tuesday, 16th January, 1917, at half-past Four p.m., unless the call, with expenses, be previously paid to me.

3266 J. G. STANFIELD, Manager.

**SPEAKMAN'S GOLD MINES NO LIABILITY,
WEST AUSTRALIA.**

ALL shares forfeited for the non-payment of the 16th call of One penny per share will be sold by public auction, on Saturday, 13th January, 1917, at half-past Eleven o'clock a.m., at Stock Exchange, Melbourne, unless previously redeemed.

ALEX. GORDON, Manager.
31 Queen-street, Melbourne.
3272

Impoundings.

BENALLA.—Impounded at Benalla, by D. Heaney.

1 chestnut mare, well bred, aged, \nearrow near shoulder
S

If not claimed and expenses paid, to be sold on 17th January, 1917.

3201—4/1

D. MURPHY,
Poundkeeper.

BUNYIP SOUTH.—Impounded at Bunyip South.

1 black Jersey heifer, anchor on rump
1 red heifer, anchor on rump
1 light-red heifer, anchor on rump
1 white heifer, black patches, anchor on rump
1 red and white steer, quarter out back near ear, anchor on rump
1 brindle steer, quarter out back near ear, anchor on rump

If not claimed and expenses paid, to be sold on 26th January, 1917.

3204—6/5

R. H. BENNETT,
Poundkeeper.

CHARLTON.—Impounded at Charlton, 30th December, 1916, by W. Laughnan, Woerookook.

1 black draught gelding, about 6 years old, white face, collar-marked, off hind foot little white, scar on off rump, no visible brand

If not claimed and expenses paid, to be sold on 1st February, 1917.

3263—5/3

J. CLARK,
Poundkeeper.

KANEIRA.—Impounded at Kaneira.

1 bay gelding, near hind and near front foot white, white blaze on face, branded like small S (reversed)
1 bay filly, front feet white, off hind foot white, white blaze on face, branded like small S (reversed)

If not claimed and expenses paid, to be sold on 27th January, 1917.

3197—5/3

C. E. FANNING,
Poundkeeper.

KORUMBURRA.—Impounded at Korumburra, 20th December, 1916.

1 brown yearling gelding, star, hind feet white, silver tail, no visible brand
1 bay gelding, star, hind feet and near fore foot white, A near shoulder

If not claimed and expenses paid, to be sold on 26th January, 1917.

3187—5/10

J. W. CORMACK,
Poundkeeper.

MERINO.—Impounded at Morino, by the Ranger, from Henty-road.

27. Black yearling filly, no visible brand

If not claimed and expenses paid, to be sold on 20th January, 1917.

3200—4/1

T. D. CLARKE,
Poundkeeper.

POOWONG.—Impounded at Poowong, 27th December, 1916.

1 dark Jersey bull, ear-mark like o< right ear, SW off rump

If not claimed and expenses paid, to be sold on 2nd February, 1917.

3199—3/6

J. BALLANTYNE,
Poundkeeper.

ST. KILDA.—Impounded at St. Kilda, 30th December, 1916, by M. H. McInerney.

71. Bay horse, blaze, hind feet and near fore foot white, little white on off fore foot, saddle-marked.

If not claimed and expenses paid, to be sold on 26th January, 1917.

3198—4/8

W. J. EDINGTON,
Poundkeeper.

TERANG.—Impounded at Terang, 30th December, 1916.

1 Ayrshire bull, spotted, no visible brand

If not claimed and expenses paid, to be sold on 22nd January, 1917.

3267—5/6

JAS. MCGUINNESS,
Poundkeeper.

WANGARATTA.—Impounded at Wangaratta.

1 black mare, star, J near shoulder

1 roan steer, no visible brand

If not claimed and expenses paid, to be sold on 27th January, 1917.

3188—4/1

B. CANNY,
Poundkeeper.

POUNDKEEPERS' REMITTANCES.

THE GOVERNMENT PRINTER acknowledges the receipt of the undermentioned sums:—

1917.	£	s.	d.
January 3.—W. J. Edington	0	4	8
January 3.—T. D. Clarke	0	4	0
January 3.—D. Murphy	0	5	0

ALBERT J. MULLETT,
Government Printer.

5th January, 1917.

ACTS OF PARLIAMENT.

COPIES of the following Consolidated Acts of the Parliament of Victoria may be obtained at the Government Printing Office, Melbourne, or from any authorized bookseller at the price set opposite to each, viz.:—

	s.	d.
2609. Acts Interpretation Act 1915	0	9
2610. Aborigines Act 1915	0	6
2611. Administration and Probate Act 1915	2	0
2612. Agent-General's Act 1915	0	6
2613. Agricultural Colleges Act 1915	0	9
2614. Arbitration Act 1915	0	6
2615. Auction Sales Act 1915	0	9
2616. Audit Act 1915	1	0
2617. Bakers and Millers Act 1915	0	6
2618. Banks and Currency Act 1915	0	9
2619. Bees Act 1915	0	6
2620. Beet Sugar Works Act 1915	0	9
2621. Boilers Inspection Act 1915	1	0
2622. Building Societies Act 1915	1	0
2623. Butchers and Abattoirs Act 1915	0	9
2624. Carriages Act 1915	0	9
2625. Carriers and Innkeepers Act 1915	0	6
2626. Cemeteries Act 1915	1	0
2627. Children's Court Act 1915	1	0
2628. Chinese Act 1915	0	6
2629. Closer Settlement Act 1915	1	9
2630. Coal Mines Regulation Act 1915	1	9
2631. Companies Act 1915	5	6
2632. The Constitution Act Amendment Act 1915	5	0
2633. Conveyancing Act 1915	1	6
2634. Coroners Act 1915	0	9
2635. Country Roads Act 1915	1	3
2636. County Court Act 1915	2	0
2637. Crimes Act 1915	4	0
2638. Crown Remedies and Liability Act 1915	0	9
2639. Dairy Supervision Act 1915	1	0
2640. Developmental Railways Act 1915	0	6
2641. Dog Act 1915	0	6
2642. Drainage Areas Act 1915	1	0
2643. Drainage of Land Act 1915	0	6
2644. Education Act 1915	1	3
2645. Electric Light and Power Act 1915	1	0
2646. Employers and Employees Act 1915	1	0
2647. Evidence Act 1915	1	6
2648. Explosives Act 1915	1	0
2649. Export Products Act 1915	0	6
2650. Factories and Shops Act 1915	2	3
2651. Fences Act 1915	0	9
2652. Fertilizers Act 1915	1	0
2653. Fire Brigades Act 1915	1	3
2654. Fisheries Act 1915	0	9
2655. Forests Act 1915	1	0
2656. Friendly Societies Act 1915	1	6
2657. Fruit Act 1915	1	0
2658. Game Act 1915	0	9
2659. Gaols Act 1915	1	0
2660. Geelong Harbor Trust Act 1915	1	6
2661. Geelong Waterworks and Sewerage Act 1915	1	6
2662. Gold Buyers Act 1915	1	0
2663. Goods Act 1915	1	3
2664. Hawkers and Pedlars Act 1915	0	6
2665. Health Act 1915	3	3
2666. Hospitals and Charities Act 1915	0	9
2667. Imprisonment of Fraudulent Debtors Act 1915	1	0
2668. Income Tax Act 1915	1	6
2669. Inebriates Act 1915	0	6
2670. Infant Life Protection Act 1915	1	0
2671. Insolvency Act 1915	3	0
2672. Instruments Act 1915	2	6
2673. Inter-State Destitute Persons Relief Act 1915	0	9
2674. Juries Act 1915	1	0
2675. Justices Act 1915	3	6
2676. Land Act 1915	3	6
2677. Landlord and Tenant Act 1915	1	3
2678. Lands Compensation Act 1915	1	0
2679. Land Surveyors Act 1915	0	6
2680. Land Tax Act 1915	1	3
2681. Legal Profession Practice Act 1915	0	6
2682. Libraries Act 1915	0	6
2683. Licensing Act 1915	3	0
2684. Lifts Regulation Act 1915	0	6
2685. Livery and Agistment Act 1915	0	6
2686. Local Government Act 1915	6	9
2687. Lunacy Act 1915	2	3
2688. Marine Act 1915	2	6
2689. Marine Stores and Old Metals Act 1915	1	0
2690. Markets Act 1915	0	9
2691. Marriage Act 1915	2	0
2692. Married Women's Property Act 1915	0	9
2693. Master and Apprentice Act 1915	0	6
2694. Meat Supervision Act 1915	1	0
2695. Medical Act 1915	1	3
2696. Melbourne and Metropolitan Board of Works Act 1915	2	6
2697. Melbourne Harbor Trust Act 1915	1	6
2698. Mines Act 1915	5	3
2699. Mining Development Act 1915	1	0
2700. Mint Act 1915	0	6
2701. Money Lenders Act 1915	0	6
2702. Motor Car Act 1915	0	9
2703. Neglected Children's Act 1915	1	0
2704. Partnership Act 1915	1	0
2705. Pawnbrokers Act 1915	1	0
2706. Penalties Act 1915	0	6
2707. Poisons Act 1915	1	0
2708. Police Offences Act 1915	2	6
2709. Police Regulation Act 1915	1	0
2710. Pounds Act 1915	0	9
2711. Printers and Newspapers Act 1915	0	6
2712. Provident Societies Act 1915	0	6
2713. Public Service Act 1915	2	6
2714. Public Works Act 1915	1	6
2715. Railway Lands Acquisition Act 1915	1	9
2716. Railways Act 1915	1	9
2717. Railways Standing Committee Act 1915	0	9
2718. Rating on Unimproved Values Act 1915	0	9
2719. Real Property Act 1915	1	9
2720. Registration of Births Deaths and Marriages Act 1915	1	0
2721. Seamen's Act 1915	0	6
2722. Seeds Act 1915	0	6
2723. Senate Elections (Times and Places) Act 1915	0	6
2724. Servants' Registry Offices Act 1915	0	6
2725. Settled Estates and Settled Lands Act 1915	1	9
2726. Shearers' Hut Accommodation Act 1915	0	6
2727. Sheep Dipping Act 1915	0	6
2728. Stamps Act 1915	1	9
2729. State Savings Bank Act 1915	1	9
2730. Statistics Act 1915	0	6
2731. Stock Diseases Act 1915	1	3
2732. Stock Foods Act 1915	0	6
2733. Supreme Court Act 1915	2	6
2734. Temperance Halls Act 1915	0	6
2735. Theatres Act 1915	0	6

	s.	d.
2736. Thistle Act 1915	0	6
2737. Trade Unions Act 1915	0	9
2738. Training Ships Act 1915	0	6
2739. Tramways Act 1915	1	0
2740. Transfer of Land Act 1915	3	0
2741. Trusts Act 1915	1	9
2742. University Act 1915	0	6
2743. Unlawful Assemblies and Processions Act 1915	0	9
2744. Vegetation and Vine Diseases Act 1915	0	9
2745. Vermin Destruction Act 1915	1	3
2746. Veterinary Surgeons Act 1915	0	6
2747. Water Act 1915	3	3
2748. Weights and Measures Act 1915	1	0
2749. Wills Act 1915	1	0
2750. Workers' Compensation Act 1915	1	0
2751. Wrongs Act 1915	0	6

CONSOLIDATED STATUTES.

BOUND VOLUMES.

These can be obtained at the following prices:—

Bound in holland—£7 10s. per set.
Bound in half calf—£8 15s. per set.

ALBERT J. MULLETT,
Government Printer.

AGENTS FOR "GOVERNMENT GAZETTE."

THE following have been appointed Agents to receive Advertisements and Subscriptions for the Government Gazette:—

MESSRS. GORDON & GOTCH, News Agents, Queen-street, Melbourne, and George-street, Sydney.

ARMSTRONG'S ADVERTISING AGENCY, "The Block," Elizabeth-street, Melbourne.

MESSRS. H. BYRON MOORE, W. H. WADDELL, and J. E. GILCHRIST, trading as The Exchange, 369 Collins-street, Melbourne.

MESSRS. ARNALL & JACKSON, 478 Collins-street, Melbourne.

MESSRS. HARSTON, PARTRIDGE, & CO., 452 Chancery-lane, Melbourne.

MR. ERNEST COLLINS, Manager Reuter's Telegram Co. Limited, 361 Collins-street, Melbourne.

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MR. WM. HAMPTON, View Point, Bendigo.

MR. A. M. ARMSTRONG, Bendigo.

MR. J. TREVEAN, Eaglehawk.

MR. HENRY FRANKS, Bookseller and Stationer, Market-square, Geelong.

MRS. R. BADE, Tobacconist, Sturt-street, Ballarat.

ARMSTRONG BROS., Kyneton.

W. BICKERTON & SON, Wangaratta.

MR. CHARLES H. AKINS, Stawell.

MR. W. J. PARKER, Dunolly.

W. F. NEWHAM, Castlemaine.

MR. C. S. BOWEN, Sale.

MR. J. H. CANNON, Ararat.

LIDSTON BROS., Bairnsdale.

MISS W. A. BLACKBAND, Clunes.

MR. R. M. KLUNDER, Charlton.

MR. F. H. EDWARDS, A.F.I.A., Aust., Mildura.

MR. HENRY JAMES, Maldon.

MR. J. M. SWAN, Yarram.

A copy of the Gazette filed at each place for public reference.

THE "VICTORIA GOVERNMENT GAZETTE."

SUBSCRIPTIONS.—The Subscription, including Postage, is £1 8s. 4d. per annum, or 7s. 1d. per quarter, payable in advance.

A lesser period than three months cannot be subscribed for.

Subscribers do not receive the Acts of Parliament with the Gazette.

ADVERTISEMENTS are charged at the rate of SEVEN-PENCE per line throughout.

The title (£5 Reward, Dissolution of Partnership, &c.) forms one or more lines, as a heading.

On an average, ten words make a line, but for the description of a brand consisting of more than one letter, &c., placed perpendicularly, thus, B, each additional

B

letter under the first is charged as a line.

Every signature must likewise be counted as a line.

The final words of a paragraph, through only a portion of a line, must be counted as one line.

Signatures (in particular) and proper names must be written very plainly in the text; ONE SIDE ONLY of each slip of paper should be WRITTEN UPON.

ALL DOCUMENTS illegibly written will be returned unpublished, and, where brands occur unprovided for by the ordinary letters of the alphabet, a worded explanatory description must be furnished.

The GOVERNMENT GAZETTE is published on WEDNESDAY EVENINGS in each week, and Notices for insertion must

Subscriptions are required to commence and terminate be received by the Government Printer on or before Two o'clock of the day preceding the day of publication.

Single Copies of the GOVERNMENT GAZETTE are Sixpence, posted Sixpence halfpenny, each.

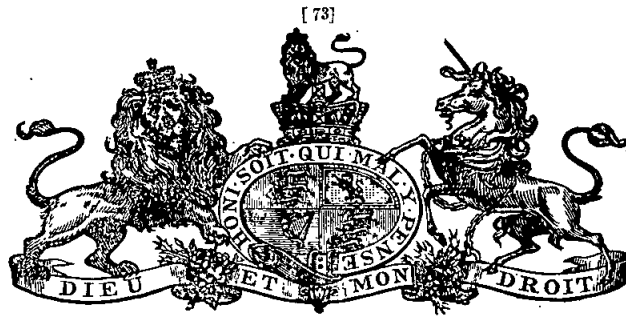
N.B.—All Gazettes prior to 1st January, 1872, are One shilling and sixpence, posted One shilling and sixpence halfpenny, each.

*ALL PAYMENTS ARE REQUIRED IN ADVANCE. Remittances should be made by postal note, money order, or draft in favour of the Government Printer. Advertisements unaccompanied by a remittance sufficient to cover the cost of insertion will be returned unpublished.

All communications should be addressed to "The Government Printer, Melbourne."

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VICTORIA GOVERNMENT GAZETTE.

Published by Authority.

[Registered at the General Post Office, Melbourne, for transmission by post as a newspaper.]

No. 4.]

WEDNESDAY, JANUARY 10.

[1917.]

Factories and Shops Act 1915.

DETERMINATION OF THE PROVINCIAL PRINTERS BOARD.

IN accordance with the provisions of the Factories and Shops Act, the Special Board appointed to determine the lowest prices or rates which may be paid to any person or persons or classes of persons (other than persons subject to the Determinations of the Printers' Board or the Country Printers' Board) employed in the process, trade, or business of—

- (a) Printing (including bookbinding);
- (b) Stereotyping;
- (c) Preparing printed matter for sale or distribution, including preparing wrappers or labels, folding, inseting, stapling, counting, wrapping, tying, labelling, carrying, or despatching

has made the following Determination, namely:—

1. That this Determination shall come into force and be operative on and after the 12th January, 1917. The Determination is printed hereunder.

WAGES.

2. That the lowest rates of wages payable to the following classes of persons shall be:—

Classes of Persons.	Between 8 a.m. and 6 p.m.	Between 6 p.m. and 8 a.m.
	Per Week of 42 Hours.	Per Week of 42 Hours.
IN DAILY NEWSPAPER OFFICES.		
Compositors, sluggers, bulk hands, makers-up, or readers	<i>s. d.</i> 66 6	<i>s. d.</i> 70 0
Adults (other than apprentices or improvers), learning composition on slug-casting machine, during three months' probation	63 0	66 6
Male copy-holders	52 6	55 0
	Per Week of 48 Hours.	Per Week of 44 Hours.
Persons in charge of slug-casting machines	60 0	70 0
Attendants or cleaners on—		
1 to 3 slug-casting machines	40 0	42 0
4 or more slug-casting machines	45 0	48 0
	Between 7 a.m. and 6 p.m.	Between 6 p.m. and 7 a.m.
	Per Week of 42 Hours.	Per Week of 42 Hours.
IN ANY OTHER PLACE.		
Persons (other than apprentices or improvers) composing on slug-casting machines or monotype keyboards (including cleaning or remedying defective working of the machine)—	<i>s. d.</i>	<i>s. d.</i>
During first three months' experience	50 0	85 9
Thereafter	77 0	85 9

WAGES—continued.

IN ANY OTHER PLACE.

s. d.

Compositors, sluggers, bulk hands, makers-up, stereotypers, electrotypers, letterpress men, letterpress machinists, or persons in charge of cylinder machines (including time occupied in feeding)	68	0	per week of 48 hours.
Proof readers or revisers	72	0	" "

IN ANY PLACE.

Lithographers employed on rotary machines, quad-crown, and upwards	72	0	" "
All other lithographers	68	0	" "
Tin printers	72	0	" "
Stone polishers	50	0	" "
Bookbinders or vellum binders for turned-in work (excepting persons only employed on quarter-bound work cut flush turned-in paper sides), marblers, finishers, paper-rulers, blockers (except for blind blocking), guillotine machine cutters, gilders, leather cutters, pocket-book makers, or hand indexers	68	0	" "
Book-binding forewomen who supervise or are responsible for the work of 3 or more employees	32	6	" "
All other adult males	50	0	" "
All other adult females	25	0	" "

JUVENILE WORKERS.

3. That the lowest rates of payment to persons under 21 years of age (other than apprentices and improvers) shall be :—

Classes of Persons.	Per week of —	Years of Age.			
		Under 17.	17 to 18.	18 to 19.	19 to 21.
		s. d.	s. d.	s. d.	s. d.
<i>In daily newspaper offices—</i>					
Copy-holders	42 hours	20 0	25 0	30 0	35 0
		Not being more than 18 Years of Age.			
		1st Year.	2nd Year.	3rd Year.	4th Year.
		s. d.	s. d.	s. d.	s. d.
Attendants on slug-casting machines—					
Between 8 a.m. and 6 p.m.	48 "	9 0	13 6	18 6	25 0
Between 6 p.m. and 8 a.m.	44 "	12 0	14 6	18 6	25 0
<i>In any other place—</i>					
Attendants on slug-casting machines	48 "	9 0	13 6	18 6	25 0
<i>In any place—</i>					
Operators of addressograph machines, feeders (not being persons in charge of cylinder machines), flyers employed on platen or cylinder machines, varnishers, machine bronzers, stone polishers, label punchers, quarter binders, or gluers for quarter-bound work cut flush turned in paper sides, or all flush work not turned in, tin plate carriers or cleaners off, packers or persons preparing printed matter for sale or distribution, including preparing wrappers or labels, folding, inseting, stapling, counting, wrapping, tying, labelling, carrying, or despatching :—					
Males	48 "	9 0	13 6	18 6	25 0
Females	48 "	8 0	12 0	15 0	20 0
Labourers, reader boys, or roller boys	48 "	9 0	13 6	18 6	25 0
Persons employed on monotype casting machines	42 "	15 0	18 0	22 6	25 0
		Under 16.		16 or over.	
		s. d.		s. d.	
Message boys	48 "	9 0		12 6	
Hand bronzer, when the work occupies in any week—					
Less than 4 hours		Same as male feeder			
4 hours or more		1s. per hour			

APPRENTICES AND IMPROVERS.

"Apprentice" means any person under 21 years of age bound by indentures of apprenticeship, or any person over 21 years of age who, with the sanction of the Minister, is bound by indentures of apprenticeship (Act 2650, section 3).

NOTE.—The Provincial Printers Board has prescribed a form of apprenticeship agreement. Section 187, Act 2650, requires that the indentures must be in that form.

"Improver" means any person (other than an apprentice) who does not receive a piece-work price or a wages rate fixed by any Special Board for persons other than apprentices or improvers, and who is not over 21 years of age, or who, being over 21 years of age, holds a licence from the Minister to be paid as an improver (Act 2650, section 3).

4. That the wages and number of apprentices and improvers who may be employed in any factory shall be as follow:—

During—	Wages per Week of 48 Hours.*			Number.
	Males.		Females.	
	Apprentices.	Improvers.	Apprentices or Improvers.	
	s. d.	s. d.	s. d.	
1st year ..	8 6	10 6	8 0	MALE APPRENTICES. One male apprentice to one or two and thereafter one additional male apprentice to each additional three or fraction of three } Male workers receiving not less than 50s. per week of 48 hours
2nd " ..	10 6	12 6	10 6	
3rd " ..	14 0	16 0	14 0	
4th " ..	18 0	20 0	18 0	
5th " ..	23 0	25 0	23 0	
6th " ..	29 0	31 0	..	FEMALE APPRENTICES. One female apprentice to every three or fraction of three female workers receiving not less than 25s. per week of 48 hours.
7th " ..	36 0	38 0	..	
				MALE IMPROVERS. One male improver to every fifteen journeymen receiving not less than 68s. per week of 48 hours.
				FEMALE IMPROVERS. <i>Bookbinding.</i> Two female improvers to every female worker receiving not less than 25s. per week of 48 hours.
				<i>Any other Branch.</i> One female improver to every twenty female workers receiving not less than 25s. per week of 48 hours.

* While employed on hand bronzing, 4d. per hour extra.

TIMES OF BEGINNING AND ENDING WORK.

5. That the times of beginning and ending work (except in daily newspaper offices) for any person (other than those composing on slug-casting machines, or monotype keyboards) shall be:—

Time of Beginning.	Time of Ending.
8 a.m. ..	12.30 p.m. on Saturday, or the day on which the half holiday is locally observed, and 6 p.m. on the other working days of the week.

OVERTIME.

6. That the following rates shall be paid for work done during the times specified hereunder, viz.:—

In Daily Newspaper Offices.

By any person (except those composing) in excess of the maximum number of hours fixed for a week's work .. Time and one-third.

In any other Place.

Composing on slug-casting machines or monotype keyboards—

In excess of 42 hours in any week .. Time and one-third.

Any other work—

Within the times of beginning and ending work as specified in Clause (5) in excess of the maximum number of hours fixed for a week's work .. Time and one-third.

Between 6 p.m. and 10 p.m. on any of the ordinary working days of the week ..

Later than 12.30 p.m. or earlier than 8 a.m. on Saturday, or the day on which the half holiday is locally observed .. Time and a half.

Later than 10 p.m. or earlier than 8 a.m. on any other working day ..

SPECIAL RATES.

7. That double time shall be the special rate of payment payable to any person (except those employed in daily newspaper offices) for all work done on—

(a) Sunday ;

(b) on the undermentioned public holidays (that is to say) :—

Good Friday,
21st day of April (Eight Hours Day),
Christmas Day,

but if any other day be by Act of Parliament or Proclamation substituted for any of the above-named holidays, the special rate shall only be payable for work done on the day so substituted.

PIECE-WORK PRICES.

8. That the lowest piece-work prices payable for the following kinds of work shall be :—

Work.	Where Performed.	Schedule to which Subject.	Between 8 a.m. and 6 p.m. Per 1,000 ens.	Between 6 p.m. and 8 a.m. Per 1,000 ens.
Slug-casting machine work ..	In daily newspaper offices ..	Third ..	3d.	3½d.
" " " ..	" " " ..	Second ..	3½d.	3½d.
			Between 7 a.m. and 6 p.m. Per 1,000 ens.	Between 6 p.m. and 7 a.m. Per 1,000 ens.
Slug-casting machine work ..	In any other place ..	Second ..	3½d.	3½d.
Slug-casting machine work—slugs over 10 point ..	In any place ..	Second ..	3½d.	4d.
For all kinds of English composition—				
From ruby to pica inclusive ..	In any other place ..	First ..	1s. 1d. per 1,000 ens.	
Above pica and below ruby ..	In any other place ..	First ..	1s. 3d. per 1,000 ens.	

FIRST SCHEDULE.

HAND COMPOSITION SCALE.

1. All kinds of composition entirely in a foreign language shall be done on time, unless compositors are employed of the same nationality as the language in which the work is composed.

2. All kinds of music composition, Greek, Hebrew, or dead languages, shall be done only on time.

3. Alterations from copy to be done by the "house," or charged for every line passing through the stick, and all marks in revises not appearing in the first proof to be corrected by the "house."

4. All kinds of composition in the English language shall be cast up at the standard rate per 1,000 en quads; where the twenty-six lower-case letters are less than the twenty-six en quads the cast up shall be by the lower-case letters; a thick space to be considered as an en quad in width. Em and en quads, or whatever may be used at the beginning or end of lines, to be reckoned in the width. Bastard founts to be cast up to the width of the smaller body of the founts to which they belong.

5. All persons employed on column or tabular matter, with or without headings or rules :—Two columns—two justifications or arrangements to constitute half-measure—1s. 5½d. per 1,000 ens. Three columns—three justifications or arrangements—1s. 7½d. per 1,000 ens. Four columns—four or more justifications or arrangements—2s. 2d. per 1,000 ens. In all cases where braces are to be pieced each brace shall constitute a column.

6. Tabular or column matter with headings in smaller type than the body is to be cast up at the relative value of the two bodies.

7. Introductory lines or footnotes attached to table matter not exceeding six lines each to be charged as part of the table.

8. Matter consisting of subscribers' names, with the sums of money run out to the end of the line; names of horses, with st. and lb. run out; measurements of land, with acres, roods, and perches run out take no extra charge; but where there are two columns of such figures brought into the same width, 1s. 5½d. per 1,000 ens; three columns, 1s. 7½d. per 1,000 ens; four or more columns, 2s. 2d. per 1,000 ens. In all matter which requires casting-off to ascertain proper widths for the purpose of ranging (whether such matter consists of words or figures) each width or ranging shall be considered a column—with or without rules or headings.

9. Run-on matter, such as is shown in Appendix A, and other matter of a similar character, causing extra delay and trouble to the compositor, 1s. 5½d. per 1,000 ens.

10. Takings composed with ancient spelling, or dialect, 1s. 7½d. per 1,000 ens.

11. All matter with a border round, whether formed of rules, letters, or otherwise, 2s. 2d. per 1,000 ens.

12. Algebraical workings to be charged 2s. 2d. per 1,000 ens; matter interspersed with algebraical signs, 1s. 7½d. per 1,000 ens.

13. Narrow measures (other than tabular):—Ten ems pica and over, at 1s. 1d. per 1,000 ens; eight ems and under ten, 1s. 4½d. per 1,000 ens; four ems and under eight, 1s. 7½d. per 1,000 ens; under four ems, 2s. 2d. per 1,000 ens.

14. All lines composed away from the frame, 2s. 2d. per 1,000 ens.

[NOTE.—1s. 4½d. = 1½; 1s. 5½d. = 1½; 1s. 7½d. = 1½; 2s. 2d. double.]

SECOND SCHEDULE.

SLUG-CASTING MACHINE SCALE.

1. All kinds of composition in the English language shall be cast up at the standard rate per 1,000 en quads; a thick space over to be considered as an en quad in width. Em and en quads, or whatever may be used at the beginning or end of lines, to be reckoned in the width. Bastard founts to be cast up to the width of the smaller body of the founts to which they belong. Provided that the multipliers shall not be less than in Appendix B.

2. All persons employed on column or tabular matter cast on one bar:—Two columns—two justifications or arrangements to constitute half measure—4½d. per 1,000 ens. Three columns—three justifications or arrangements—4½d. per 1,000 ens. Four columns—four or more justifications or arrangements—6½d. per 1,000 ens. (The above charges are to be made whether the matter is with or without headings or rules.)

3. Matter requiring two bars to complete one measure (not being tabular matter), 4½d. per 1,000 ens; three, 4½d. per 1,000 ens; four or more, 6½d. per 1,000 ens.

4. All lines cast by the machine shall be charged as full lines, except when the vyce-jaw is reduced, when the full measure will be charged only for the first twenty lines.

5. Run-on figure matter (such as timber and wool sales and similar matter), 4½d. per 1,000 ens. (See Appendix A for sample.)

6. All matter with a border round, whether formed of rules, letters, or otherwise, 6½d. per 1,000 ens.

7. Matter of and above four lines composed in other than ordinary English (*e.g.*, dialects), 4½d. per 1,000 ens; and foreign languages, 6½d. per 1,000 ens.

8. One line extra shall be charged for each word of small caps, italic, clarendon, fed in by hand, but where such words are set on the keyboard one line extra shall be charged for each line containing such words, excepting small caps, which shall be charged one line extra for each word. When double-letter matrices are used, matter set on the upper tier amounting to over twenty-five continuous lines shall be charged 4½d. per 1,000, and matter comprising twenty-five lines or under shall be charged 6½d. per 1,000.

9. Matter having to be transposed by the operator (*i.e.*, which is not set up in the order in which it appears in copy), 4½d. per 1,000 ens. Illegible or indistinct copy, 4½d. per 1,000 ens.

10. All first-proof and revise corrections (marks left undone in the first proof) to be done by the operator. "House" marks to be charged 6½d. per 1,000 ens if done by the operator. All "slugging" to be done by the "house."

11. All matter set from books or copy that will not go in the copy-tray, 4½d. per 1,000 ens.

12. Alterations from copy in the first proof to be charged at the rate of 6½d. per 1,000 ens for every line affected by such alterations. Authors' proofs to be charged at the same rate, but not less than twelve lines to be charged for any author's proof. The "house" shall be entitled to correct all revises or authors' marks on time.

13. Twelve lines of 16 ems pica or less, or their equivalent in wider measure, shall constitute a machine "take" of copy.

14. Matrices coming down wrong channel, transposition of matrices, repeated missing of matrices, matrices repeating of their own accord, space bands transposing, and sunken letters shall constitute machine errors, and shall be charged as "house" marks. Provided that the attention of the engineer shall have been called to such defect, and he shall have failed to remedy the matter.

15. Changing or altering mould in linotype machine, 4d.; changing magazine, 4d.; emptying and refilling magazine, 1s. Mergenthaler models Nos. 8 and 9 to be excepted in so far as changing magazine only is concerned.

16. Changing or altering mould in monoline machine, 5d.; changing magazine, 3d.; emptying and refilling magazine, 1s.

17. Slugs of 26 ems pica and over set in six point or smaller to be charged ½d. per 1,000 extra; measures of 27 ems pica and over set in type larger than six point to be charged ½d. per 1,000 extra.

18. Balance-sheets to be charged not less than one-third extra.

[NOTE.—4½d. = 1½; 4½d. = 1½; 6½d. = double.]

THIRD SCHEDULE.

SLUG-CASTING MACHINE WORK IN THE OFFICES OF DAILY (MORNING OR EVENING) NEWSPAPERS, AND WEEKLY OR OTHER NEWSPAPERS CONNECTED THEREWITH.

1. All kinds of composition in the English language shall be cast up at the standard rate per 1,000 en quads; a thick space over to be considered as an en quad in width. Em and en quads, or whatever may be used at the beginning or end of lines, to be reckoned in the width. Bastard founts to be cast up to width of the smaller body of the founts to which they belong.

2. All displayed advertisements to be charged at movable piece rate. The "house" shall have the option of composing same on time, the matter afterwards to be charged by the companionship at machine rates.

13. Operators shall complete all "takes" as far as possible on machine, but where such "take" requires type heading, leads, rules, rules to advertisements, whiting, cutting, fitting, or extension of any kind, all such work required to complete "take" shall be done by the "house," and complete "take" as appearing to be charged by the operator.

4. All appearing lines to be charged by the operator.

5. The following are the extra charges to be made for column or tabular matter cast on one bar :—
Two columns—two justifications or arrangements—to constitute half measure, one-third extra. Three columns—three justifications or arrangements—to take the charge of one-half extra. Four columns—four or more justifications or arrangements—to be charged double. (The above charges are to be made whether the matter is with or without headings or rules.)

6. Matter requiring two bars to complete one measure (not being tabular matter) to be charged one-third extra; three, one-half extra; four or more, double.

7. If two-column matter requires two bars, it shall be charged one and a half; three-column matter, requiring three bars or over, double. All such matter, where necessary, to be cut, fitted, and made up by "house."

8. Matter consisting of subscribers' names, with the sums of money run out to the end of the line; names of horses, with st. and lb. run out; measurements of land, with acres, roods, and perches run out, and matter of a similar nature, take no extra charge; but where there are two columns of such figures brought into the same width, one-third extra to be charged; three columns, one-half; four or more columns, double. In all other matter which requires casting off to ascertain the proper widths for the purpose of ranging (whether such matter consists of words or figures) each width or ranging shall be considered a column—with or without rules or headings.

9. Run-on figure matter (such as timber and wool sales and similar matter) to be charged one-third extra. (See Appendix "A.")

10. All matter with a border round, whether formed of rules, letters, or otherwise, to be charged double if set on machine.

11. Matter of and above four lines composed in other than ordinary English (*e.g.*, dialects) to be charged one-half extra, and foreign languages double for each line.

12. All block headings, let-in or other blocks in news or advertisements shall be charged by the operator. In permanently illustrated papers the "house" shall be entitled to all blocks, &c., except in advertisements, blocks in which shall be charged by the operator.

13. Tabular or column matter, with headings in smaller type than the body, is to be cast up at the relative value of the two bodies.

14. One line extra shall be charged for each word of small caps, italic, clarendon, fed in by hand; but where such words are set on the keyboard one line extra shall be charged for each line containing such words, excepting small caps, which shall be charged one line extra for each word.

15. Matter having to be transposed by the operator (*i.e.*, which is not set up in the order in which it appears in copy) shall be charged one-third extra. Illegible or indistinct copy is to be charged one-third extra.

16. Introductory lines or footnotes attached to table matter not exceeding six lines each to be charged as part of the table.

17. All first-proof and revise corrections (marks left undone in the first proof) to be done by the operator. "House" marks to be charged double if done by the operator. All "slugging" to be done by the "house."

18. All matter set from books or copy that will not go on the copy tray to be charged one-third extra.

19. Alterations from copy in the first proof to be charged at the rate of two lines for every line affected by such alterations. Authors' proofs to be charged at the same rate, but not less than 12 lines to be charged for any author's proof. The "house" shall be entitled to correct all revises or author's marks on time.

20. Standing advertisements are the property of the employer until they are given out for distribution. Alterations in standing advertisements must be charged at the rate of two lines for each line "set." Where such alterations affect more than half the length of the advertisement, if under 12 inches, and three-fourths if above 12 inches, the whole to be given out as ordinary copy. All extensions to standing advertisements, whether by "leading" or "whiting out," to be charged in lines by the operators.

21. All advertisements set in larger type than the standard shall be charged by depth according to the standard type of the advertisement column.

22. Twelve lines of 13-ems pica or less, or their equivalent in wider measure, to constitute a machine "take" of copy, provided that the copy given out at any one time, whether referring to different articles or not, shall constitute one "take."

23. That matrices coming down wrong channel, repeated transpositions of matrices, repeated missing of matrices, matrices repeating of their own accord, space bands transposing, and sunken letters shall constitute machine errors, and shall be charged as "house" marks. Provided that the attention of the engineer shall have been called to such defect, and he shall have failed to remedy the matter.

24. Piece workers called on time shall be paid the ordinary time rate—minimum charge, one hour.

25. Persons called for extraordinary or second editions shall receive 3s. in addition to ordinary time rates.

26. Operators kept waiting for copy shall charge at the rate of 1s. 6d. per hour. Standing time to be charged as follows :—Eight minutes, a quarter of an hour; 25 minutes, half-an-hour; 35 minutes, three-quarters of an hour; 50 minutes, one hour.

27. All stoppages of five minutes and upwards, including change of magazines, to be cumulative; and are to be charged at ordinary time rate, provided the machine stoppage is not caused by the fault of the operator.

APPENDIX A.

Run-on matter of the following description takes a charge of one-third extra :—

Ex Oriana, City of Adelaide, and Beltana.—Crystal Brook—48 geese at 8d., 32 at 9½d., 4 grease lambs at 6½d., 4 grease pieces at 5d., 12 bellies at 5½d. Mul—25 grease cross-bred at 8d. Mulloorina—10 at 6½d. 1 do., CN over YP2 do.—all at 4½d.; R in circle, 1 bellies, 3d.; AH over N, 1 do., 3d.; TG over A, 1 do. 3d., 1 lamb pieces 2d.; CN over YP, 1 pieces 1½d.; PI. 2 do. 2½d.; JW over BARRINDILKE, 1 locks; on Q Kt, 2 P on Q R 2, P on Q Kt 2, P on K Kt 2, P on K R 2, P on K B 2, P on Q B 3, P on Q 4. Black (Mr. Charlick) —K on K Kt. s. R. on K B 2, Kt on Q B 3, Pawns on Q R 2, Q Kt 2, £1 15s.; sec. 57, 216a., do., £3; sec. 58, 193a., do., £2 15s.; sec. 59, 210a.; do., £2 15s.; sec. 60, 185a., do., £2 10s.; sec. 61, 235a., do., £2 5s.; sec. 62, 235a., do., £4 15s.; sec. 66, 185a., do., £2 5s.; sec. 67, 151a., do., £2. SECTIONS 89, 40, 91, 92, 89, 99, 100, 101, 102, 154, 156, 199, 200, 201, 206, 207, 208, 217, 218, 246, 247, 248, 263, 264, 304, 163, 164, 146, 161, 162, 165, 166, 166, 197, 198, 221, 222, 87, 302, 308, 309, 318, 84, 97, 157; Ballarat Bank, b. £8. Band and Albion Consols, b. 79s. 6d., s. 80s., sales 79s., 79s. 6d. Berry Consols, b. £12 1s., s. £12 2s., sales £12, £12 1s. Berry Consols Extended, s. 20s. Berry No. 1, b. 71s., s. 72s., sales 69s. 6d., 70s., 72s. Black Horse United, s. 24s. ~~Black Horse United, s. 24s. Berry Consols Extended, s. 20s. Berry No. 1, b. 71s., s. 72s., sales 69s. 6d., 70s., 72s.~~

Messrs. G. and T. have sold, at their rooms, Collins-street, the undermentioned timber at various prices :—118,256 ft. Tasmanian hardwood, 3 x 1, 4 x 1, 5 x 1, 6 x 1, 3 x 2, 4 x 2, 5 x 2, 6 x 2, 8 x 2, 9 x 2, 3 x 3, 4 x 3, 5 x 3, 6 x 3, 7 x 3, 8 x 3, 9 x 3, 10 x 3, 12 x 3, 14 x 3, 16 x 3, 2,000 ft. Kauri, 2 x 6, 3 x 6, 4 x 6, 5 x 6; and 10,000 ft. T. and G. flooring boards, 6 x 1, 6 x 1.

APPENDIX B.

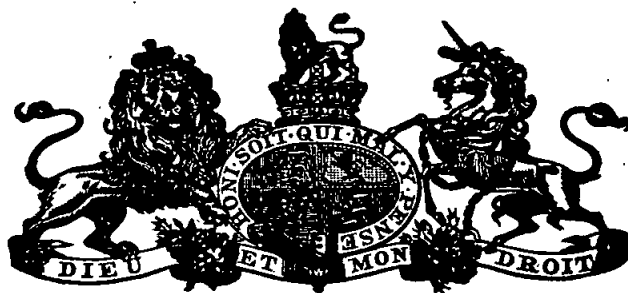
LINOTYPE MULTIPLES.

Measure.	Nonp. or 6 pt.	Brev. or 8 pt.	L. P. or 10 pt.	S. Pica or 11 pt.	Pica or 12 pt.
12 ems and under	52	40	40	—	—
13	52	40	40	—	—
14	56	43	40	—	—
15	60	47	40	—	—
16	64	50	42	40	42
17	68	53	45	40	—
18	72	56	48	41	42
19	76	59	50	43	—
20	80	62	53	47	42
21	84	65	55	49	42
22	88	68	58	51	44
23	92	71	60	53	—
24	96	74	64	55	48
25	—	77	66	58	—
26	—	80	69	60	52
27	—	83	71	63	—
28	—	86	74	65	56
29	—	89	77	67	—
30	—	92	80	70	60

E. NOTLEY MOORE, P.M.,
Chairman.

Melbourne, 11th December, 1916.





VICTORIA GOVERNMENT GAZETTE.

Published by Authority.

[Registered at the General Post Office, Melbourne, for transmission by post as a newspaper.]

No. 5.]

WEDNESDAY, JANUARY 10.

[1917.

Factories and Shops Act 1915.

DETERMINATION OF THE BRASSWORKERS BOARD.

IN accordance with the provisions of the *Factories and Shops Act 1915*, the Special Board appointed to determine the lowest prices or rates which may be paid to any person or persons or classes of persons employed in the process, trade, or business of a brassfounder or brassfinisher, or in the process, trade, or business of a brassfounder or brassfinisher of any electrical apparatus or machinery or parts thereof, has made the following Determination, namely:—

1. That previous Determinations of this Board are hereby amended, and such amendments shall come into force and be operative on and after the 18th day of January, 1917. The Determination and amendments are printed hereunder.

2. That the lowest rates of wages payable to the following persons shall be:—

Brassmoulders	69s. per week of 48 hours.
Brassfinishers	69s. " "
Coremakers—Males	63s. " "
Females	30s. " "
Brasspolishers	62s. " "
Dressers (i.e., persons who remove sand, faults in castings and superfluous metal caused by jointing, gateing, and vent- ing, or who pickle castings)	57s. " "
Furnacemen	59s. 6d. " "

Persons working on ships, 1s. per day extra as "dirt money."

APPRENTICES AND IMPROVERS.

The Brassworkers Board has prescribed a form of apprenticeship agreement. Section 187 of Act 2650 requires that the indentures must be in that form.

"Apprentice" means any person under 21 years of age bound by indentures of apprenticeship or any person over 21 years of age who, with the sanction of the Minister, is bound by indentures of apprenticeship. (Act 2650, Section 3.)

"Improver" means any person (other than an apprentice) who does not receive a piecework price or a wages rate fixed by any Special Board for persons other than apprentices or improvers, and who is not over 21 years of age, or who being over 21 years of age, holds a licence from the Minister to be paid as an improver. (Act 2650, Section 3.)

APPRENTICES AND IMPROVERS—*continued*.

3. That—

- (a) the lowest rates which may be paid to apprentices or improvers; and
 (b) the proportionate number of apprentices and improvers who may be employed in any factory or place,

shall be as shown in the following table:—

Wages per week of 48 hours.			Number.
Apprentices and Male Improvers—			APPRENTICES.
14 years of age	6s.		One apprentice to every three or fraction of three workers receiving not less than 57s. per week.
15 "	7s. 6d.		
16 "	10s.		
17 "	12s. 6d.		
18 "	15s.		
19 "	20s.		
20 "	30s.		IMPROVERS.
Female Improvers—			One improver to each worker receiving not less than 57s. per week.
1st year's experience	6s.		
2nd "	8s.		
3rd "	10s.		
4th "	12s. 6d.		
5th "	15s.		
6th "	20s.		
7th "	25s.		

TIME OF BEGINNING AND ENDING WORK.

4. That the time of beginning and ending work shall be:—

Time of Beginning.	Time of Ending.
7.30 a.m. ..	12.15 p.m. on the day on which the half-holiday is usually observed;
7.30 a.m. ..	5.30 p.m. on the other working days of the week.

OVERTIME.

5. That the following rates shall be paid for all work done:—

- (a) Within the hours fixed in Clause 4 in excess of 48 hours in any week—
 (1) In connexion with the repairing of the employer's machinery or tools Time and a quarter.
 (2) All other work—
 1st two hours Time and a quarter.
 Thereafter Time and a half.
- (b) Outside the hours fixed in Clause 4—
 (1) In connexion with the repairing of the employer's machinery or tools Time and a quarter.
 (2) All other work—
 (i.) Between midnight and 7.30 a.m. Time and a half.
 (ii.) Between 12.15 p.m. and 2.15 p.m. on the day on which the half-holiday is observed Time and a quarter.
 (iii.) Between 5.30 p.m. and 8 p.m. on the other working days of the week—1st two hours' work Time and a quarter.
 Thereafter Time and a half.
 (iv.) Between 2.15 p.m. and midnight on the day on which the half-holiday is observed Time and a half.
 (v.) Between 8 p.m. and midnight on the other working days of the week

SUNDAYS AND PUBLIC HOLIDAYS.

6. That double time shall be the special rate for all work done on—

Sundays,
 Good Friday,
 Easter Monday,
 Foundation Day (26th January),
 Eight Hours Day (21st April),
 Christmas Day,
 Boxing Day, and
 New Year's Day,

but if any other day be by Act of Parliament or Proclamation substituted for any of the above-named public holidays, the special rate shall only be payable for work done on the day so substituted.

PIECEWORK.

7. The Board determines, under the provisions of section 144 of the *Factories and Shops Act* 1915, No. 2650, that any employer may fix and pay piece-work prices to any person or persons employed in the process, trade, or business of a brassfounder or brassfinisher, or in the process, trade, or business of a brassfounder or brassfinisher of any electrical apparatus or machinery or parts thereof, provided that such employer shall base such piece-work prices on the earnings of an average worker working under like conditions, and such piece-work prices shall be fixed so that an average worker can earn not less than the minimum wage fixed for the particular class of work in which such worker is engaged

RICHARD J. EDWARDS, J.P.,

Chairman.

Dated at Melbourne, 3rd January, 1917.

By Authority: ALBERT J. MULLETT, Government Printer, Melbourne.