

life to those who require them; and not only this, but to supply them at a cost which will be within the means of the poorest of the population.

THE ATTORNEY GENERAL (Hon. S. Burt): For my part I quite agree that this Commission should be appointed. A suggestion was made to me when I was at Home on the subject, and I made some inquiries. I think I visited all the spots in the city where meat was stored in freezing or cold chambers. As far as I could see, some capital would be required, but when once you have the plant it is very readily worked, and you can produce almost any amount of cold storage. They have long, low cellars, and if you have the machinery to cool one, you can cool almost any number. If we had something of the kind, at one of our ports for instance, it would assist small producers, who could send their fruit and vegetables to the refrigerating room, where they could be kept for an almost indefinite time. I am sure there can be no objection to the appointment of this Commission.

Question—put and passed.

MARRIED WOMEN'S PROPERTY BILL.

Read a first time.

GERALDTON-MULLEWA RAILWAY BILL.

Read a first time.

W.A. TURF CLUB BILL.

The report of the Select Committee on this bill was brought up and ordered to be printed.

ADJOURNMENT.

The House adjourned at 10:10 p.m.

Legislative Council,

Thursday, 21st January, 1892.

Further leave to Hon. R. E. Bush—Fremantle Harbor Works: Message from the Legislative Assembly—Public Officials Titles Bill: third reading—Third Judge Bill: third reading—Northam-Southern Cross (Yilgarn) Railway Bill: first reading—Municipal Institutions Act Amendment Bill: third reading—Supreme Court Act Amendment Bill: in committee—Affirmations Act: in committee—Sharks Bay Pearl Shell Fishery Bill: in committee—Bills of Sale Act Amendment Bill: second reading—Adjournment.

THE PRESIDENT (Sir T. Cockburn-Campbell, Bart.) took the chair at 8 o'clock.

PRAYERS.

FURTHER LEAVE TO THE HON. R. E. BUSH.

THE HON. J. G. H. AMHERST, in accordance with notice, moved, That extension of leave of absence for one month be granted to the Honorable R. E. Bush, on account of urgent private business.

Question—put and passed.

FREMANTLE HARBOR WORKS.

THE COLONIAL SECRETARY (Hon. G. Shenton): The message from the Legislative Assembly, asking for the appointment of a joint committee, is now before the House. I may point out that up to the present time no decision has been arrived at by the Lower House regarding this matter. There have been one or two discussions there, but no definite decision has been come to. All the information that members had in the Assembly has been placed on the table of this House. It has been thought advisable to pass this resolution in the Assembly, it being considered that by adopting this plan there will be a great saving of time. If the House agrees to the resolution, the two select committees will be sitting at the same time. Witnesses will be examined by both parties, and both Houses will have the same information simultaneously. Hon. members, I am sure, will agree that by adopting this plan there will be a great saving of time, and when the matter comes up to be dealt with again both Houses would be in possession of the same facts, and after receiving the report of the Select Committee, the House can then come to a decision. I move: "That in compliance

with the request of the Legislative Assembly a committee be appointed, consisting of five members, with power to confer with the similar committee chosen by the Legislative Assembly, for the purpose of inquiring into the question of harbor accommodation at Fremantle, and that the committee have power to meet on days on which the Council does not sit, and to report on Wednesday, January 27; and further that the first meeting of the committee be held in the Committee Room of the Legislative Council on Friday, 22nd instant, at 12 o'clock noon."

THE HON. J. A. WRIGHT: It is with the greatest possible regret that I have to oppose this resolution altogether, for the reason that I think it is uncalled for, and is not required. What the Legislative Assembly is now doing is to attempt to make this House and their own a parachute by which to enable the Government to descend gracefully from the position they have taken up with regard to Owen Anchorage. I cannot see what good this committee will do. At the present time we have nothing before us but a bare resolution of the Legislative Assembly, which has been expressed in so very vague a manner that we know nothing more about it than that the Government, who proposed that there should be harbor works at Owen Anchorage, have found that their scheme was not likely to be carried, because the members of the Assembly have the more sensible notion that the opening the entrance to the river is the better scheme. In this motion we are putting the cart before the horse. We are asked to appoint a select committee, the object of which we know nothing, except from what we have read in the public Press. In my opinion they want us to get them out of a dilemma. This is patent to all of us, and by appointing this committee we should be doing nothing other than getting the Government out of a mess. It would be much better to let this matter take its proper course. Let us have the Act for the construction of harbor works at Fremantle before us. Let it be read a first time in the ordinary way, and then let us hear all that my eloquent friend the Colonial Secretary has to say on the second reading. As it is, discussion will be burked. It appears to me

that the whole thing is wrong from beginning to end, and I would therefore prefer to move an amendment in these words: "That all the words after 'That' be struck out, and that the words 'the Legislative Council regrets its inability to agree to the suggestion in Message No. 10 from the Legislative Assembly as to the appointment of five of its members to serve on a joint committee on the question of the Fremantle Harbor Works, until such shall have been brought before it in the usual manner, so as to permit a discussion on its merits,' be inserted in lieu thereof." We are now, sir, on the eve of considering a most important matter, a matter which is likely to commit the colony to a large expenditure. Whether it is to be an experimental expenditure, as the Premier said in his speech, or whether it is to be an expenditure for the ultimate benefit of the colony is what we have to consider. According to the estimates we have a scheme for opening up the river at a cost of £865,000. With regard to the latter there is another point we must all carefully consider. Our Engineer-in-Chief, to whose opinion we must all bow, says that to keep that channel open will cost £30,000 a year. In other words, this is the interest on £750,000. Hence, to adopt this scheme we should be committing the colony to an expenditure of over a million of money. Does the trade of this part of the colony warrant such an expenditure as this? Even with the present conditions vessels come into Fremantle whenever there is trade to bring or trade to take, and there are no complaints. As to the mail steamers coming here, they are nothing more than express trains, bringing mails from England to the other colonies. They could not afford the time to wait here and discharge their cargo, whatever jetty or harbor accommodation there is. We must not imagine that because we have harbor works which cost £1,000,000 of money that we are going to attract one single vessel more than there is trade to bring or take away. If there is trade, vessels will come, and if they come that fact will of itself create what harbor works are required; but to think that the expenditure of a sum which will cost £40,000 a year for interest will bring this about is absurd. Of course after what I have previously said there

is no question in my mind, and as an engineer, that the river is the proper place to make the harbor. I have believed in it since the commencement, and I have been subjected to considerable discredit for having set up my opinion in opposition to that of the greatest marine engineer of the day. However, I formed that opinion honestly, and I believed in it. At the same time I think it is a matter which requires careful consideration, and should not be rushed in the way it is now proposed. I move the amendment I have already stated.

THE HON. J. G. H. AMHERST: I have much pleasure in seconding the amendment which has been brought forward by my hon. friend Mr. Wright, for I agree with him that it is necessary we should proceed in the proper course. To my mind this hurrying on of matters is a thing we should not agree to. The hon. the Colonial Secretary spoke about saving time; but why should there be any hurry? This matter of harbor works has been before us for many years, and we can very well afford to wait a little longer. In my opinion we should try to save money and not time. There is a proper way for this matter to come before us, and then, when we have all the documents and plans, we shall be in a better position to deal with it than now, when we have nothing but a vague resolution of the other House.

THE HON. G. W. LEAKE: I differ from my hon. friend Mr. Wright, that by adopting this motion we should be committing ourselves to anything. We must bear in mind that two schemes have been proposed and that both have been abandoned. One of them was the original scheme of Sir John Coode, which was abandoned mainly in consequence of the great expense; and the other to cut through the Success Bank, which has also been abandoned because it is not considered a prudent scheme. The object of the joint committee of the two Houses is not to pin either House to any particular course; for whatever may be the result of the discussions of the committee, it will remain for members of either House to reject any proposal brought forward or not as may be deemed advisable. There are, however, several matters that need inquiry, and it is absurd to think that so

important a topic, even under the most favorable circumstances, can be dealt with by the 27th January. We shall require to call evidence. There are several localities at which harbor improvements may be effected, and which it will be advisable should be visited. There is Safety Bay, the south entrance by way of Garden Island; the entrance to Cockburn Sound, by way of the Challenger Passage; the entrance by what is called the gutter, at the back of the Stragglers; the entrance to Owen Anchorage by the same way, and Gage Road itself. It is absurd to talk about bringing the mail steamers here, and I do not think we should hear anything at all on the subject of harbor works, except that more wharfage accommodation is required. I throw these remarks out as justifying my dissent with the amendment of the Hon. Mr. Wright.

THE HON. T. BURGESS: We have before us now one of the most important matters that this House has ever had to consider; but I must say that the course we are asked to pursue is hardly plain. The Legislative Assembly has had before them a definite scheme which has been abandoned, because it was not approved by the outside public. To get over the difficulty an amendment was proposed to refer the matter to a joint committee, which has resulted in the message we are now asked to consider. In other words the scheme brought forward by the Government has been quietly set aside with a view to the adoption of some other scheme, and I think if a joint committee can be brought together to go into the matter quietly, it is possible some satisfactory proposals may be arrived at. I think the scheme proposed by the Government to cut a channel through Success Bank out of the question, and I agree with the Hon. Mr. Wright that the proper course is to open up the Swan River; although I am afraid the cost, under present circumstances, will be found beyond our means. We are extending the jetty accommodation, and in order to give facilities for vessels to load or discharge their cargo, we should do something to protect that jetty by constructing something in the shape of a breakwater like that at Ceylon. But our business tonight is only in regard to the select committee, and if it can be appointed, it is very

probable that some satisfactory solution of the difficulty will be arrived at. It is quite plain that some harbor improvements are required, and it will be for the committee to consider how far the colony is justified in going at the present time. I quite agree with the Hon. Mr. Wright that even if the P. & O. vessels came to Fremantle they would not stay, even if we made ever so good a harbor. The practice of these vessels is simply to land their cargo and mails, and get away again as quickly as possible. We have no cargo for them, nor are we likely to have any. If we were likely to be large exporters of grain and wool we might say we wanted a large harbor scheme; but we are not in this position, and all we require is protection for our present jetties. It is for the engineers to submit schemes which will accomplish this, and then the whole matter should have full consideration. The committee should not be hurried in any way, and therefore I do not think that they should be called upon to report this session. They should take time to consider the whole of the evidence and reports, and be in a position to lay some feasible scheme before the House—one which is within our means and which will meet with the general approval of the people—by the next time we meet.

THE HON. J. W. HACKETT: I trust in the few remarks I shall inflict on the House I shall not be beguiled from the exact question which is before us to-day—the appointment or not of this select committee. If I were to go into the larger matter, I am afraid I should have a great deal to say; but I do not think it is for us now to discuss the *pros* and *cons* of this question, and for the very plain reason that the result of the negotiations between the two Houses during the course of last session was conclusive that this House was to have the important privilege of having an equal voice on all questions of harbor works. If my hon. friend Mr. Wright will allow me to correct him, I may say that we do not proceed on these questions of harbor works by way of bill, but by motion, the opportunity being given for discussion on them, when the plans and estimates are placed on the table. In other words, the plans cannot be gone forward with until they have received our distinct approval. Therefore, it will not be until the plans

and estimates are before us that we shall have any opportunity of saying whether we are favorable to them or not. At the present moment some plans are before us, but we are not called upon yet to give an opinion upon them. As the Hon. Mr. Leake has pointed out, we shall be able to discuss these, and perhaps others, when the recommendations of the committee are before us. I must say that the scope of this committee's examination will be very much limited by the motion we are called upon to accept; for it lays down that the committee will be confined to the question of works at Fremantle, and they will not be able to consider Owen Anchorage or any other places.

THE HON. G. W. LEAKE: Let me point out that the places I have mentioned are within the port of Fremantle.

THE HON. J. A. WRIGHT: But they are not at Fremantle.

THE HON. J. W. HACKETT: I think the events of the last few days warrant me in saying that the intention of the resolution is that the committee shall report on works at the river mouth; but, as I have said, I shall decline to be led aside from the main question, which is the appointment or not of this committee. When their report comes before the House we can consider the whole matter, and decide aye or nay whether we shall go forward with the works. The other House has asked us to agree to the appointment of the joint committee, and I can hardly think that my hon. friend Mr. Wright is serious in his proposal that we should decline the offer. It seems to me to be an eminently courteous act on the part of the Assembly. I presume, sir, I may refer to it.

THE PRESIDENT: The hon. member can refer to anything connected with the Assembly, except the debates which have taken place during the present session.

THE HON. J. W. HACKETT: Then I say that it is a conspicuous mark of courtesy on the part of the Assembly to allow us to join in this committee. They first disposed of the Owen Anchorage scheme, and the moment that was done they took steps to invite us to co-operate with them. If we accept the amendment of my hon. friend, it will not be so much a vote of censure upon the Colonial Secretary as a vote of censure on the Legis-

lative Assembly. It is their action we are asked to coincide with, and if we reject it, the rejection will not hurt the Government, because we are told that this motion is in substitution of that proposed by the Government, but it will be a rejection of the courteous and very advantageous motion of the Assembly. My hon. friend says this motion is brought forward to let the Government down lightly, but it seems to me that the Government have taken the proper course. They came before us with, as part of their political programme, a proposal to construct harbor works at Fremantle, and I for one would be much astonished if, being defeated on that proposal, they did not take into consideration the advisability of resignation, inasmuch as one House had declared its want of faith in one of its main proposals. But the principle has been accepted, and now they take the further course of coming to the Legislature and asking them to appoint a committee to consider which of the many schemes before the country should be undertaken. The principle was agreed to when we passed the Loan Act of last session. Our predilections—and the Premier informs us the predilections of the Government also—were in favor of the river; but that, bowing to the advice of a great authority on such matters, the Government thought it incumbent on them, as guardians of the Colony's revenue, to put forward a proposal which had the advantage of being recognised by two great authorities (for I venture to include Mr. O'Connor as one)—Sir John Coode and the Engineer-in-Chief. That scheme was not acceptable in another place, and very properly they allowed it to slide out of sight; and the Government then came in and said it was for the House to indicate the direction in which it wished the Government to proceed. The Assembly accepted that position and took what I am delighted to call the courteous step of asking for our co-operation. They have asked us to appoint an equal number of members with them, although we are only half their number. If we decline the request, the discredit will be ours and not the Assembly's. My hon. friend spoke about putting the cart before the horse; but at present he is trying to drive the cart without a horse at all.

We have no information on which to come to a decision, and the object of the committee is to obtain that information. I cannot conceive what more constitutional course we could take. To my mind it speaks volumes for a House that might have claimed a higher power than it has done to ask us to sit with them on equal terms and help to decide this great question of harbor works.

THE HON. J. A. WRIGHT: I should just like to say a few words in explanation. I consider I have to apologise to the Colonial Secretary if by anything I have said I have moved a vote of censure upon him; and if I have attributed any want of courtesy to the Assembly, I also beg to apologise, because it was not my intention to do so.

THE HON. E. T. HOOLEY: I have heard it said that the Government in consenting to this motion wished to be let down lightly: but I cannot see how that is so, because they have already abandoned the position they took up. I would like to point out that the time given to this committee in which to report is very short.

THE COLONIAL SECRETARY (Hon. G. Shenton): It can always be extended.

THE HON. E. T. HOOLEY: With some of the remarks of the Hon. Mr. Wright I cannot agree. For instance, he said that there were no complaints from vessels using the Fremantle roads. I know from experience that there have been a great many complaints. Every winter not only have there been complaints from the masters of vessels, but also from the owners; in fact some of them have declared that their ships should never call at Fremantle again. Therefore some scheme for the protection of the shipping should be undertaken, and a committee such as is proposed will be able to do much to bring that about.

THE HON. W. D. MOORE: I have much pleasure in supporting the resolution of the hon. the Colonial Secretary, because I think it would be very discourteous to the other House to reject it. This seems to me to be a very common-sense way of arriving at some conclusion on a vexed and important subject, and I shall therefore give it my support.

THE HON. J. MORRISON: I feel bound to support the Colonial Secretary, for the reason that I have always thought

that joint parliamentary committees for public works would be of great use in this colony. The proposal was smiled at when I brought it forward last session, but I am now glad to find that it is coming more into favor. I should like to see this plan adopted with regard to all works of any magnitude. I hope, if this trial be successful, the Government will bring forward a bill to make the system general. The only thing I object to in the resolution of another place is the striking out of the words "or near." Why should we risk an amount of money being spent at a wrong spot, which might be done under this resolution as it stands? In reply to the message, I think we should ask the Assembly to add the words "or near."

THE HON. E. HAMERSLEY: From the remarks of the Hon. Mr. Wright, it would appear that nothing was required to be done with regard to these harbor works, and the Hon. Mr. Burges seemed to take almost the same view. Therefore, if their ideas were carried out, nothing would be done. I cannot consent to such a proposition as this. Then it is said that there is nothing before us; but I think, if we read the resolution, we shall see that there is a very great deal, and I shall, therefore, support the proposal of the hon. the Colonial Secretary.

THE HON. T. BURGESS: I wish to say that I am not opposed to harbor works at Fremantle. I have always expressed the opinion that harbor works are required, but they should be undertaken at a reasonable and fair expenditure.

THE HON. M. GRANT: In my opinion we shall not be in a position for many years to come to construct harbor works at Fremantle. Besides this, there is no necessity to spend a million of money at Fremantle alone, when there are other harbors along the coast quite as important as Fremantle. There are two or three ports already almost as important.

THE COLONIAL SECRETARY (Hon. G. Shenton): Condon?

THE HON. M. GRANT: It may be, and in the future these ports will be more frequented than Fremantle. What is the population of these two places—Perth and Fremantle? Only eight or ten thousand.

THE HON. E. T. HOOLEY: It is something like that in Perth alone.

THE HON. M. GRANT: At any rate all the produce we have can get in and out easily now. The *Bullarra* came in with the greatest ease the other day. We have had the jetty lengthened, and I do not think anything such as is proposed by the Government is required. I do not know why there should be this fad about harbor works. Our main object should be to open up the country so as to get produce to send away. Then we must consider our financial position. Is it likely we shall be able to get money at a cheap rate? I do not think we shall, and, therefore, for these reasons, I am opposed to the whole thing.

THE HON. R. W. HARDEY: I am certainly in favor of this motion, because I think the appointment of a joint committee will result in a great saving of time. I hope this will not be the last time we shall be called upon to confer on important matters with the other House. With regard to the harbor scheme, I have always favored the river, and I shall continue to advocate it in preference to any other. We may not be able to afford all the money required at once, but we shall be able to make a break-water from Rous Head which will protect the river mouth, and also the present jetty.

THE COLONIAL SECRETARY (Hon. G. Shenton): I must say I was rather astonished at the amendment brought forward by the Hon. Mr. Wright. When I moved the resolution I did not read the clause in the Audit Act referring to the matter, because I thought hon. members would have had it in their minds. But I will read it now. It reads: "Whenever it is proposed to undertake any new works for the improvement of any harbor, the cost whereof is to be defrayed out of loan moneys, the plans and sections of the proposed works, or copies thereof, together with a statement showing the nature and extent thereof, shall be laid before both Houses of Parliament for their approval." The Government carried out the conditions of that clause and plans were laid simultaneously on the tables of both Houses. I repudiate the accusation of the Hon. Mr. Wright that the Government intended to come down lightly in this matter by using this mo-

tion as a sort of parachute. We are willing to stand by the position we took up. An amount was put down on the Loan Bill for harbor improvements, and during the recess we considered the matter. Two schemes were prepared by the Engineer-in-Chief and Sir John Coode was consulted on them. Eventually the Success Bank scheme was adopted, it being within the funds available under the Loan Act. Now there is a general wish that some larger scheme should be adopted, and that being so the Government are willing to accept the position. Our wish is to provide suitable harbor accommodation. We do not tie ourselves to any scheme in particular; we only say let us try and provide some suitable scheme. The Hon. Mr. Wright seemed to think that we already have sufficient accommodation for the ships that come here; but we all know that we are paying a higher rate of freight than any other of the Australian Colonies, owing to the drawbacks that exist to the shipping trade. During the winter before last, owing to the heavy gales, one steamer was almost three weeks unloading; while, when she came again five months later, she was discharged in four days. That shows the want of harbor accommodation. The Government ask for this committee, and I hope the House will support the proposal I have made.

The amendment was negatived, and the original question put and passed.

A ballot having been taken, the following members were elected to serve on such committee:—The Hons. W. D. Moore, T. Burges, M. Grant, G. W. Leake, and E. T. Hooley.

Ordered—That a Message be forwarded to the Legislative Assembly, acquainting it with the above resolution.

PUBLIC OFFICIALS TITLES BILL.

This Bill was read a third time and passed.

THIRD JUDGE BILL.

This Bill was read a third time and passed.

NORTHAM-SOUTHERN CROSS (YIL-GARN) RAILWAY BILL.

This Bill was received from the Legislative Assembly and read a first time.

SUPREME COURT ACT AMENDMENT BILL.

This bill was considered in committee, and agreed to without amendment.

AFFIRMATIONS BILL.

This bill was considered in committee, and agreed to without amendment.

SHARKS BAY PEARL SHELL FISHERY BILL.

IN COMMITTEE.

Clause 5 :

Amendment proposed by the Hon. J. W. HACKETT, by leave, withdrawn.

THE COLONIAL SECRETARY (Hon. G. Shenton) moved, that the words "or closed for a specific period under this Act" be inserted between the words "license" and "and," in line 7.

Question—put and passed.

THE COLONIAL SECRETARY (Hon. G. Shenton) moved that the words "Provided that the area included in any one exclusive license shall not exceed six square miles" be added to the end of the clause.

Question—put and passed, and the clause, as amended, agreed to.

Clause 6 :

THE COLONIAL SECRETARY (Hon. G. Shenton) moved that the words "twenty-one," in line 2, be struck out, and the word "fourteen" inserted in lieu thereof.

Question—put and passed.

THE COLONIAL SECRETARY (Hon. G. Shenton) moved, that the words "a list of all exclusive licenses issued shall be published in the *Government Gazette* as soon as practicable after the issue of such licenses" be added to the end of the clause.

Question—put and passed.

Clause, as amended, agreed to.

Clause 7 :

THE COLONIAL SECRETARY (Hon. G. Shenton) moved, that the words "in the case of an exclusive license" be inserted after the word "and," in line 2.

Question—put and passed.

Clause, as amended, agreed to.

Clauses 8 to 14 agreed to.

Clause 15 :

THE COLONIAL SECRETARY (Hon. G. Shenton) moved that the words "connected therewith" be inserted be-

tween the words "matter" and "such," in line 8.

Question—put and passed.

THE COLONIAL SECRETARY (Hon. G. Shenton) moved that the word "twenty," in the last line, be struck out, and the word "fifty" inserted in lieu thereof.

Question—put and passed.

Clause, as amended, agreed to.

Clauses 16 to 19 agreed to.

Schedule:

THE COLONIAL SECRETARY (Hon. G. Shenton) moved that the words "not closed for a specific period or" be inserted between the words "Bay" and "not," in line 6 of the Form of General License.

Question—put and passed.

The bill was then reported.

BILLS OF SALE ACT AMENDMENT BILL.

SECOND READING.

THE COLONIAL SECRETARY (Hon. G. Shenton): I have to move the second reading of this bill. By it the 14th section of the present Act is repealed and a new clause substituted to meet certain difficulties which have arisen. The third clause of the present bill provides that bills of sale shall be attested by a solicitor of the court, but it will be seen that we propose to alter this and allow other persons to attest these instruments as well as solicitors.

Question—put and passed.

ADJOURNMENT.

The Council, at 10.5 p.m., adjourned until Friday, 22nd January, at 3 p.m.

Legislative Assembly,

Thursday, 21st January, 1892.

Amendment of the Public Health Act—Returns of Railway traffic and earnings—Returns of all moneys paid to Municipalities during 1891—Supply Bill (£80,000): first reading; second reading: committee; third reading—Police Bill: further consideration in committee—Geraldton-Mullewa Railway Bill: second reading: in committee—Adjournment.

THE SPEAKER took the chair at 7 p.m.

PRAYERS.

AMENDMENT OF THE PUBLIC HEALTH ACT.

MR. DE HAMEL: I beg to move the notice standing in my name,—“That, in the opinion of this House, the Public Health Act, 1886, should be amended, by providing that the Municipal Councils be constituted the Local Boards of Health.” It will be in the recollection of the House that, last session, a bill was unanimously passed by this House to amend the Public Health Act by placing upon the members of Town Councils the duties of carrying out the provisions of that Act, instead of the Local Boards of Health. That bill having passed through all its stages in this House was rejected by the Upper House; and, in order to secure its passage here again, this session, I have thought it right, after consultation with the Government, to bring this resolution before the House, so that the House may express an opinion whether the Public Health Act should again be amended as it was proposed to amend it by the wishes of this House last session. There is one other thing I would point out as emphasising the necessity for amending this Act, and which escaped me on that occasion, but which the hon. and learned Attorney General and myself have since found out on referring to the Act, and which makes the necessity for amending the Act all the stronger. On looking into the Act we found that although the Municipalities are bound to levy a health rate for the purposes of the Act, they are not bound to collect that rate for the Health Board. Therefore, at any moment, a deadlock may occur in the administration of the Act by