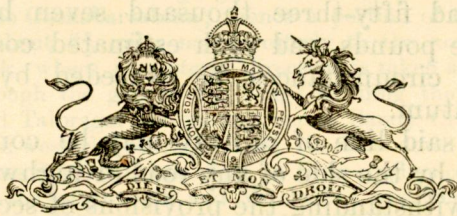


Sandy Hollow, via Gulgong, to Maryvale Railway.

2. The carrying out of the work described in the Schedule to this Act is hereby sanctioned.
3. The plan of the said work is the plan marked "N.S.W. Railways-Sandy Hollow, via Gulgong, to Maryvale Schedule Plan," signed by the Railway Commissioners for New South Wales and commissioned by the Chief Engineer for Railway and Tramway Construction, and deposited in the public office of the said Railway Commissioners.

Work sanctioned.
The plan.

New South Wales.



ANNO SEPTIMO DECIMO

GEORGI II REGIS.

Act No. 28, 1927.

An Act to sanction the construction of a line of railway from Sandy Hollow, via Gulgong, to Maryvale; to amend the Public Works Act, 1912; and for purposes connected therewith. [Assented to, 7th March, 1927.]

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 "Sandy Hollow, via Gulgong, to Maryvale Railway Act, 1927."

2.

SCHEDULE

Sandy Hollow, via Gulgong, to Maryvale Railway.

- 2.** The carrying out of the work described in the Schedule to this Act is hereby sanctioned.
- 3.** The plan of the said work is the plan marked "N.S.W. Railways, Sandy Hollow, via Gulgong, to Maryvale Schedule Plan," 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.
- 4.** The cost of carrying out the said work (exclusive of land resumptions) is estimated at one million three hundred and fifty-three thousand seven hundred and eighty-nine pounds, and such estimated cost shall not, under any circumstances, be exceeded by more than ten per centum.
- 5.** The said line of railway may be constructed on or along or by the side of any road or highway.
- 6.** Notwithstanding the provisions of section ninety-one of the Public Works Act, 1912, the Constructing Authority shall not be compelled, nor shall it be the duty of the said Authority to make or maintain any fence along the said line of railway for the accommodation of any person or for any purpose whatsoever; but the said Authority may, in its discretion, make and maintain such fences in connection with the said line of railway as it may think fit.

Work sanctioned.

The plan.

Cost.

Line may be constructed on road.
Fencing.

Sandy Hollow, via Gulgong, to Maryvale Railway.

SCHEDULE.

THIS railway connecting the northern and western railway systems commences at $206\frac{1}{2}$ miles from Sydney and at the western end of Sandy Hollow Station on the Muswellbrook to Merriwa Branch from the Great Northern Railway, and it proceeds generally westerly across Goulburn River and in close proximity to the right or southern side of that river to 260 miles and past the villages of Baerami and Bylong, where a southerly bearing is taken to 265 miles; thence the line bears westerly past the village of Wollar and up Wilpinjong Creek, also past the village of Ulan and across Murragamba Creek and the Main Dividing Range; thence a south-westerly direction is taken to a point about 16 chains north of Gulgong Station on the branch line from Wallerawang to Coonabarrabran; thence a portion of that railway is followed for about $2\frac{3}{4}$ miles north-westerly to the northern side of Wyaldra Creek, where a westerly direction is taken across Puggoon Creek and through the gap in the range dividing the waters of the Cudgegong and Talbragar Rivers and across Sandy Creek: thence a generally south-westerly bearing takes the line down Bungiebomar Creek and across Spicer's Creek close to their confluence and over the range between the latter creek and Mitchell's Creek, across that creek to the terminus at 355 miles 48 chains from Sydney, being a point on the Great Western Railway at $263\frac{1}{2}$ miles from Sydney and about $1\frac{1}{2}$ miles from the northern end of Maryvale Station, being a total distance of $146\frac{1}{2}$ miles, exclusive of the portion of the Wallerawang to Coonabarrabran railway aforesaid, and is subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

Sandy Hollow, via Gulgong, to Maryvale Railway.

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 By Authority :

ALFRED JAMES KENT, Government Printer—1927.

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.

S. G. BOYDELL,
Acting Clerk of the Legislative Assembly.
Legislative Assembly Chamber,
Sydney, 2 March, 1927.

New South Wales.



ANNO SEPTIMO DECIMO

GEORGI V REGIS.

Act No. 28, 1927.

An Act to sanction the construction of a line of railway from Sandy Hollow, via Gulgong, to Maryvale; to amend the Public Works Act, 1912; and for purposes connected therewith. [Assented to, 7th March, 1927.]

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 "Sandy Hollow, Short title. via Gulgong, to Maryvale Railway Act, 1927."

2.

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

R. GREIG,
Chairman of Committees of the Legislative Assembly.

Sandy Hollow, via Gulgong, to Maryvale Railway.

- Work sanctioned.** **2.** The carrying out of 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. Railways, Sandy Hollow, via Gulgong, to Maryvale Schedule Plan," 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 one million three hundred and fifty-three thousand seven hundred and eighty-nine 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 railway may be constructed on or along or by the side of any road or highway.
- Fencing.** **6.** Notwithstanding the provisions of section ninety-one of the Public Works Act, 1912, the Constructing Authority shall not be compelled, nor shall it be the duty of the said Authority to make or maintain any fence along the said line of railway for the accommodation of any person or for any purpose whatsoever; but the said Authority may, in its discretion, make and maintain such fences in connection with the said line of railway as it may think fit.

Sandy Hollow, via Gulgong, to Maryvale Railway.

SCHEDULE.

THIS railway connecting the northern and western railway systems commences at 206½ miles from Sydney and at the western end of Sandy Hollow Station on the Muswellbrook to Merriwa Branch from the Great Northern Railway, and it proceeds generally westerly across Goulburn River and in close proximity to the right or southern side of that river to 260 miles and past the villages of Baerami and Bylong, where a southerly bearing is taken to 265 miles; thence the line bears westerly past the village of Wollar and up Wilpinjong Creek, also past the village of Ulan and across Murragamba Creek and the Main Dividing Range; thence a south-westerly direction is taken to a point about 16 chains north of Gulgong Station on the branch line from Wallerawang to Coonabarrabran; thence a portion of that railway is followed for about 2¾ miles north-westerly to the northern side of Wyaldra Creek, where a westerly direction is taken across Puggoon Creek and through the gap in the range dividing the waters of the Cudgegong and Talbragar Rivers and across Sandy Creek: thence a generally south-westerly bearing takes the line down Bungiebomar Creek and across Spicer's Creek close to their confluence and over the range between the latter creek and Mitchell's Creek, across that creek to the terminus at 355 miles 48 chains from Sydney, being a point on the Great Western Railway at 263½ miles from Sydney and about 1½ miles from the northern end of Maryvale Station, being a total distance of 146½ miles, exclusive of the portion of the Wallerawang to Coonabarrabran railway aforesaid, and 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.

D. R. S. DE CHAIR,
Governor.

*Government House,
Sydney, 7th March, 1927.*

THE HISTORY OF THE UNITED STATES

CHAPTER I

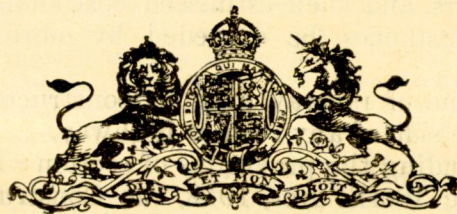
The first part of the history of the United States is the history of the colonies. The colonies were first settled by Englishmen in 1607, and they grew in number and importance until 1776, when they declared their independence from Great Britain. The colonies were first settled by Englishmen in 1607, and they grew in number and importance until 1776, when they declared their independence from Great Britain. The colonies were first settled by Englishmen in 1607, and they grew in number and importance until 1776, when they declared their independence from Great Britain.

In the year 1776, the colonies declared their independence from Great Britain. This was a great event in the history of the United States, and it led to the formation of the new nation. The new nation was founded on the principles of liberty and justice for all, and it has since grown into the great power that we know today.

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.

S. G. BOYDELL,
For Clerk of the Legislative Assembly.
Legislative Assembly Chamber,
Sydney, 24 February, 1927.

New South Wales.



ANNO SEPTIMO DECIMO

GEORGII V REGIS.

Act No. , 1927.

An Act to sanction the construction of a line of railway from Sandy Hollow, via Gulgong, to Maryvale; to amend the Public Works Act, 1912; and for purposes connected therewith.

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 "Sandy Hollow, Short title. via Gulgong, to Maryvale Railway Act, 1927."

Sandy Hollow, via Gulgong, to Maryvale Railway.

2. The carrying out of 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. Railways, Sandy Hollow, via Gulgong, to Maryvale Schedule Plan," 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 one million three hundred and fifty-three thousand seven hundred and eighty-nine pounds, and such estimated cost shall not, under any circumstances, be exceeded by more than ten per centum. Cost.

5. The said line of railway may be constructed on or along or by the side of any road or highway. Line may be constructed on road.

6. Notwithstanding the provisions of section ninety-one of the Public Works Act, 1912, the Constructing Authority shall not be compelled, nor shall it be the duty of the said Authority to make or maintain any fence along the said line of railway for the accommodation of any person or for any purpose whatsoever; but the said Authority may, in its discretion, make and maintain such fences in connection with the said line of railway as it may think fit. Fencing.

Sandy Hollow, via Gulgong, to Maryvale Railway.

SCHEDULE.

THIS railway connecting the northern and western railway systems commences at 206½ miles from Sydney and at the western end of Sandy Hollow Station on the Muswellbrook to Merriwa Branch from 5 the Great Northern Railway, and it proceeds generally westerly across Goulburn River and in close proximity to the right or southern side of that river to 260 miles and past the villages of Baerami and Bylong, where a southerly bearing is taken to 265 miles; thence the line bears westerly past the village of Wollar and up Wilpinjong Creek, also past 10 the village of Ulan and across Murragamba Creek and the Main Dividing Range; thence a south-westerly direction is taken to a point about 16 chains north of Gulgong Station on the branch line from Wallerawang to Coonabarrabran; thence a portion of that railway is followed for about 2¾ miles north-westerly to the northern side of 15 Wyaldra Creek, where a westerly direction is taken across Puggoon Creek and through the gap in the range dividing the waters of the Cudgong and Talbragar Rivers and across Sandy Creek: thence a generally south-westerly bearing takes the line down Bungiebomar Creek and across Spicer's Creek close to their confluence and over the 20 range between the latter creek and Mitchell's Creek, across that creek to the terminus at 355 miles 48 chains from Sydney, being a point on the Great Western Railway at 263½ miles from Sydney and about 1½ miles from the northern end of Maryvale Station, being a total distance of 146½ miles, exclusive of the portion of the Wallerawang to Coona- 25 barrabran railway aforesaid, and is subject to such deviations and modifications as may be considered desirable by the Constructing Authority.

