

OFFICIAL REPORT OF PROCEEDINGS**Meeting of 10th June, 1953.****PRESENT:**

HIS EXCELLENCY THE GOVERNOR

SIR ALEXANDER WILLIAM GEORGE HERDER GRANTHAM, G.C.M.G.

THE HONOURABLE THE COLONIAL SECRETARY

MR. ROBERT BROWN BLACK, C.M.G., O.B.E.

THE HONOURABLE THE ATTORNEY GENERAL

MR. ARTHUR RIDEHALGH, Q.C.

THE HONOURABLE THE SECRETARY FOR CHINESE AFFAIRS

MR. RONALD RUSKIN TODD.

THE HONOURABLE THE FINANCIAL SECRETARY

MR. JOHN JAMES COWPERTHWAITTE, *Acting*.

THE HONOURABLE DOUGLAS JAMES SMYTH CROZIER

(Director of Education).

DR. THE HONOURABLE YEO KOK CHEANG

(Director of Medical and Health Services).

THE HONOURABLE KENNETH MYER ARTHUR BARNETT, E.D.

(Director of Urban Services).

THE HONOURABLE ALEXANDER PROVAN WEIR

(Acting Director of Public Works).

DR. THE HONOURABLE CHAU SIK-NIN, C.B.E.

THE HONOURABLE CEDRIC BLAKER, M.C., E.D.

THE HONOURABLE LO MAN WAI, O.B.E.

THE HONOURABLE CHARLES EDWARD MICHAEL TERRY.

THE HONOURABLE DHUN JEHangIR RUTTONJEE.

DR. THE HONOURABLE ALBERTO MARIA RODRIGUES, M.B.E.

THE HONOURABLE KWOK CHAN, O.B.E.

MR. ROBERT WILLIAM PRIMROSE

(Deputy Clerk of Councils).**ABSENT:**

HIS EXCELLENCY THE COMMANDER BRITISH FORCES

LIEUTENANT-GENERAL SIR TERENCE AIREY, K.C.M.G., C.B., C.B.E.

THE HONOURABLE NGAN SHING-KWAN.

MINUTES.

The Minutes of the meeting of the Council held on 2nd June, 1953, were confirmed.

PAPERS.

THE COLONIAL SECRETARY, by Command of His Excellency the Governor, laid upon the table the following papers:—

<i>Subject</i>	<i>G.N. No.</i>
The Summary Offences Ordinance, Chapter 228.	
Summary Offences (Licences and Fees) Regulations, 1953	A. 85
The Public Health (Food) Ordinance, Chapter 140.	
Markets (Amendment) By-Laws, 1953	A. 86
The Ferries Ordinance, Chapter 104.	
Excluded Ferries Regulations, 1953	A. 87
The New Territories Ordinance, Chapter 97.	
New Territories (Amendment) Rules, 1953	A. 89
The Essential Services (Civil Aid Services) Corps Regulations, 1952. (G.N.A. 1 of 1952).	
Civil Aid Services (Amendment) Direction, 1953	A. 90
The Essential Services Corps Ordinance, Chapter 197.	
Essential Services Corps (General) (Amendment) Regulations, 1953	A. 92

SUPPLEMENTARY PROVISIONS**FOR THE QUARTER ENDED 31ST MARCH, 1953.**

THE ACTING FINANCIAL SECRETARY moved the following resolution:

Resolved that the Supplementary Provisions for the quarter ended 31st March, 1953, as set out in Schedule No. 4 of 1952/53, be approved.

He said: Of the total of over \$19 million provided in the Schedule, \$8,630,000 or almost half is accounted for by the purchase by Government of the Laichikok Coal yard, the French

Mission Building and the "Hermitage" in Kennedy Road. The other main items are the allocation of an extra \$2 million to the Rehabilitation Loan Sinking Fund, the charging off to revenue of \$2 million spent under the Rehabilitation Loan Schedule and the provision of interest free loans for school development totalling \$2,050,000. All the items in the Schedule have received the approval of Finance Committee and now require the covering approval of this Council.

THE COLONIAL SECRETARY seconded.

The question was put and agreed to.

**RESOLUTION REGARDING THE PENSIONS
(AMENDMENT) REGULATIONS, 1953.**

THE ACTING FINANCIAL SECRETARY moved the following resolution:

Resolved that, pursuant to the power conferred by section 3(3) of the Pensions Ordinance, Chapter 89, the Pensions (Amendment) Regulations, 1953, be approved.

He said: Regulation 34 of the Pension Regulations provides for the payment of a special retiring allowance to certain matrons and nursing sisters who do not qualify for pension or gratuity. As it stands, it precludes the grant of a retiring allowance in respect of a period of service to anyone who receives a pension or gratuity even if it is in respect of an entirely different period of service.

The Pensions (Amendment) Regulations 1953 are designed to remove this anomaly and to make it possible to grant a retiring allowance as well as a pension or gratuity so long as they are for different periods of service.

The Regulations are retrospective in effect to 12th April, 1952, in order to cover the case of the officer whose retirement brought the anomaly to light, and for that reason, they require the covering approval of this Council.

THE COLONIAL SECRETARY seconded.

The question was put and agreed to.

**LAND TRANSACTIONS (ENEMY OCCUPATION)
(AMENDMENT) BILL, 1953.**

THE ATTORNEY GENERAL moved the First reading of a Bill intituled: "An Ordinance further to amend the Land Transactions (Enemy Occupation) Ordinance, Chapter 256."

He said: The legal effect of this Bill is, I think, sufficiently explained in the statement of Objects and Reasons. I would, however, just add this. The principal Ordinance, which this Bill is designed to amend, was enacted in July, 1948, and the period during which "green ink entries" relating to transactions during the Japanese occupation were to remain on the Land Office registers was originally fixed at three years. This period proved insufficient to enable titles depending on those transactions to be regularized, and in 1951, the period was extended to five years. The proposal now is to extend it for a further year, during which it is hoped that all persons who have not already done so will take steps to regularize their position, and to this end public notice is to be given warning such persons that they should take appropriate action before the 16th of July, next year.

THE COLONIAL SECRETARY seconded.

The question was put and agreed to.

The Bill was read a First time.

Objects and Reasons.

The "Objects and Reasons" for the Bill were stated as follows:—

Section 4 of the Land Transactions (Enemy Occupation) Ordinance (Cap. 256), as amended from time to time, provides that all "green ink entries" in the Land Office registers, whereby particulars of transactions affecting land during the Japanese occupation are recorded, shall be deleted after the expiration of five years from the commencement of the Ordinance, that is to say, after the 15th July next. As, however, instances still exist in which titles have not yet been regularized, it is desirable that the period aforesaid be extended by yet another year. This Bill is designed to achieve that end. If this Bill is passed into law, it is proposed to publish a notice calling upon all persons concerned to take steps to regularize their titles before 16th July, 1954.

SUPREME COURT (AMENDMENT) BILL, 1953.

THE ATTORNEY GENERAL moved the First reading of a Bill intituled: "An Ordinance to amend the Supreme Court Ordinance, Chapter 4."

He said: The effect of the amendments to the Supreme Court Ordinance proposed to be made by this Bill are, I think, sufficiently explained in the statement of objects and reasons which accompanies the Bill. I would merely add that the amendment to be made by clause 4, whereby it is provided that the period of the long vacation in each year shall be from 1st August to 11th September inclusive, has the approval of both branches of the legal profession.

THE COLONIAL SECRETARY seconded.

The question was put and agreed to.

The Bill was read a First time.

Objects and Reasons.

The "Objects and Reasons" for the Bill were stated as follows:—

The main object of this amending Bill is to amplify provision in the Supreme Court Ordinance relating to the jurisdiction of that Court in dealing with the estates of persons of unsound mind, but the opportunity has been taken to effect minor amendments relating to the long vacation and to the duties of the Registrar.

2. Clause 2 repeals the existing reference to the Lunacy Act, 1890, and replaces provision which will give to the Supreme Court and its judges the jurisdiction exercisable in the United Kingdom by the judges of the Court of Chancery under the Lunacy and Mental Treatment Acts, 1890 to 1930. It is provided that the functions and powers of the Master in Lunacy and the Official Solicitor in Lunacy shall be exercised by the Registrar of the Supreme Court and the Registrar General respectively. Percentages and fees may be prescribed by rules of court but power is given to a judge in lunacy to remit or reduce these, such a power being vested in a judge in lunacy in the United Kingdom in the case of death or vacation of an order in respect of a mental patient.

3. Clause 3 makes addition to section 17 of the Ordinance to make plain that the power of the registrar to refer to a judge for a decision in respect of a matter over which he has jurisdiction by rules of court, and the provision for appeal from a decision of the registrar, extend to the many matters over which the registrar has jurisdiction other than by rules of court.

4. The purpose of the amendment proposed by clause 4 is to amend the period of the long vacation. The long vacation is at present fixed by section 24 as the period in each year between 20th September and the 17th October. It should be observed that criminal and urgent civil business is taken during all vacations (section 25 of the Ordinance).

MERCHANT SHIPPING BILL, 1953.

THE ATTORNEY GENERAL moved the First reading of a Bill intituled: "An Ordinance to consolidate and amend the existing ordinances relating to merchant shipping, to remove anomalies and outmoded provisions therefrom, and incorporate therein amendments consequential upon the application to the Colony of the Merchant Shipping (Safety Convention) Act, 1949."

He said: In a port of the standing of Hong Kong, shipping legislation is of the greatest importance and necessarily of some complexity. A glance at the cross-headings in the Table of Contents of this Bill, and at the Tables of Rules and Regulations in the Third Schedule, will demonstrate the wide range of matters to be legislated for, and will illustrate one point I wish to make. The preparation of a Bill such as that now before Council would be a hazardous task unless the draftsman were assured of the help and advice of the many sections of the community in Hong Kong intimately concerned with its provisions, and it was with this in mind that a draft of the Bill was published for general information and comment in October last by direction of Your Excellency. The constructive comments received by the Director of Marine and by my department as a result of that publication are gratefully acknowledged.

Shipping legislation within the Commonwealth principally stems from the Merchant Shipping Act of 1894, which is some seven hundred and fifty sections in length, and hardly a year goes by without an Act of Parliament being passed in amendment, or in amplification, of the original Act. In 1899, the Colony passed its own Merchant Shipping Ordinance, which

provided (as also does the Bill now before Council) that the United Kingdom legislation should apply to all *British* ships registered in the Colony except insofar as its provisions were inappropriate or were contrary to local provision. But that left to be supplied, by local Ordinance, all the requirements necessitated by local circumstances and provision for the regulation of foreign vessels of all types using the port.

Since 1899, some twenty-five enactments have varied the provisions of the original Ordinance. Consolidation and removal of dead wood has from time to time been effected by the process of revision, but it was not expedient so to deal with Merchant Shipping legislation, when the laws were last revised in 1950. This was mainly on account of the fact that steps were at the time being taken in the United Kingdom to apply to Hong Kong (and throughout the Commonwealth) the important provisions of an international convention relating to the safety of shipping which was concluded in London in 1948.

The provisions of that convention were on the 7th April last made applicable to Hong Kong by order of Her Majesty in Council, the terms of which have been made public in the *Gazette*. This Bill is a companion measure to that Order and also replaces the 1899 Ordinance and its many amending Ordinances. The statement of objects and reasons refers in some detail to the major improvements which have been made and I cannot usefully add anything to it.

It is intended that the many sets of regulations made under the 1899 Ordinance shall be replaced in due course by up-to-date regulations on the subjects indicated in the Third Schedule to the Bill, of which the first group is already in the final stage of preparation.

Lastly, I should mention that since this Bill affects the operation of United Kingdom legislation in the Colony and varies or repeals some portions thereof, it contains a suspending clause. It can only be brought into force by proclamation after Her Majesty's pleasure not to disallow it has been signified.

THE COLONIAL SECRETARY seconded.

The question was put and agreed to.

The Bill was read a First time.

Objects and Reasons.

The “Objects and Reasons” for the Bill were stated as follows:—

(In these Objects and Reasons—

- (i) “Ordinance” means the Merchant Shipping Ordinance, 1809;
- (ii) “Act” means the Merchant Shipping Act, 1894;
- (iii) “Safety Convention Act” means the Merchant Shipping (Safety Convention) Act, 1949;
- (iv) “Director” means the Director of Marine.)

1. There were certain ordinances which were omitted from the Revised Edition of the Laws, 1950, because their early repeal and replacement were anticipated. This Bill, which was published for information in a Gazette Supplement on the 31st October last, is intended to effect such replacement so far as the Merchant Shipping Ordinance, 1899, is concerned. Its main objects are—

- (a) to incorporate all amendment ordinances, and to re-cast the Ordinance as so amended for greater ease of reference, carrying out the many minor improvements which the law revision commissioners would have effected under their powers;
- (b) in respect of unsatisfactory or insufficient provisions, to carry out recommendations which have been formulated by or which have been made to the Director of Marine;
- (c) to make a number of amendments to local law which are necessary as a consequence of the application to Hong Kong of the Safety Convention Act, which is the machinery whereby the provisions of the International Convention for the Safety of Life at Sea held in London in 1948 is being applied throughout the Commonwealth. The Act has been applied in the Colony by order of Her Majesty in Council with effect from the 7th April last.

2. As to paragraph (a), the Ordinance has presented some difficulty in the past in that certain sections have dealt with such complicated topics that they have been divided into very numerous subsections, and as a consequence when amendment has taken place interpolation of further subsections has been necessary. Thus sections 4 and 10 contained 21 and 29 subsections respectively. It has been possible to divide these into more manageable sections, and at the same time to transpose some sections or subsections where such transposition seemed desirable, either to

accord better with the Act upon which many of the provisions are founded or for greater intelligibility. The 50 sections in the Ordinance become 118 sections in the Bill but there is in fact little increase in the length of the Bill. Such subdivision and re-arrangement has facilitated a division of the Bill into 17 related Parts as shown in the Table of Contents, which will be printed with but will not be part of the Ordinance if enacted. A Table of Correspondence follows these Objects and Reasons to demonstrate the disposal of all sections and subsections of the Ordinance, while the Bill is printed with a reference (in square brackets after each subsection) to the subsection of the Ordinance which forms its precedent, in consonance with the method employed in the revised edition of the laws.

3. As to paragraph (b), specific reference to the following changes might be made—

Clause 2. The expression “lorcha”, re-defined in clause 2, is now accepted as including a mechanically propelled vessel of a hybrid nature and including such a vessel which is not sea-going. By the definition of ship in the same clause junks and lorchas are excluded from many of the provisions of the Ordinance, but Part XIV is of specific application and international collision regulations also apply to mechanically propelled junks and lorchas.

Clause 11. Provision for deduction from seamen’s wages of a proportion of Mercantile Marine Office fees is omitted as unnecessary.

Clause 12(1). A liability for subsistence and maintenance of discharged seamen has hitherto been universally applicable according to the letter of the Ordinance. This is not necessary in respect of seamen locally engaged or locally domiciled and an appropriate exception has been inserted.

Clause 12(3). The necessity for production to the Director of a certificate of discharge locally issued by a consular officer is dispensed with as being unnecessary.

Clause 23(2). Section 10(2) of the Ordinance provided for an annual survey of passenger ships but exempted ships with “equivalent certificates” issued either in a British possession or foreign country. Section 21(3) of the Merchant Shipping (Safety and Load Line Conventions) Act, 1932, provided that such exemptions should not, after a specified date now past, apply to safety convention passenger ships plying on international voyages, and by Ordinance in 1935 amendment by way of proviso to these

exemption clauses was accordingly enacted. But such safety convention passenger ships themselves are exempted from annual survey, and for greater clarity clause 10(2) therefore provides for three categories of exemption from such survey.

Clause 25(1). Although there are only three categories of Government surveyors referred to in the Act, it is also administratively convenient to refer in the Bill to nautical surveyors, which is a post existing both in the United Kingdom and in the Colony.

Clause 27(3). For many years provisions for delivery of annual certificates of survey by owners to the Colonial Secretary, with penalties for neglect, have existed. Such procedure is never followed. The sanction for neglect to obtain a survey is that no passenger certificate will be supplied, and the new provisions of this clause reflect the procedure actually followed.

Clause 33. The provisions of the Ordinance prohibiting the carrying of excess passengers have been re-drawn to meet difficulties encountered in the prosecution of offences, and as so amended this clause and penalties are more in line with section 283 of the Act.

Clause 48(1). Undermanning has been made a criterion of unseaworthiness in accordance with precedent in the Act.

Clause 50. Provision is now made that a court of inquiry may be presided over by a judge or magistrate, instead of always by a magistrate.

Clause 53. A provision in the Ordinance that the Board of Trade (now the Ministry of Transport) might order a case before a marine court relating to a casualty to be re-heard, has been omitted as that power subsists under the Act, and at the same time the Governor's power to order a re-hearing has been varied a little and provision has been made for appeal to the Supreme Court in Hong Kong in cases where no appeal lies to the High Court in England, as the absence of such appeal was an anomaly.

Clause 54. The powers of a marine court to supersede a master have been brought more into line with section 472 of the Act.

Clause 64(2). A proviso that the arrival and departure of a ship need not be reported if such should occur during other than office hours of the Department is no longer necessary and is omitted.

Clause 66. Specification of lights for junks is applicable only to sailing junks and this is now made clear.

Clauses 70 and 71. These have been expanded to accord more with precedents in model United Kingdom port regulations and in order to preserve control over the breaking up of vessels on selected foreshores which has increased in incidence since the war.

Clause 83(2). It is now provided that the shipping and landing of explosives should at all times have the consent of the Director. Other provisions relating to storage and search for explosives have been omitted as inappropriate to Merchant Shipping legislation and as being covered by the Dangerous Goods Ordinance, 1873.

Clause 87(4). Detailed specification of the nature of storage of dangerous goods, as included in the Ordinance, has been discovered not to be in accordance with practice, and this provision together with a provision that dangerous goods may be jettisoned in the harbour has been omitted.

Clause 97(3). Provision is made for appeal to a judge or magistrate in the event of cancellation or suspension by the Director of a local certificate of competency.

Clause 115. The power of the Governor in Council in exceptional instances to exempt from any provision of the Ordinance has been removed from its previous anomalous position in section 4 and placed among general provisions at the end of the Ordinance, but in view of the precedent of section 78(2) of the Merchant Shipping Act 1906, there is also added provision for a report annually to Legislative Council on occasions of exercise of the power.

4. There remain to be considered amendments consequential upon the application to Hong Kong of the International Convention for the Safety of Life at Sea, 1948. This international convention followed the Convention of the same title signed in 1929 which was applied to the Colony by Order of His Majesty in Council in 1935. Although the application is more detailed, the 1948 Convention, like its predecessor, applies only to passenger ships and to cargo ships of a certain size, and then only when such ships are engaged on international voyages. The amendments necessary to the Colony's legislation have had to be dovetailed however into the safety provisions of the Ordinance which apply generally to British ships registered in Hong Kong and to other ships while in Hong Kong waters.

5. Since the Convention is implemented in its entirety by the Merchant Shipping (Safety Convention) Act, 1949, and since that Act has been applied to Hong Kong by Order of Her Majesty in Council with only such variations consequent upon special circumstances or adequate provision already existing, it is material that in certain respects the Act goes further than the Convention. Should the Minister of Transport so decide, certain of the Convention provisions, such as those relating to life-saving appliances and radio, may be applied to ships outside the Convention, for example to cargo ships of less than 500 tons gross. Furthermore the Act gives the Minister power to control the design and fitting of radio direction-finders where these are compulsory and of other radio navigational aids where such are carried. In its application to Hong Kong the Governor in Council will have power to apply these provisions or make these rules.

6. The Convention, as applied by the Act, goes further than the 1929 Convention in that requirements in regard to life-saving appliances, fire fighting equipment etc. for cargo ships are introduced, and the fitting of radio communication equipment is now to be required on all passenger vessels irrespective of size and on cargo vessels of 500 tons and upwards. There are six chapters of detailed regulations included in the Convention and these will be made effective in the Colony (so far as they are not varied by the Governor in Council to meet local circumstances) by the promulgation of appropriate instructions and regulations under Clause 26(1).

7. The amendments to the Ordinance consequential upon the application of the Safety Convention Act can shortly be summarized as follows—

Clause 2. A useful and more specific definition of “passenger” is adopted.

Clause 25.

- (a) “Wireless telegraphy surveyors”, who become of increasing importance, are re-named radio surveyors;
- (b) Extensive provisions as to content of certificates given by Government surveyors are omitted and such certificates will comply with rules which will set out the scope of the duties carried out by ship surveyors, engineer surveyors and radio surveyors upon such annual survey.

Clauses 37 & 38.

- (a) References to the Safety Convention Act of 1932 are now replaced by references to that of 1949;
- (b) Extended power is given to the Governor in Council to make appropriate life-saving appliance rules for non-convention ships;
- (c) Boat-drill, fire drill, and records thereof, are more extensively provided for.

Clause 107. Consequential amendments are made to references.

Clause 111. More general power to prescribe forms and fees is taken.

8. Finally, section 16 of the 1899 Ordinance, which dealt with the special hazards of grain-carrying, is omitted in reliance on more specific provisions contained in section 24 of the 1949 Act, which has been extended to the Colony.

9. Clause 116 effects minor consequential amendments in other items of the Colony's legislation.

10. Clause 117 effects the necessary repeal of legislation to be superseded by this Bill, but preserves the existing Tables of regulations until they are replaced by Tables made under the Bill. Some of the subsidiary regulations and instructions, such as technical regulations and instructions relating to the construction of ships, are not of general interest and little purpose would be served by the expense of gazetting. In such cases therefore the Governor in Council may approve the regulations or instructions in the form of a separate booklet and notify his approval by a short regulation. As some precedent for this, a set of instructions for surveyors of ships was approved by the Governor in Council in 1941 without any notification in the *Gazette*.

11. Clause 118 is the necessary suspending clause which provides that after enactment the Ordinance shall come into operation only upon proclamation of non-disallowance by Her Majesty.

MEDICAL REGISTRATION (AMENDMENT) (NO. 2)

BILL, 1953.

DR. YEO KOK CHEANG moved the First reading of a Bill intituled: "An Ordinance to amend the Medical Registration Ordinance, Chapter 161."

He said: Sir, the Objects and Reasons state clearly the purpose of this amendment but I should like to stress the need for preserving the reciprocal arrangements which exist between the United Kingdom and this Colony for the registration of medical practitioners.

THE COLONIAL SECRETARY seconded.

The question was put and agreed to.

The Bill was read a First time.

Objects and Reasons.

The "Objects and Reasons" for the Bill were stated as follows:—

1. The Medical Act, 1950, of the United Kingdom makes provision to secure that medical practitioners shall not be granted full registration without proof of practical experience, and the object of this Bill is to introduce a similar provision into the Medical Registration Ordinance (Chapter 161). Apart from the desirability of provision for post-graduate experience, the proposed amendments are necessary to preserve the reciprocal arrangements for registration between the United Kingdom and this Colony.

2. A graduate of the University of Hong Kong will require a certificate from the University of satisfactory post-graduate employment in a resident medical capacity in a hospital or hospitals approved by the University, and the conditions to be fulfilled will be prescribed by regulations made by the Governor in Council (clauses 10A, paragraph (a), and 10B). A person seeking registration otherwise than by virtue of a degree granted by the University of Hong Kong will have to satisfy the Medical Board that he has had the post-graduate experience required in the case of a graduate of the University of Hong Kong, or such other experience as is mentioned in paragraph (b) or (c) of clause 10C.

3. Provisional registration may be obtained under clause 10D for the purpose of enabling any graduate holding a degree in medicine to obtain employment in a resident medical capacity at an approved hospital.

4. Clause 6 provides that the position of persons whose names are on the medical register at the date of commencement of the amending Ordinance (the 1st July, 1953) shall not be prejudiced.

BIRTHS REGISTRATION (SPECIAL REGISTERS)**(AMENDMENT) BILL, 1953.**

DR. YEO KOK CHEANG moved the First reading of a Bill intituled: "An Ordinance to amend the Births Registration (Special Registers) Ordinance, Chapter 175."

He said: Sir, during the Japanese occupation of the Colony, a number of registers of birth were lost or destroyed. The Births Registration (Special Register) Ordinance, 1947, was enacted in an endeavour to reconstruct the missing registers. Special registers were then opened. In the No. 1 Registers, a birth is re-registered on production of a certified and sealed copy of the birth entry in the original register. Where no certified and sealed copy of the birth certificate is available but where sufficient other satisfactory evidence of previous registration is produced, the entry is re-registered in the No. 2 Register.

By Section 8(4) of the Births Registration (Special Registers) Ordinance, 1947, now Chapter 175, entries and certified copies of entries in the No. 2 Registers are not deemed to be proof of the births to which they refer without additional supporting evidence; as in the case of post-registered births.

Since, however, these No. 2 Registers are not meant for post-registration but are intended to be reconstruction of the original registers it is desirable that entries therein should be considered as proof of the births to which they relate without additional evidence.

That is the purpose of this amendment and I formally move the first reading of the Bill.

THE COLONIAL SECRETARY seconded.

The question was put and agreed to.

The Bill was read a First time.

Objects and Reasons.

The "Objects and Reasons" for the Bill were stated as follows:—

The Births Registration (Special Registers) Ordinance (now Chapter 175) was enacted in 1947 to provide for the compilation of registers in replacement of registers lost during the Pacific War. It was provided by section 8(4) that entry made in the reconstructed registers by the Registrar after production

to him of some proof (other than a birth certificate) of entry in one of the lost registers should not be received as evidence of the birth to which the entry relates without other or further proof "of such entry". The register to which evidential value should if possible be attached, however, is not the reconstructed register in each case but the lost register. It is therefore preferable that section 8(4) should declare that entry in the reconstructed register shall be proof that the Registrar has had produced to him satisfactory evidence as to entry in the appropriate lost register.

The intention of the amendment is to effect this alteration. As a corollary to this amendment a footnote to certificates of birth relating to entry in the reconstructed registers will contain a short reference to the fact that satisfactory evidence of previous registration has been produced to the Registrar.

DEATHS REGISTRATION (SPECIAL REGISTERS)

(AMENDMENT) BILL, 1953.

DR. YEO KOK CHEANG moved the first reading of a Bill intituled: "An Ordinance to amend the Deaths Registration (Special Registers) Ordinance, Chapter 176."

He said: Sir, the reasons for the necessity for this amendment are the same as those given for the Bill which has just been read a first time, except that this refers to death and not birth registers.

I therefore formally move the First reading of the Bill.

THE COLONIAL SECRETARY seconded.

The question was put and agreed to.

The Bill was read a First time.

Objects and Reasons.

The "Objects and Reasons" for the Bill were stated as follows:—

This Bill is complementary to the Births Registration (Special Registers) (Amendment) Bill, 1953, and deals in like manner with the proof of entry of a death in the registers which replaced those lost in the Pacific War. The purpose of the amendment is set out in some detail in the statement of objects and reasons appended to that Bill.

POLICE FORCE (AMENDMENT) BILL, 1953.

THE ATTORNEY GENERAL moved the Second reading of a Bill intituled: "An Ordinance to amend the Police Force Ordinance, Chapter 232."

THE COLONIAL SECRETARY seconded.

The question was put and agreed to.

The Bill was read a Second time.

Council then went into committee to consider the Bill clause by clause.

Clauses 1 to 9 were agreed to.

Council then resumed.

THE ATTORNEY GENERAL reported that the "Police Force (Amendment) Ordinance, 1953" Bill had passed through Committee without amendment and moved the Third reading.

THE COLONIAL SECRETARY seconded.

The question was put and agreed to.

The Bill was read a Third time and passed into law.

ADJOURNMENT.

H.E. THE GOVERNOR: Council will adjourn until the 24th June, 1953.
