

Legislative Assembly,*Friday, 18th December, 1891.*

Applications for land within the concession of the Rockingham Jarrah Timber Co.—Scale of freights on the Rockingham Jarrah Timber Co.'s Railway—Boxing Match at St. George's Hall—Boyanup-Minninup Railway Bill: in committee—Sharks Bay Pearl Shell Fishery Bill: second reading—General Loan and Inscribed Stock Act Amendment Bill: in committee—Boyanup-Busselton Railway Bill: in committee—Settled Land Bill: second reading—Condition of Perth-Fremantle Road—First Offenders Bill: first reading—Municipal Institutions Act, 1876, Amendment Bill: first reading—Adjournment.

THE SPEAKER took the chair at 2:30 p.m.

PRAYERS.**APPLICATION FOR LAND WITHIN THE CONCESSION OF THE ROCKINGHAM JARRAH TIMBER CO.**

MR. PATERSON asked the Commissioner of Crown Lands to lay on the table of the House a return showing the number of applications received during 1891 for land within the concession granted to the Rockingham Jarrah Timber Co. Limited.

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marmion) laid the return asked for on the table.

FREIGHT RATES ON THE ROCKINGHAM JARRAH TIMBER CO'S. RAILWAY.

MR. PATERSON: I beg to ask the Commissioner of Railways whether the Government have any definite understanding with the present proprietors of the Rockingham Jarrah Timber Company's concession as to the scale of freights to be charged on goods carried for the public on their Railway line, in accordance with the 4th clause of the Agreement between the said Company and the West Australian Government?

THE COMMISSIONER OF RAILWAYS (Hon. H. W. Venn) replied that the Government had no definite understanding with the Rockingham Timber Company at present in regard to the scale of freights to be charged to the public for the carriage of goods on their line, but had taken the necessary steps to secure the terms of the original Agreement being carried out.

BOXING MATCH AT ST. GEORGE'S HALL.

MR. TRAYLEN: I wish to ask the Attorney General whether a boxing match of eight rounds is a breach of the law; and if so, whether the Government would take steps to prevent the contest advertised to take place in St. George's Hall?

THE ATTORNEY GENERAL (Hon. S. Burt) replied that a boxing match was not necessarily a breach of the peace. This match, it had been ascertained, was to be fought with 8-ounce gloves. The proceedings would be watched by the Police, who would take action in the matter if necessary, and the parties concerned had been notified to such effect.

BOYANUP-MINNINUP RAILWAY BILL.

This bill passed through committee *sub silentio*.

SHARKS BAY PEARL-SHELL FISHERY BILL.

THE ATTORNEY GENERAL (Hon. S. Burt): I rise to move the second reading of a bill to authorise the granting of licenses within the waters of Sharks Bay for pearl-shell fishing. Members are no doubt aware that there is already an Act in force dealing with the pearl fishery at Sharks Bay. It is proposed by the first clause of this bill to repeal that Act, and to substitute what is now before the House in its place. The provisions of this bill are generally the same as the provisions of the Act which it is proposed to repeal, but there are some few important alterations which have been found necessary in order to meet the present state of affairs. The Act now in existence gives power to the Government to grant licenses of certain portions, or the whole, of Sharks Bay, giving the sole right to gather, collect, and remove pearls and pearl shells within the area included in the license. That Act was brought in, in 1886, in order to meet the state of affairs then existing, and the result was that the whole of Sharks Bay was leased to certain persons for a term of years to three persons, and those three persons sub-let, or at any rate granted, to others the right of collecting and taking away the pearls and pearl shells found in the Bay. The lessees paid the Gov-

ernment at first £1,000 a year, and afterwards £800 a year, and those three persons, who were trustees or representatives of others besides themselves who were engaged in the industry, had the sole management of the whole area of the fishery. Dissatisfaction and complications, however, have arisen as to their system of management, and their licenses having now terminated the Government propose to take the matter into their own hands, and appoint an inspector to manage this important industry. I think the result of the last five years has not been satisfactory. Banks have been worked where they ought not to have been worked, and at the present time I believe things are in a very unsatisfactory condition; so much so in fact that the whole of the pearlers are unanimous in desiring that the Government should take the fishery under its own control. They also recommend that certain portions—in fact nearly the whole of those portions that have been worked—should be absolutely closed for some time to come, to allow time for recuperation. The Government have already closed those banks, and we now find that we are in this position: that we can only lease certain portions of Sharks Bay, and we propose to do so by leasing certain specified portions under what we call an "exclusive" license for a period of twenty-one years, and to issue annually what is called a "general" license over those portions of the fishery which are not included in the "exclusive" license. The two things will then work together,—the "exclusive" license, which will give the sole right to collect shells over a specified area defined in the license, and from no other locality, and for which a certain rental will be charged; and the "general" license, which will be available over all those portions of the fishery that are not included in the "exclusive" licenses, and for which, also, a certain rental will be charged. The rent in either case is to be fixed by the Governor, and to be payable in advance; and both classes of license will be subject to this Act and any regulations made under it. Clause 11 provides that all pearls and pearl shells existing within the area of an exclusive license shall be the absolute property of the licensee for all purposes,

civil or criminal. Clause 12 deals with the closing of the banks, and makes it lawful for the Governor at any time to close any portion of the fishery for such time as may appear necessary; but not, of course, the areas included in any exclusive license, which are to be leased for a specific period—twenty-one years—during which the lessees will be able to manage them as they think best for their own benefit, subject, however, to the regulations. Clause 13 defines the boundaries of Sharks Bay for the purposes of this bill, and is the same as in the old Act. Clause 14 deals with penalties for pearling without a license. Clause 15 gives wide powers to the Governor to make by-laws and regulations for preventing the destruction, collection, or removal of immature shell, for ensuring and preserving order on the fishery, and for its general supervision. I believe that considerable results may be expected from the operation of this bill. Persons who are desirous of taking out exclusive licenses will be able not only to cultivate the pearl oyster, but also the edible oyster if they like; so that there will be an opportunity given for anyone to embark in an enterprise which does not exist at the present time. I have it on good authority that the waters of Sharks Bay are eminently suitable for the growth of the pearl oyster, and there is no reason whatever that I can learn why the superior pearl oyster of the North-West should not be planted at Sharks Bay, and thrive and come to maturity there. At any rate, opportunities will now be given for persons who are desirous of trying this experiment. I may mention now, too, that the Government propose to ask the approval of this House to the employment of a specialist, for two years, to report upon our pearl-shell fisheries, and to advise us as to the best method of dealing with them. We propose to obtain the services of Mr. Saville-Kent, who has just completed an agreement with the Government of Queensland, and who is an expert, and a very capable and scientific man, highly recommended to us by the Queensland Government, and who is now on his way to England to publish a work, under the patronage of that Government, on all his researches in that colony. We believe that, with the assistance of this gentleman, we shall be able,

not only to successfully plant the superior pearl shell of the Northern portion of the colony in Sharks Bay, but also be able to plant and cultivate the edible oyster in the waters of the more Southern portions of the colony. Great results have been attained under the supervision of this Mr. Saville-Kent in Queensland. It is hardly credible the annual income now received by that colony from the banks where the edible oyster has been planted. That is the intention of the Government here. We believe that this important pearling industry in the Northern portion of the colony and at Sharks Bay deserves a considerable amount of attention at our hands, and that the time has arrived when we should no longer go on in the haphazard and indefinite way we have been, but obtain some scientific information on the subject, and profit by it. The expense of obtaining the services of this scientist will not be considerable, and I believe the result will be a great advantage to the colony. I do not think I need say anything more, in moving the second reading of this bill, beyond that I believe it is a bill that will be productive of good results.

Motion put and passed.

Bill read a second time.

GENERAL LOAN AND INSCRIBED STOCK ACT AMENDMENT BILL.

This bill passed through committee without comment.

BOYANUP AND BUSSELTON RAILWAY BILL.

This bill was agreed to in committee *sub silentio*.

SETTLED LAND BILL.

THE ATTORNEY GENERAL (Hon. S. Burt): I rise, sir, to move the second reading of a bill "for facilitating sales, leases, and other dispositions of settled land, and for promoting the execution of improvements thereon." I may say that this bill is based altogether upon a similar enactment obtaining in England, and which has been adopted by most of the other colonies. The bill is a copy of the Queensland Act. It does not affect very much local interests, but it does affect some; and I think it is very desirable to give the same facilities in this

colony for dealing with land that is settled—that is, land held under a settlement—as are enjoyed by other communities in Australia. The main object of the bill is to enable tenants for life and holders of property under settlements of different sorts to deal with the property, and, in fact, in some way to break the settlement. It will be seen from the bill that a tenant for life is empowered to sell settled land or any part of it; or he may exchange the settled land or any portion of it for other land; or, again, where the settlement comprises an undivided share in the land, or is held in undivided shares, he may concur in making partition of the entirety, "including a partition in consideration of money paid for equality of partition." That is dealt with in clause 10. Proceeding with the bill, it will be found that the sale or disposition of settled land which the tenant for life is allowed to make, is hedged in and protected in every way; the best price obtainable is to be obtained. Every exchange, too, is to be made for the best consideration, whether in land or in land and money, that can reasonably be obtained. The sale may be by auction or by private contract. Not only is the tenant for life empowered to sell or exchange any portion of the settled land; he may also lease it or any part of it; he may give a building lease, a mining lease, or any other lease; subject to certain conditions and provisions which are enacted with regard to those leases, so that when the tenant for life's interest comes to an end the property will still be there, in some way or other, for those who come after him. If the land is sold right out, the money realised will be there for his successor; or, if an exchange has been made, the land or other consideration received for the exchange will be there. There is one portion of the estate which a tenant for life is precluded from selling; he is debarred altogether from disposing of what is called "the principal mansion house and the demesnes thereof, and other lands usually occupied therewith," or what we may call the homestead. But he has power to sell any other portion of the land. There are many cases in which such a power will act advantageously to all concerned. In the case of a large property that may be settled on a person in a

colony like this, it may be desirable, some time or other, to sell a portion of it to enable the tenant for life to improve what may remain. Without a bill of this kind, where you have a tenant for life in possession of a large landed property that is uncleared, unimproved, uncultivated, or undeveloped in any way, and the tenant has not the means to carry out any improvements, the result is that the whole property descends from one to another in the same state, equally unimproved and undeveloped in any shape or form. This bill will remedy that. It will enable the tenant for life to dispose of a portion of the estate, so as to obtain the means of improving the remainder. He may also mortgage and raise money on the property in that way. But any money that is raised, either by sale or any other way, by a tenant for life does not become his at all. It is what is called in the bill capital trust money, which can only be invested or otherwise applied in a certain way prescribed by the bill. Clause 30 deals with these investments. The money may be invested in Government securities, in the discharge or incumbrances affecting the inheritance of the settled land, in the purchase of other land in fee-simple, or in carrying out any improvements authorised by the Act. These improvements are all specified in clause 34, so that it will be impossible for a tenant to waste the money that does not absolutely belong to him in so-called improvements that may really be no improvements at all. The improvements which are held to be improvements are clearly set forth in the Act, and the money can only be invested with the approval of the Court, or of the trustees of the settlements. That is provided for in clause 35, which says: "Where the tenant for life is desirous that capital money arising under this Act shall be applied in or towards payment for any improvement authorised by this Act, he may submit for approval to the trustees of the settlement, or to the Court, as the case may require, a scheme for the execution of the improvement, showing the proposed expenditure thereon." So that before any improvements are carried out the sanction of the Court or of the trustees must be obtained, so that there will not be much chance of the

money being wasted. Part V. of the bill shows the mode in which the powers granted by the bill are to be exercised, and the procedure. When the tenant for life is the sole trustee of the settlement, or when the tenants for life being two or more are the sole trustees, or when there is no trustee, the powers conferred by the Act on a tenant for life are not to be exercised without the sanction of the Court. If there are more tenants for life than one, and they cannot agree among themselves in any dealing with the land included in the settlement, the Court may on the application of any of them direct that the powers conferred by the Act on a tenant for life shall be exercised by any one or more of them, on such conditions as the Court thinks fit. That is the general scope of the bill—to enable a tenant for life under a settlement to effect improvements on the estate, such improvements, in fact, as he would wish to effect if he was the absolute owner of the land. These improvements, as I have said, are clearly defined in the Act, and they can only be undertaken with the approval of the Court or of the trustees under the settlement, as the case may be, so that the large powers which are given to the tenant for life under the bill are carefully safe-guarded from being abused, and the value of the estate to his successor diminished. I think the bill is a measure that we ought to put on our Statute Book, and I trust it will be agreed to.

Motion put and passed.

Bill read a second time.

THE STATE OF THE PERTH-FREMANTLE ROAD.

MR. A. FORREST moved the House into committee, to consider the state of the Perth-Fremantle road, with the view of asking the Government to place it in a good state of repair. The hon. member said he did so for various reasons. In the first place this road had cost the colony a very large sum of money—more than he should like to say; some £30,000 or £40,000—and it was now allowed to get into such a state of disrepair that unless it was attended to without delay it would cost some thousands of pounds to put it in order again. Probably he should be told that this was a matter for the Roads Board; but they all knew that

with the small sums of money allowed these Boards it was impossible for the local Board to place such a road as this in repair. Those who lived in Perth knew that there were very few places in the neighborhood, except this road, where they could enjoy a pleasant drive and out-door recreation. Some people took their recreation on the river, some stayed at home, some went to clubs, and some to hotels, but others preferred a drive along one of the most beautiful drives in Australia, as this road undoubtedly was. But, in the present state of the road, it was not fit to drive upon; and he thought it behoved the present Government not to allow this fine drive to get into such a state that it would take thousands of pounds, a few years hence, to put it in repair. At present it was a disgrace to the colony, this main road between our principal port and the capital. People were ashamed to take visitors along it, and show them some of the most beautiful scenery on the river that we have. As for the Roads Boards, he believed in the country districts boards; they generally had to use the roads, and they consequently looked after them. But he was afraid that the members of the Perth Board were city men, who lived in town, and never used this road. Even if they did, they had not the means to put it in repair, and he hoped the Government would not try to make out that this was a question entirely for the Roads Board. This road was built out of public funds, and it behoved those in charge of public affairs to keep it in good repair. He moved that steps be taken by the Government to place the road between Perth and Fremantle in a good state of repair.

MR. QUINLAN had much pleasure in seconding the motion. He could endorse in a great measure every word which the hon. member had said. This road was the only drive available about Perth for those who used vehicular means of out-door recreation to have an opportunity of enjoying the river scenery, and it was a great pity to see it falling into such a state of disrepair. If the Government would grant a small sum to the Roads Board, in addition to the ordinary grant, to be spent on this road, probably the Board would be able to put the road in good order.

MR. PARKER said he had not the slightest objection to this resolution; but if the Government acceded to it and undertook to put this road in repair, he trusted that they would not only consider those wealthy subjects of Her Majesty who could afford to drive in carriages and pairs, but also those who, like himself, rode outside the humble hack. He had occasion now and then to ride along this road, but he found it very hard; and he hoped the Government, if they agreed to this resolution, would put down a tan track for the use of humble equestrians as well as a carriage drive for wealthy carriage folk, — in short, make a second Rotten Row of it, equally available for the peer and the costermonger.

MR. PATERSON was not at all in accord with the motion, and he hoped the Government would not entertain it for a moment. If they had any funds available for roads, let them spend the money in making roads for the country settlers.

MR. PIESSE said this question of roads was one in which he had always taken a great deal of interest. While agreeing that something should be done to put this particular road in repair, he thought he could put forward an equally strong claim for his own town, where they had no drives at all, and very few cart tracks. The country settlers, he thought, had a much stronger claim upon the Government in the way of assistance to make their roads.

MR. SYMON quite agreed with the hon. member for Katanning that we should have roads made in country districts, but he also thought we should certainly have a good road between the capital of the colony (which he considered Fremantle to be) and Perth, the seat of Government; and he hoped the Government would pay due attention to this resolution. No doubt this road was in a most disgraceful state, and he thought the Government would be fully justified in improving it. It was admitted on all sides that Fremantle was the principal port of the colony; and the Fremantle people liked to give strangers who visited the colony a drive along this road, to let them see the beauties of the Swan River; but they could not face the jolting of the present road.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) hoped the hon. member who had brought forward the motion, having had an opportunity of calling the attention of the Government and the Roads Board to this matter, would withdraw his resolution. What were the facts? The hon. member said this was a very bad road between Perth and Fremantle—he was not at all in accord with the hon. member that the road was a very bad one; but he would point out that the care and management of the roads of the colony had been taken out of the hands of the Government years ago, and placed in the hands of local governing bodies. As to this particular road, the Government had this year given the Roads Board £300 out of the general revenue for expenditure on this road, and there was an additional £700 granted the Board out of Loan money, so that altogether the Board had received £1,000 from the Government this year. If they compared that sum with the amount required for the immense extent of roads all over this vast colony, he thought they would agree that it was a very large sum to grant for one Roads Board. This being so, it was outside the question for the hon. member to come to the Government and ask them to put this road in repair. The Government had supplied the Perth and Fremantle people with the best class of road—the iron road—between the two towns; and they could not expect the Government to maintain the two roads in opposition to each other. If people wanted better roads their proper course was to tax themselves. It could not be the serious wish of the House that the Government should entertain this resolution, and he hoped the hon. member would withdraw it, having called public attention to the matter. If the Government entertained this application, they would have similar applications from other parts of the colony, and they could not consistently refuse them.

MR. PEARSE would like to point out that the Fremantle Roads Board had no jurisdiction over this road. The road was certainly in a very bad state, and he thought that a special grant might be made for it. Members who knew anything about road-making must know that £300 would do very little, spread over twelve miles of a main road like this.

MR. R. F. SHOLL thought it would be well for the Government, when making the annual grants to the Roads Boards, to stipulate that a certain amount out of the grant should be spent on particular roads, such as this road, for instance.

THE PREMIER (Hon. Sir J. Forrest): So we did.

MR. R. F. SHOLL said unless some kind of stipulation were made by the Government when allotting the grants the probability was that the Boards would spend the money on other roads, which they might consider of greater importance, and the main roads would be allowed to fall into disrepair.

THE DIRECTOR OF PUBLIC WORKS (Hon. H. W. Venn) said that had been done with regard to the money voted out of Loan funds, but the Government could not make any such stipulation in regard to money voted to the Boards out of revenue. These annual grants were entirely at the disposal of the Roads Boards, but the Government had stipulated that the money granted out of loan should be expended on particular roads. As to the Fremantle Roads Board having no jurisdiction over the road now in question, he might say that the Government had granted that Board £150 out of Loan funds this year to be spent on that road in clearing the sanddrift; so that a sum of £450 had been given by the Government this year for this very road.

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marmion) said it seemed to him the time had arrived—he thought it had arrived many years ago, and he was still of the same opinion—when the people of this colony, and especially those living between the large centres of population, should no longer look to the Government to do everything for them. Years ago power was given to the local Roads Boards to tax themselves for road improvements, but up to the present this power had not been exercised.

MR. A. FORREST: We are taxed enough now.

THE COMMISSIONER OF CROWN LANDS (Hon. W. E. Marmion): Not by the Roads Board. You would, if I had had my way. The objection hitherto raised to this system of local taxation was that it would cost more to collect such a

tax than the tax would yield, but that objection did not apply to centres of population like Perth and Fremantle, and sooner or later it would have to be resorted to. A very large extent of suburban land had been sold of late years between Perth and Fremantle, and, as people began to build and settle on this land a great many new roads would be required in addition to this main road; and it was worthy of the immediate consideration of the Roads Boards of Perth and Fremantle how these roads were going to be made and maintained. It appeared to him that the only course open to them was local taxation, and he hoped that in this way these two Boards would set an example to other Boards throughout the colony. He was not now speaking as a member of the Government, nor indicating that his colleagues entertained the same opinion on this subject, but he felt sure it would be absolutely necessary before long for the Roads Boards to assist the Government by taxing themselves not only for making the roads, but also for keeping them in repair.

MR. COOKWORTHY said he might be wrong, but he was under the impression that the money set aside for the use of the Roads Boards out of Loan was to facilitate traffic for the general benefit of the public at large, and not for the special benefit of rich individuals who drove their carriages and pairs, or who wished to have a second Rotten Row between Perth and Fremantle. For the general public travelling between those two places the Government had provided an iron road, for which the public ought to be grateful; and he thought, if there was any money available for road-making, it ought to be given to make roads in the country districts of the colony, which stood in actual need of roads. In the towns, property was daily increasing in value, whereas property in country districts had not yet increased in value. There had been no land booms in the country districts, like there had been at Perth and Fremantle, and the people of these towns were far better able to tax themselves for the upkeep of their roads than the bush settlers were.

MR. A. FORREST said the hon. member for Sussex told them they had no right to ask for roads for wealthy

citizens who used carriages and pairs, but he would ask the hon. member what they were going to build a railway to the Southern districts for if it wasn't to enable the farmers to provide fodder for those who used carriages and pairs in the towns. Everything fitted into one another. The Commissioner of Crown Lands said that people ought to tax themselves if they wanted good roads, and not come to the Government to assist them. The hon. gentleman seemed to forget that the Government had been able to fill the public chest to overflowing by the sale of land between Perth and Fremantle. Another member of the Ministry, the Commissioner of Railways, said that as there was an iron road between those places there was no necessity for a macadamised road.

THE COMMISSIONER OF RAILWAYS (Hon. W. H. Venn): I did not say that.

MR. A. FORREST: Words to that effect. If these were the lines the present Ministry were going on, they could not expect to have his support much longer. He had never heard such an argument made in his life by a Minister of the Crown, that, because there was a railway between two points, a road that had cost the colony thousands of pounds should not be kept in repair. For this reason alone he meant to press the motion to a division.

THE ATTORNEY GENERAL (Hon. S. Burt) said even if the House passed the hon. member's resolution, the Government could not move a step towards carrying it out, because under the law the conservation and care of roads were vested in the Roads Boards. The Government themselves dare not touch this road, and override the constituted local authority. They might as well pass a resolution calling upon the Government to put the streets in repair, or to provide a water supply for these two towns. It appeared that the local Roads Board had received £300 to £400 this year from the Government for this very road, and he was informed that they had not yet spent it. What was the use of the hon. member coming to the Government; why did he not go to the Roads Board? The Board, apparently, had not asked for more because the funds at their disposal were in excess of their requirements.

THE PREMIER (Hon. Sir J. Forrest) thought that after the remarks of the Attorney General the hon. member would see that it was no use his pressing his motion any further. The Government were as anxious as the hon. member was to see this road kept in repair, and they had supplied the Roads Board with funds for that purpose. The Board had not asked for any more. If the Board was indifferent, or incompetent to do its work, the hon. member must not blame the Government. Having called the attention of the Government to this matter, the hon. member's next step should be to call the attention of the Roads Board to it, and ask them to improve this road with the funds placed at their disposal. If that was not enough, and proper representations were made to the Government, the Government would listen to them, and, as far as they could, help the Board to put this road in repair and to keep it in repair.

MR. A. FORREST said that after that assurance he would withdraw the motion, and communicate with the chairman of the Roads Board. If the Government took no action in the matter, he would bring it forward again on a future occasion.

Motion, by leave, withdrawn.

FIRST OFFENDERS BILL.

Read a first time.

MUNICIPAL INSTITUTIONS ACT, 1876, AMENDMENT BILL.

Read a first time.

ADJOURNMENT.

The House adjourned at 3-50 p.m.

Legislative Council,

Monday, 21st December, 1891.

Yilgarn Railway: Compensation for—Mineral Lands Bill: second reading—General Loan and Inscribed Stock Bill: first reading—Boyanup-Busselton Railway Bill: first reading—Boyanup-Minninup Railway Bill: first reading—Police Bill: committee—Adjournment.

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

PRAYERS.

YILGARN RAILWAY: COMPENSATION FOR.

THE HON. J. MORRISON: On behalf of the Hon. J. A. Wright, I have to ask the Colonial Secretary, What amount has been allowed by the Engineer-in-Chief, in his estimates on the alternate routes to Southern Cross, for compensation for townsite properties to be taken by the railway in either case.

THE COLONIAL SECRETARY (Hon. G. Shenton): The sum of £1,528 has been allowed by the Engineer-in-Chief for compensation in Northam. No compensation is required for York.

MINERAL LANDS BILL.

SECOND READING.

THE COLONIAL SECRETARY (Hon. G. Shenton), in moving the second reading of this bill, said it was a measure which had already passed through all its stages in another place. The bill had been drawn on the lines of the Queensland legislation on the subject, where a similar measure had been found to work admirably. It would be found that the old regulations were repealed, and it was now provided that there should be labor conditions attached to all leases which were issued under the Act. Under Part II. it was provided that mining licenses might be granted to any person, not being an alien or Asiatic, on payment of 10s., and Part III. declared what were the mining districts. Part IV. gave the Ministry power to issue business licenses for 12 months, which would be transferable, and Part V. dealt with mineral leases, the conditions under which they were granted, and the exemptions. Part VI. dealt specially with coal-mining, and