

I certify that this PUBLIC BILL, which originated in the LEGISLATIVE ASSEMBLY, has finally passed the LEGISLATIVE COUNCIL and the LEGISLATIVE ASSEMBLY of NEW SOUTH WALES.

W. S. MOWLE,
Clerk of the Legislative Assembly.
Legislative Assembly Chamber,
Sydney, 20 December, 1923.

New South Wales.



ANNO QUARTO DECIMO

GEORGII V REGIS.

Act No. 57, 1923.

An Act to sanction the construction of a line of tramway from Haberfield to Dobroyd Point ; and for purposes connected therewith. [Assented to, 21st December, 1923.]

BE it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows :—

1. This Act may be cited as the "Haberfield to Dobroyd Point Tramway Act, 1923." **2.** Short title.

I have examined this Bill, and find it to correspond in all respects with the Bill as finally passed by both Houses.

R. B. WALKER,
Chairman of Committees of the Legislative Assembly.

*Haberfield to Dobroyd Point Tramway.*Work
sanctioned.**2.** The work described in the Schedule to this Act is hereby sanctioned.

The plan

3. The plan of the said work is the plan marked "N.S.W. Tramways, Haberfield to Dobroyd," signed by the Railway Commissioners for New South Wales and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Railway Commissioners.

Cost.

4. The cost of carrying out the said work (exclusive of land resumptions) is estimated at twenty thousand six hundred and sixty-seven pounds, and such estimated cost shall not, under any circumstances, be exceeded by more than ten per centum.Line may be
constructed
on road.**5.** The said line of tramway may be constructed on or along or by the side of any road or highway.

SCHEDULE.

THIS tramway commences by a junction with the Sydney-Abbotsford Tramway at the intersection of Ramsay and Dalhousie streets, and proceeds north-easterly along the latter street to Waratah-street, across that street to Boomerang-street, along a portion of that street to a point opposite Crescent-street, where it ends on the eastern side of Robson Park, being a total distance of 59 chains, but is subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

In the name and on behalf of His Majesty I assent to this Act.

W. P. CULLEN,
Lieutenant-Governor.

*Government House,
Sydney, 21st December, 1923.*

This PUBLIC BILL originated in the LEGISLATIVE ASSEMBLY, and, having this day passed, is now ready for presentation to the LEGISLATIVE COUNCIL for its concurrence.

W. S. MOWLE,
Clerk of the Legislative Assembly.

*Legislative Assembly Chamber,
Sydney, 20 December, 1923.*

New South Wales.



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Haberfield to Dobroyd Point Tramway.

- 2.** The work described in the Schedule to this Act is hereby sanctioned. Work sanctioned.
- 3.** The plan of the said work is the plan marked "N.S.W. Tramways, Haberfield to Dobroyd," signed by the Railway Commissioners for New South Wales and countersigned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Railway Commissioners. The plan.
- 4.** The cost of carrying out the said work (exclusive of land resumptions) is estimated at twenty thousand six hundred and sixty-seven pounds, and such estimated cost shall not, under any circumstances, be exceeded by more than ten per centum. Cost.
- 5.** The said line of tramway may be constructed on 15 or along or by the side of any road or highway. Line may be constructed on road.

SCHEDULE.

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